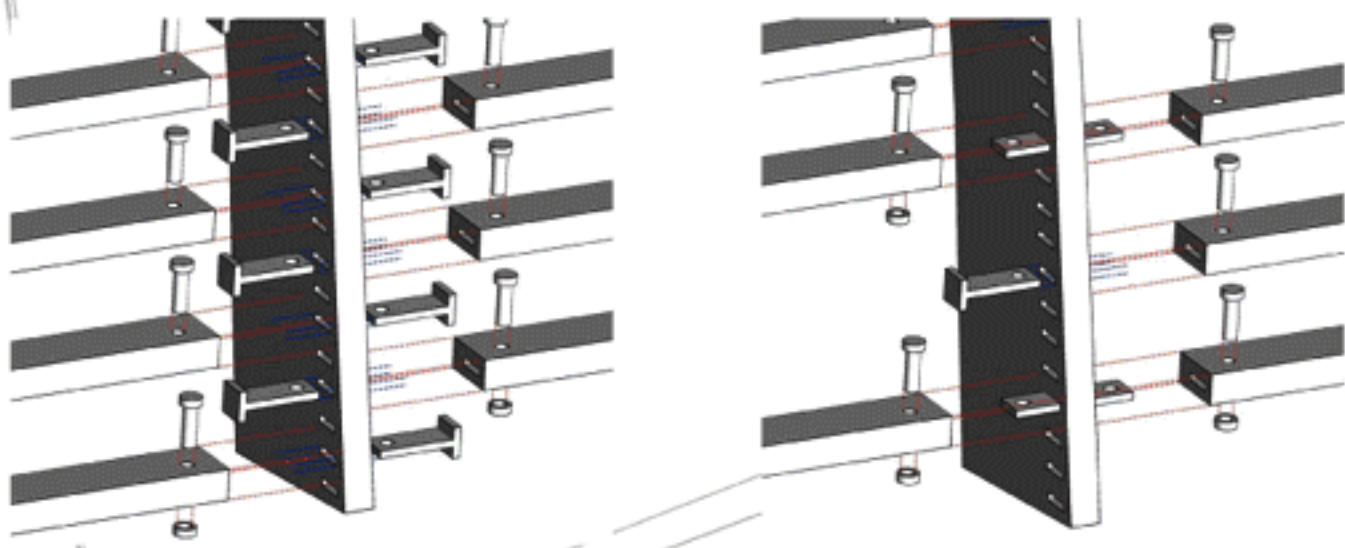
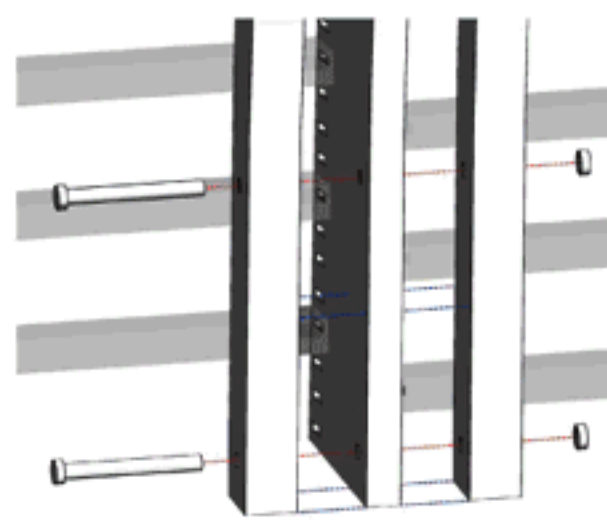


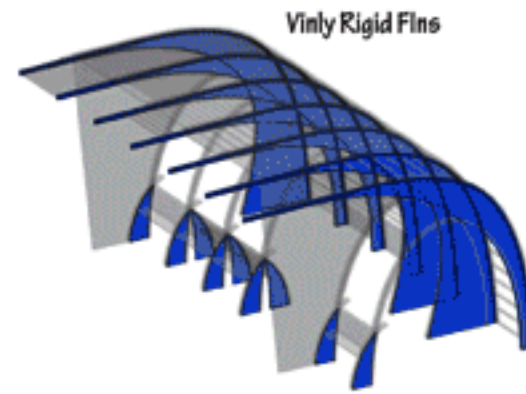
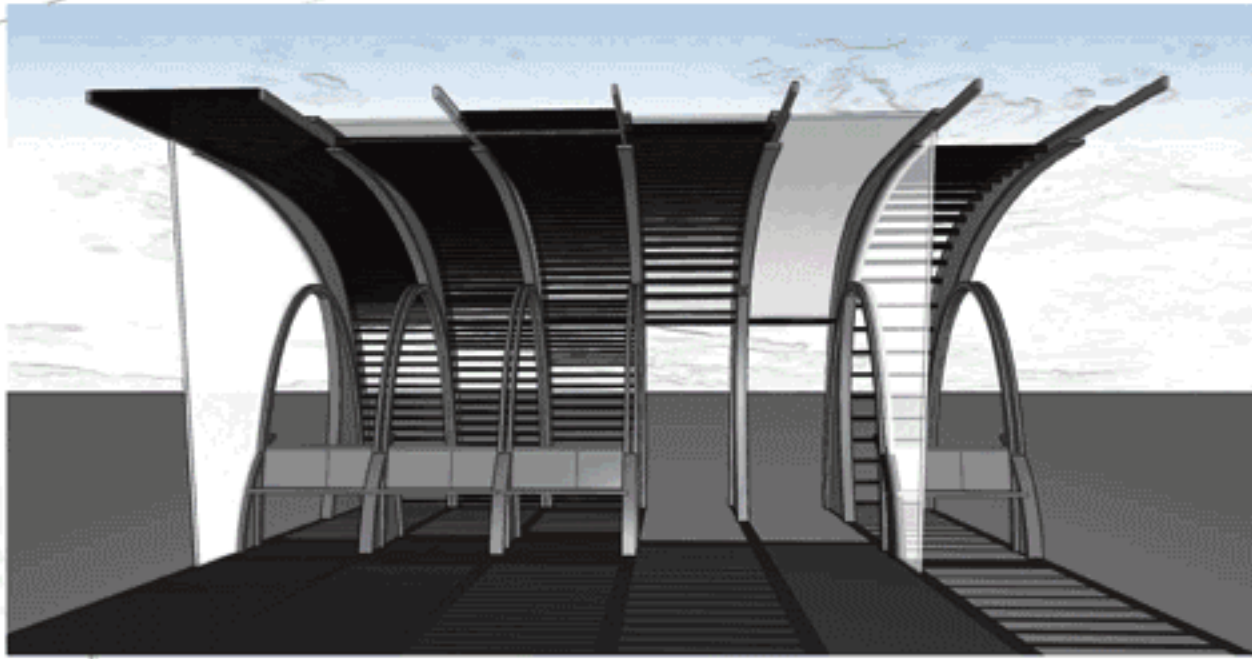
Site one was interesting in that it was located on an island surrounded by 3 streets, once again forcing the designer to address all 4 sides of the stop equally. While facing the stop toward oncoming bus routes, the shifted louvers relate to the angled street. The additional space at the rear of the transit stop accents the north-south axis running through the site, connecting a historic part of the city to the Milwaukee River rather than terminating it. The louvers at this site are weathered steel, containing the manufacturing history of the 5th ward.



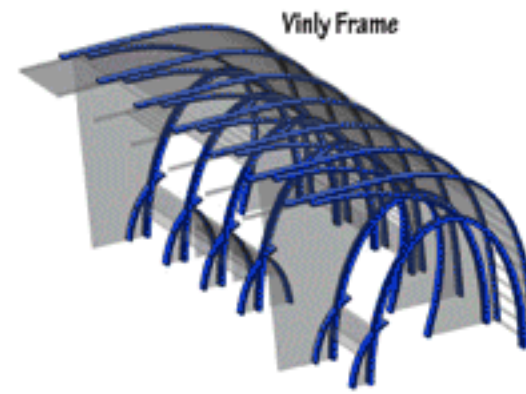
CONSTRUCTION DETAILS - 3" = 1' - Louver/Fin Connection (2 conditions)



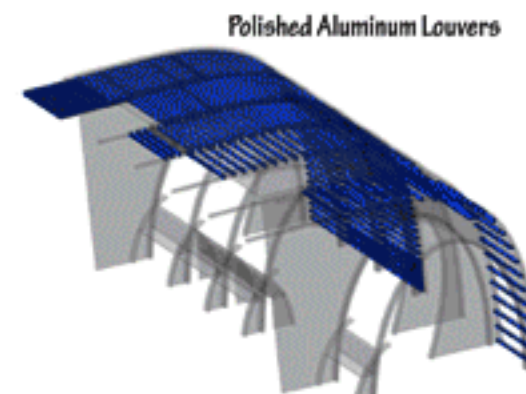
CONSTRUCTION DETAIL - 3" = 1' - Frame/Fin Connection



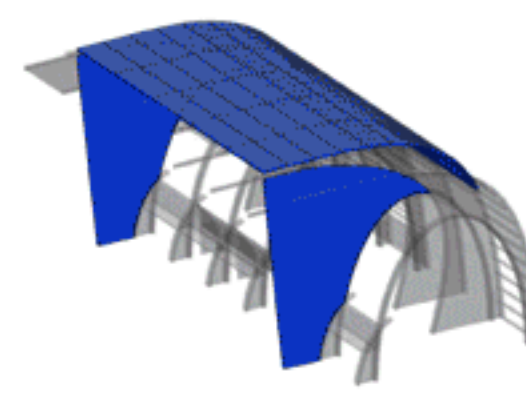
Vinly Rigid Fins



Vinly Frame

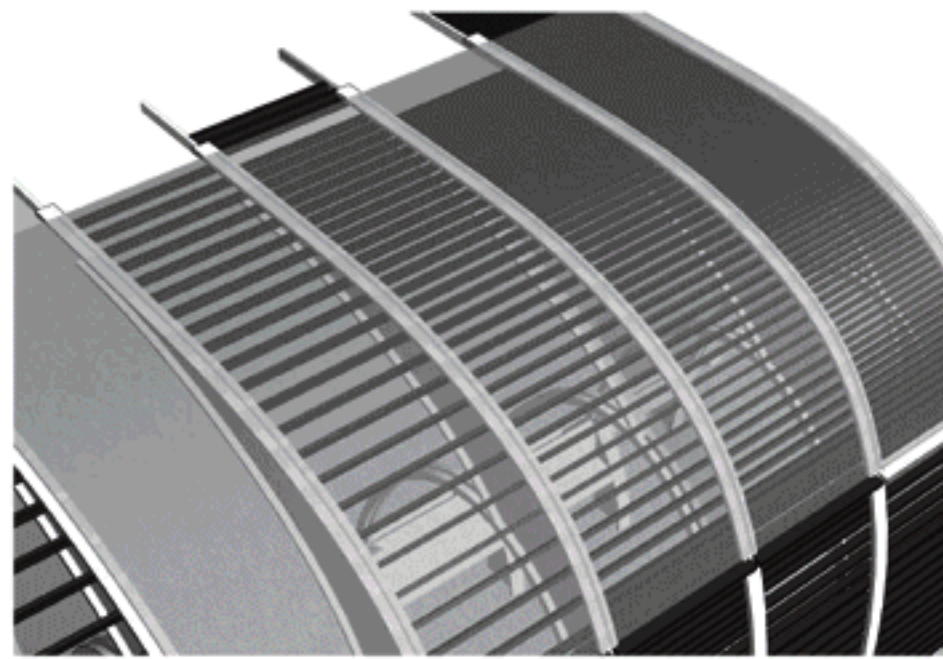


Polished Aluminum Louvers



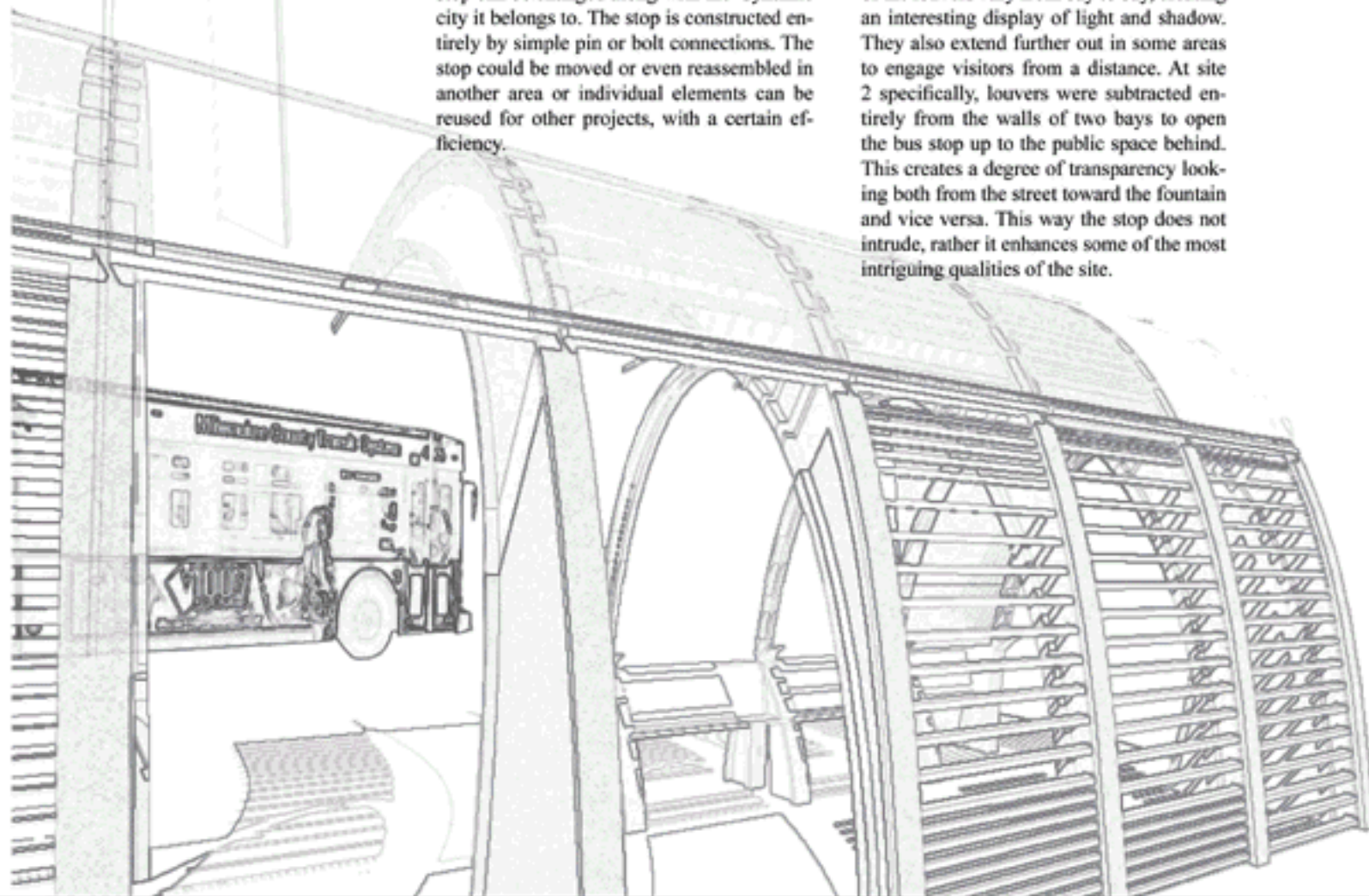
Translucent Vinyl Panels

structure
skin



Another aspect that makes this stop very versatile is how it allows for change. Bays can be easily added or the appearance of the bus stop can be changed along with the dynamic city it belongs to. The stop is constructed entirely by simple pin or bolt connections. The stop could be moved or even reassembled in another area or individual elements can be reused for other projects, with a certain efficiency.

Pushing, pulling, adding, and subtracting louvers from the walls and roof give the stop its own character to each site. The density of the louvers vary from bay to bay, creating an interesting display of light and shadow. They also extend further out in some areas to engage visitors from a distance. At site 2 specifically, louvers were subtracted entirely from the walls of two bays to open the bus stop up to the public space behind. This creates a degree of transparency looking both from the street toward the fountain and vice versa. This way the stop does not intrude, rather it enhances some of the most intriguing qualities of the site.



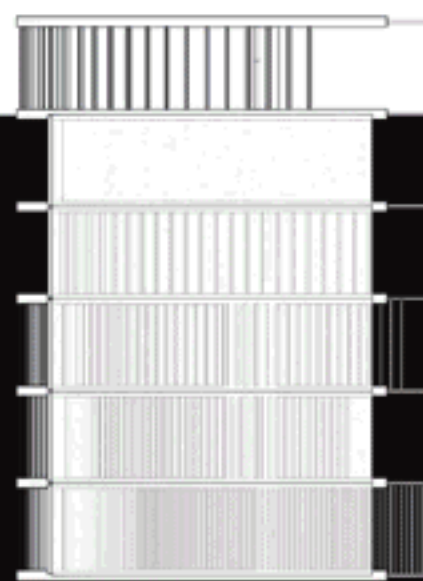
PLAN 1/4"=1'



SIDE ELEVATION 1/4"=1'



FRONT ELEVATION 1/4"=1'



ROOF PLAN 1/4"=1'

SITE 3: Maryland + Sandburg

The same design principles are also very appropriately applied at the UWM site, site 3. A very appealing rear façade of the transit stop faces the main entrance to the dorms, while the front opens up to the street. One important solution unique to this site is what is done with the rainwater. Rain water would flow off the roof, down the red pine louvers applied at this site, and then drain into a attractive rain garden. These rain gardens are becoming very popular at UWM and would be perfect in this green space that is rarely, if ever, occupied by people. This demonstrates small gestures that can contribute to achieve the desired zero-discharge goal for UWM.

