

# PETER COYLE

## Landscape Architecture Student Design Portfolio

- 01** MASTERS PROJECT  
Truman Waterfront | Key West
- 02** URBAN  
Avinguda Meridiana | Barcelona
- 03** REGIONAL  
Cemex Quarry | Miami
- 04** COMMUNITY  
Bakehouse Art Complex | Miami
- 05** VISUAL NOTATION
- 06** ANALYSIS
- 07** CONSTRUCTION DOCUMENTS
- 08** INDEPENDENT WORK

# 01 Truman Waterfront Key West, Florida



LOOKING WEST THROUGH CENTER OF SITE TO SHIP BASIN

Development in coastal zones has historically failed to recognize, address and embrace the dynamic nature of the coastlines upon which it is placed. Ignoring issues of erosion, flooding, and ecosystem function has led to environmental and social problems throughout the world. This development is additionally problematic in that it fails to successfully address the relationships between public open space, private open space, contextual influences, and sustainability within the delicate environmental balances that regulate pollution and support vital food and water supplies for humans and animals.

The goal of devising solutions that remedy problematic coastal zone development is to uncover solutions that speak to environmental systems, their services, pedestrian needs, cultural identities, economic conditions and sustainability.

The Truman Waterfront is an area located on the western tip of Key West in the Florida Keys on the site of a former US Naval Base. The land was created in the late 19th and early 20th centuries by dredging and filling from the adjacent shipping lane and ship basin. It therefore consists of a mix of sand, coral and limestone, below which lies the natural base of the Keys, oolitic

limestone. Very close to the core of historic Key West, the site is bordered by a marina, cruise ship docks and hotels to the north; Fort Zachary Taylor Historic State Park to the southwest; the distinctive Truman Annex residential quarter and Bahama Village to the east; the remaining US Naval Air Station to the south and west; and it is just four blocks from the bustling commercial activity on Key West's renowned Duval Street. The site is currently explored by adventurous visitors seeking to learn more about the island and locals who wish to walk their dogs, go fishing or relax in this secluded, quiet, open space.

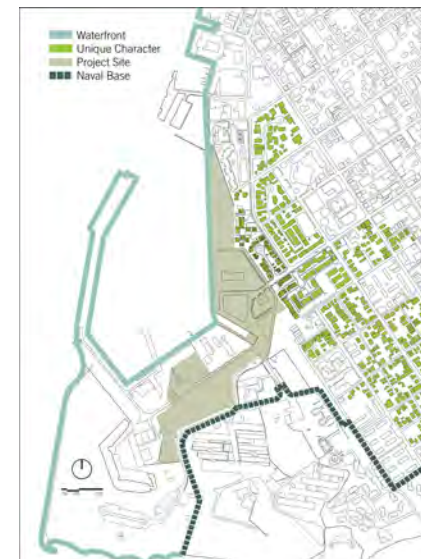
The conceptual approach to the project is to create a space for dynamic interaction at the confluence of two conflicting environments. The proposed design intervention is a park environment that blends the properties of a dynamic coastal edge with the static organization of an urban grid. The goal is to create spaces where pedestrians, both local and visiting, can come face to face with the dynamic properties that shape our coastal environments while also learning about the role the location has played in shaping the local culture.



EXISTING ACCESS



WALKABILITY



IMAGEABILITY





## SITE PLAN

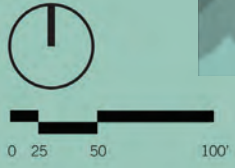
- 1 NORTH ENTRANCE / OPEN SPACE
- 2 NE ENTRANCE / URBAN REMNANT
- 3 CENTRAL PLAZA W/ LIGHT FEATURE
- 4 BEACH / CHILD PLAY AREA
- 5 OFF-STREET PARKING
- 6 NAVAL MUSEUM
- 7 EAST ENTRANCE
- 8 KAYAK RENTAL PAVILION
- 9 MULTI-USE SPORTS FIELD
- 10 USS INGHAM / MARITIME MUSEUM
- 11 BOAT RAMP
- 12 NOAA HURRICANE CENTER + DOCK
- 13 FL KEYS ECO-DISCOVERY CENTER
- 14 FORT ZACHARY TAYLOR HISTORIC STATE PARK ENTRANCE



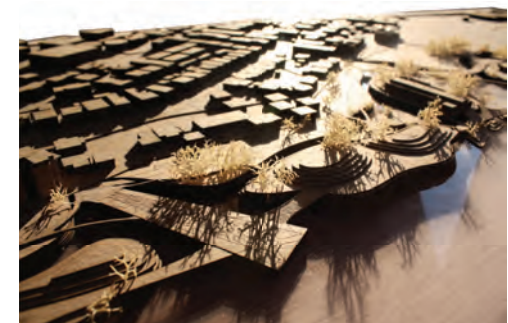
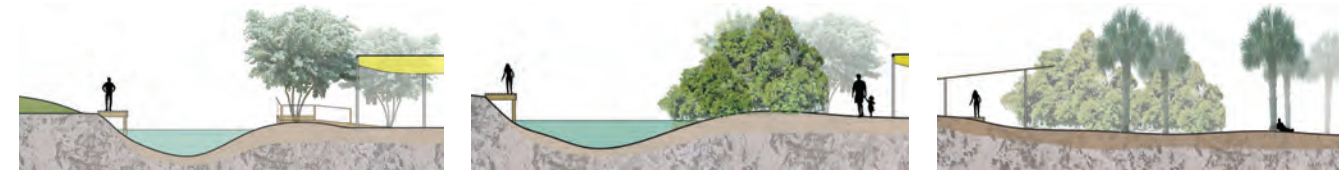
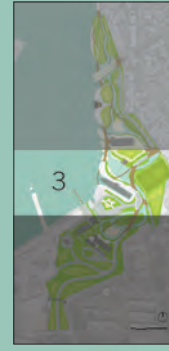
## ZONE 1



# ZONE 2



# ZONE 3



CONTEXTUALIZATION



PLANTING STRATEGY



VIEWSHEDS



PROGRAM STRATEGY

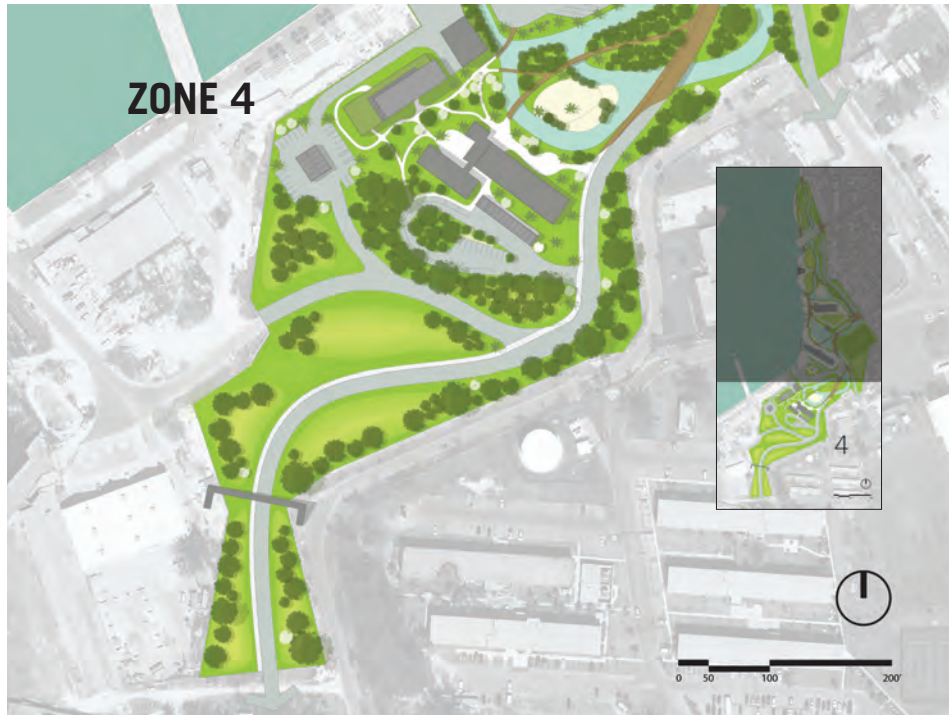


ACCESS / THRESHOLDS



CIRCULATION HIERARCHY

# ZONE 4



CONTEXT STITCHING

# 02 Avinguda Meridiana Barcelona, Spain



LOOKING EAST THROUGH THE SITE TO POBLE NOU

The Avinguda Meridiana site demonstrates a significant change in elevation, limited access, a transitional location, as well as being home to major transportation infrastructure and a developing surrounding community. It consists of two portions, northern and southern, that are separated by a road, which bridges the railroad that runs through the site.

The design intervention responds to the change in elevation by using it to reinforce the perspective of urban vs. individual scale. Addressing access to the site, the urban scale is brought in to facilitate ease of passage. When activated, market and leisure programming in this area of the site allow for a volume that makes the monumentality of space evident.

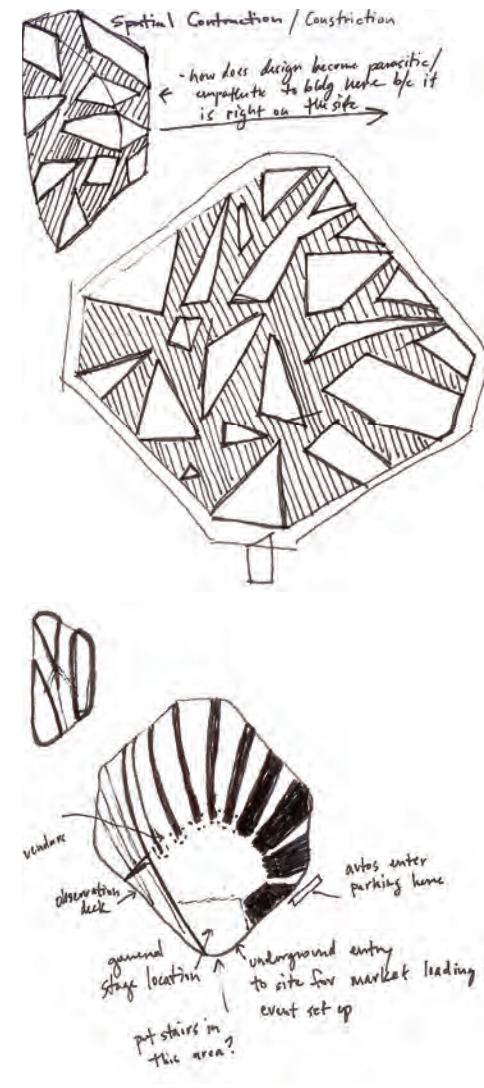
In the northern portion a series of walkways also responding to changes in scale and elevation traverse over the railroad right-of-way allowing access and unique perspectives of the railway over this previously restricted and forbidding property.

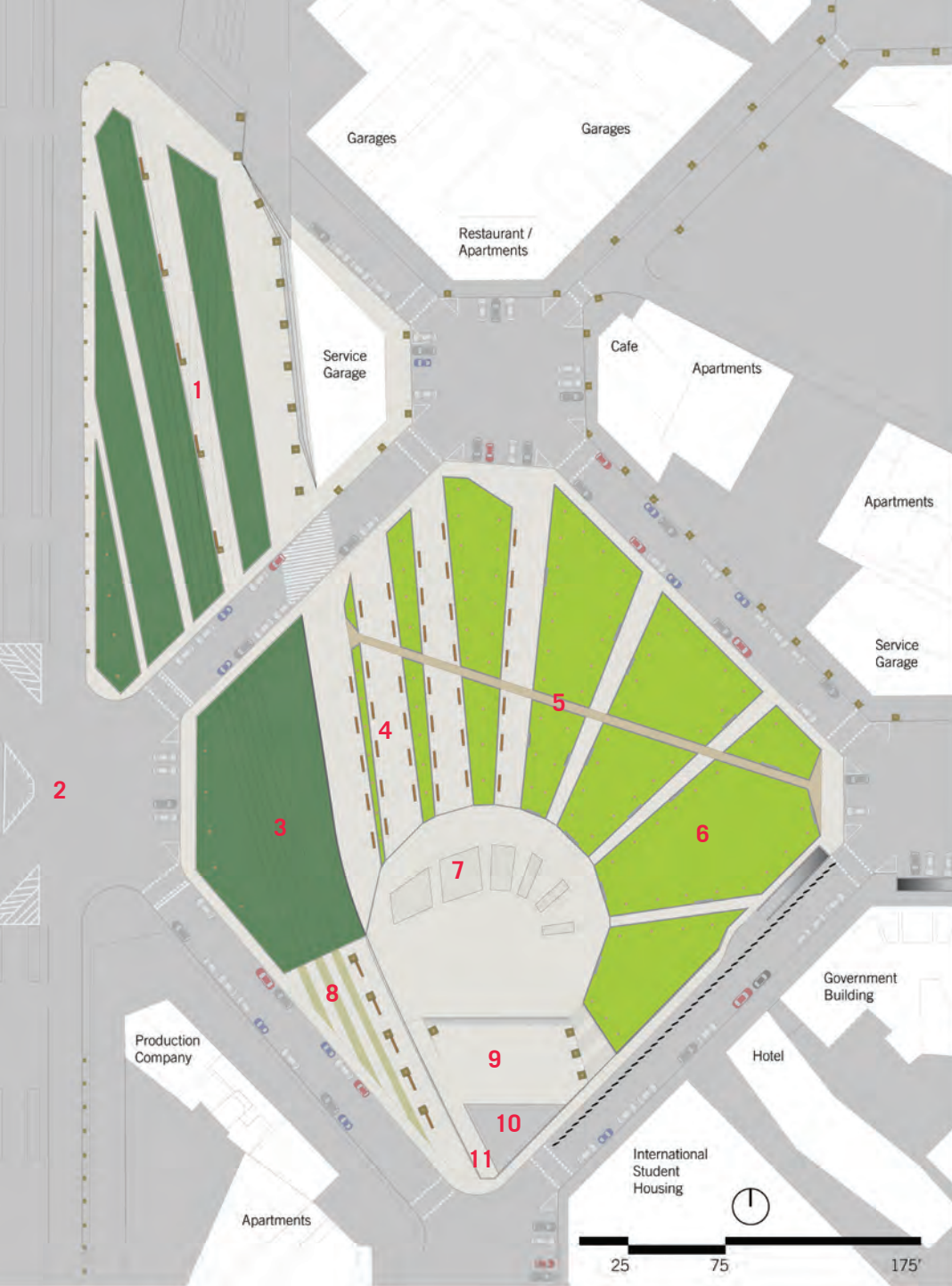
Sloping topography is added at the northwest and southeast edges to reach up and effectively double the amount of access to the southern portion of the site. This sloping serves to frame

the core, an open, plaza-like space with a water feature that is responsive to the flow of trains through the site.

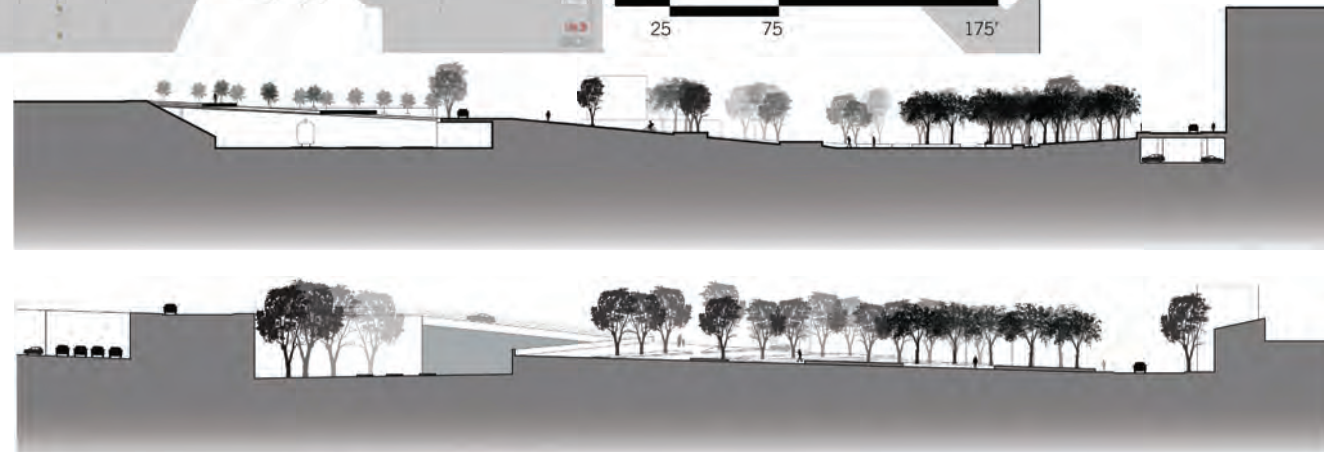
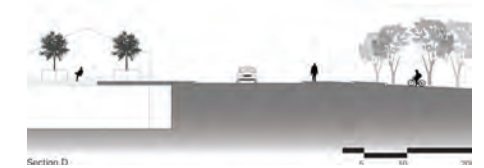
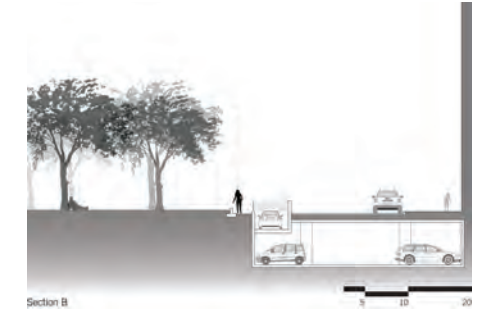
The transitional nature of the site is reinforced by a shift in scale of open hardscape from west to southeast. The burst of sound created by trains when they emerge from the tunnels at either end of the site moves east and dissipates along with the scale of the hardscape, creating more intimate pathways and increasing open green spaces. Significant tree canopy further reinforces the sense of change in scale. Intimate pathways surround open green space in order to allow for user-dictated program in keeping with the individualistic nature of the city.

The neighborhoods on the east of the site reflect a historic industrial background in various stages of decay and redevelopment. This area marks a change in building and infrastructure scale seen in the constricted hardscape at this end of the site. To further reflect the spirit of renewal the materials of the site are a mix of traditional and modern. Recycled brick retaining walls are capped with poured concrete beams to remain cool in the hotter months. Concrete slab paving and minimalist furniture also speak to this direction.





- 1 PEDESTRIAN BRIDGES
- 2 AVINGUDA MERIDIANA
- 3 RAILROAD RIGHT-OF-WAY
- 4 FARMERS MARKET SPACE
- 5 PASS-THRU
- 6 OPEN GREEN SPACE
- 7 FOUNTAIN
- 8 OBSERVATION DECK
- 9 STAGE
- 10 STORAGE
- 11 UNDERGROUND PARKING ACCESS

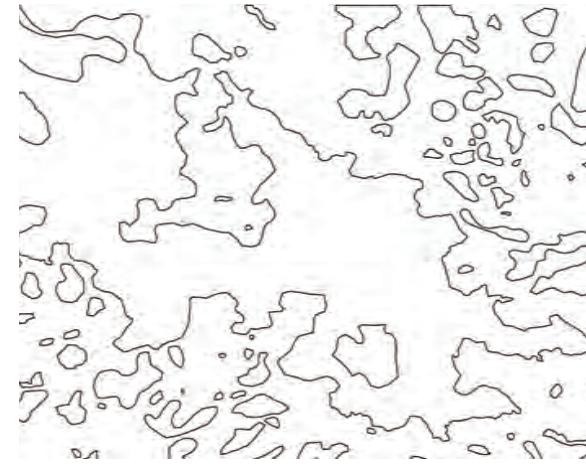
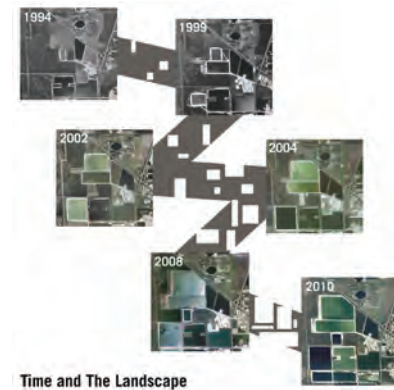
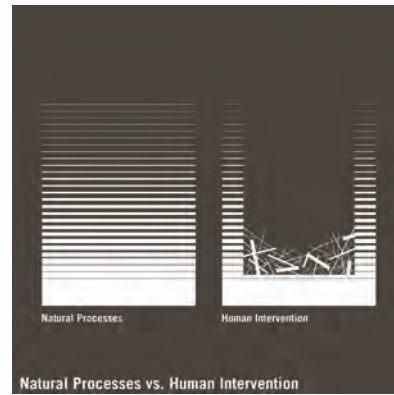
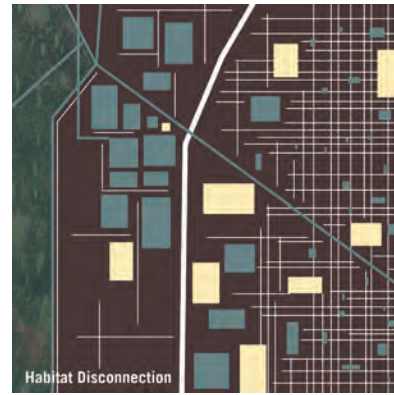


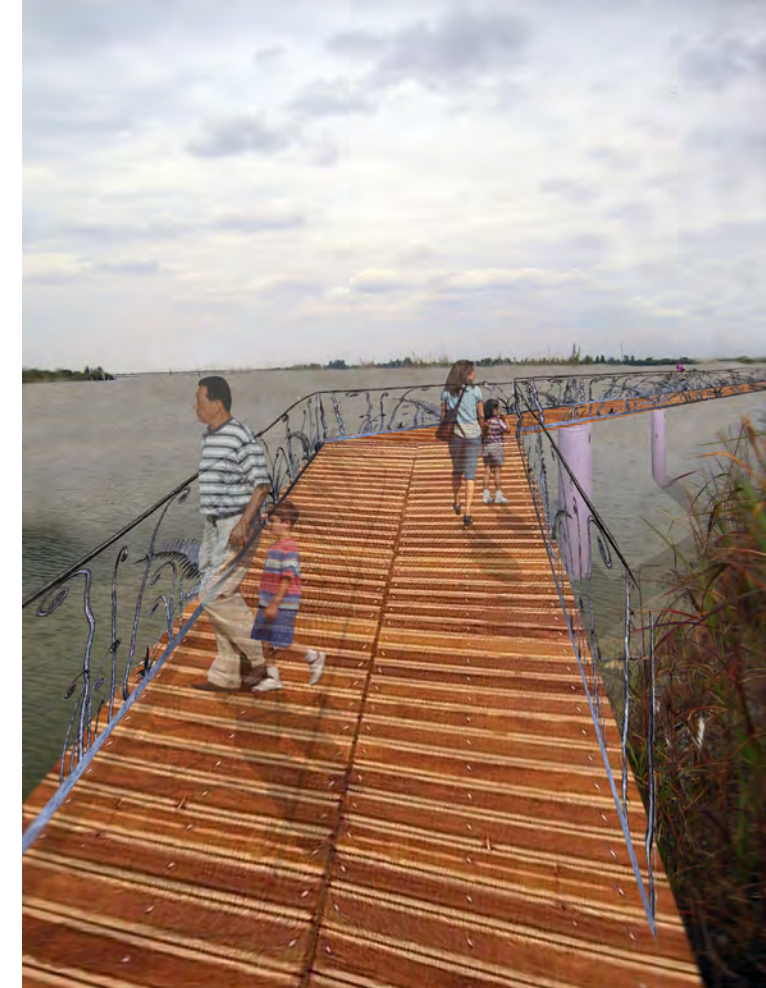
# 03 Cemex Quarry Miami, Florida



The mining of South Florida's sedimentary rock for use in the creation of roads and buildings is favored by some as an economic opportunity and contested by others as detrimental to a delicate and irreplaceable ecosystem. There unique cultural perspectives are reflected in the South Florida landscape, especially in locations where human interaction has had profound impact. The water-filled limestone quarries of Miami-Dade County's Lake Belt Region are a prime example of such interaction and provide an exceptional opportunity to involve and educate citizens about the geological composition and systems, both natural and industrial, of the area in which they live.

This project seeks to take advantage of the conditions created by extraction and deposition in the limestone mining process as well as the characteristics of the rock being mined. Expressing the transitional period the landscape finds itself in as well as the natural transitions naturally found in this location, the site will provide unique views and information about the site and Florida's freshwater ecosystems. They will then be able to create their own perspectives on the environment of South Florida.



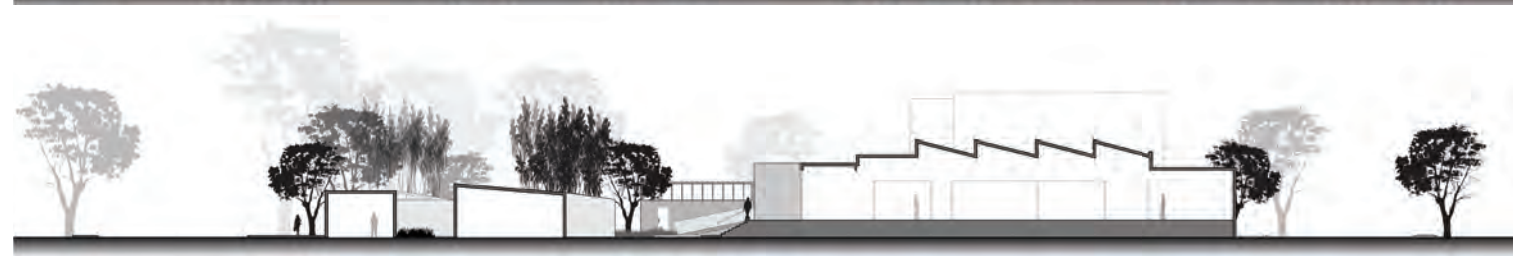
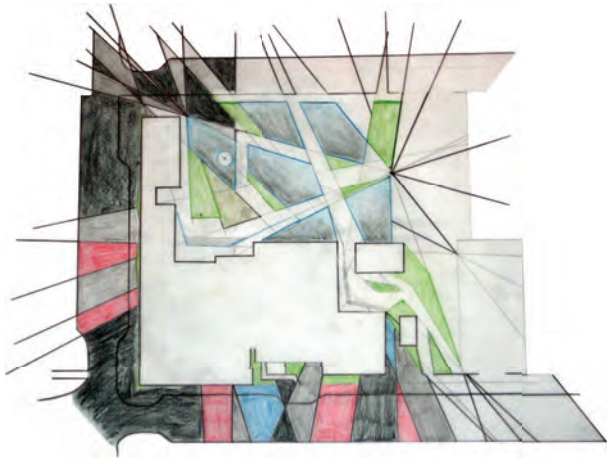
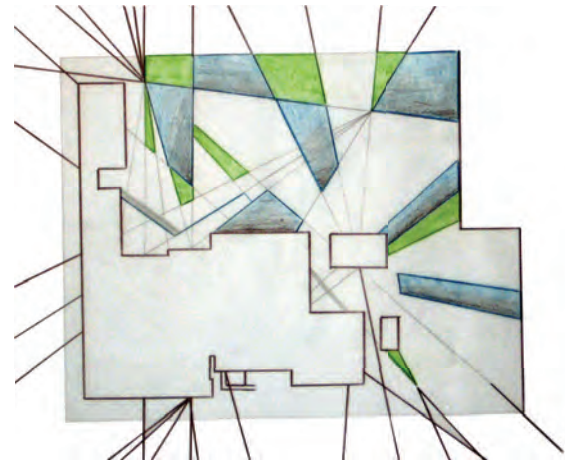
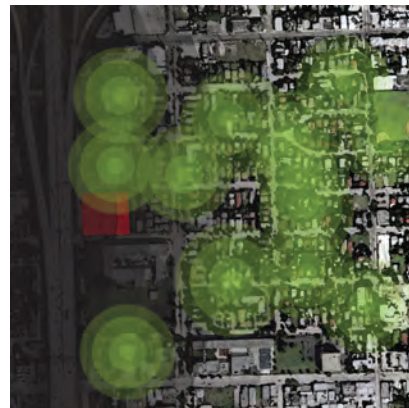
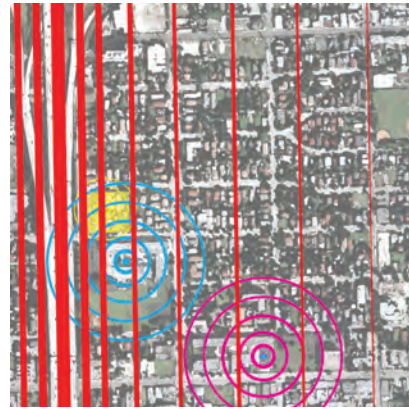




# 04 Bakehouse Art Complex Miami, Florida



The Bakehouse Art Complex (BAC) is a converted commercial bakery from the 1930's that has become a non-profit organization to provide affordable studio and exhibition space for artists in Miami, FL. The nature of the BAC's layout is oppressive and lacks spaces with unique character within its long, narrow hallways. The concept is to break the axes that are formed by the interior layout of the BAC and provide a variety of studio spaces, pathways and common areas with varying widths and vegetation. This outdoor space will provide intimate areas for artists to intermingle and work on their craft as well as larger common areas for visitor/artist relaxation and interaction, displays, and performances during special events.

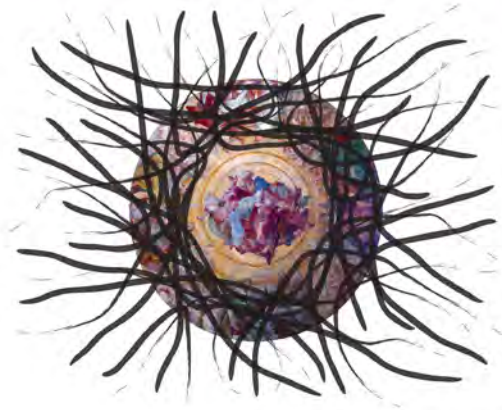


# 05 Visual Notation



# 06 Analysis

## community analysis



Tradition's historically based culture has resisted outside influences for centuries, creating a strong community identity.

Tradition: Roma (Italy) Cultural Preservation

Analysis Methods  
TU - SDA - Landscape Architecture

## community analysis



The same character, narrow, winding roads that give Tradition its unique character are also one of its biggest faults as a community. Built over time with no master plan, the core of Tradition is only suitable for compact cars, and pedestrian traffic, which are used to confusion. Many of the roads have no sidewalks and narrow lanes, parking, vehicle traffic and pedestrian traffic are all in the same space. This also leads to limitations for public transit as no buses or taxis can stay from the side of Tradition. The town's main artery which accommodates these modes of transit, is changing the condition which possibly threaten its unique nature.

Tradition: Roma (Italy) Synthesis

Analysis Methods  
TU - SDA - Landscape Architecture

## urban analysis

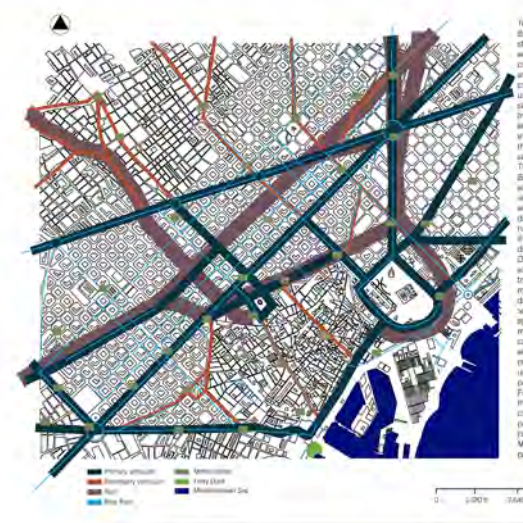


Time and shift in culture have not supported the aging infrastructure of Barcelona's urban core. The random, compact and crowded layout of the city's oldest district makes updating utilities and roads very difficult and has led to flight of the middle and upper classes from this area. Even more recently developed areas adjacent to the oldest quarter lack adequate modern systems with which to maintain a strong demand for its spaces. The population now looks to the suburbs to meet its needs.

Barcelona, Spain Infrastructure

Analysis Methods  
TU - SDA - Landscape Architecture

## urban analysis

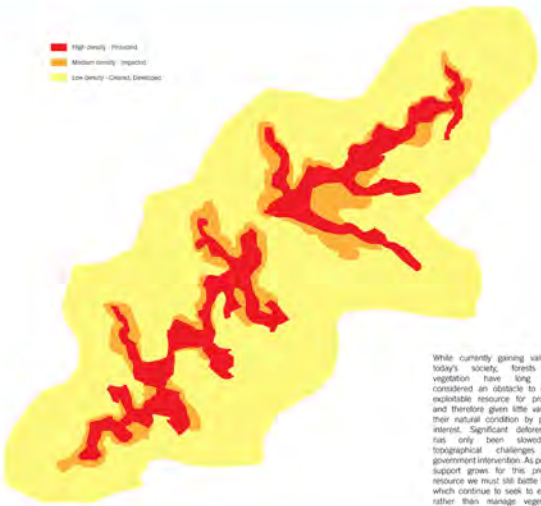


Transportation in Barcelona consists of the standard modes you would expect in a modern city. Cars are abundant and primary urban corridors through the urban core, providing a standard option to drive through. There is a public light rail system, including public transit that travels into the surrounding mountains. The main system in Barcelona is fairly advanced and is the second highest in Europe with a network of standard, medium, and heavy rail lines. However, entering history is traveling with a short distance within the city. Designated bike paths, secondary urban corridors, and many primary roads as well as a shopping system, an urban system, and a system to be used when conditions and laws prevent - cyclists from using the lanes in protection. Sustainable forms are: Barcelona from the late in view of the city's planning, providing wide water particularly to one of the Mediterranean top ten ports.

Tradition: Roma (Italy) Synthesis

Analysis Methods  
TU - SDA - Landscape Architecture

## regional analysis

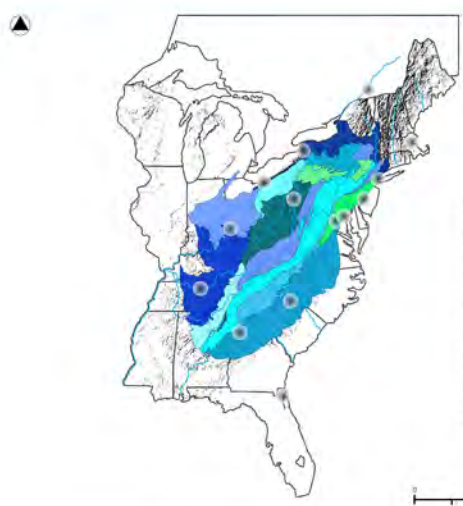


While currently gaining value in today's world, forests and vegetation have long been considered an obstacle to an exploitable resource for progress and therefore given little value in their natural condition by private interest. Significant deforestation has only been slowed by topographical challenges and government intervention. As popular support grows for the precious resource we must still battle forces which continue to seek to exploit, rather than manage vegetation.

Appalachian Mountain Range Vegetation

Analysis Methods  
TU - SDA - Landscape Architecture

## regional analysis

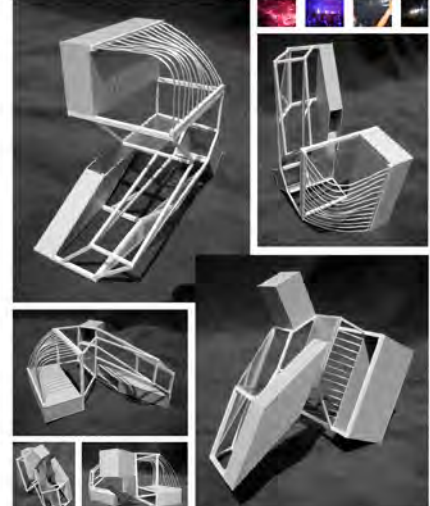


Edges with the Appalachian region have a very dynamic nature. Mountain range subregions, cities and rivers are perfect examples of this feature. Geology is continually in flux from both natural and human interaction. Cities contract and expand with development and economic cycles. Rivers have a strong relationship with development and land where edges shift periodically. This last example includes human interaction in urban environments as any suburban development is subject to change based on changing needs. This condition must always be considered in planning.

Appalachian Mountain Range Edges

Analysis Methods  
TU - SDA - Landscape Architecture

## experience analysis



Conceptual model of the space conditions during the course of Fuzesi Bruta.

The masses with open ends are the ends of portions of the show where we were being led to a ball, opinion or destination and it ended abruptly into dark.

The curved wire is the fluid condition of the reflective sheet on the side of the room or over cast space.

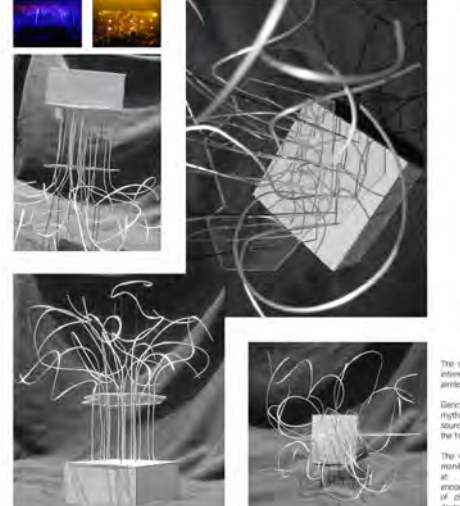
The spatial planes allow light through yet create a separation of spaces and events.

Angled spaces are the transitional spaces throughout the show, varying in size and location.

Fuzesi Bruta Spatial Conditions

Analysis Methods  
TU - SDA - Landscape Architecture

## experience analysis



The sound in Fuzesi Bruta was rhythmic, sudden, cyclic and abrupt.

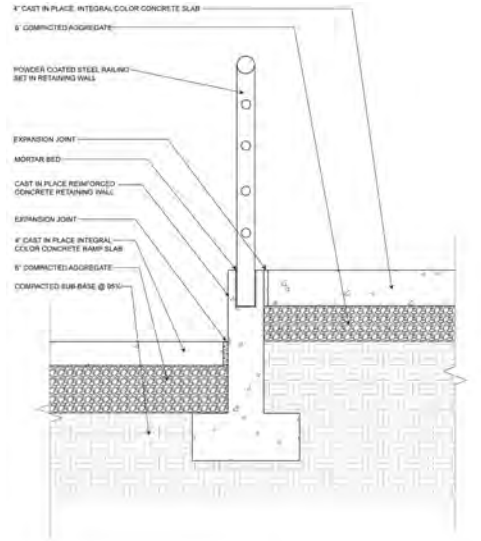
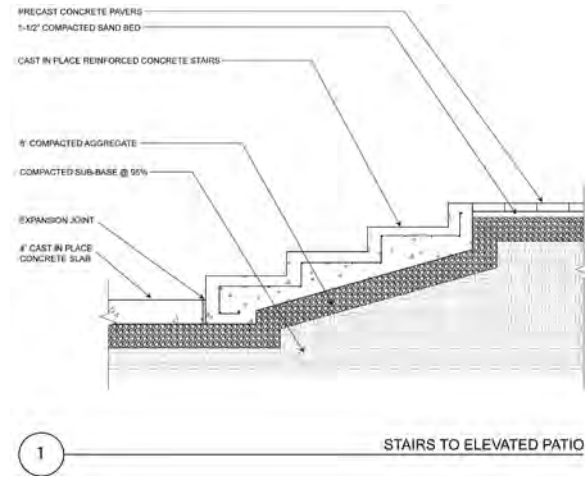
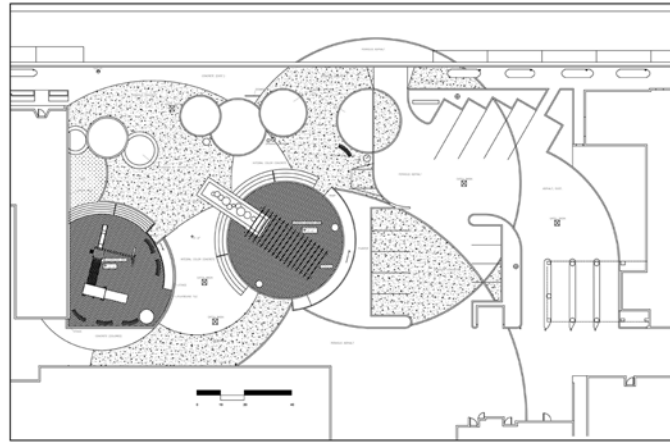
Diagonal form represents the rhythm and repetitive beats the source of sound and the filler of the human net.

The wires represent a physical manifestation of sound directed at the listeners. Once encountered it causes a reaction of chaos, release, movement, destruction and action.

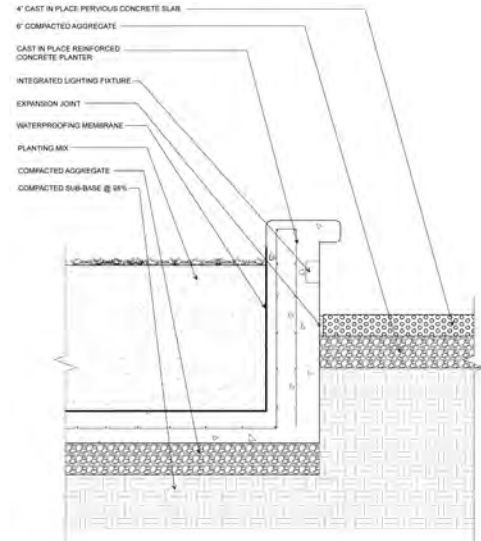
Fuzesi Bruta Sound

Analysis Methods  
TU - SDA - Landscape Architecture

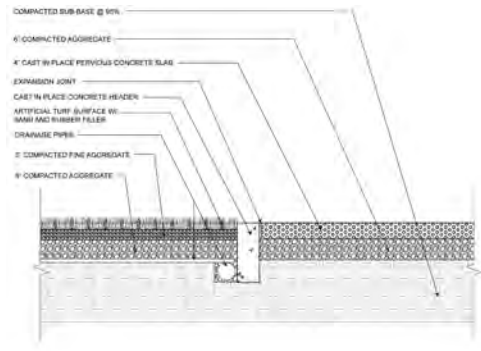
# 07 Construction Documents



2 RAMP AND RAILING @ PLAYGROUND



5 PLANTER



6 ARTIFICIAL TURF @ PERVIOUS CONCRETE



7 SIGNAGE

# 08 Independent Work

