

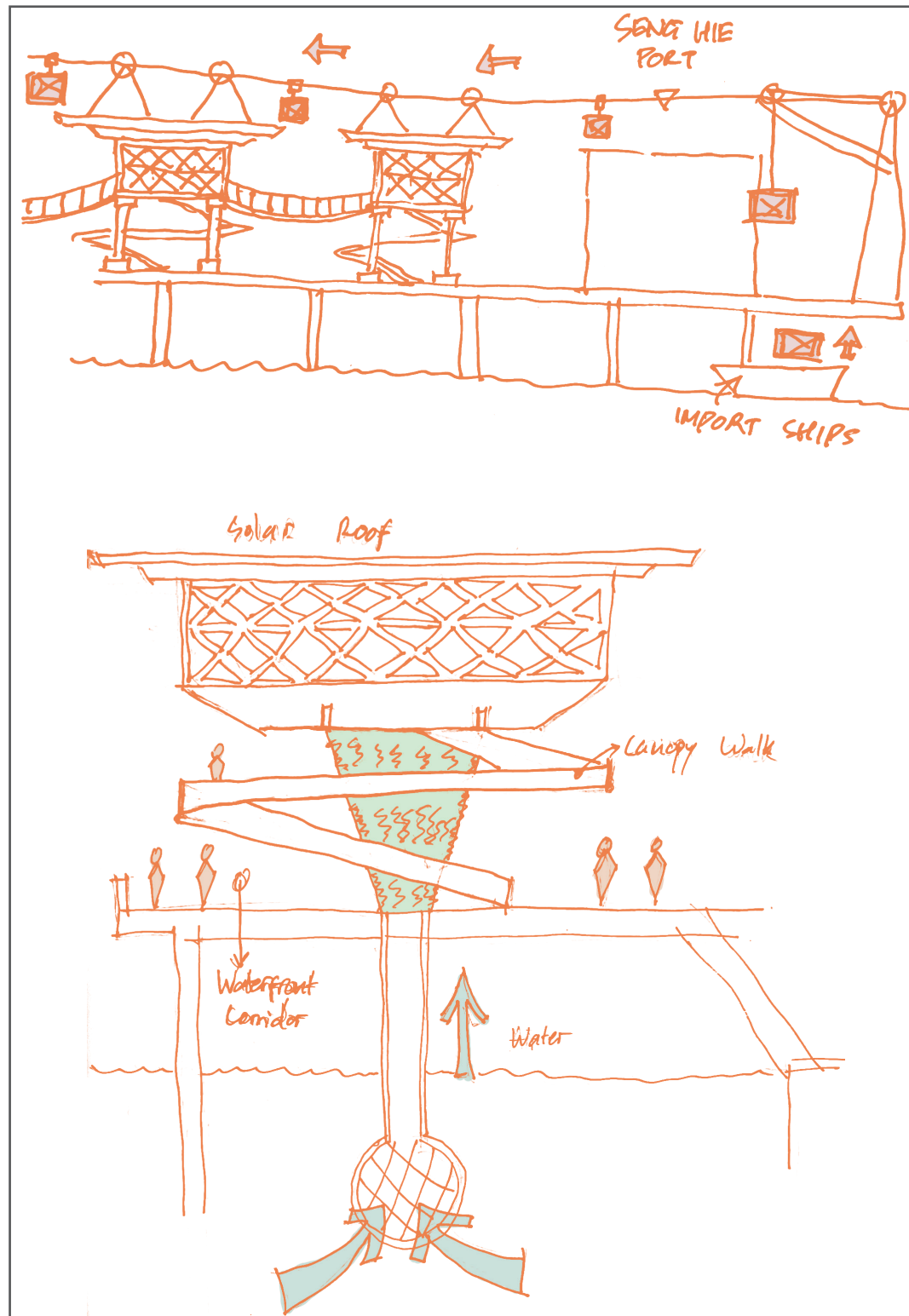


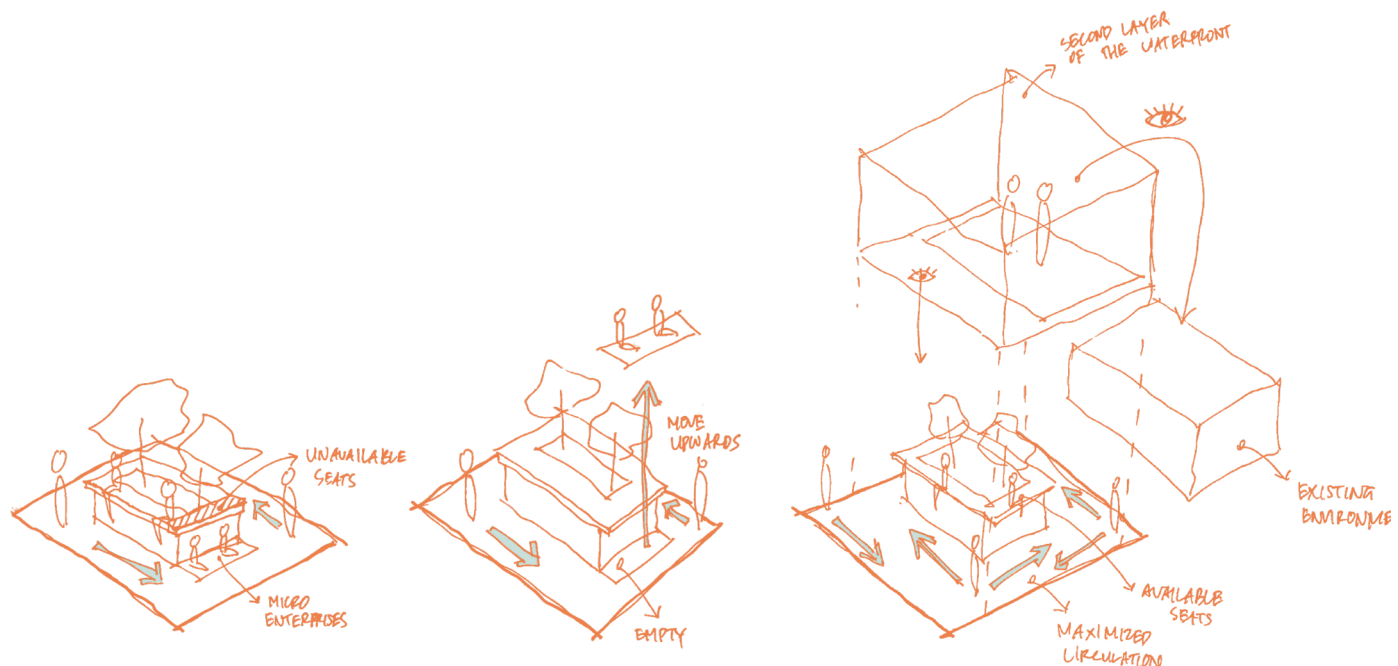
Figure 104. Early Visualization for the Riverside Communal
Reservation Area Concept
Source: Author (2022)



Figure 105. AI-generated Images
Source: Author (2022) Adapted from
Midjourney AI (Accessed March 2022)

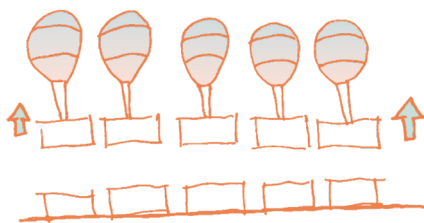
3.4 Form Finding: Midjourney AI

Lately, the technology of generating images through an Artificial Intelligence (AI) has taken a storm on the internet. This includes the environment within artist around the world, even those who invented in crypto currency to Non-fungible Token arts or familiarly known as NFT. In architecture, I found it to be useful to use this technology to generate early visualization for a design development. The main advantage of using AI to generate image is time. It is unbelievably swift to produce numerous of images by just typing a few words and the AI will do the rest. In this proposal, I myself used Midjourney AI, a feature bot from Discord application that can turn any imagination into artwork from text. I searched the word “riverside market on top of a waterfront in a third world country” and “green high rise building on top of a waterfront in a third world country”, above images are the results.



3.5 New Hypothesis: Forming a "Second Layer" Above the Urban Fabric

In order to respond to the issue of space occupancy or the lack of space for the micro enterprises to stall or to display their products, a new form of layer above the urban fabric is created to provide space for them.



Air Balloon

Going vertical by lifting the building masses by air balloon.



Platform Foundation

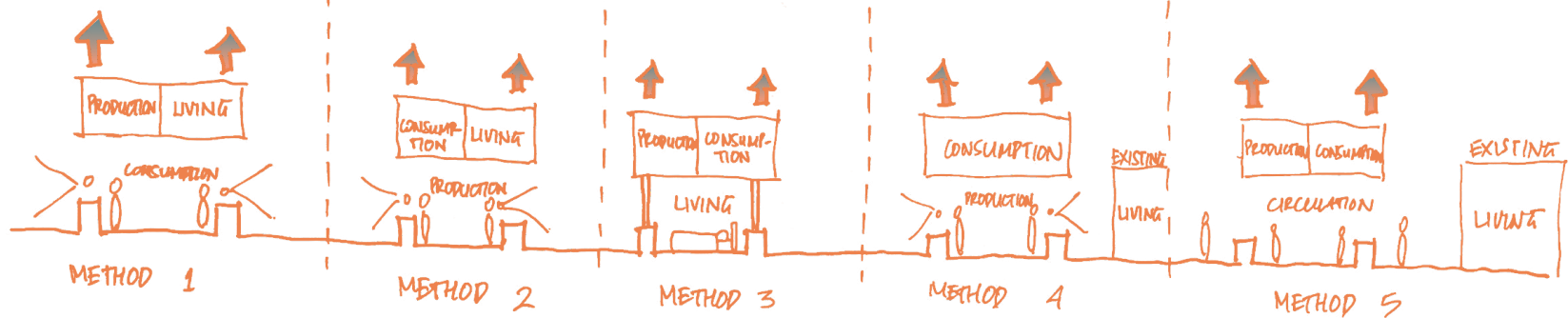
Going vertical by lifting the building masses by pile foundation.



Single Pole

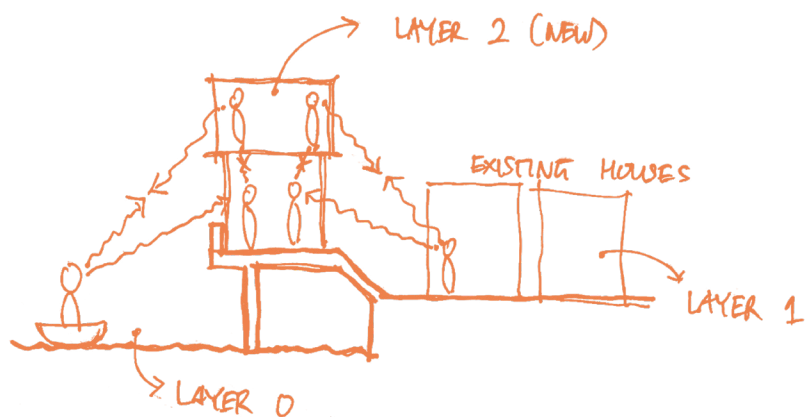
Going vertical by lifting the building masses by single pole staged foundation.

Figure 106. Early Visualization for the Riverside Communal Reservation Area Concept
Source: Author (2022)



Space Mapping Methods

It is of the architect or the designer privilege to strategize the form of the zoning or the space mapping on the building are going to be. Moreover, it is of the architect's or the designer's privilege whether to adapt to an already-done space mapping or forming a new one, even perhaps setting a new "standard" for a new form in the future of MSME production and living spaces.



Riverside Settlement Behavior

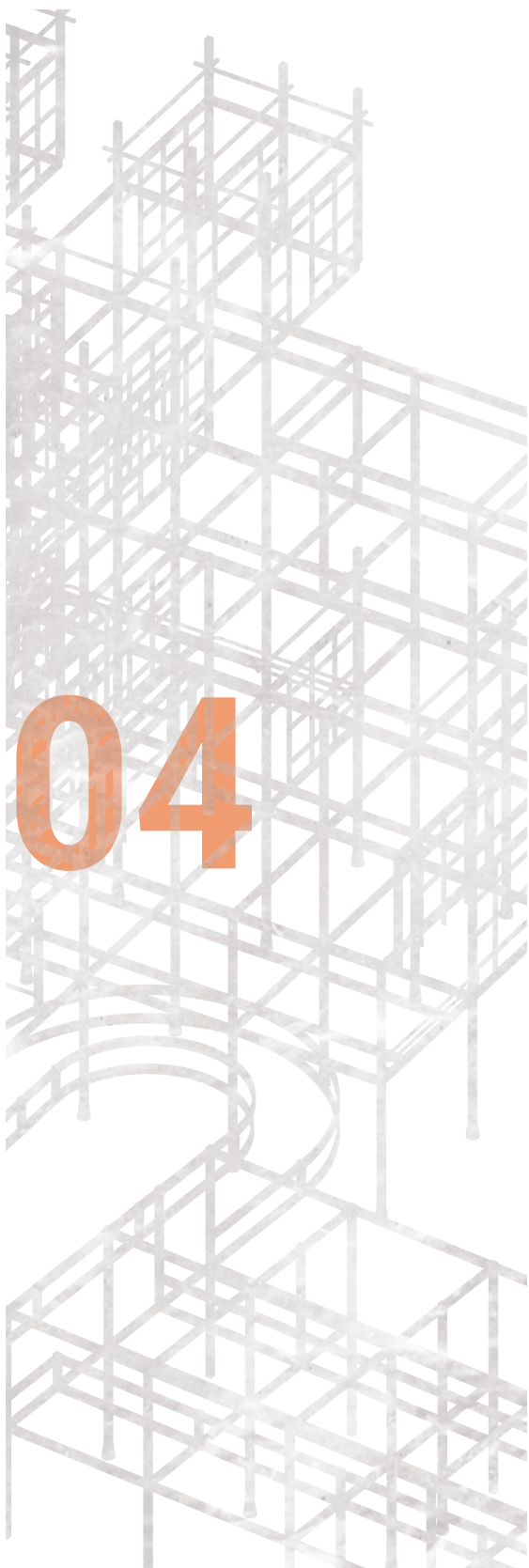
Forming a new layer to the behavior of the people in Pontianak Waterfront, producing a new behavior as well. There are three layers which are the water layer, land layer, and the new layer will be the "air" layer. However, these three layers are interconnected and is visible from each of them.



Cross Ventilation

To avoid hindrance for the local people, the building on the new layer is designed to have cross ventilation to circulate river wind to nearby local residential houses.

Figure 107. Early Visualization for the Riverside Communal Reservation Area Concept
Source: Author (2022)





Design Analysis

- 4.1 Macro-Micro Map of South Pontianak
- 4.2 Macro Analysis: South Pontianak Regency, Benua Melayu Laut District
- 4.3 Benua Melayu Laut District Long-Term Development: Spatial Pattern Plan Map of Pontianak
- 4.4 Pontianak Waterfront Proposed Area
- 4.5 Pontianak Waterfront Area Development Over the Years (2003 - 2020)
- 4.6 Water Transport in Pontianak Waterfront
- 4.7 Place Making: Cafeteria Seatings in Pontianak Waterfront
- 4.8 Waste Condition: Settlement Slums
- 4.9 Foundation Structures in Pontianak Waterfront
- 4.10 Pontianak Waterfront Impact: After the Construction of the Waterfront
- 4.11 Micro, Small, and Medium Enterprises Categorization in Pontianak Waterfront
- 4.12 Additive Forms: Massing Concept Strategy



4.1 Macro-Micro Map of South Pontianak

Figure 108. Satellite imagery of Pontianak City area, specifically on the surroundings of Pontianak Waterfront.

Source: Author (2022) Adapted from Google Earth Pro (Accessed March 2022)

Figure 109. Geographical map showing where Pontianak City is.

Source: Author (2022) Adapted from Many Internet Sources (Accessed March 2022)





Figure 110. Graphical Map of the Area of Design of South Pontianak, Pontianak Waterfront.

Source: Author (2022) Adapted from Google Earth Pro (Accessed March 2022)



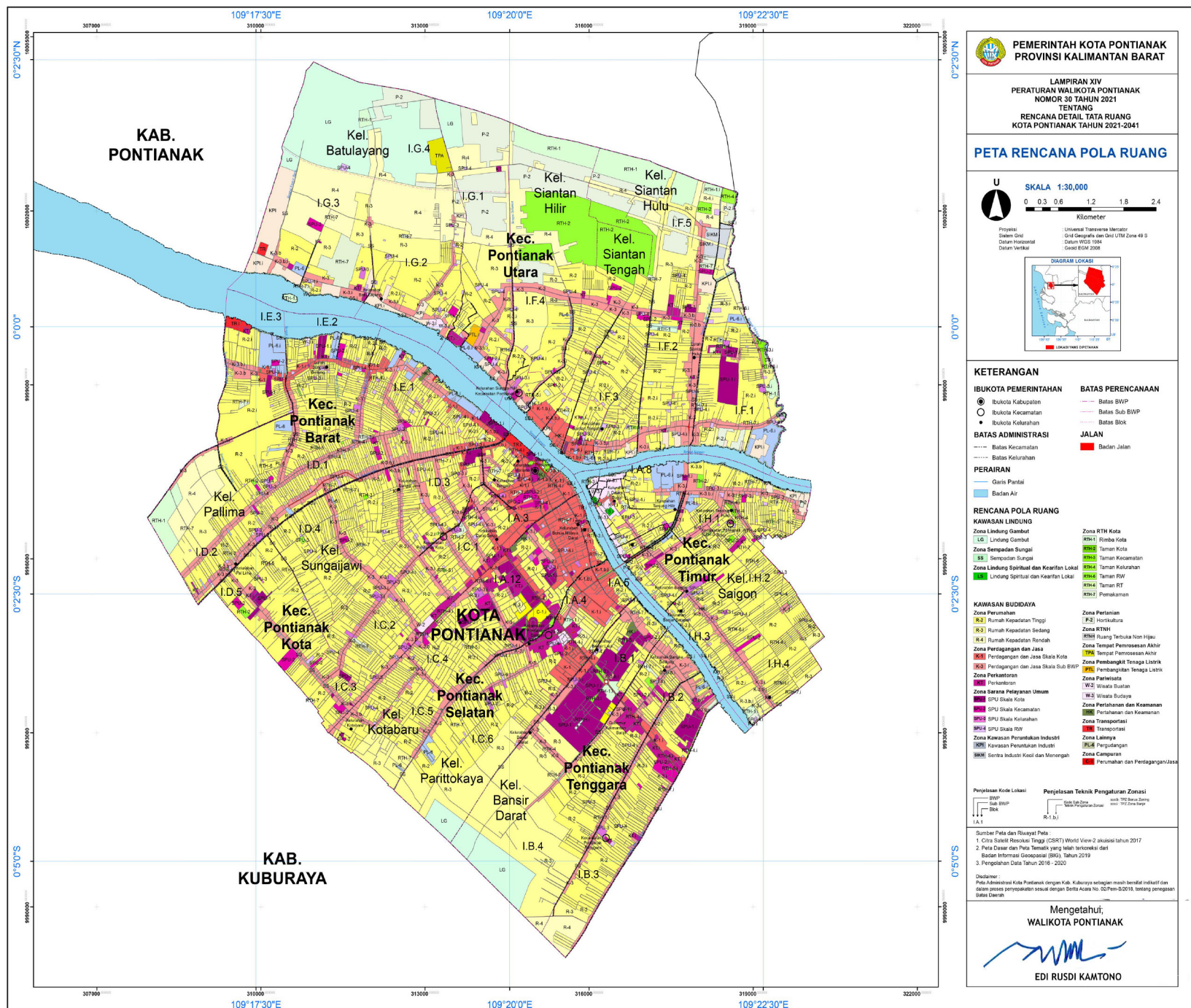
Figure 111. Crowd Analysis Map of the Area of Design of South Pontianak, Pontianak Waterfront.

Source: Author (2022)

4.2 Macro Analysis

South Pontianak Regency, Benua Melayu Laut District

Located in South Pontianak Regency, Pontianak Waterfront is adjacent to Kapuas River, the longest river in Indonesia. The area is well-known for its commercial use, a familiar place for the people of the city, the area is one of the center starting point of Pontianak City. The area consists of the most famous markets in the city such as Central Market and Parit Besar Market. Furthermore, the most historical mosque in Pontianak is able to be clearly seen from the waterfront, which is the Jami' Mosque across the river.



4.3 Benua Melayu Laut District Long-Term Development

Spatial Pattern Plan Map of Pontianak

From SIMTARU (Sistem Informasi Tata Ruang) City Development 2021-2041, Pontianak Waterfront area is categorized as R-2 High Density Residential Zone and K-1 City-Scale Trade and Service Zone. Supported by KOTAKU Project by PUPR, the area is still open to many developments for the future.

Figure 112. Spatial Pattern Planning Map of Pontianak City 2021-2041.

Source: SIMTARU Kota Pontianak (2021) Accessed March 2022.



Figure 113. Satellite imagery of South Pontianak, Pontianak Waterfront micro analysis of the area.
Source: Author (2022) Adapted from Google Earth Pro (Accessed March 2022)



Figure 51. Pontianak Waterfront Entrance One.
Source: Author (2022)



Figure 51. Pontianak Waterfront Entrance Two.
Source: Author (2022)



Figure 114. Pontianak Waterfront Entrance Three.
Source: Author (2022)



Figure 115. Pontianak Waterfront Entrance Four.
Source: Author (2022)

4.4 Pontianak Waterfront Proposed Area

Tanjung Pura Street, Benua Melayu Laut District, South Pontianak Regency, Pontianak City, Indonesia.

±205.000 m² Area Development, 8.715 m² Waterfront Surface Area.

The proposed project site location is Benua Melayu Laut district in South Pontianak Regency, especially on the area of Pontianak Waterfront. The land use of the area is mostly residential houses and commercial use.

The prominent buildings on the area are Senghie Port, Ramayana Mall, and Nurul Huda Al-Kurdy Mosque. There are many access to the waterfront, however, the mostly accessed are entrance one from Barito Street and entrance two from Irian Alley. Based from the Head of Bidang Bina Marga, Public Works and Spatial Planning Department (PUPR), the land is owned by the government.

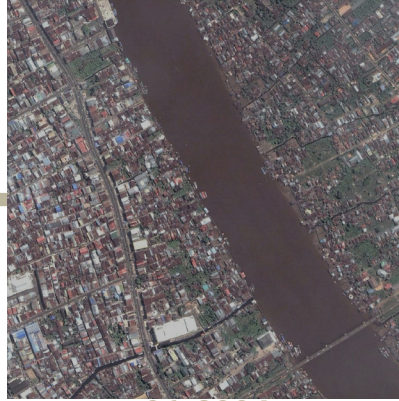
4.5 Pontianak Waterfront Area Development Over the Years (2003 - 2020)



06-2003

Figure 116. Satellite imagery of Pontianak City area in 2003.

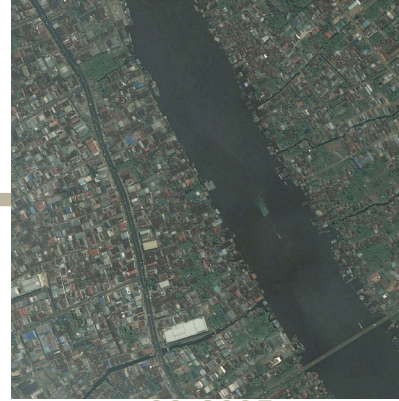
Source: Google Earth Pro (2022)



06-2004

Figure 117. Satellite imagery of Pontianak City area in 2004.

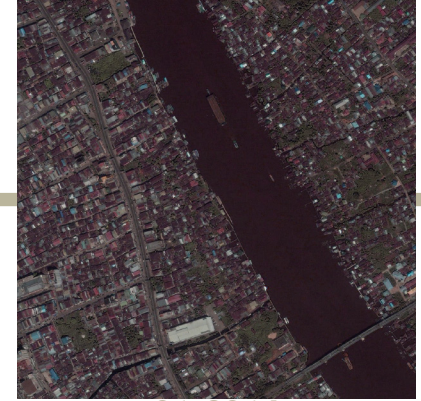
Source: Google Earth Pro (2022)



08-2005

Figure 118. Satellite imagery of Pontianak City area in 2005.

Source: Google Earth Pro (2022)



01-2014

Figure 119. Satellite imagery of Pontianak City area in 2014.

Source: Google Earth Pro (2022)



10-2016

Figure 120. Satellite imagery of Pontianak City area in 2016.

Source: Google Earth Pro (2022)



05-2016

Figure 121. Satellite imagery of Pontianak City area in 2016.

Source: Google Earth Pro (2022)



07-2015

Figure 122. Satellite imagery of Pontianak City area in 2015.

Source: Google Earth Pro (2022)



08-2014

Figure 123. Satellite imagery of Pontianak City area in 2014.

Source: Google Earth Pro (2022)



06-2017

Figure 124. Satellite imagery of Pontianak City area in 2017.

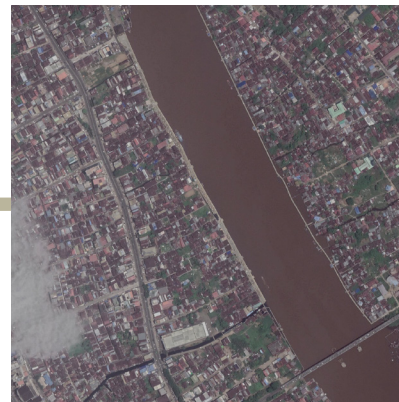
Source: Google Earth Pro (2022)



02-2018

Figure 125. Satellite imagery of Pontianak City area in 2018.

Source: Google Earth Pro (2022)



04-2019

Figure 126. Satellite imagery of Pontianak City area in 2019.

Source: Google Earth Pro (2022)



10-2020

Figure 127. Satellite imagery of Pontianak City area in 2020.

Source: Google Earth Pro (2022)



Figure 128. Two canoes privately owned by one of the residents in Pontianak Waterfront.

Source: Author (2022)



Figure 129. A parked boat beneath the waterfront.

Source: Author (2022)



Figure 130. Two privately owned wooden boats parked beside one of the resident's house.

Source: Author (2022)

4.6 Water Transport in Pontianak Waterfront

Water transport is very much commonly used in Pontianak Waterfront. The indigenous people are mostly fisherman, which is the ancestors of the local residences. The vintage use of traditional boat made by timber is still used by now, representing strong identification for those who had lived around Kapuas River before. Furthermore, large-scale boats are used for tourism, for example, they are used for opening merchant stalls to open up a floating diner and cafe. This attracts many visitors to come to Pontianak Waterfront, especially during the night where the user is able to enjoy night river scenery along with colorful artificial lights. Other tourism use for the boats are the play of speedboats and boats to sightsee. The small-scale boats are usually stored beneath the waterfront itself and beside the residence's houses if the space is available.

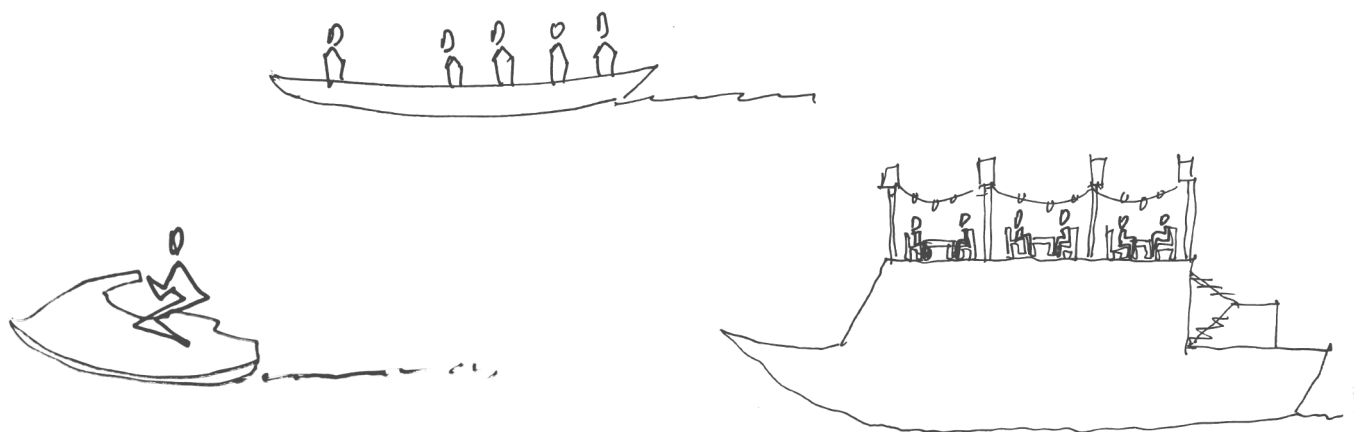


Figure 131. Types of water transport in Pontianak Waterfront.

Source: Author (2022)



Figure 132. Occupied Waterfront with dining seats.
Source: Author (2022)



Figure 133. Occupied Waterfront with dining seats.
Source: Author (2022)

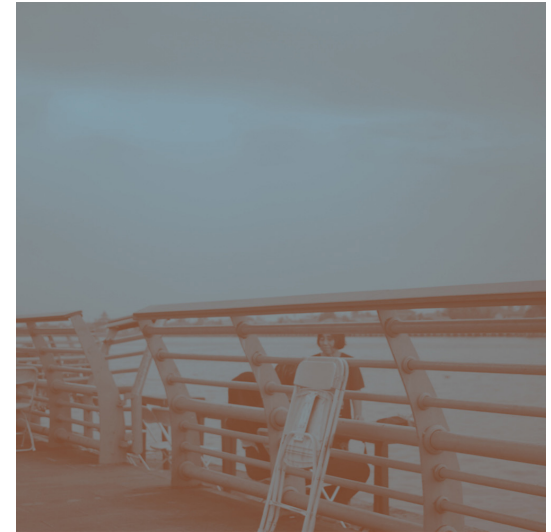


Figure 134. Riverside seating on the border of the waterfront.
Source: Author (2022)

4.7 Place Making: Cafeteria Seatings in Pontianak Waterfront

Pontianak Waterfront is occupied with many activities conducted by the space user, whether it is the local residents or outside visitors. In order to emphasize this interaction and make something out of it, the local merchants are exploiting the place by accommodating potential customer or buyer for each of their own individual business. The conceptualization of healthy interaction between these two parties are somewhat working, however, there are aspects that overlooked by them that provokes a new value within itself. Perhaps seen as a paradox, while the local entrepreneurs are trying to make-the-most of the comfort and the accommodation of the visitors, or perhaps even for themselves, they are lowering the curve at the same time. The presence of the dining seats that occupy the surface of the waterfront are considered to be obstructing the circulation within the space, not only according to the local merchants but to the general visitors as well. This situation produced a crowded human traffic that is able to influence on their behavioral unconsciousness in the daily life, because these dining seats are scheduled to be placed everyday. Each morning, the business conductors are independently arranging these seats manually. This proves that an everyday behavior is constructed by the relationship between the reachable space and its inhabitants. At the end of the day cycle spectrum, the risk of human intervention increased as an intention of unwell behavior that is often overlooked mostly occur, that is the risk of being robbed by unknown individual that is presence within the crowded traffic of the cramped space during the night where there is minimum vision. This mostly happen during weekends where the traffic is at the highest rate. This notion of fear produced by the activities of the waterfront's participant decreases the interest of several people in order to visit the place. They are afraid to be robbed if the crowd traffic are high, which extinguish their effort to visit the waterfront. As a contradiction, the intention to produce positive aspects within the relationship of the place occupiers often yield an overlooked negative factors.

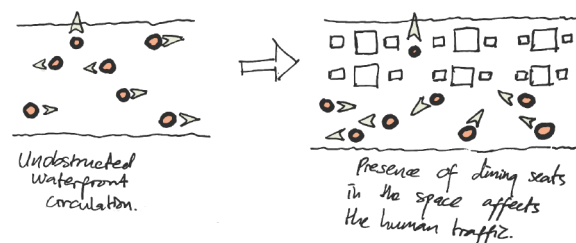


Figure 135. Changes in human traffic due to objects obstruction within the waterfront.
Source: Author (2022)

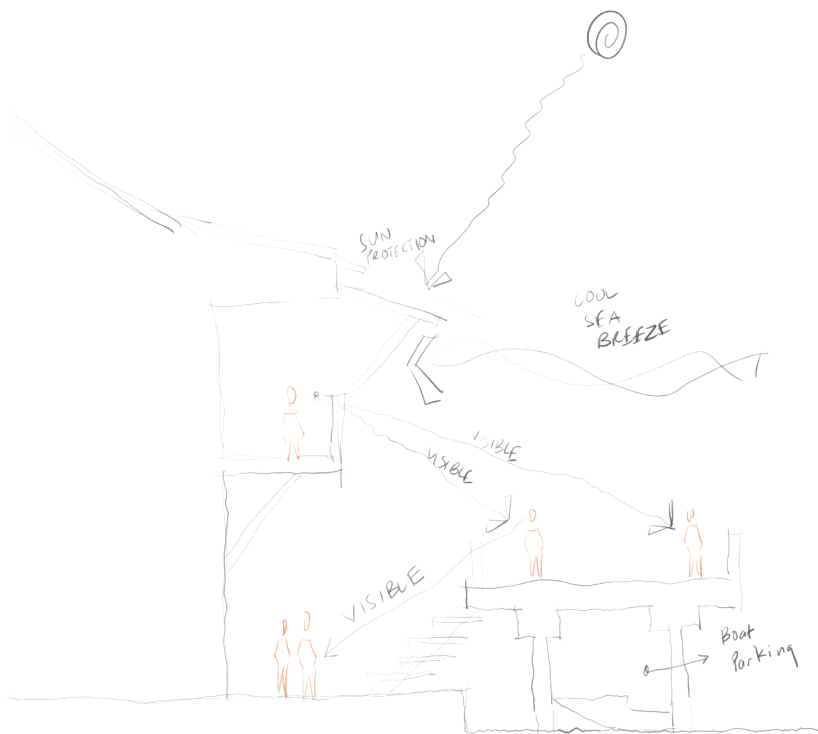


Figure 136. A coffee shop in Pontianak Waterfront.
Source: Author (2022)



Figure 137. A coffee shop in Pontianak Waterfront.
Source: Author (2022)

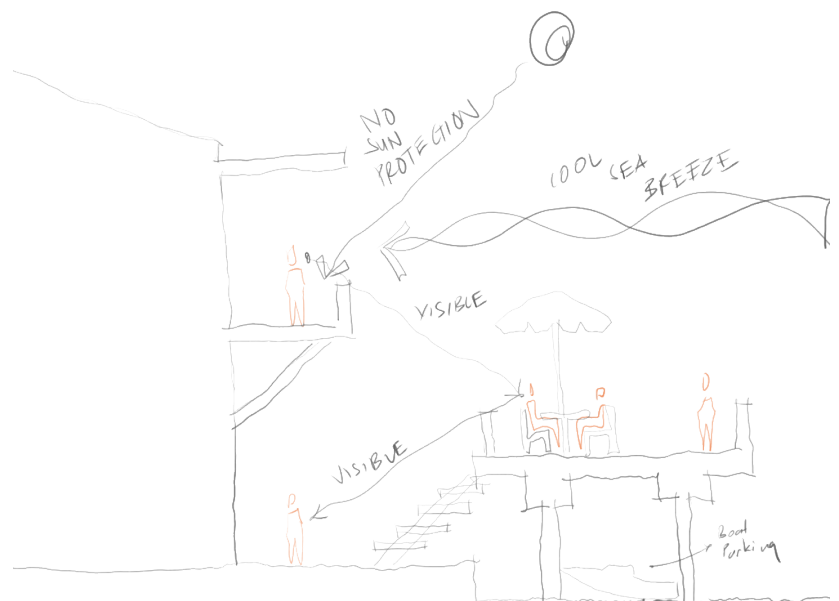




Figure 138. A merchant stall in Pontianak Waterfront.
Source: Author (2022)

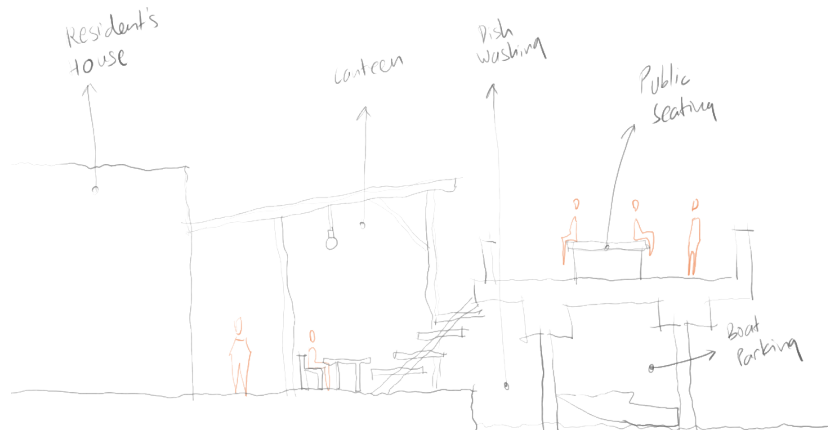
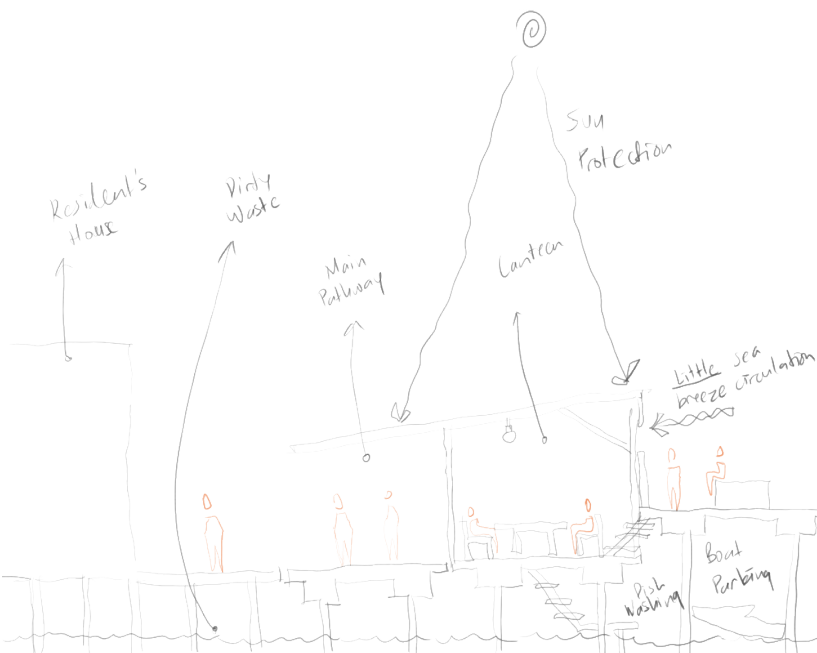


Figure 139. A merchant stall in Pontianak Waterfront.
Source: Author (2022)

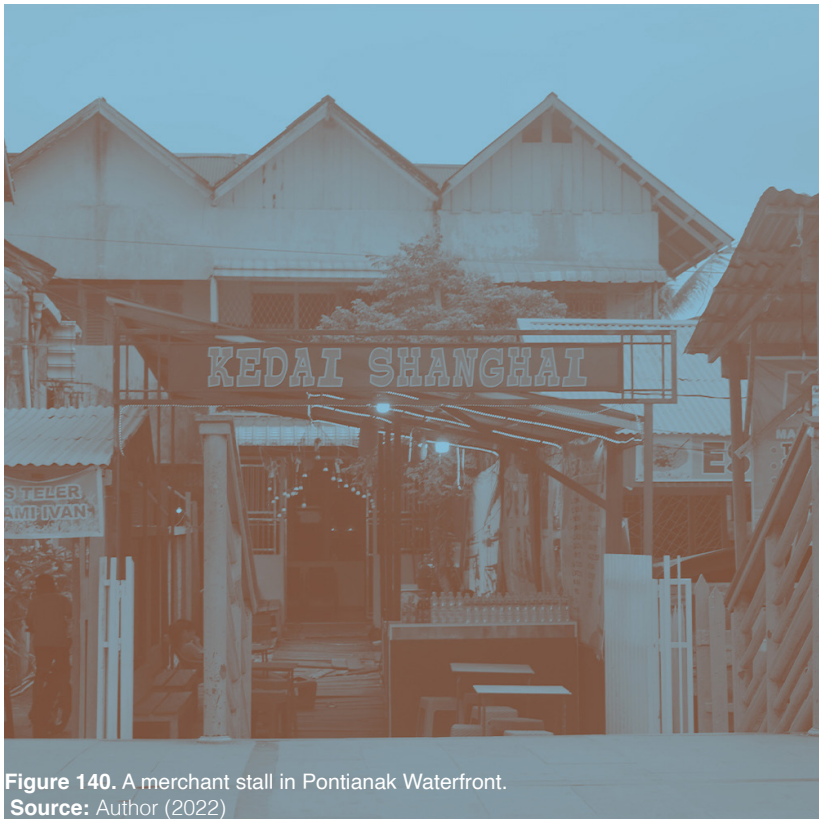


Figure 140. A merchant stall in Pontianak Waterfront.
Source: Author (2022)

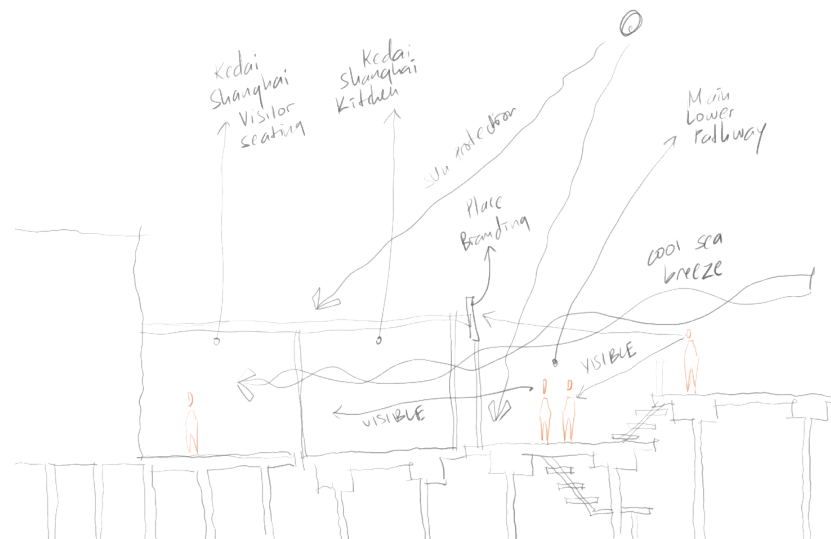
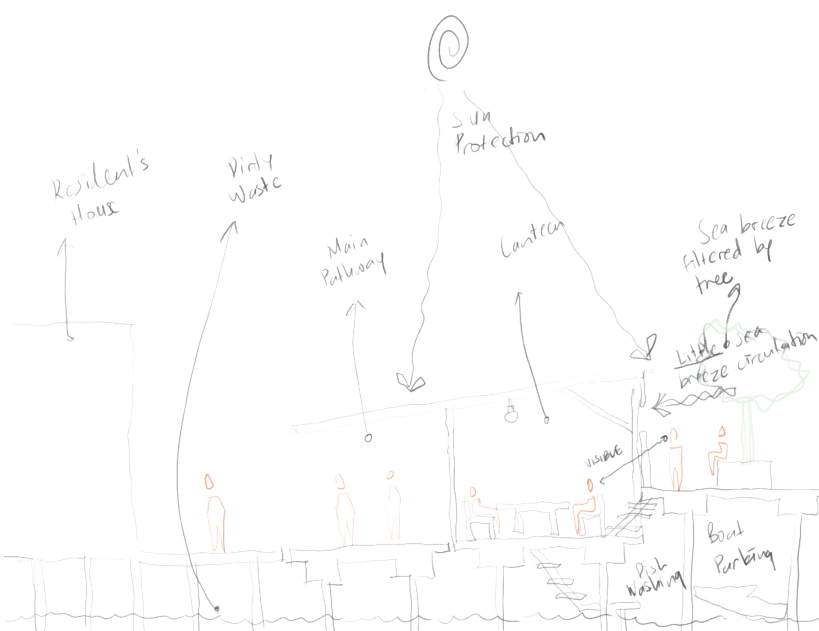


Figure 141. A row of merchant stalls in Pontianak Waterfront.
Source: Author (2022)



Figure 142. Plastic waste beneath one of the resident's house in Pontianak Waterfront.
Source: Author (2022)



Figure 143. A clump of variant types of waste in Pontianak Waterfront.
Source: Author (2022)

4.8 Waste Condition: Settlement Slums

Surprisingly, the settlements in Pontianak Waterfront is able to be perceived as slums. This is due to the high level of area density along with the activities that are occurred around the area. The poor waste management caused the excess waste from food production and consumption leads to heaps clumps of trash, including plastics. Even though this matter is overlooked, these wastes is able to be seen even from the waterfront itself, making the visitors perceive bad notion to the locals. Not only that, in several parts of the waterfront are odor-polluted due to the wastes. Furthermore, with the high density and closely-placed houses, especially houses with panggung foundation, the under hollow foundation is the perfect spot for wastes to get together.

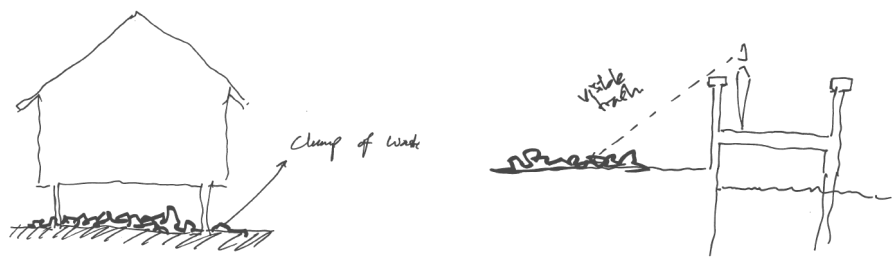


Figure 144. Pollution of slum wastes in Pontianak Waterfront
Source: Author (2022)



Figure 145. Foundation structure of the wooden houses in Pontianak Waterfront.
Source: Author (2022)

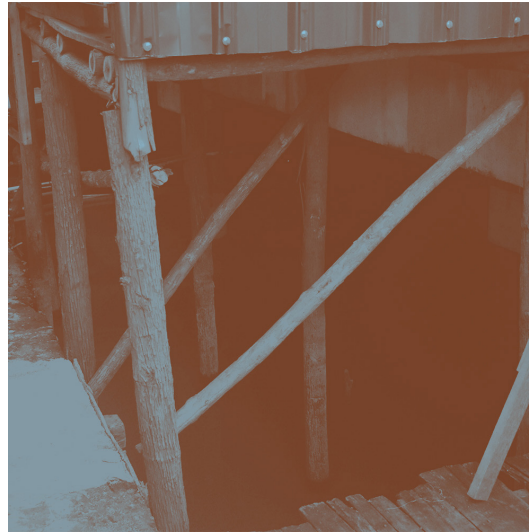


Figure 146. Foundation structure of the wooden merchant stalls in Pontianak Waterfront.
Source: Author (2022)

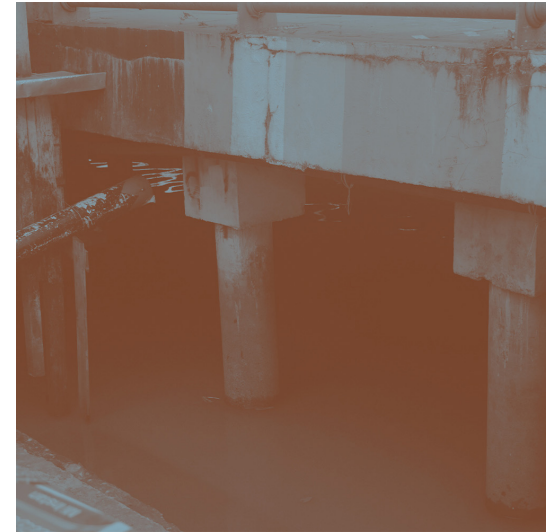


Figure 147. Foundation structure of the concrete waterfront itself.
Source: Author (2022)

4.9 Foundation Structures in Pontianak Waterfront

Many of the structures in the waterfront area applied the similar method of foundation construction. Suitable for the soil quality in Kalimantan, wooden pile foundation or *pondasi kayu kerucuk* is what familiarly mentioned within the locals, is one if not the most common foundation construction method in all of Kalimantan due to the wetland soil quality. The wetter the stiffer the foundation, the more soaked the stronger the foundation. On the other hand, reinforced concrete pile foundation is used for heavier construction such as the waterfront itself. The height between the water surface and the beam of the waterfront produced an availability in many behavior such as parking locals boat beneath it, allowing direct access between Kapuas River and the buildings across the waterfront.

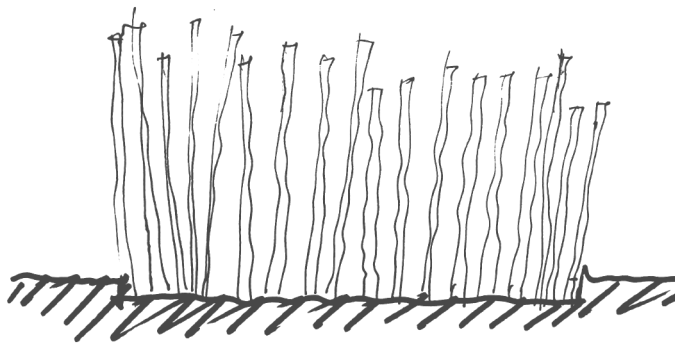


Figure 148. Wooden pile foundation or *pondasi kayu kerucuk* construction process.
Source: Author (2022)

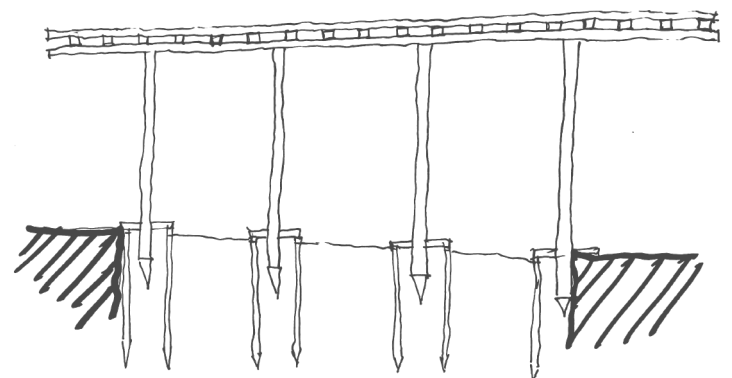


Figure 149. Wooden pile foundation or *pondasi kayu kerucuk* finished construction.
Source: Author (2022)

4.10 Pontianak Waterfront Impact - After the Construction of the Waterfront

From the result of research analysis by Mulyadi, M., Nurhidayati, E., Puryanti, V. (2019) plus several additions by the Author (2022)

Environmental Condition

- Accommodation of garbage dump
- Increased volume of garbage
- Many of the residential houses are demolished
- Available mushalla, mosque, gazebo, and pier

Positive Impact

- More organized
- Opens up business opportunities
- Residential houses are facing the river
- Become a tourist attraction: changing the stigma of society
- Existing cafes are extended in terms of area

Social Condition

- Selling products / forming a stall on the waterfront is prohibited
- Vehicles are not allowed to pass on the waterfront, including motorcycle
- Building latrines / toilets in the river body is prohibited

Negative Impact

- Reducing the river body
- Harmful for the water ecosystem
- Garbage pollution
- Besides getting more visitors to the area, the residents feel aggrieved due to the compensation is not as expected
- Merchants who used to sell fish and vegetables are now selling fried foods instead
- Lost identity of the indigenous people of Kapuas river

Economic Condition

- Opens up business opportunities
- Increases the local community's income
- Opens up job vacancies
- Increased tourism, more local entrepreneur are opening boat sightseeing business along the river

A photograph of children playing at a waterfront, overlaid with a semi-transparent orange filter. The image shows a concrete pier or breakwater extending into a body of water. Two children are visible: one in the foreground, wearing a white cap and a patterned sarong, and another further back, wearing a white t-shirt and patterned shorts. They are both holding long, thin sticks or poles, possibly for fishing or playing. The water is calm with gentle ripples. The title 'LIFE ON WATER' is written in large, white, bold, sans-serif capital letters across the center of the image.

LIFE ON WATER

Figure 150. Children playing around at the tip of the waterfront.
Source: Author (2022)



Figure 151. Life on Pontianak Waterfront
Source: Author (2022)

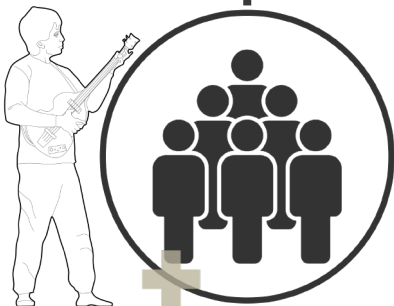
4.11 Micro, Small, and Medium Enterprises Categorization in Pontianak Waterfront



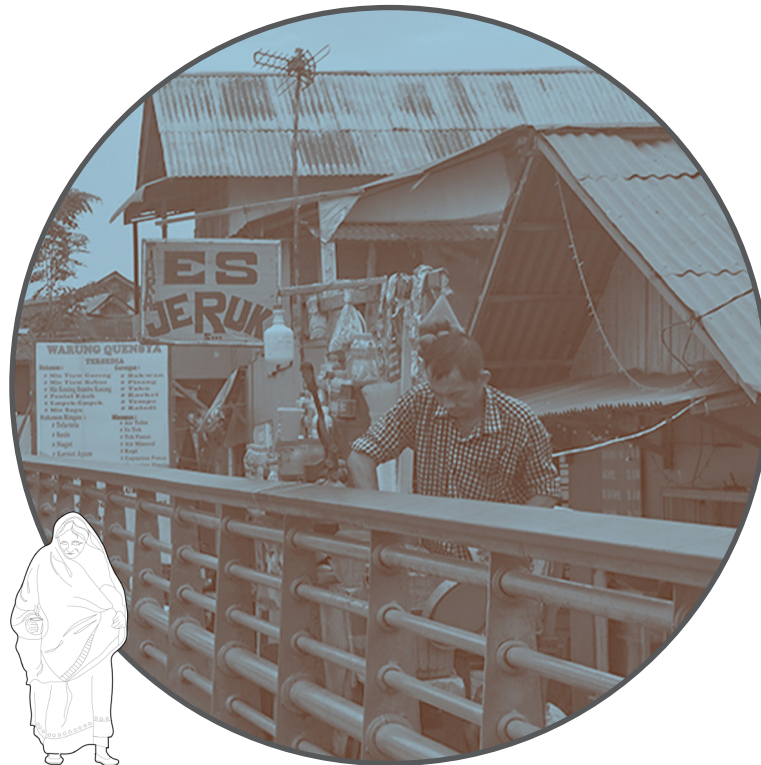
Micro Enterprise

MSME: Micro

These are the group of micro-scale enterprises that requires small spaces.



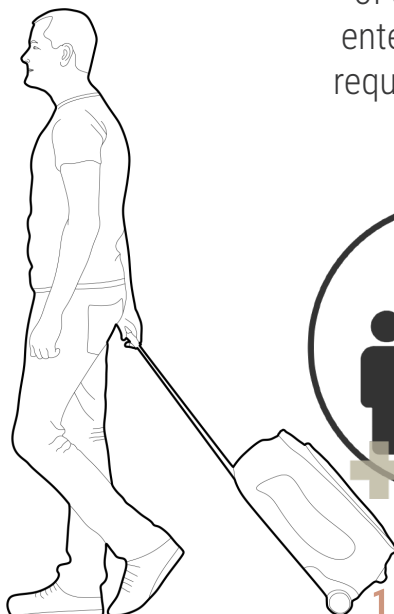
Building
1 - 2 - 6 - 8



Small Enterprise

MSME: Small

These are the group of small-scale enterprises that requires medium spaces.



Building
1 - 2 - 6 - 8



Medium Enterprise

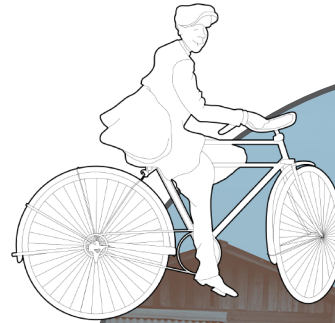
MSME: Medium

These are the group of medium-scale enterprises that requires large spaces.



Building

1 - 2 - 6 - 8

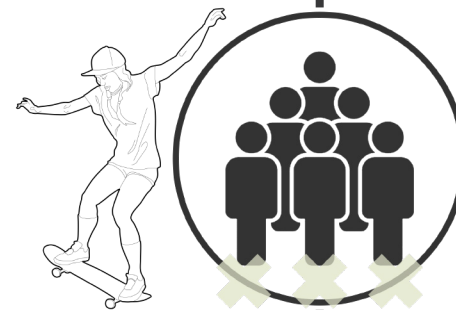


Non-Conductive Enterprise

MSME:

Non-Conductive

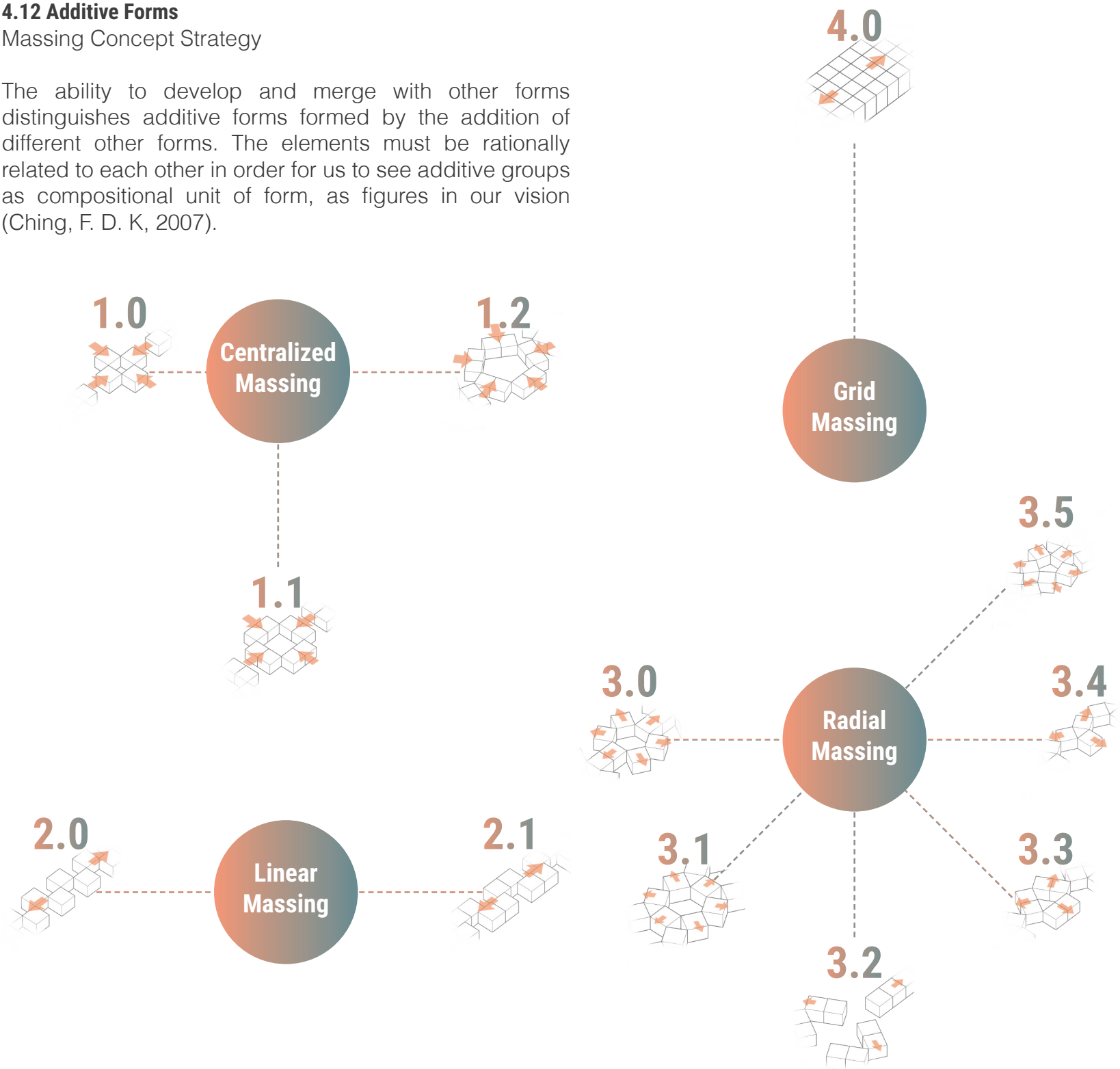
These are the group of various-scale enterprises that requires larger spaces than regular MSMEs.



North & South Recycled Park

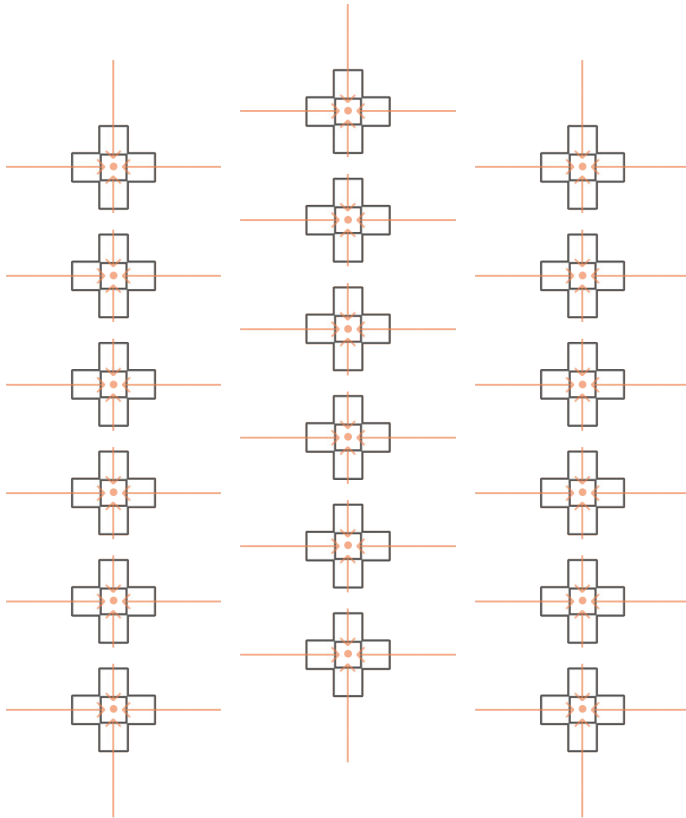
4.12 Additive Forms
Massing Concept Strategy

The ability to develop and merge with other forms distinguishes additive forms formed by the addition of different other forms. The elements must be rationally related to each other in order for us to see additive groups as compositional unit of form, as figures in our vision (Ching, F. D. K, 2007).



Massing Concept

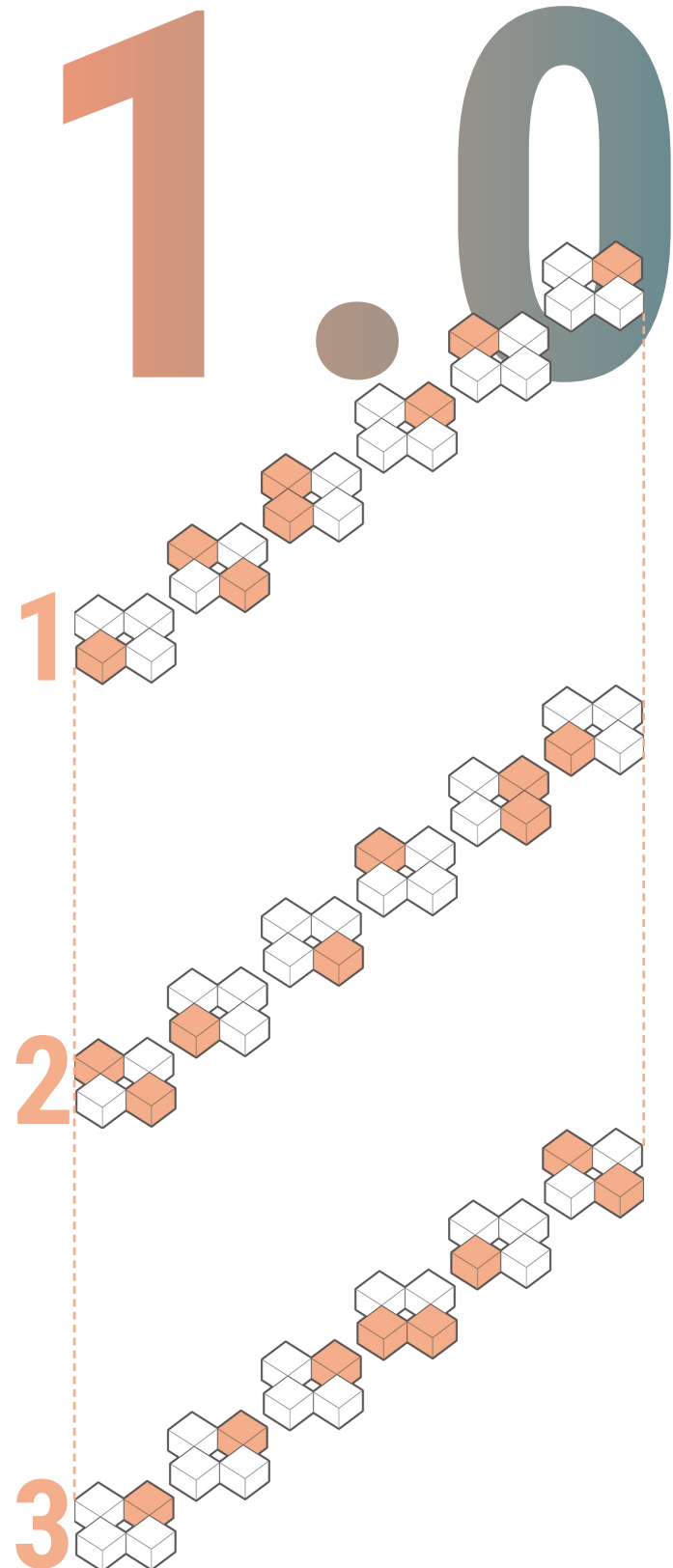
Alternative 1.0



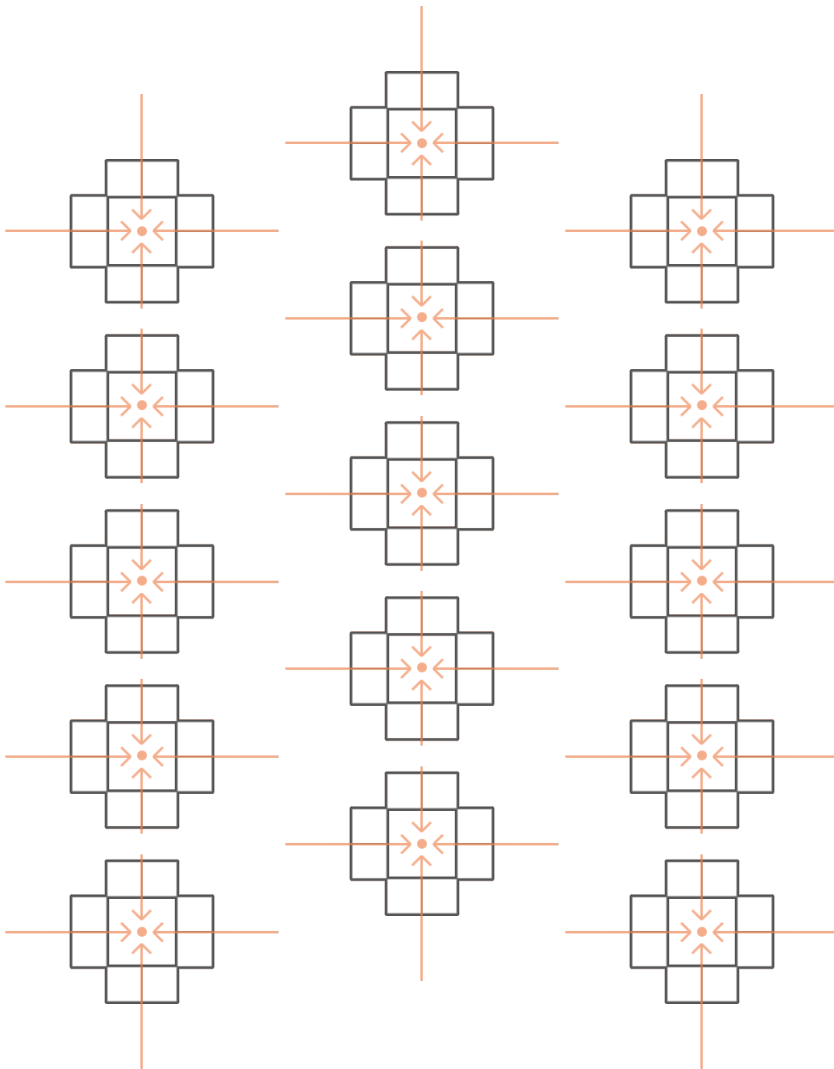
Centralized Massing 1

Centralized massing is a collection of subsidiary forms gathered around a dominant form-parent (Ching, F. D. K, 2007).

The centralized arrangement is able to form relationships between the spaces by the connection placed closely to each of the modules.



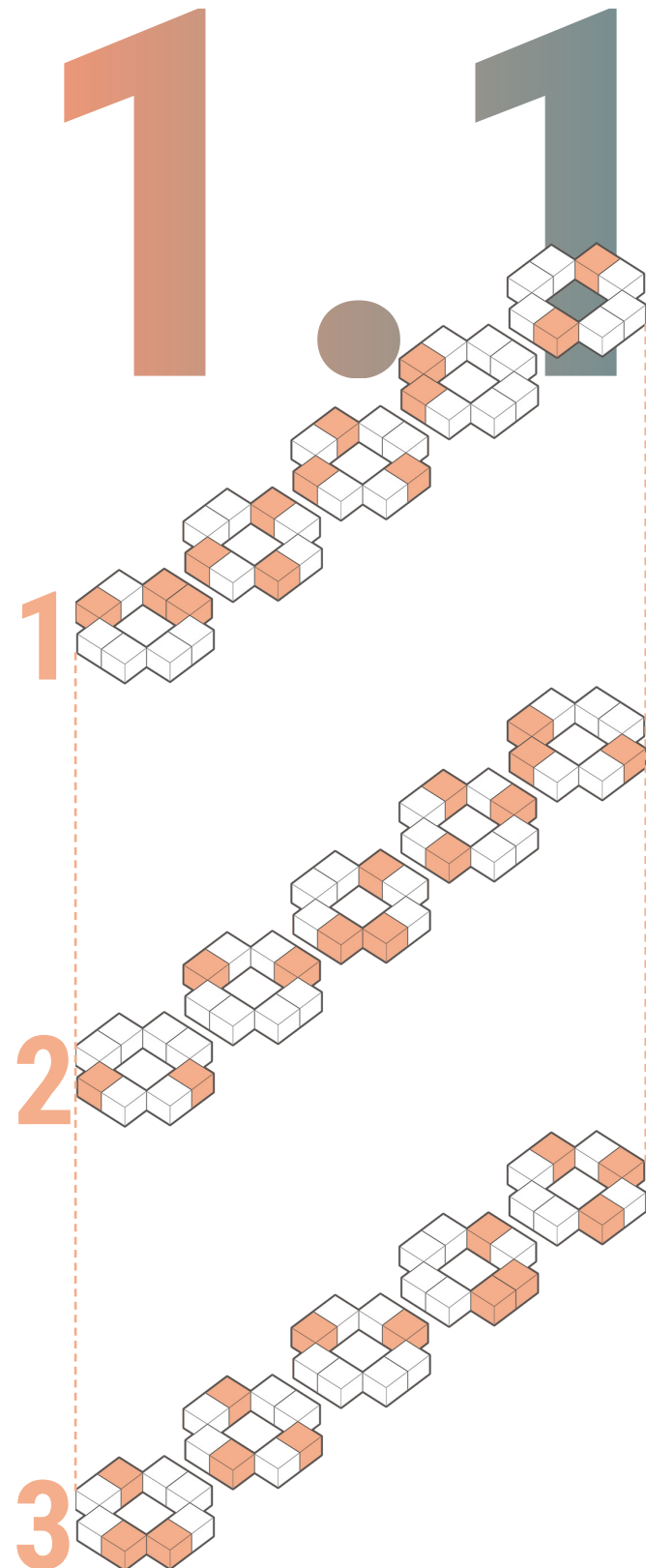
Alternative 1.1



Centralized Massing 2

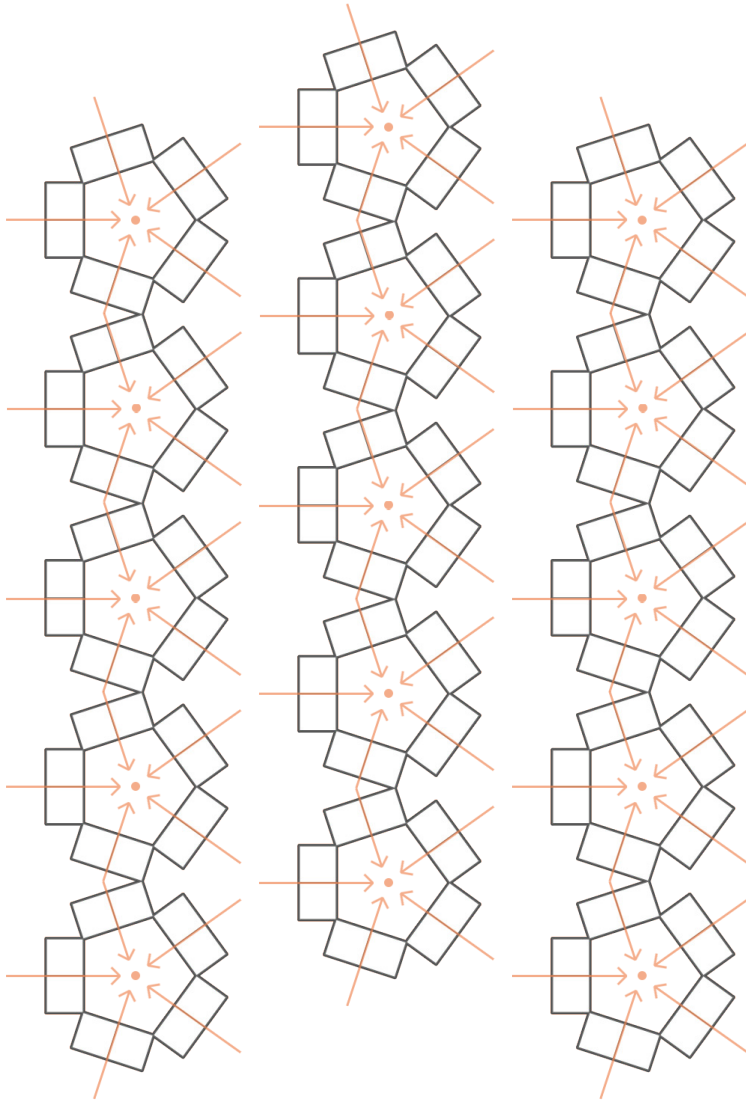
Centralized massing is a collection of subsidiary forms gathered around a dominant form-parent (Ching, F. D. K, 2007).

The centralized arrangement is able to form relationships between the spaces by the connection placed closely to each of the modules.



Massing Concept

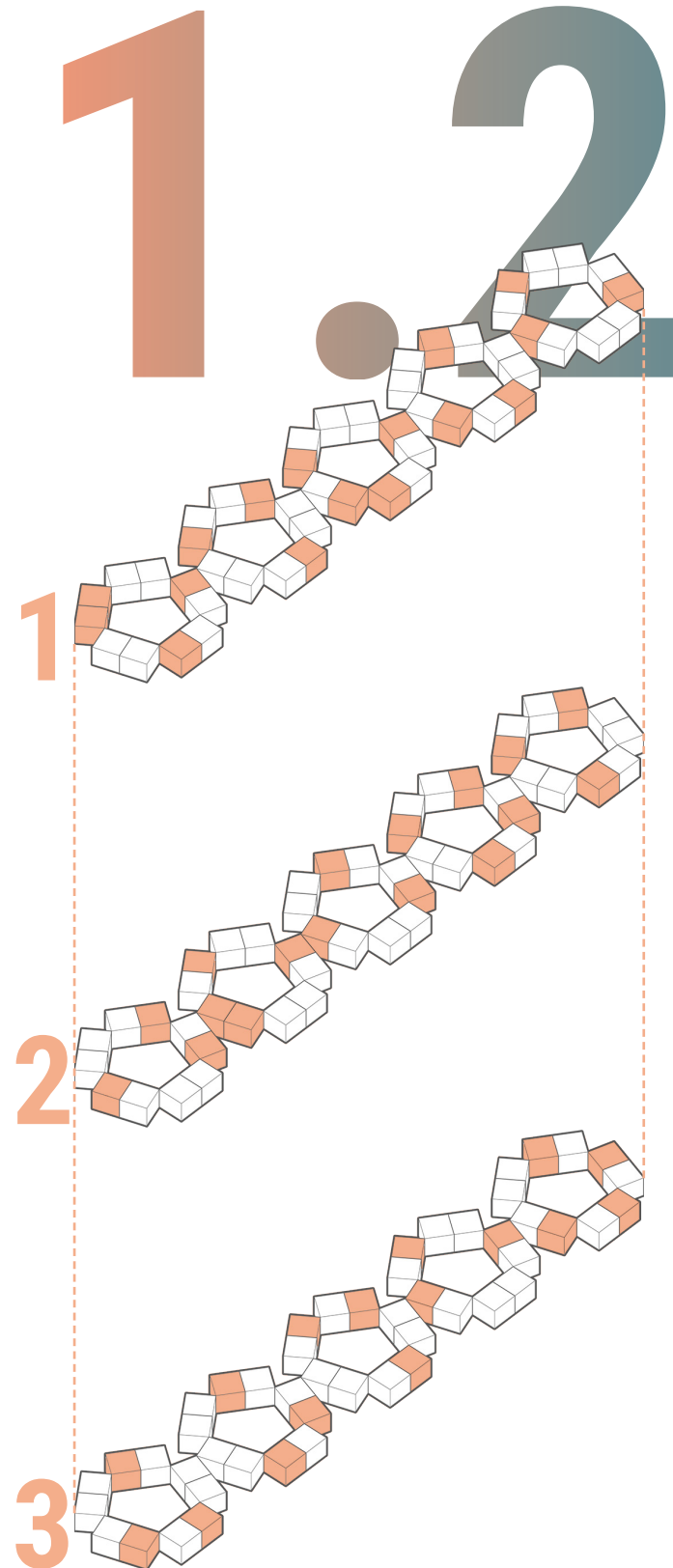
Alternative 1.2



Centralized Massing 3

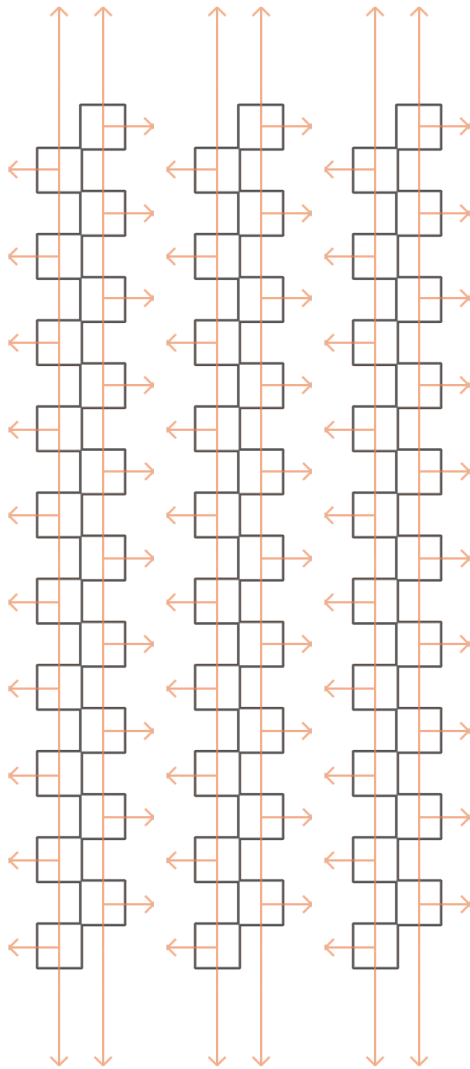
Centralized massing is a collection of subsidiary forms gathered around a dominant form-parent (Ching, F. D. K, 2007).

The centralized arrangement is able to form relationships between the spaces by the connection placed closely to each of the modules.



Massing Concept

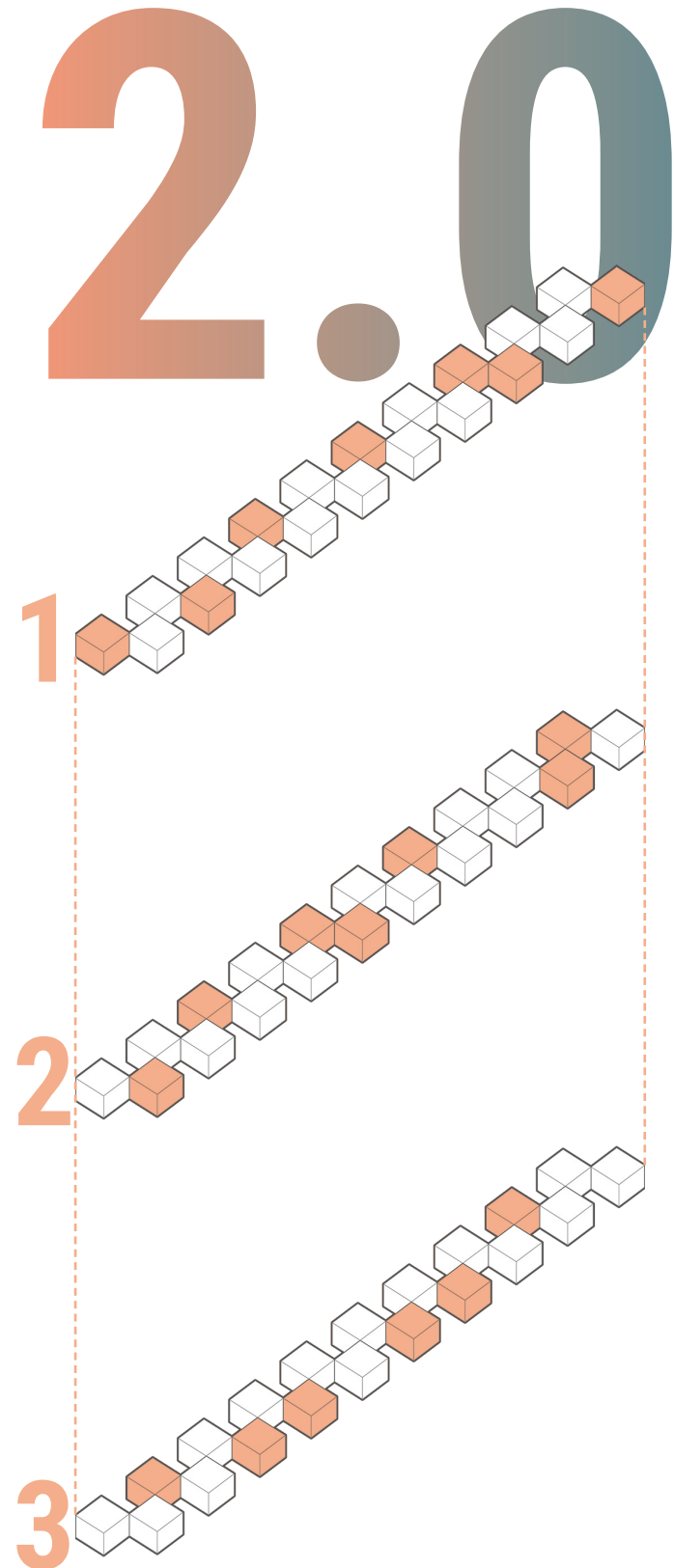
Alternative 2.0



Linear Massing 1

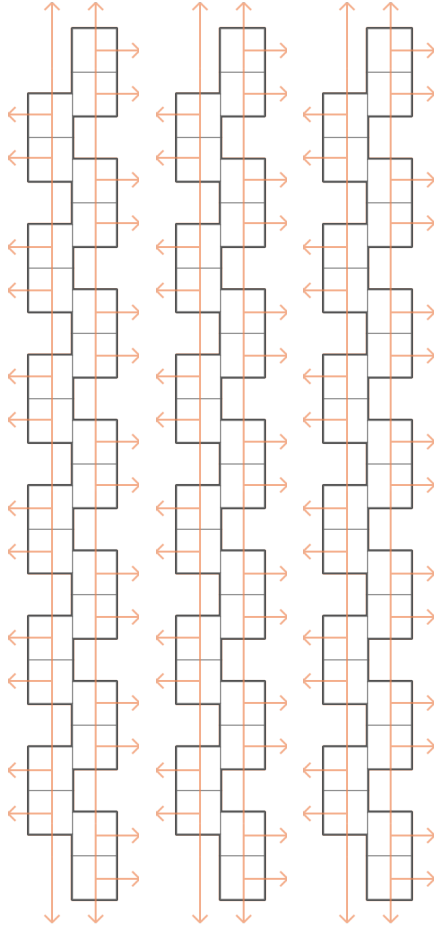
Linear massing is a row of forms arranged in a certain order of sequential order (Ching, F. D. K, 2007).

The linear arrangement is quite limited in the variation of the circulation. However, the sense of movement is the strongest in this arrangement.



Massing Concept

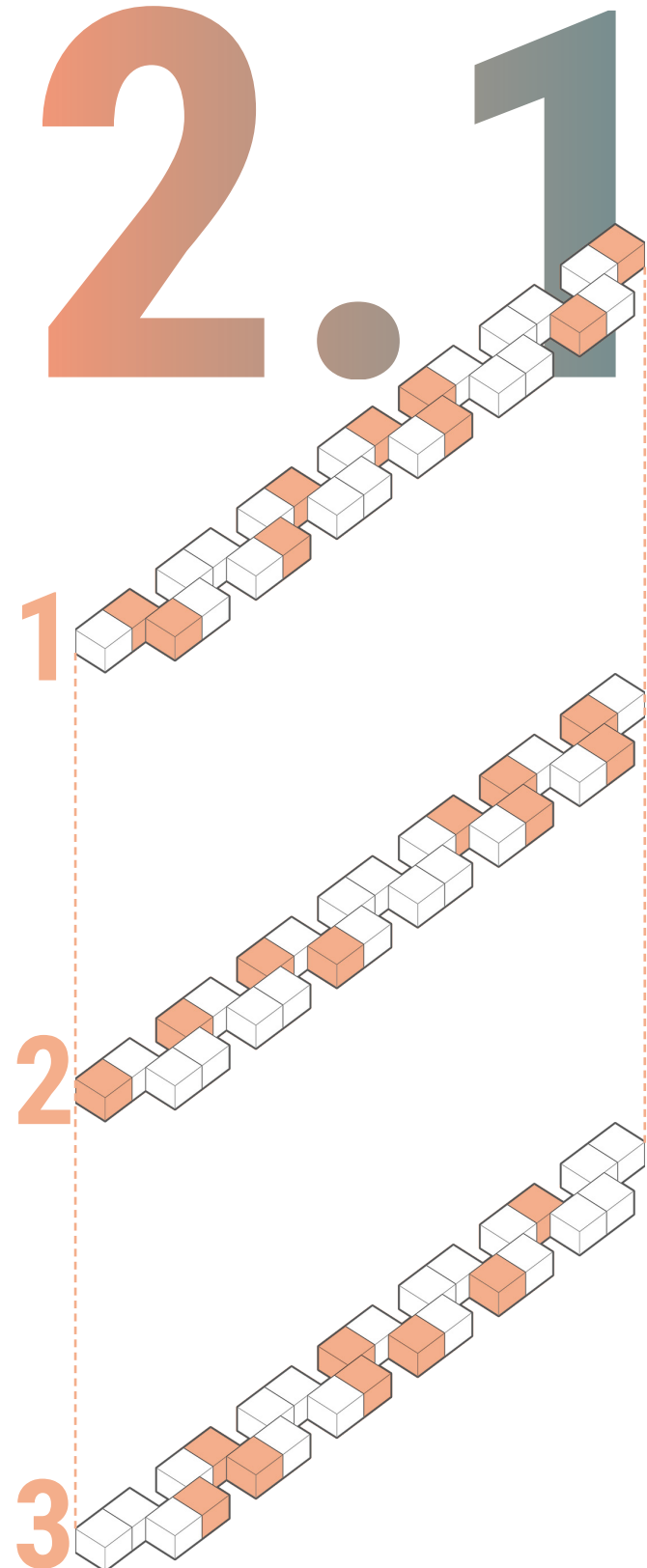
Alternative 2.1



Linear Massing 2

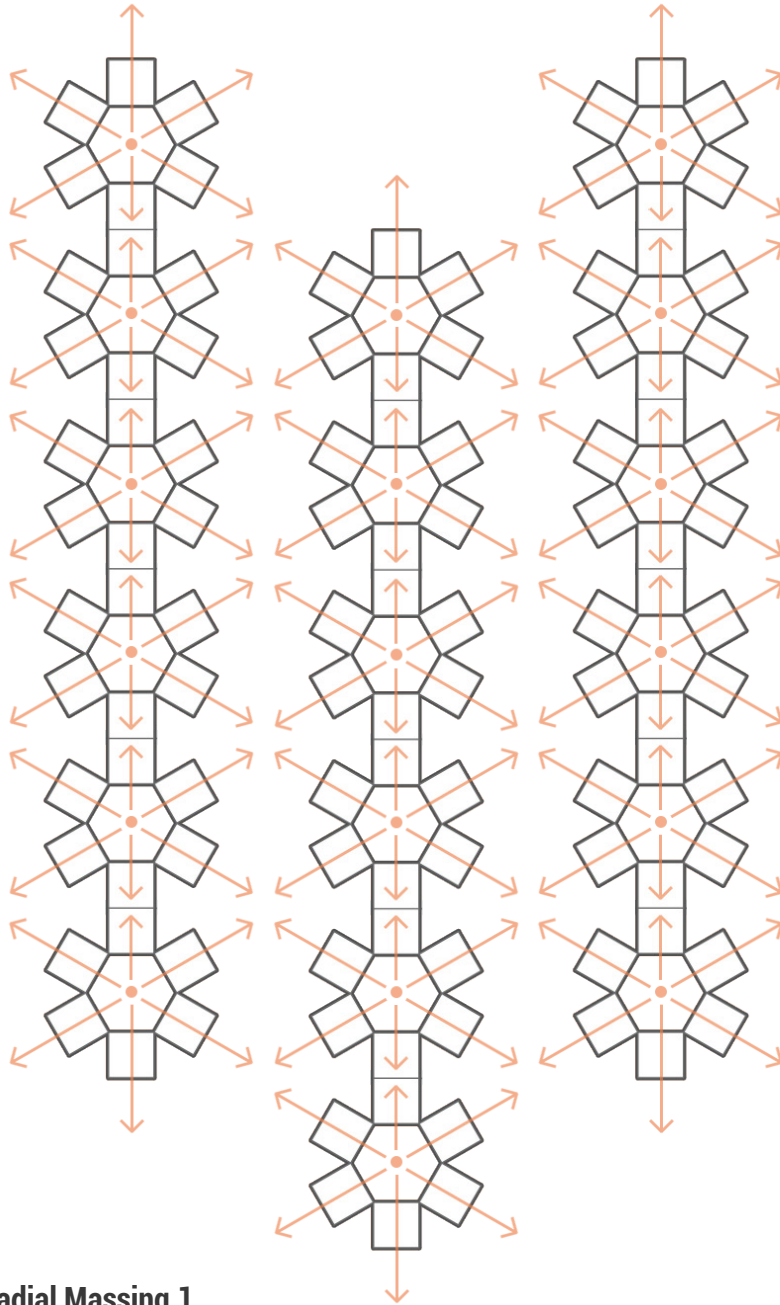
Linear massing is a row of forms arranged in a certain order of sequential order (Ching, F. D. K, 2007).

The linear arrangement is quite limited in the variation of the circulation. However, the sense of movement is the strongest in this arrangement.



Massing Concept

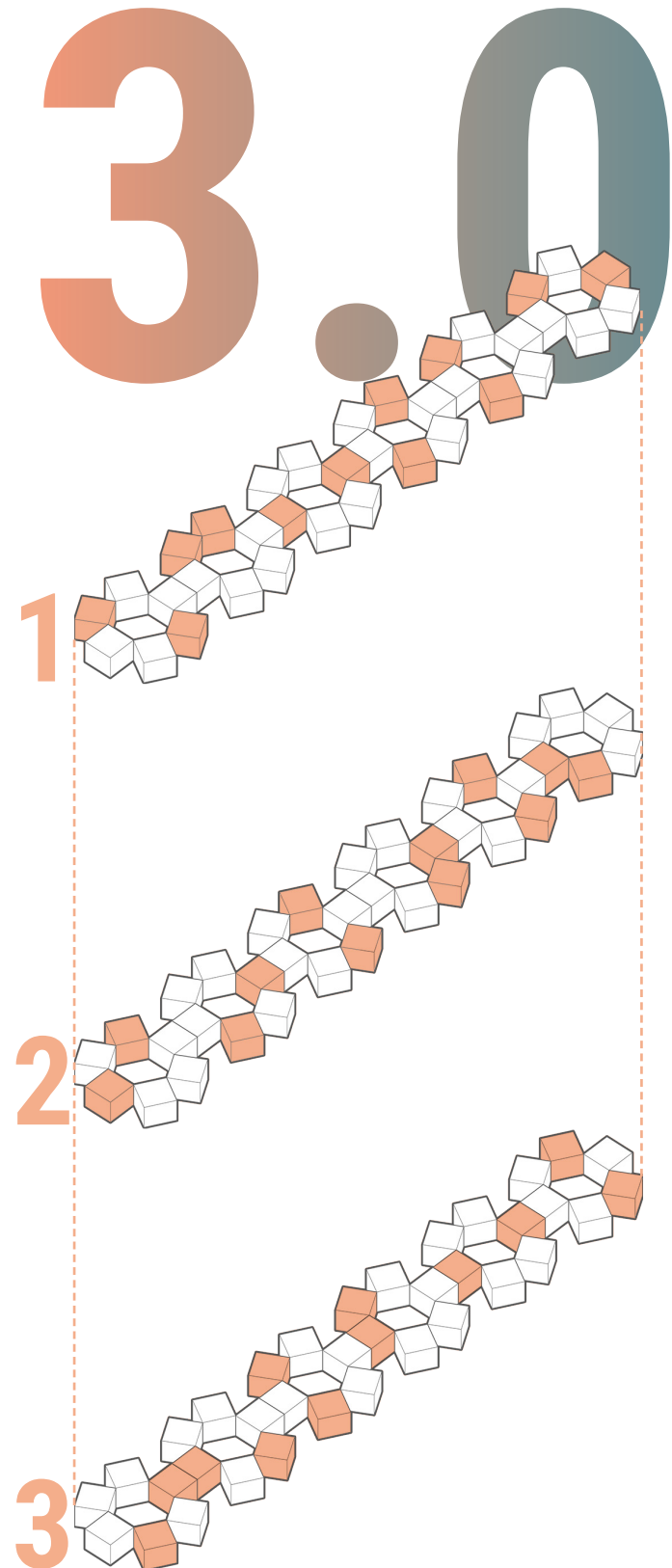
Alternative 3.0



Radial Massing 1

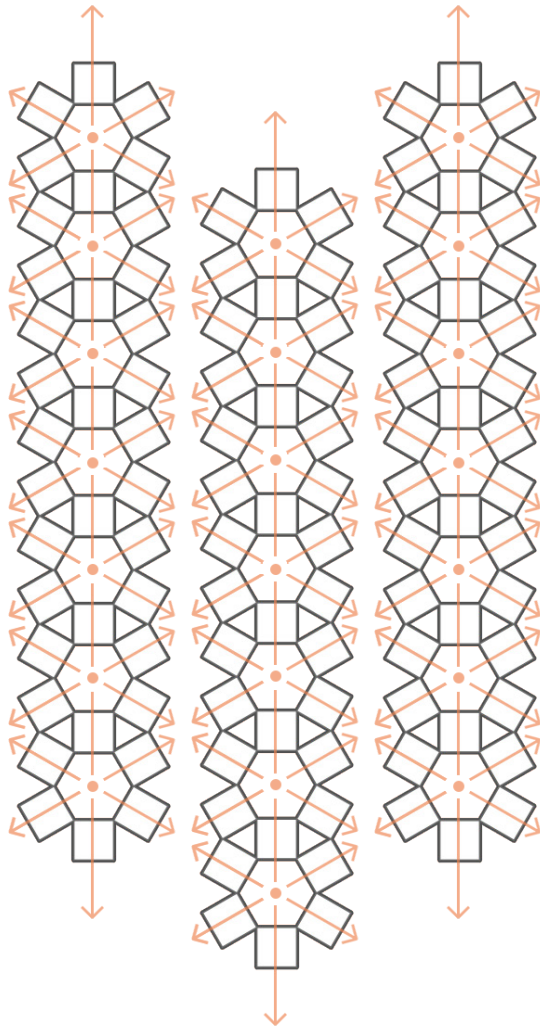
Radial massing is a composition of linear shapes extending out from a central shape in a radial manner (direction of the radius) (Ching, F. D. K, 2007).

The radial arrangement developed the most of the relationships between the spaces and is able to define a clear circulation that focuses the human traffic in the middle.



Massing Concept

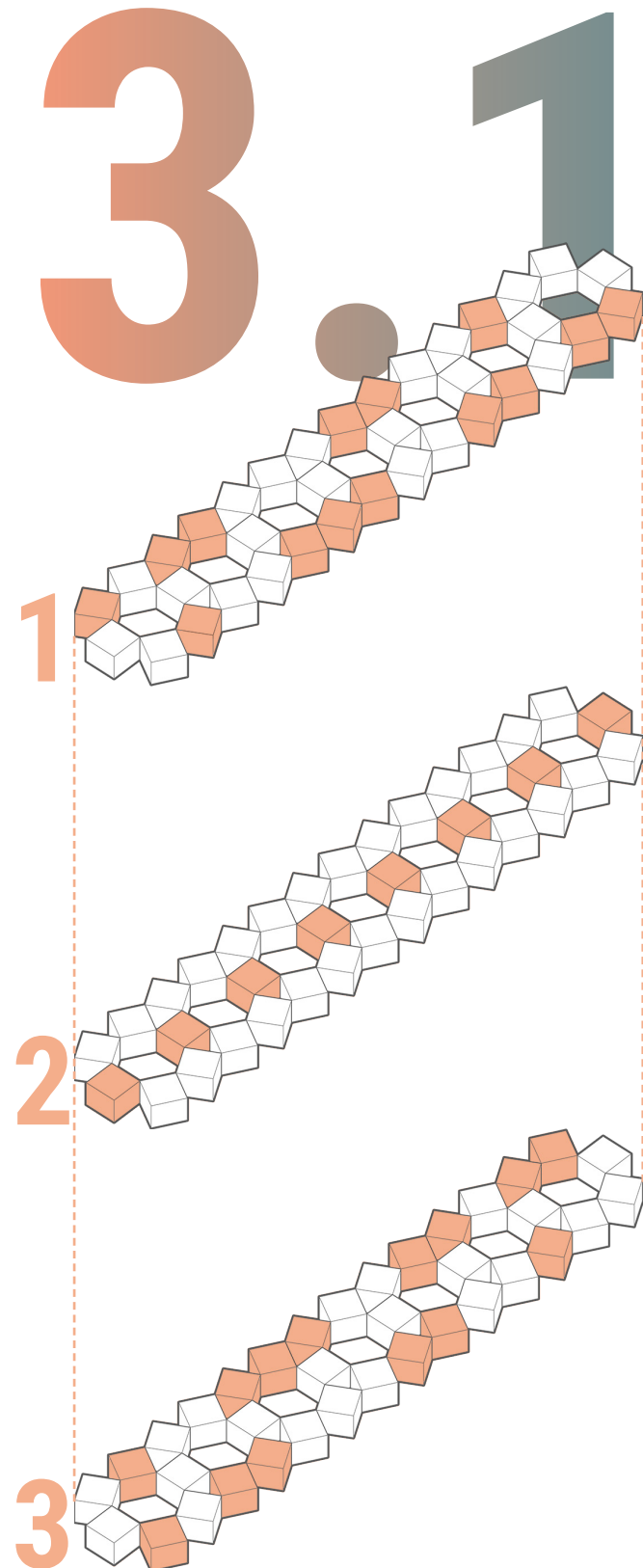
Alternative 3.1



Radial Massing 2

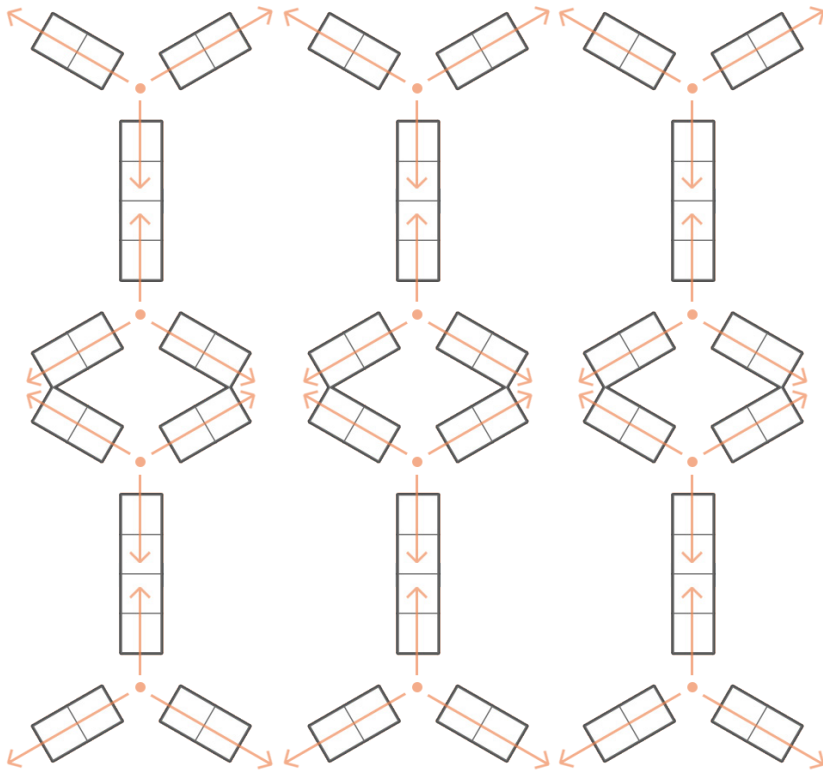
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Massing Concept

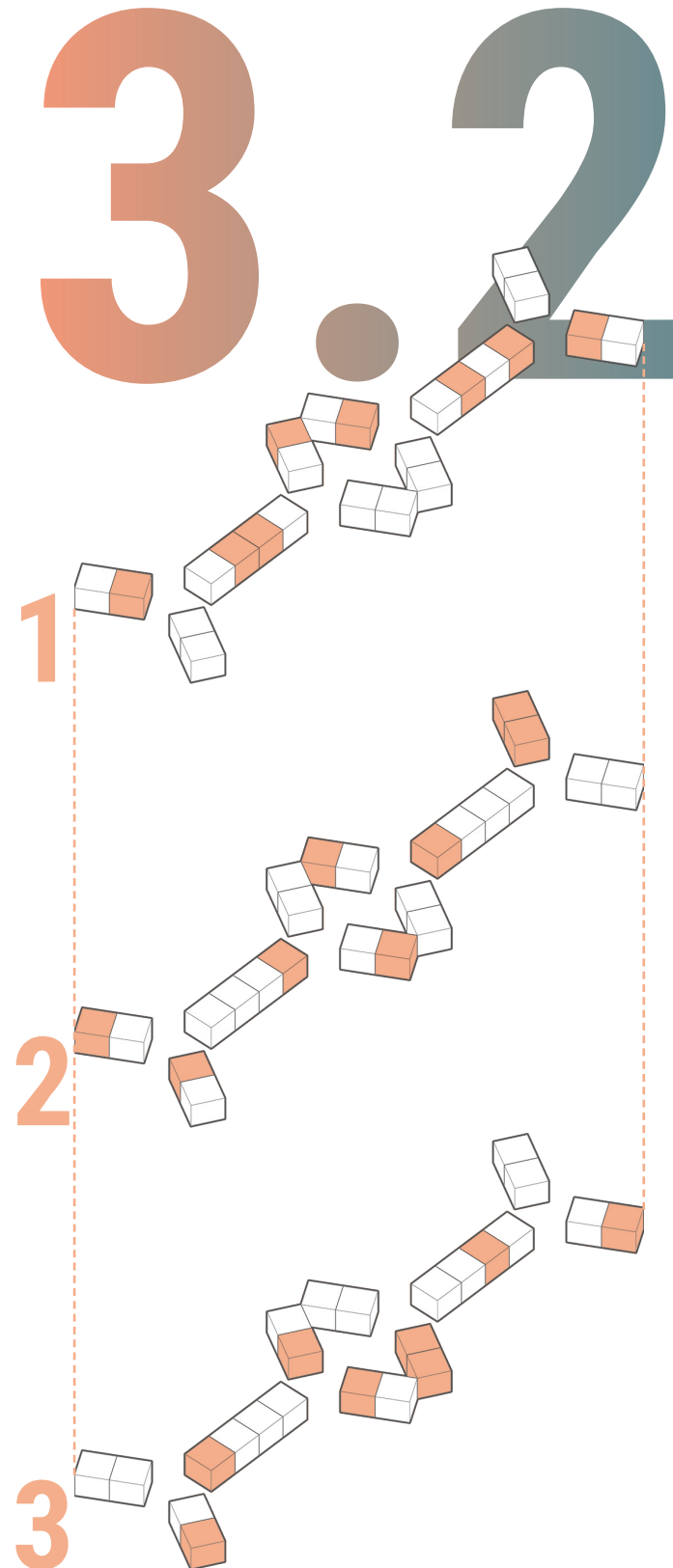
Alternative 3.2



Radial Massing 3

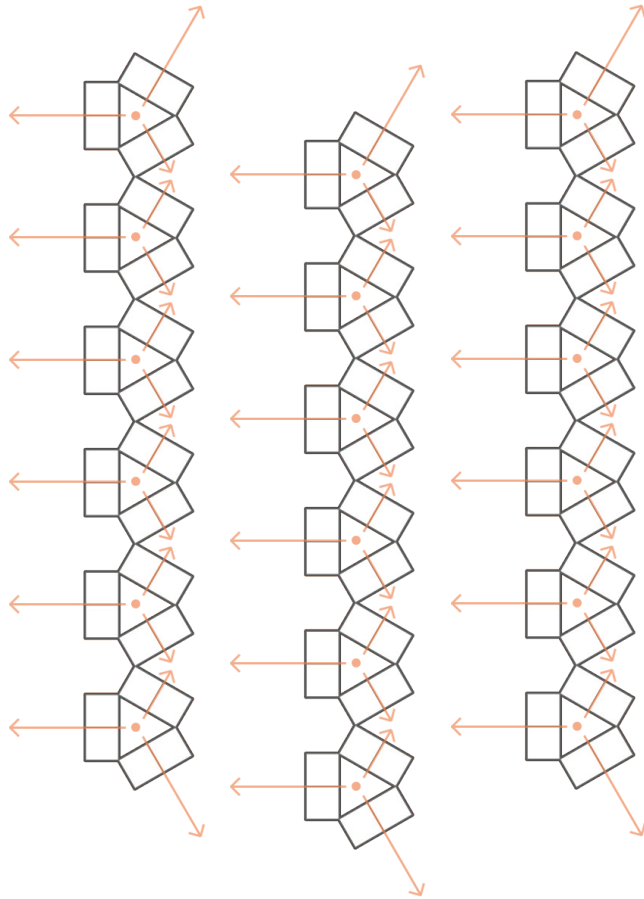
Radial massing is a composition of linear shapes extending out from a central shape in a radial manner (direction of the radius) (Ching, F. D. K, 2007).

The radial arrangement developed the most of the relationships between the spaces and is able to define a clear circulation that focuses the human traffic in the middle.



Massing Concept

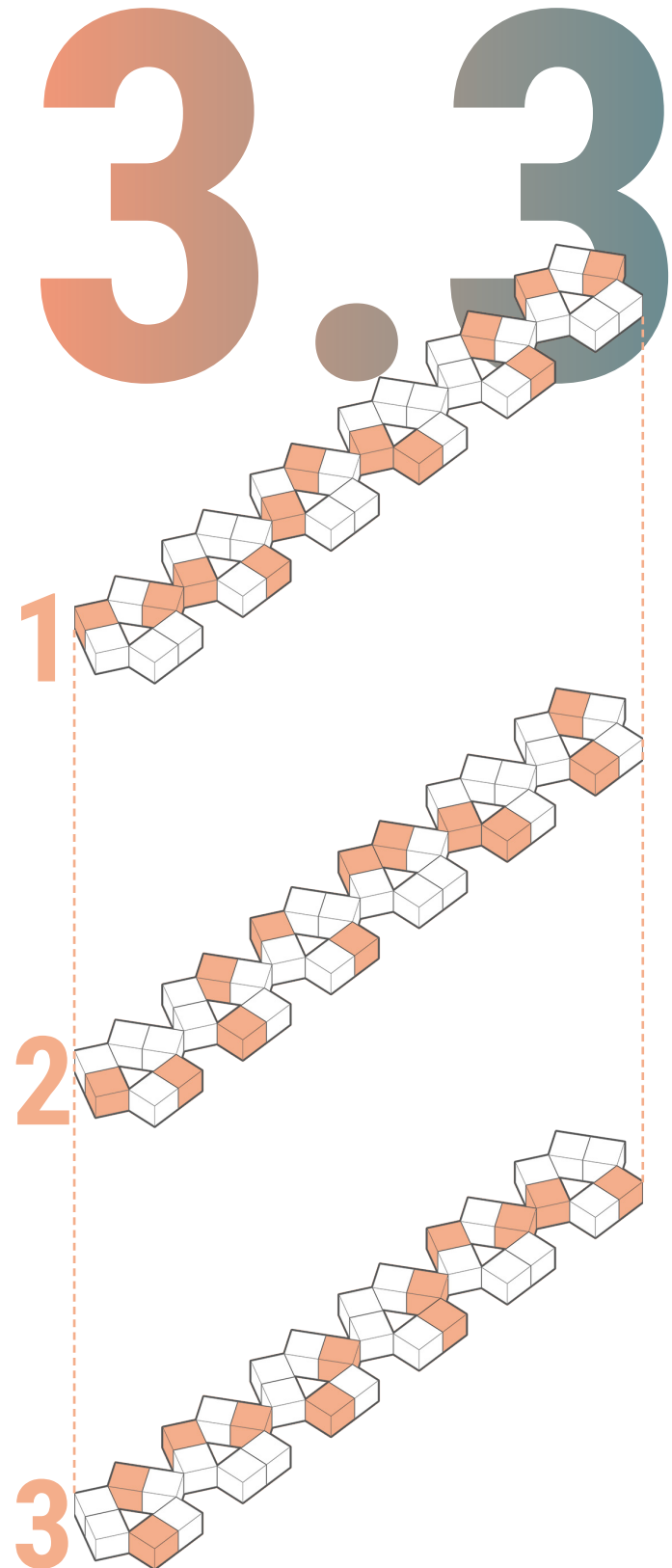
Alternative 3.3



Radial Massing 4

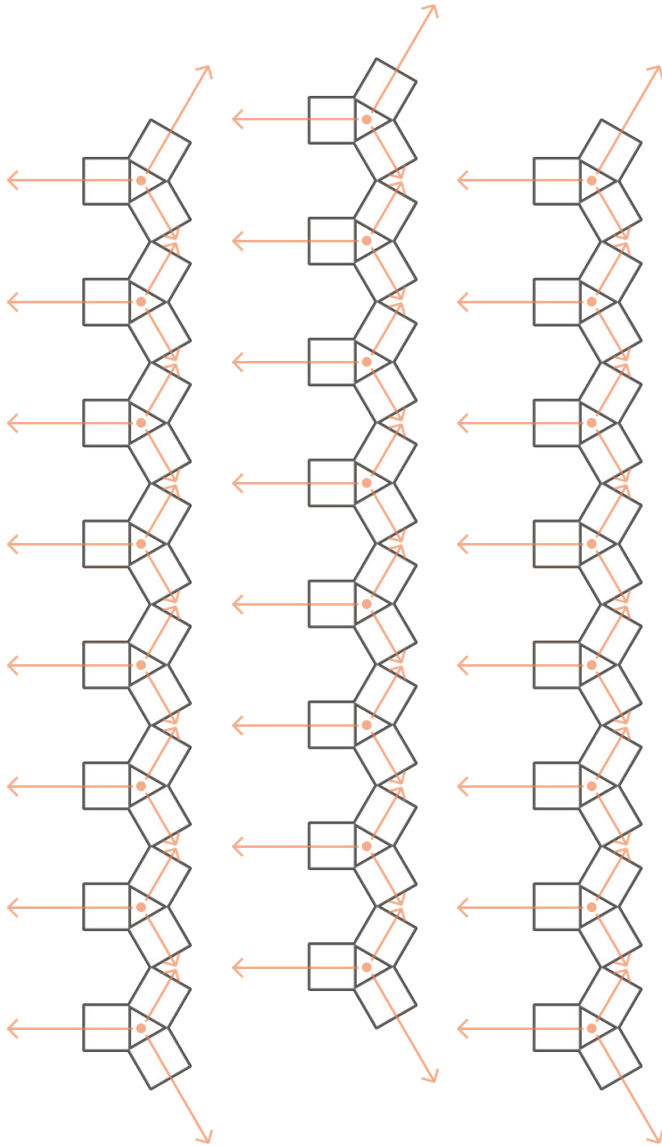
Radial massing is a composition of linear shapes extending out from a central shape in a radial manner (direction of the radius) (Ching, F. D. K, 2007).

The radial arrangement developed the most of the relationships between the spaces and is able to define a clear circulation that focuses the human traffic in the middle.



Massing Concept

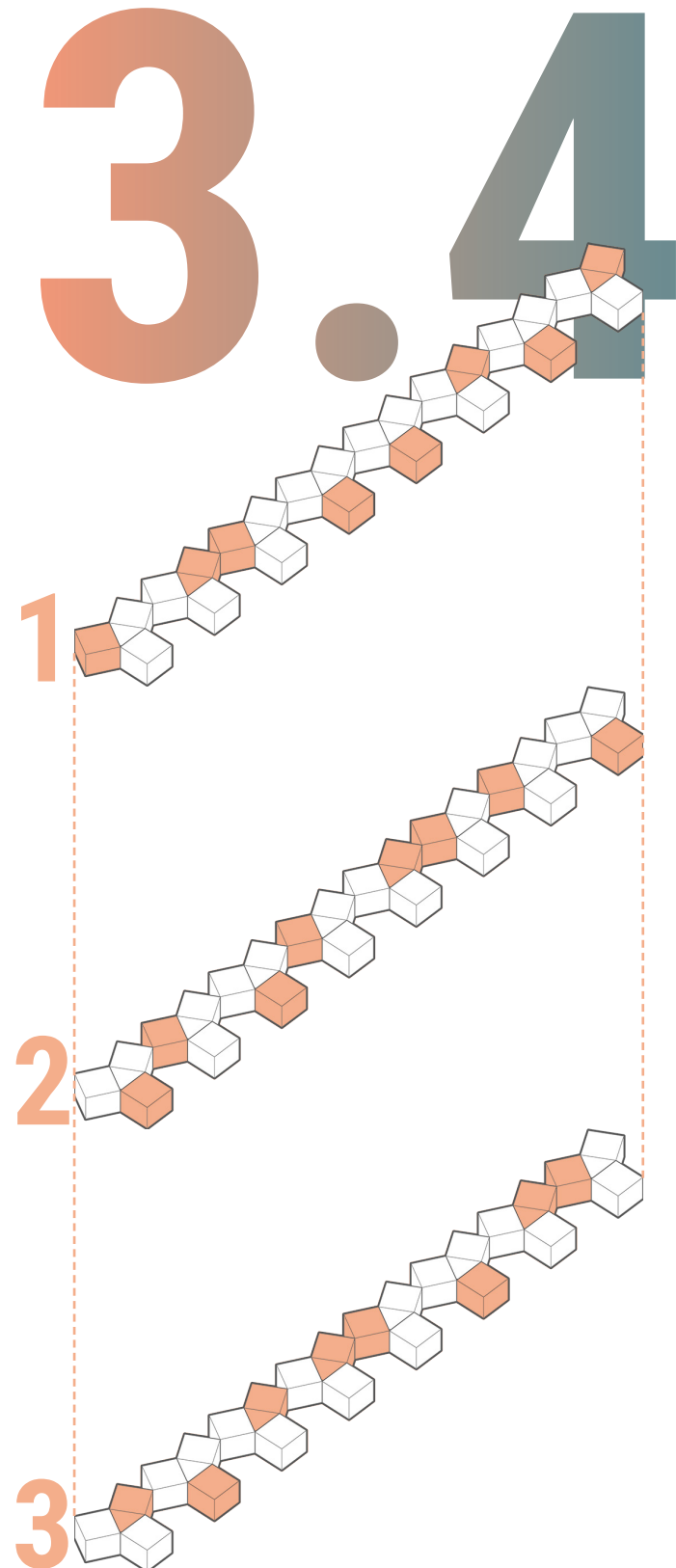
Alternative 3.4



Radial Massing 5

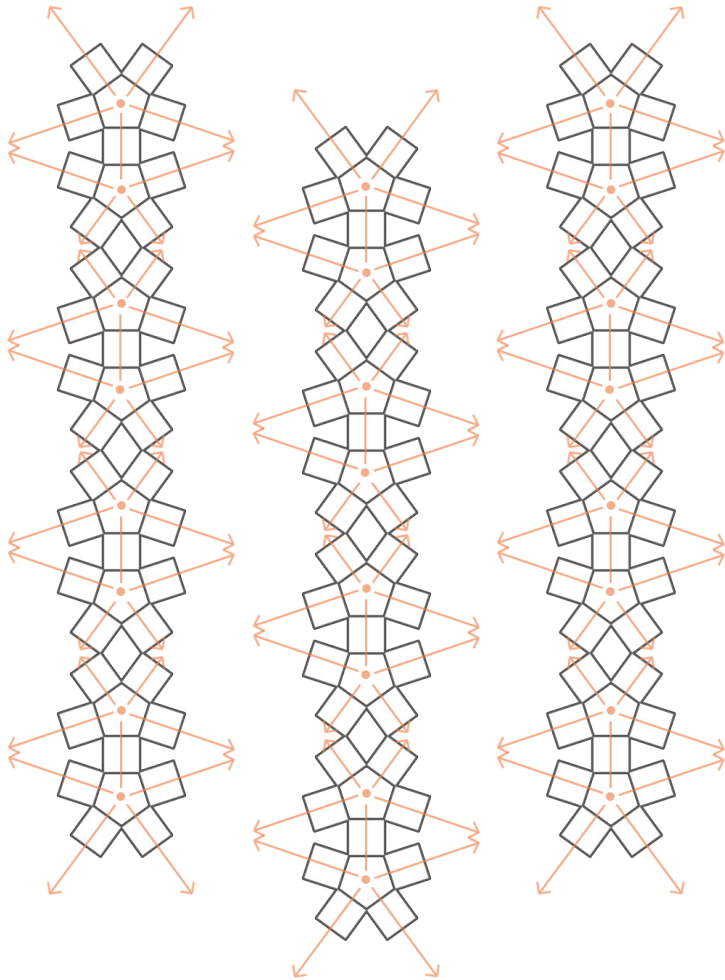
Radial massing is a composition of linear shapes extending out from a central shape in a radial manner (direction of the radius) (Ching, F. D. K, 2007).

The radial arrangement developed the most of the relationships between the spaces and is able to define a clear circulation that focuses the human traffic in the middle.



Massing Concept

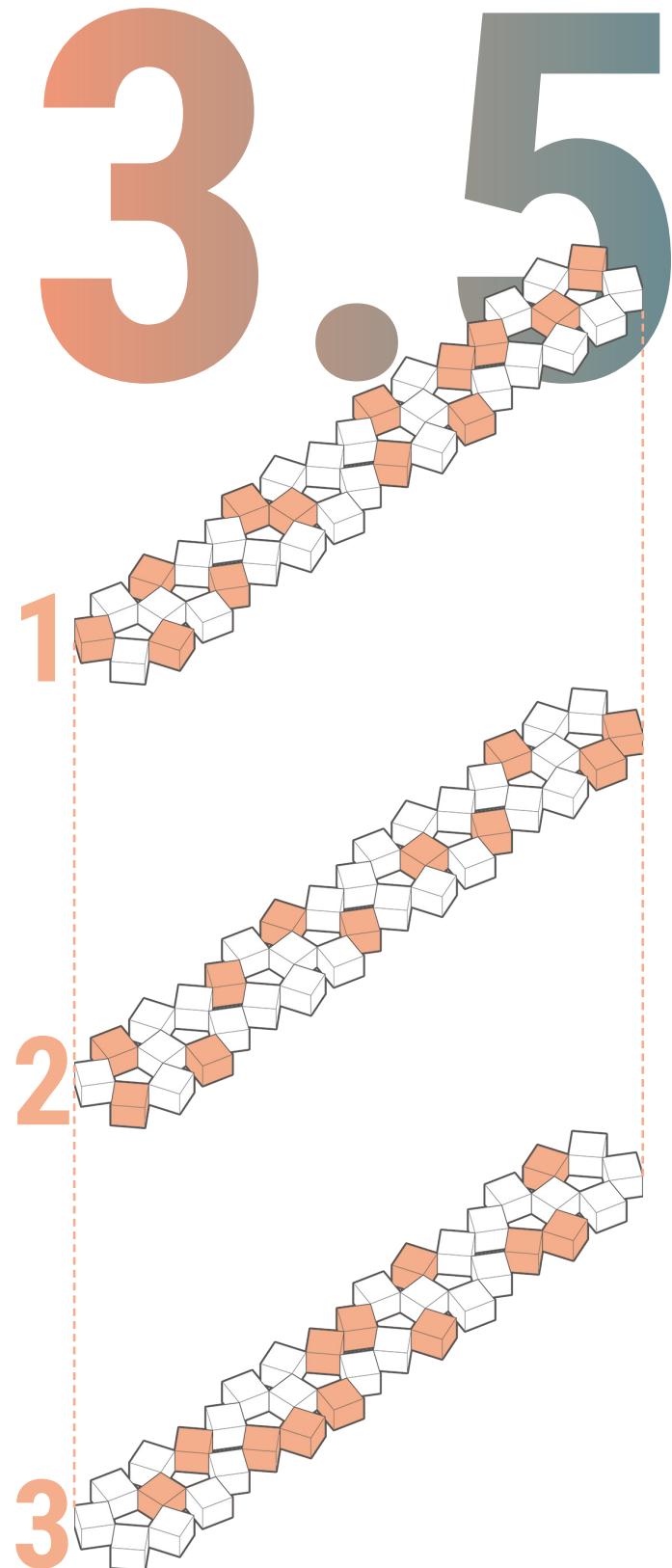
Alternative 3.5



Radial Massing 6

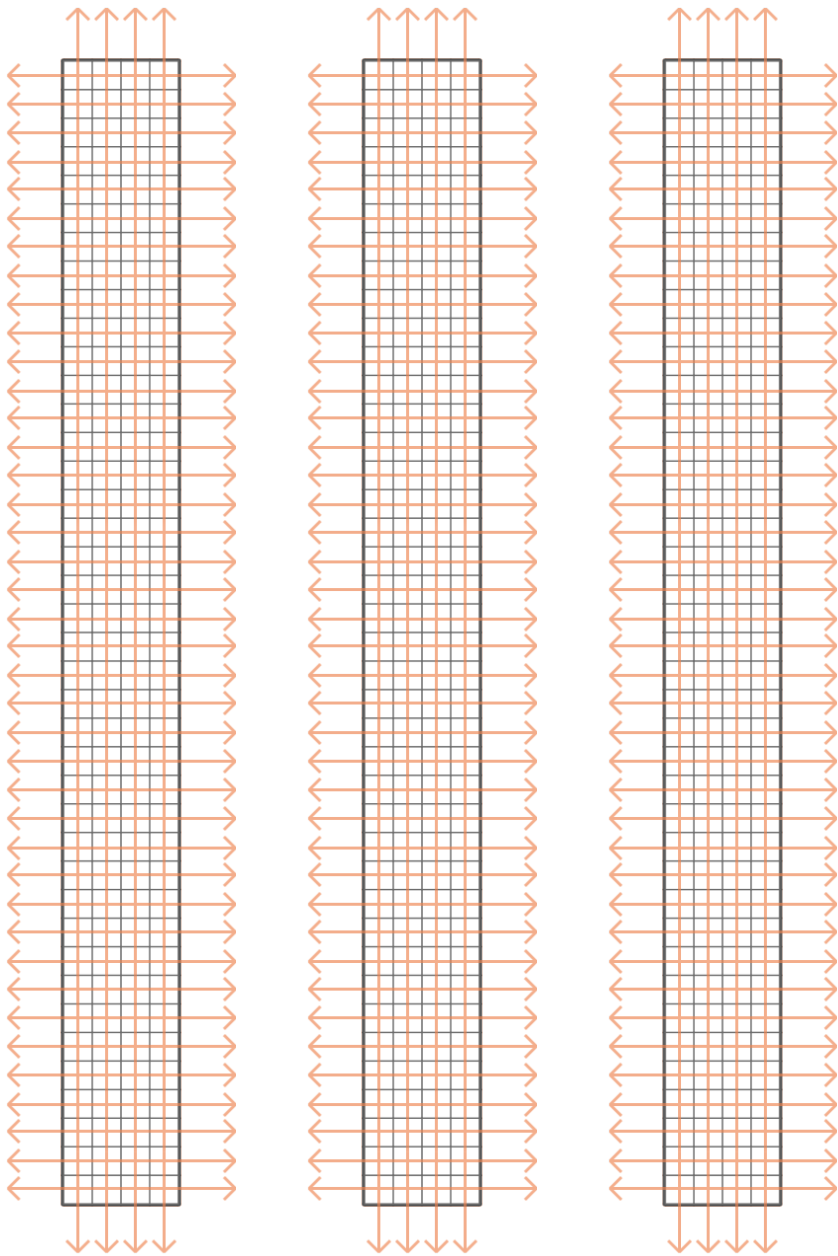
Radial massing is a composition of linear shapes extending out from a central shape in a radial manner (direction of the radius) (Ching, F. D. K, 2007).

The radial arrangement developed the most of the relationships between the spaces and is able to define a clear circulation that focuses the human traffic in the middle.



Massing Concept

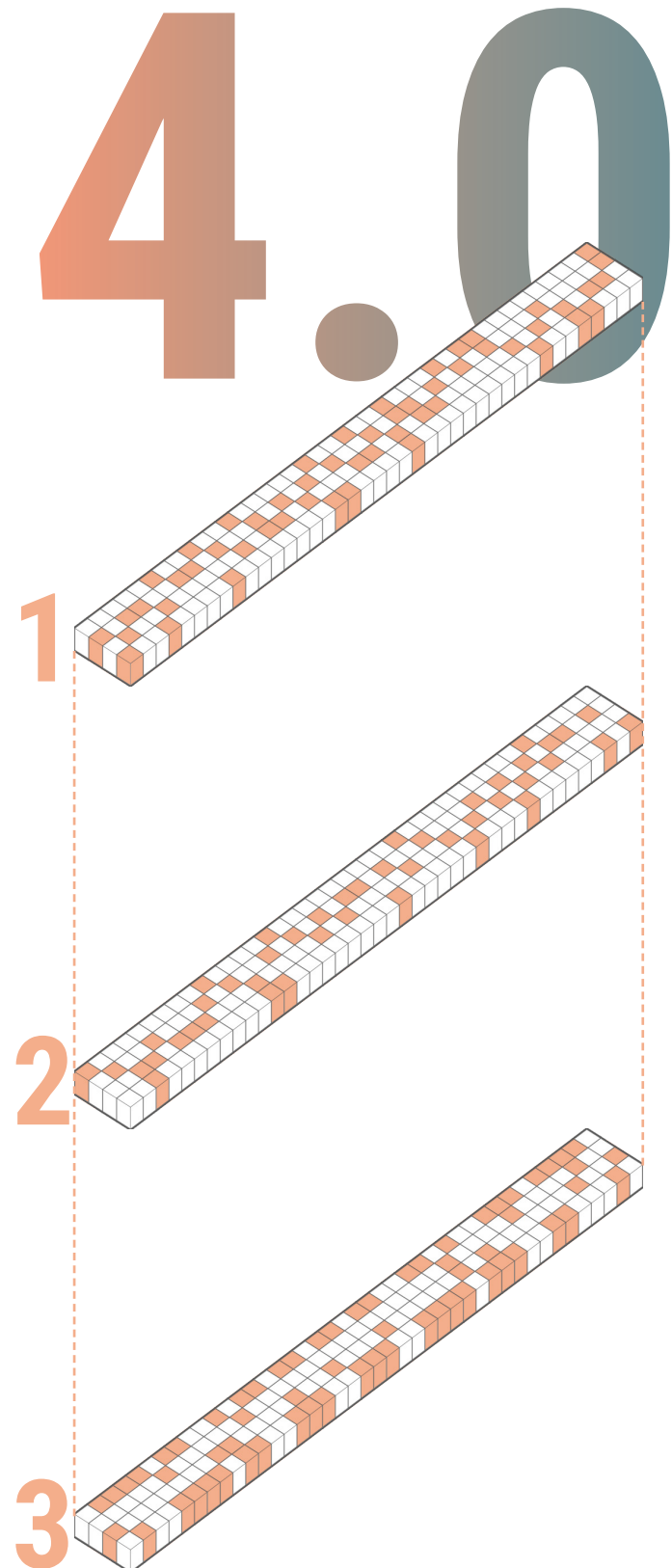
Alternative 4.0

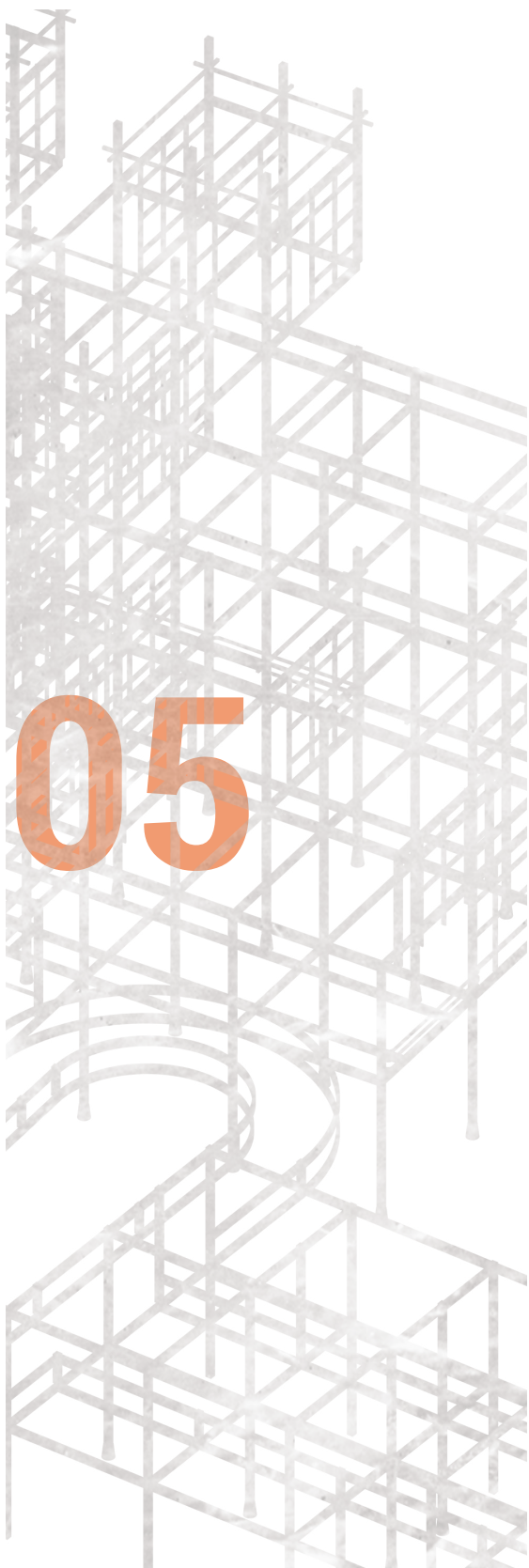


Grid Massing 1

Grid massing is a set of modular shapes connected and organized by a three-dimensional web connection (Ching, F. D. K, 2007).

Grid arrangement is the most common among all the alternatives and the most easy to arrange spaces with clear relationships and human traffic management.







Design Result

5.1 Master Plan Render: Showing Every Buildings of the Design

5.2 Axonometric Master Plan

5.3 Building Overview (Building 1-8)

5.4 Perspective

5.5 Site Plan

5.6 Floor Plan

5.7 Section

5.8 Elevation

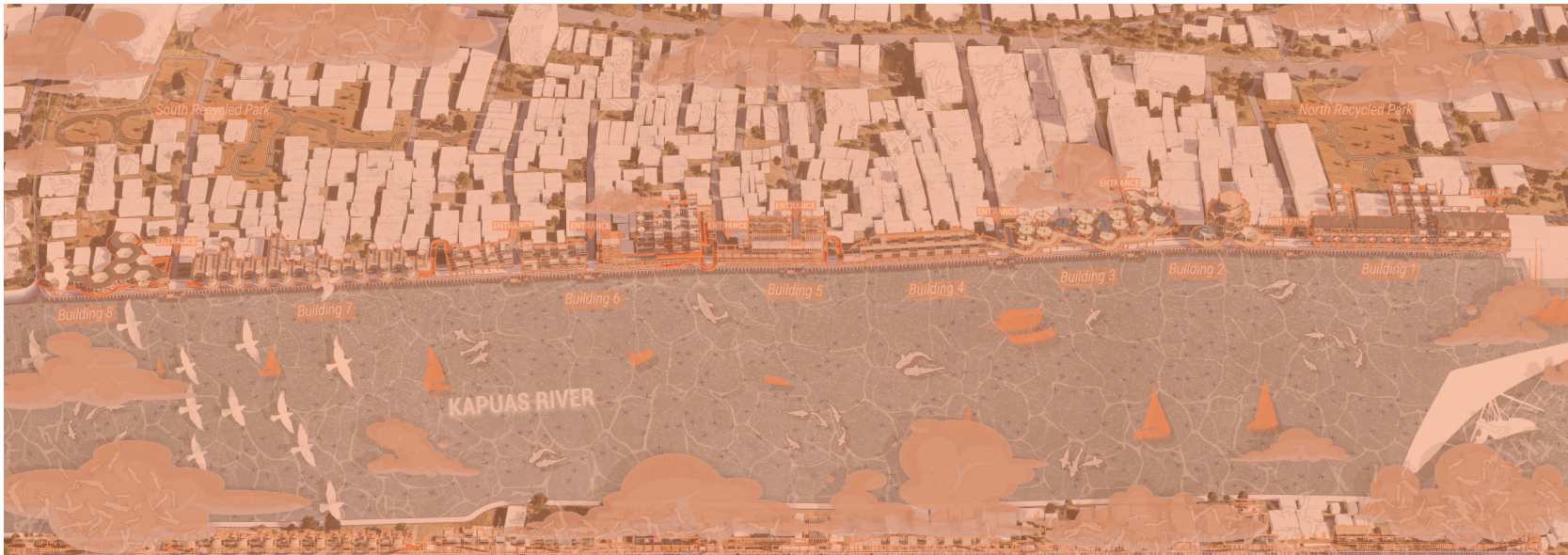
5.9 Module Set

5.10 Scheme

5.11 Envelope Detail

5.12 North Recycled Park

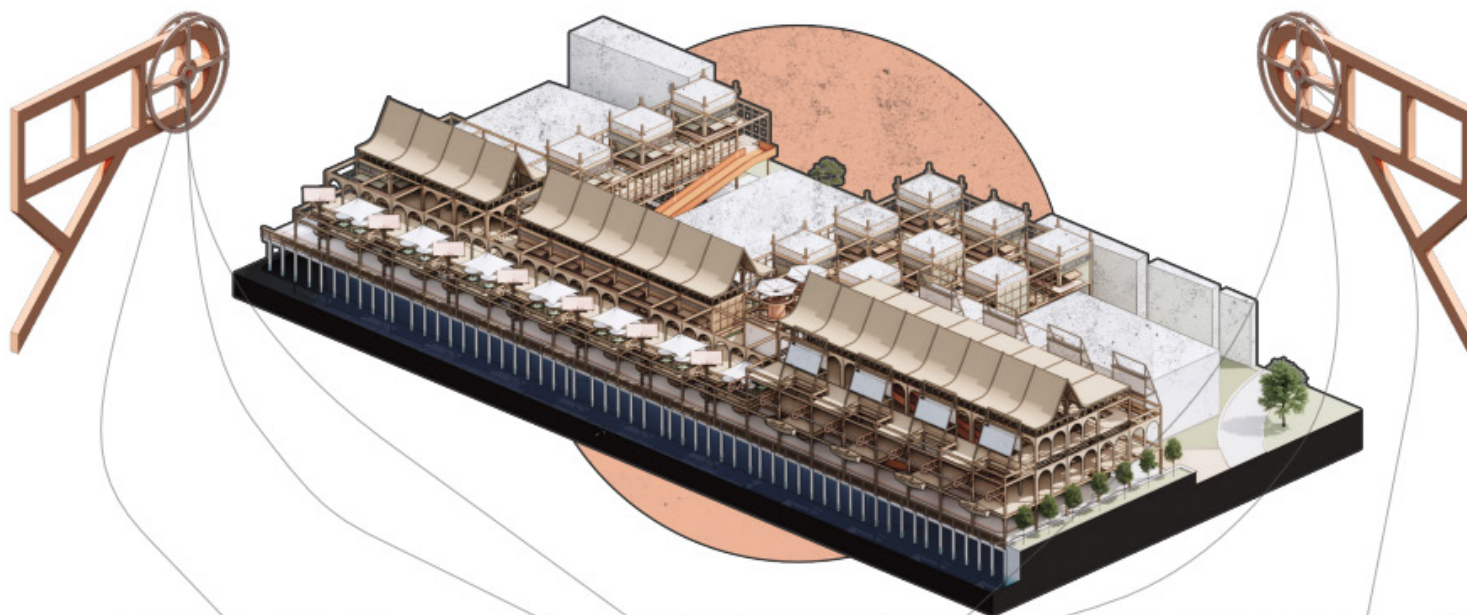
5.13 South Recycled Park



MASTER PLAN RENDER



AXONOMETRIC MASTER PLAN



Building 1

Exterior Perspective



Interior Perspective



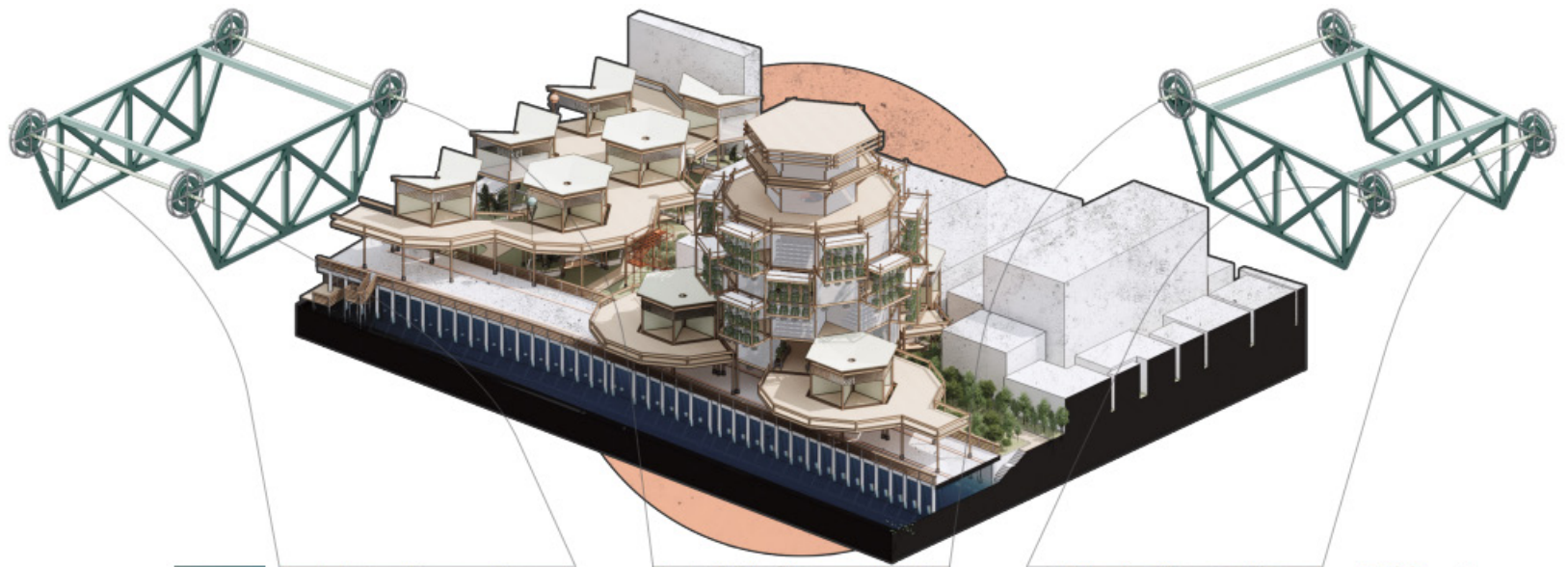
Interior Perspective



Building 1

Building one mainly functions as an MSME Unit Market where the open architecture concept is applied (module type A). Furthermore, the space is able to be used as public dining and mini garden on the ground floor, integrated with the waterfront.

Building Overview: Building 1



Building 2

Interior Perspective



Exterior Perspective



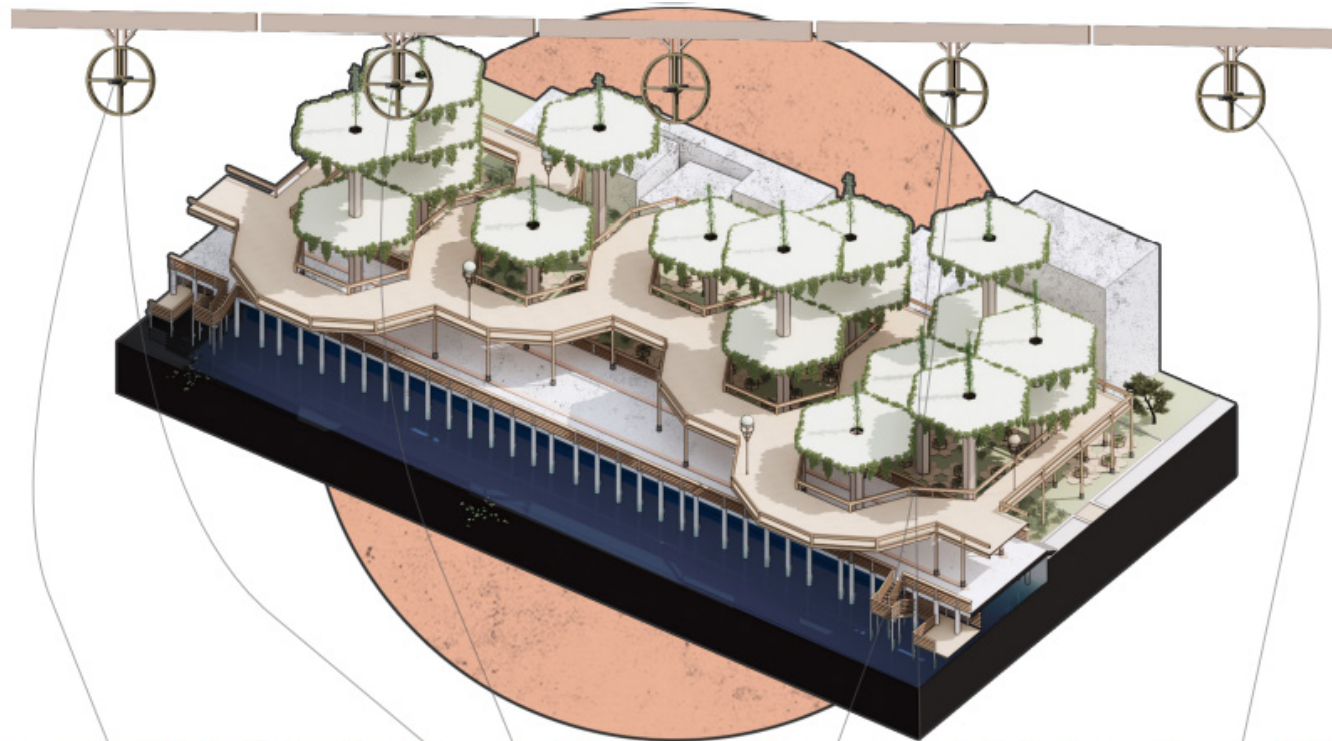
Exterior Perspective



Building 2

Building two mainly functions as a vertical farming hub integrated as a mini-lighthouse. The secondary function is a building as a n MSME Unit Market where the open architecture concept is applied (module type B). The ground floor is also a mini garden.

Building Overview: Building 2



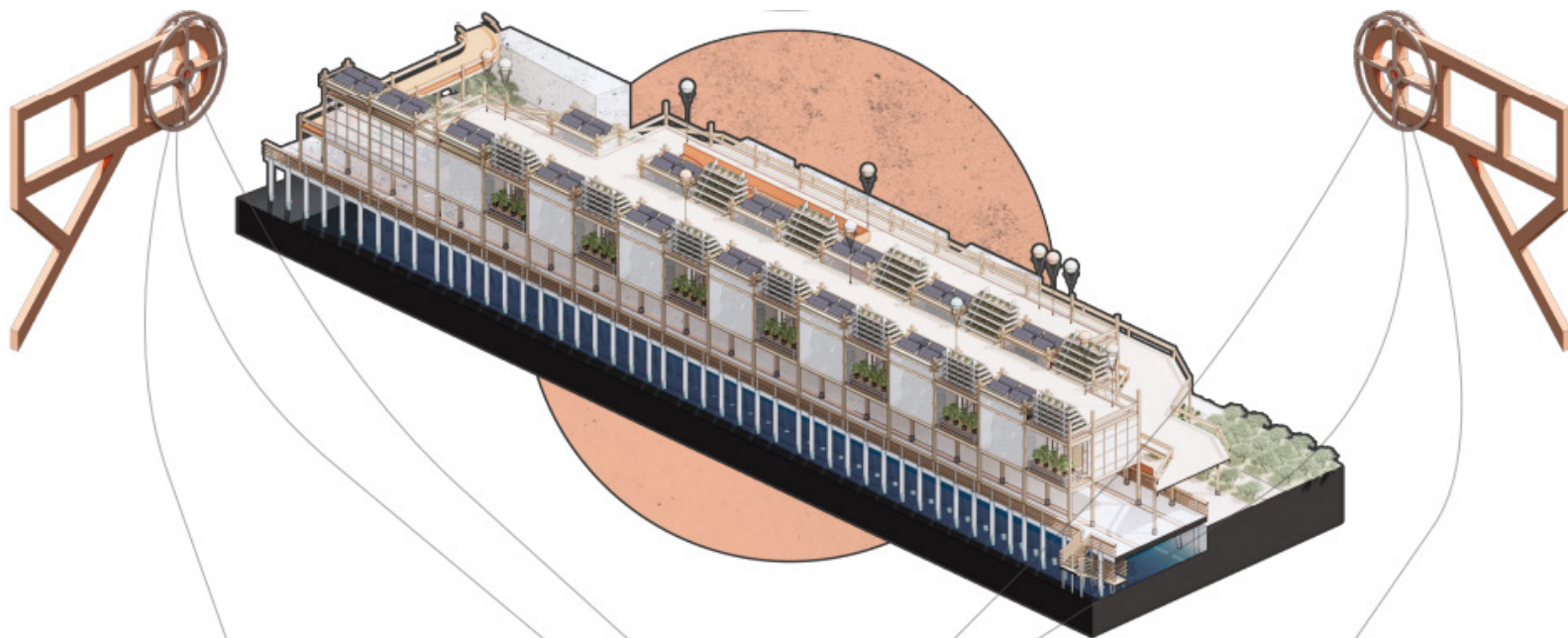
Building 3



Building 3

Building three is not really a building, rather an open public space with a green rainwater catcher and a sky garden pathway or skywalk. A mini garden is also built on the ground floor of this area that functioned as a water collector.

Building Overview: Building 3



Building 4

Interior Perspective



Exterior Perspective



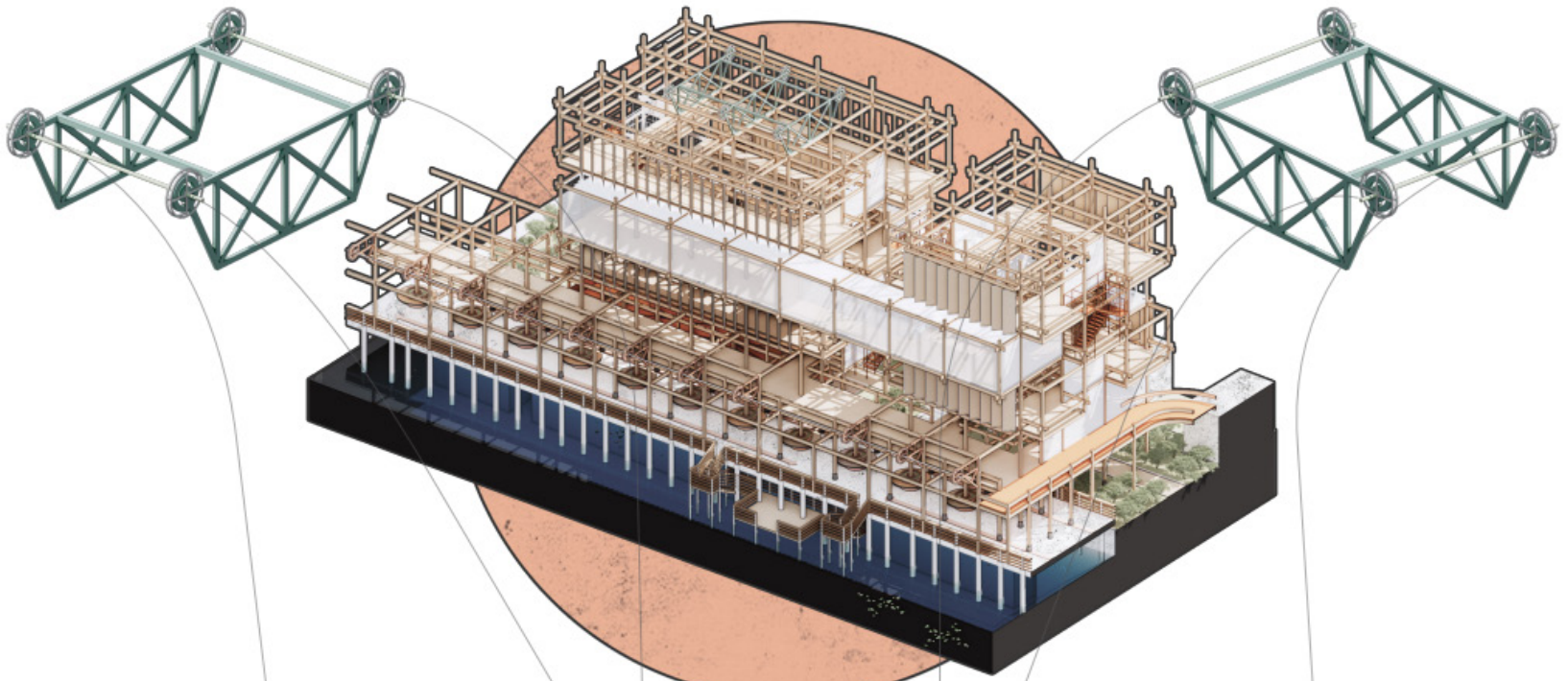
Exterior Perspective



Building 4

Building four mainly functions as a vertical farming hub, only difference with building two is, this one is not a lighthouse and only consist of two floors, with the upper roof act as a rooftop with outdoor farming and where solar panels are located. The solar panels mostly used to fed the plants inside building four.

Building Overview: Building 4



Building 5

Exterior Perspective



Interior Perspective



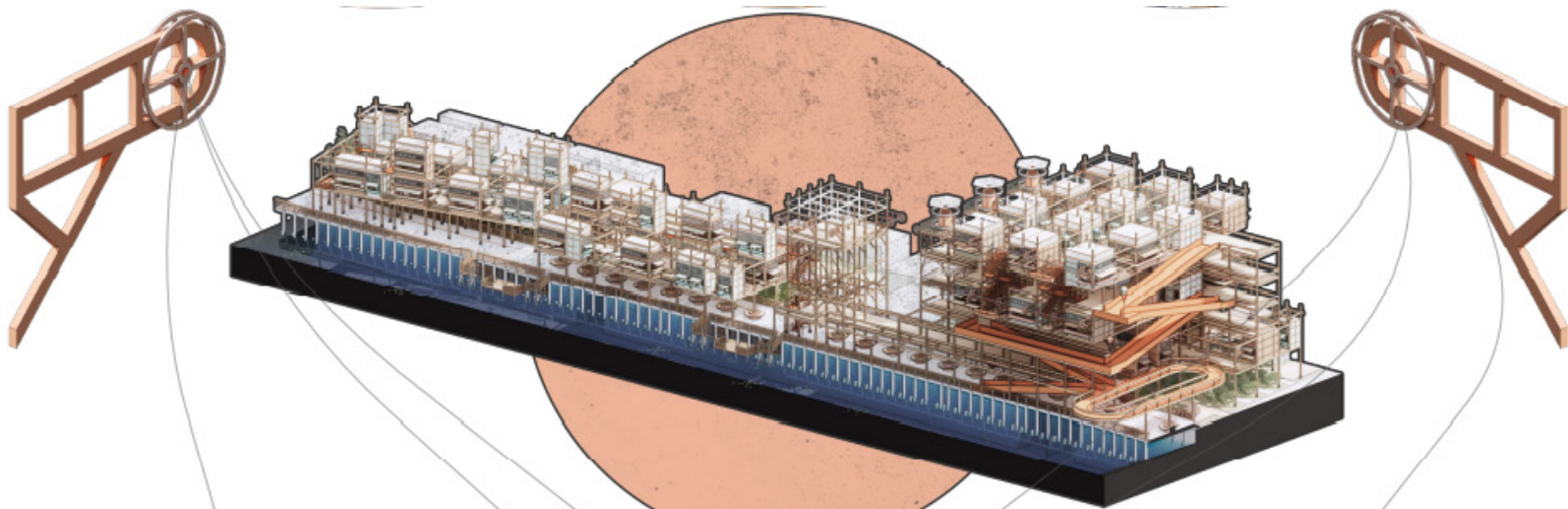
Exterior Perspective



Building 5

Building five is the main hub for shipment storage that is imported from the sea by ferry ship, cargo ship, and merchant boats. A pulley system is used in order to make the distribution workflow works. From this building, imported goods are able to be distributed to everywhere.

Building Overview. Building 5



Building 6

Exterior Perspective



Interior Perspective



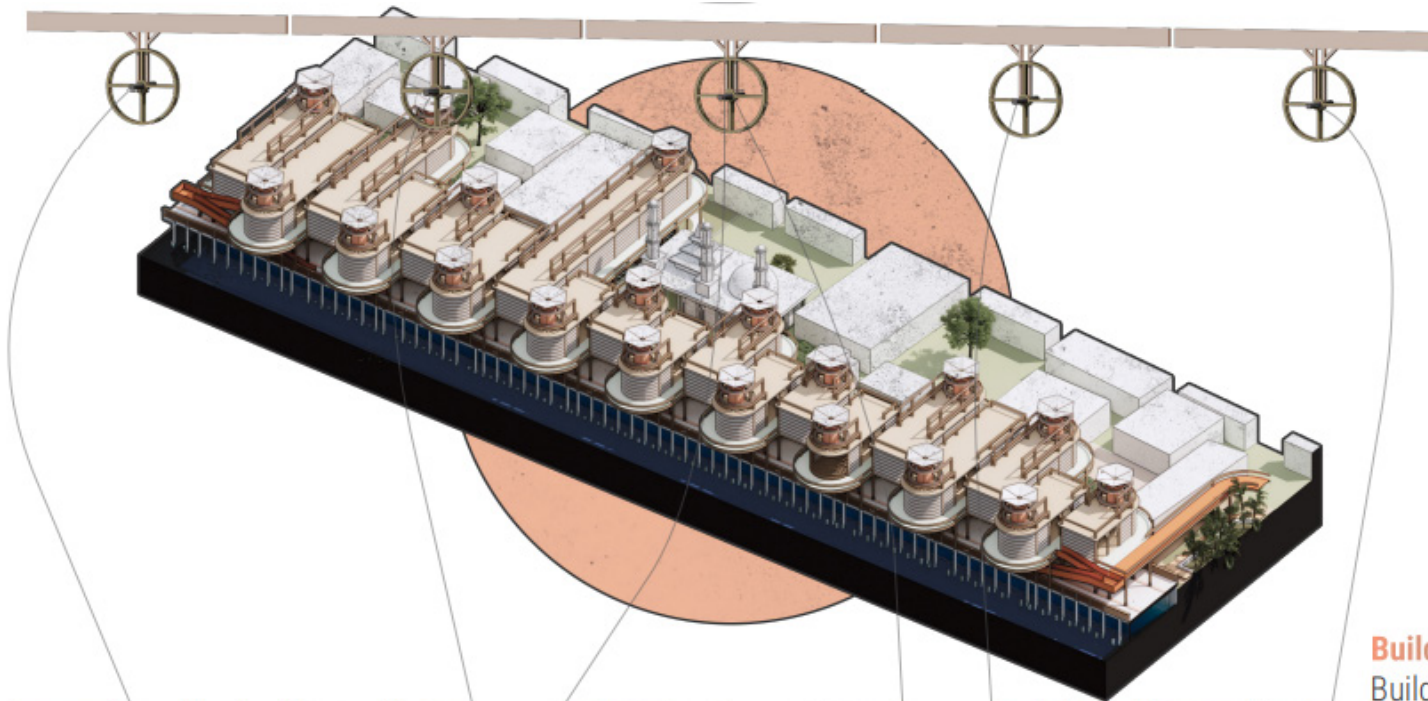
Exterior Perspective



Building 6

Building six is the main building where the open architecture concept is applied (module type A). This building mainly functions as an MSME Unit Market, public dining, shipment storage and sorting on the second and fourth floor, and mini garden on the ground floor integrated with the waterfront.

Building Overview: Building 6



Building 7

Building seven is mainly used as a public space where people gather and used the space whether privately or publicly. The other main function is to act as a water catcher hub, where most of the raincatcher on the site is placed on this building. The mini garden on the ground floor is integrated with Nurul Huda Mosque and the waterfront.

Building 7

Interior Perspective



Interior Perspective

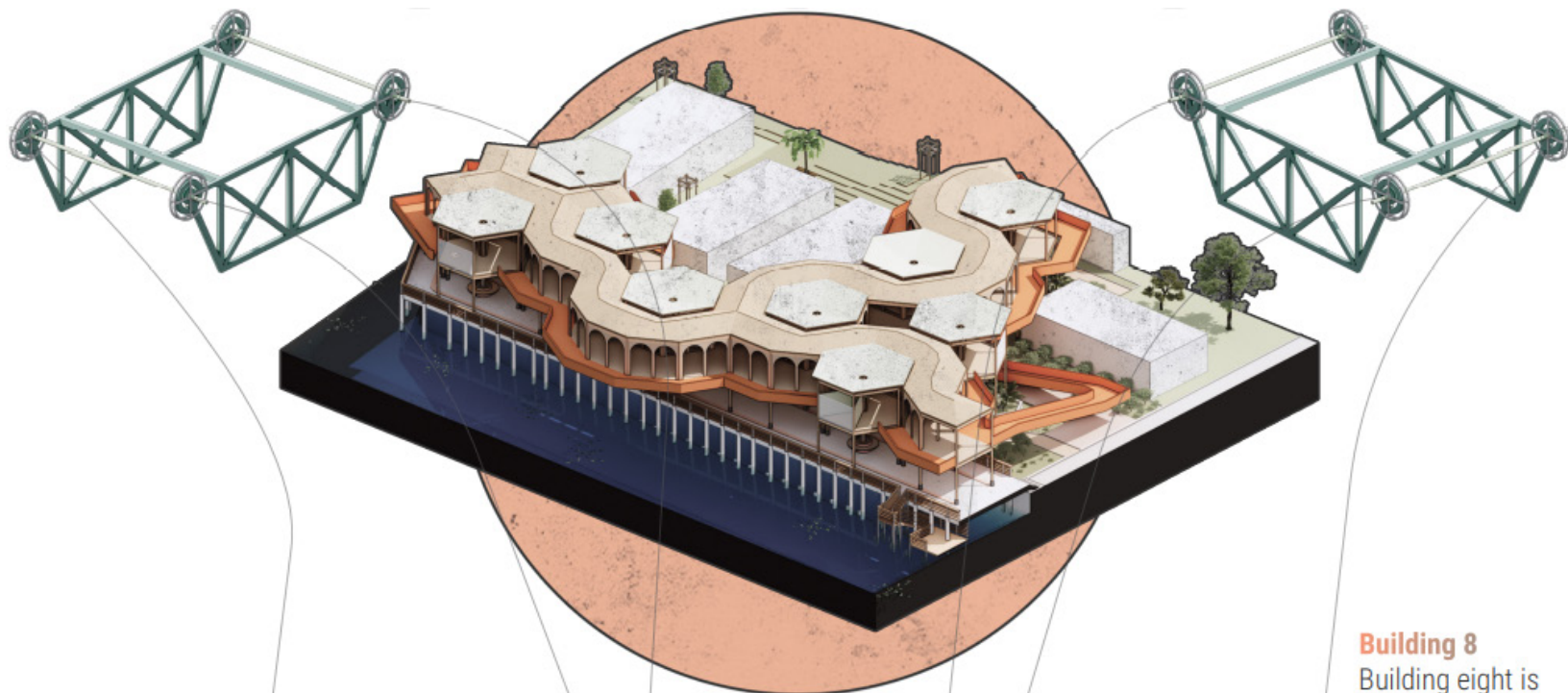


Exterior Perspective



Building Overview

Building 7



Building 8

Exterior Perspective



Exterior Perspective



Interior Perspective



Building 8

Building eight is where the open architecture concept with module type B is the most applied. Furthermore, each module is integrated with five meter wide corridors where it is able to be used as a public space or dining. The mini garden on the ground floor is integrated with the South Recycle Park and the waterfront.

Building Overview: Building 8



PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



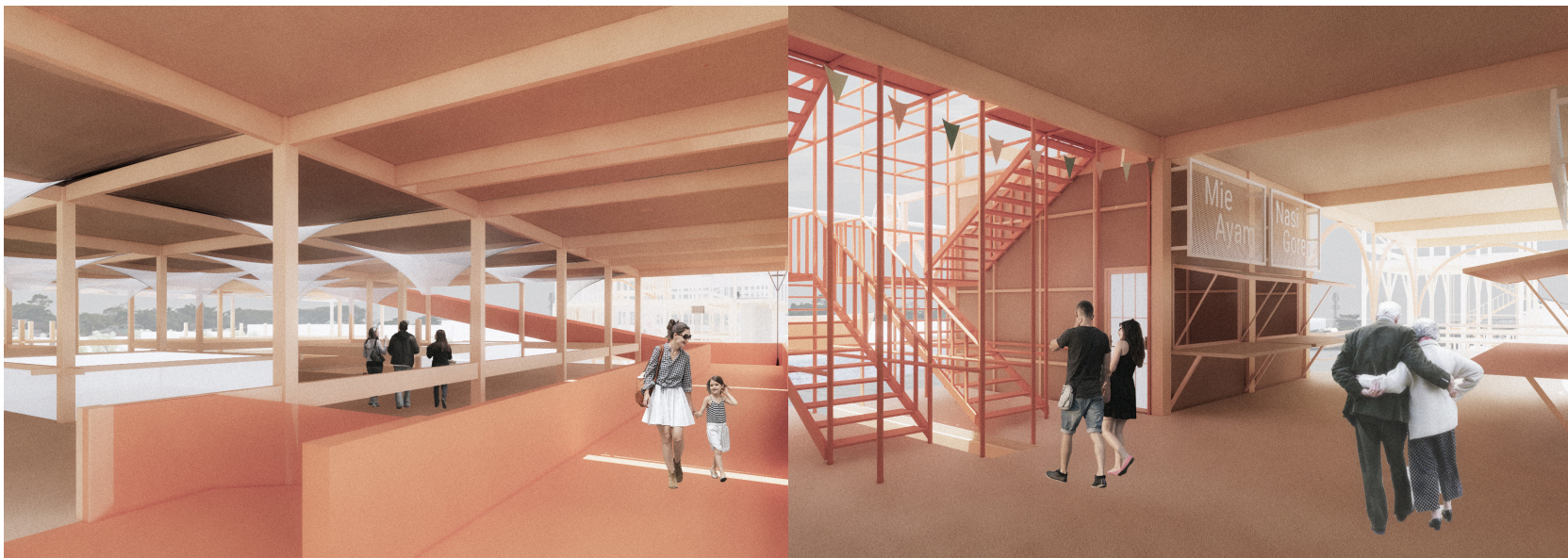
PERSPECTIVE



PERSPECTIVE



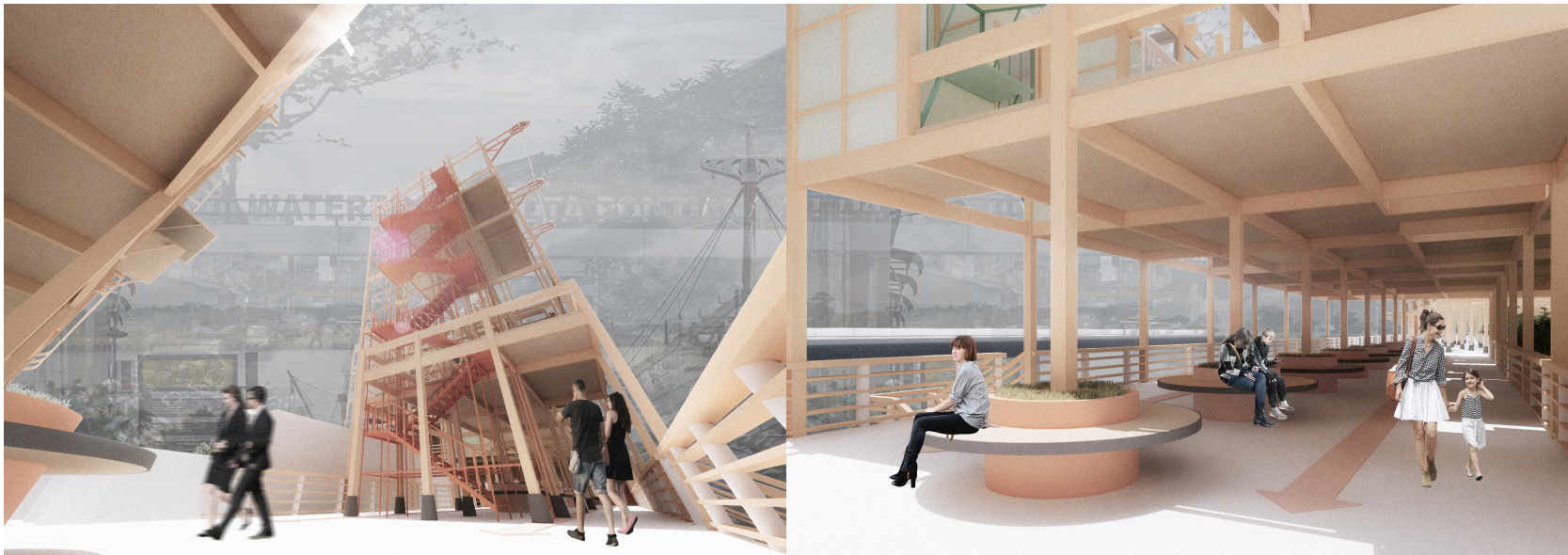
PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



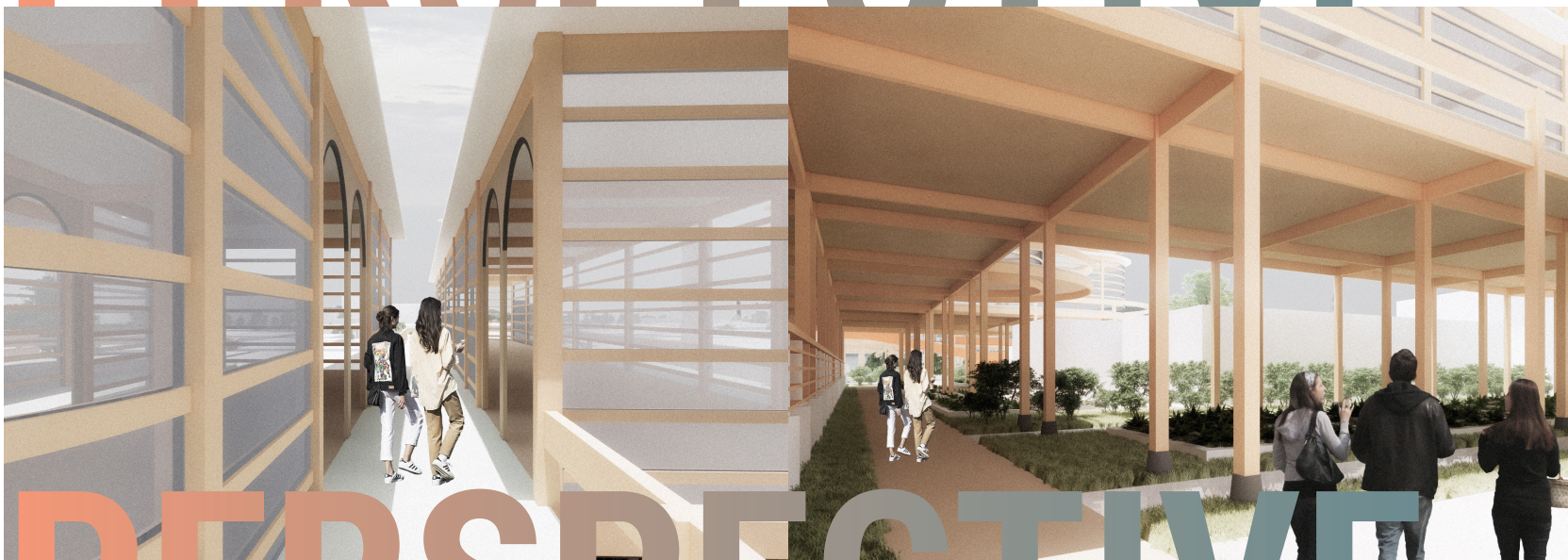
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PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



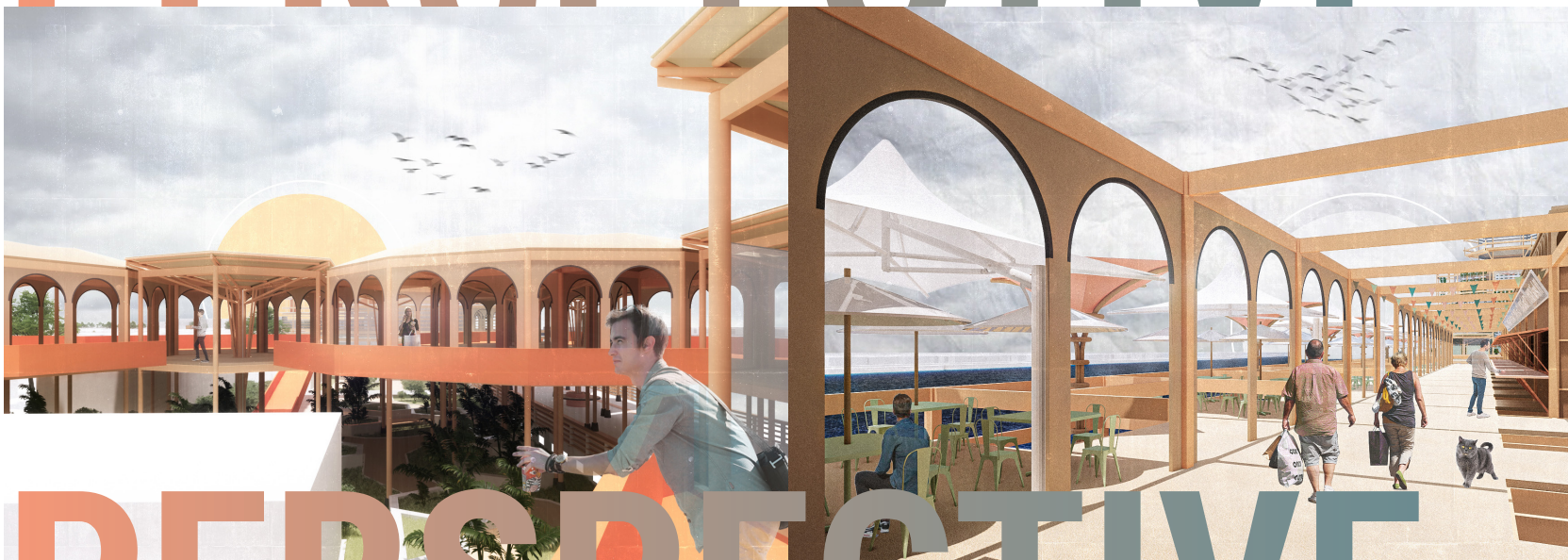
PERSPECTIVE



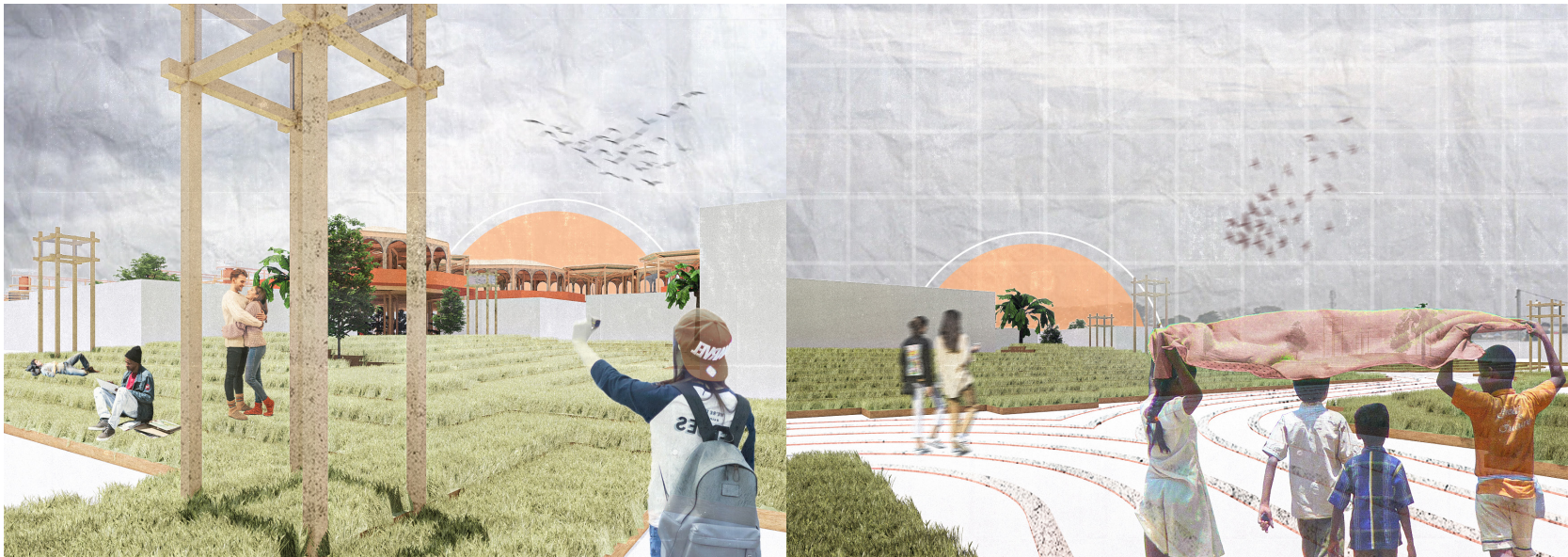
PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



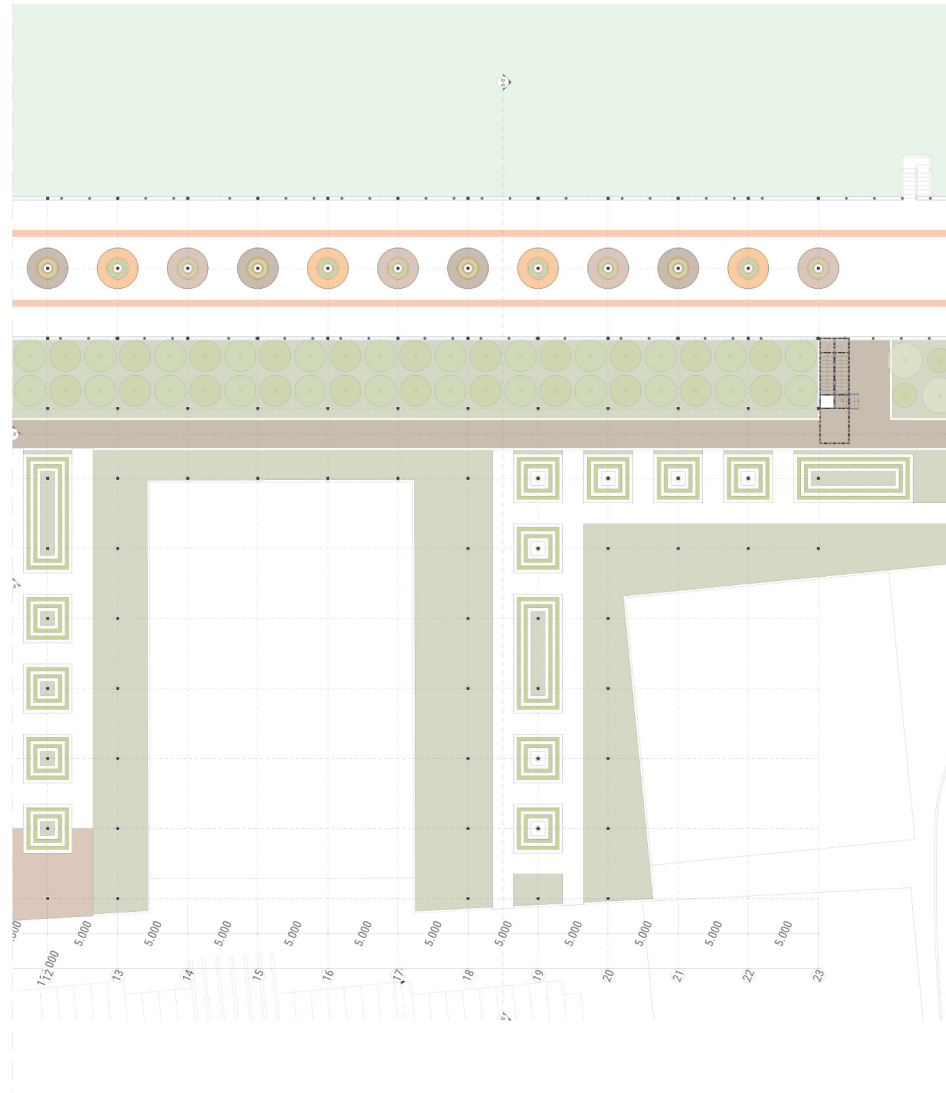
PERSPECTIVE



PERSPECTIVE



PERSPECTIVE



Site Plan
Building 1: Part 2

Site Plan

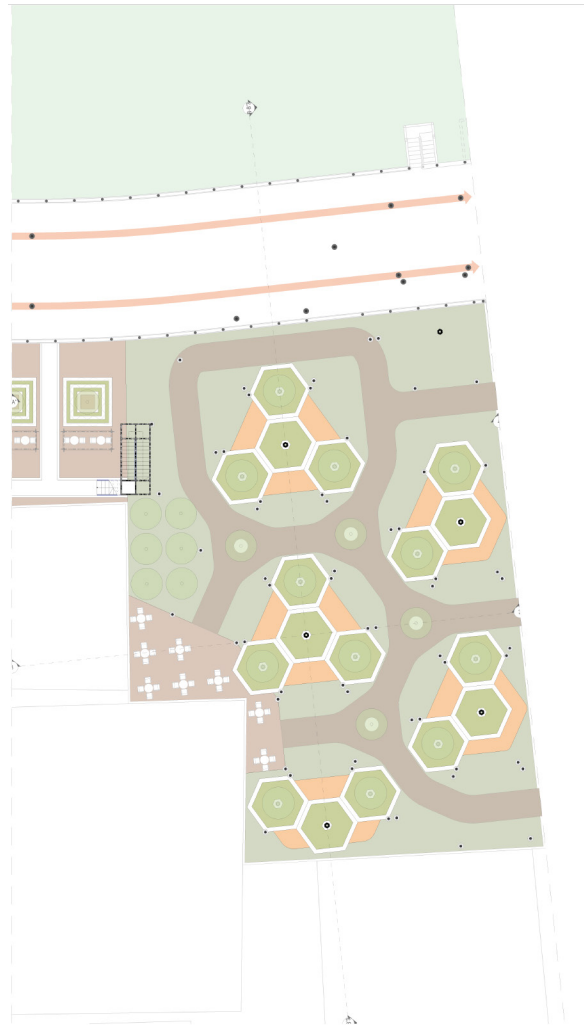
Building 1: Part 2



Site Plan
Building 2: Part 1

Site Plan

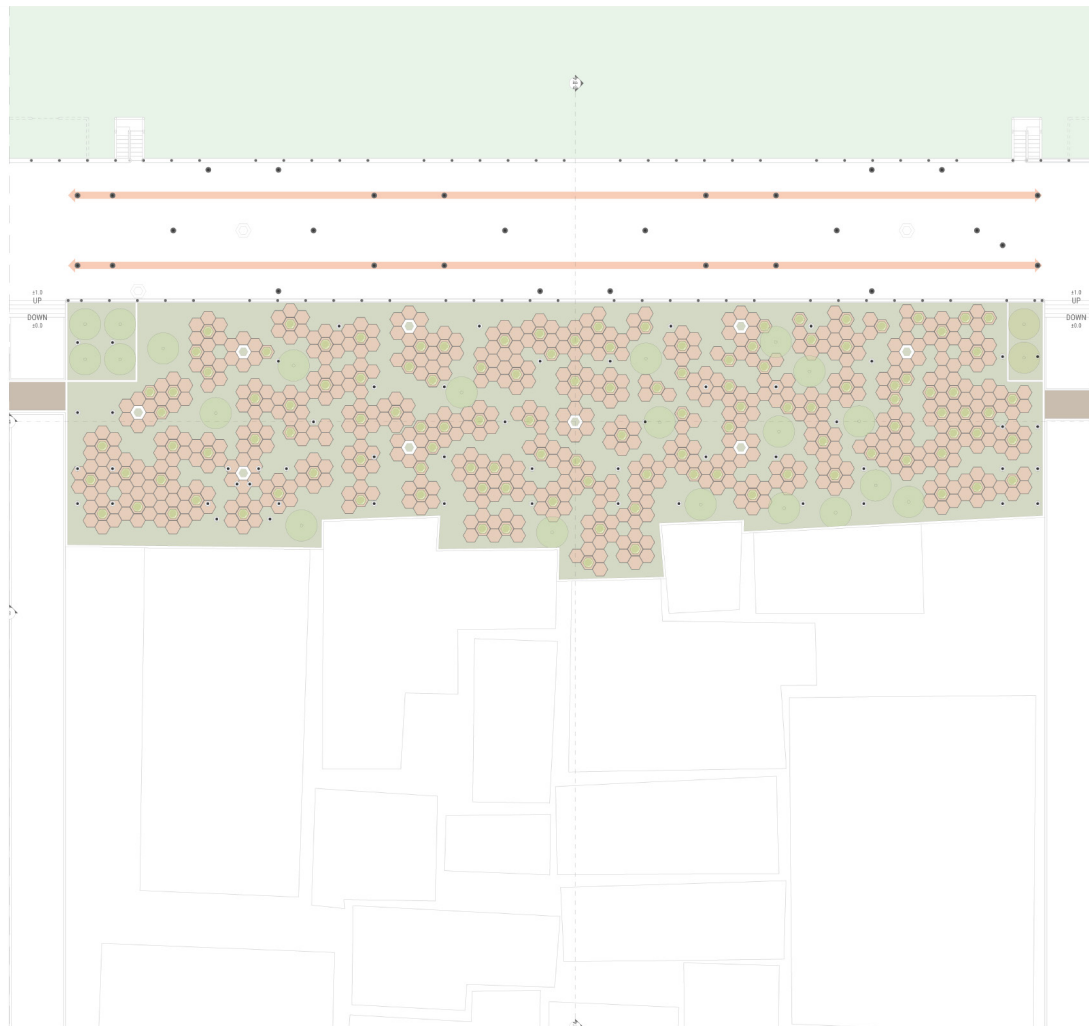
Building 2: Part 1



Site Plan
Building 2: Part 2

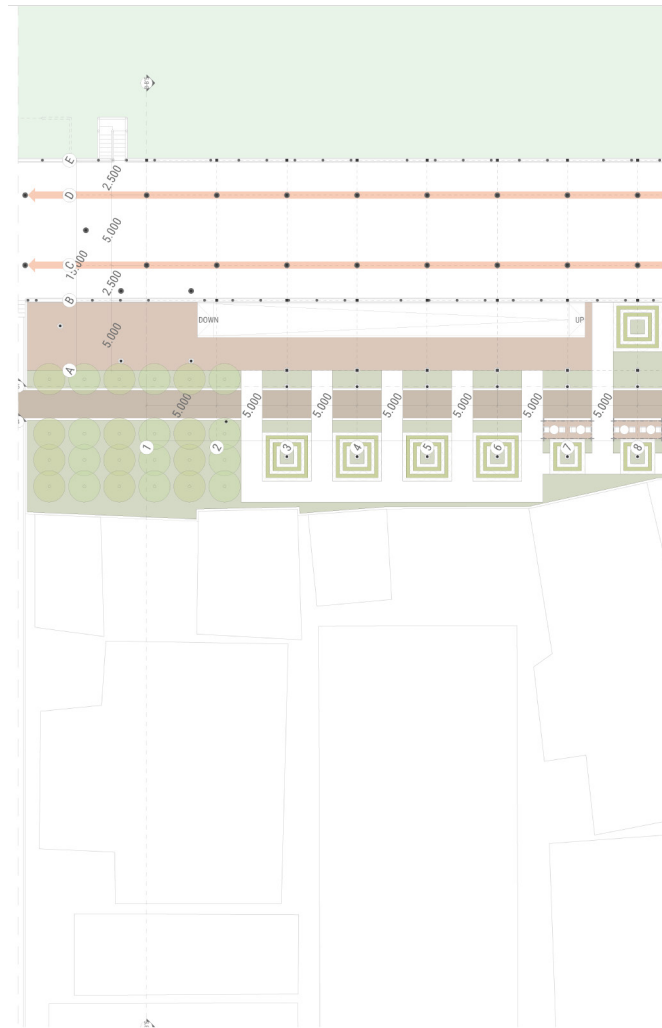
Site Plan

Building 2: Part 2



Site Plan
Building 3

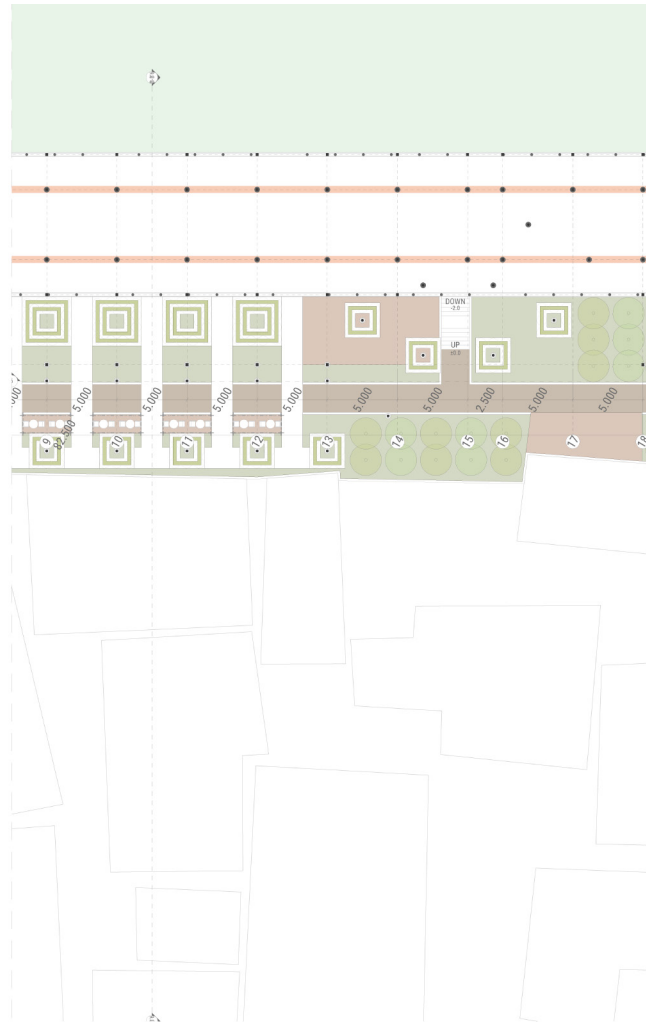
Site Plan Building 3



Site Plan
Building 4: Part 1

Site Plan

Building 4: Part 1



Site Plan
Building 4: Part 2

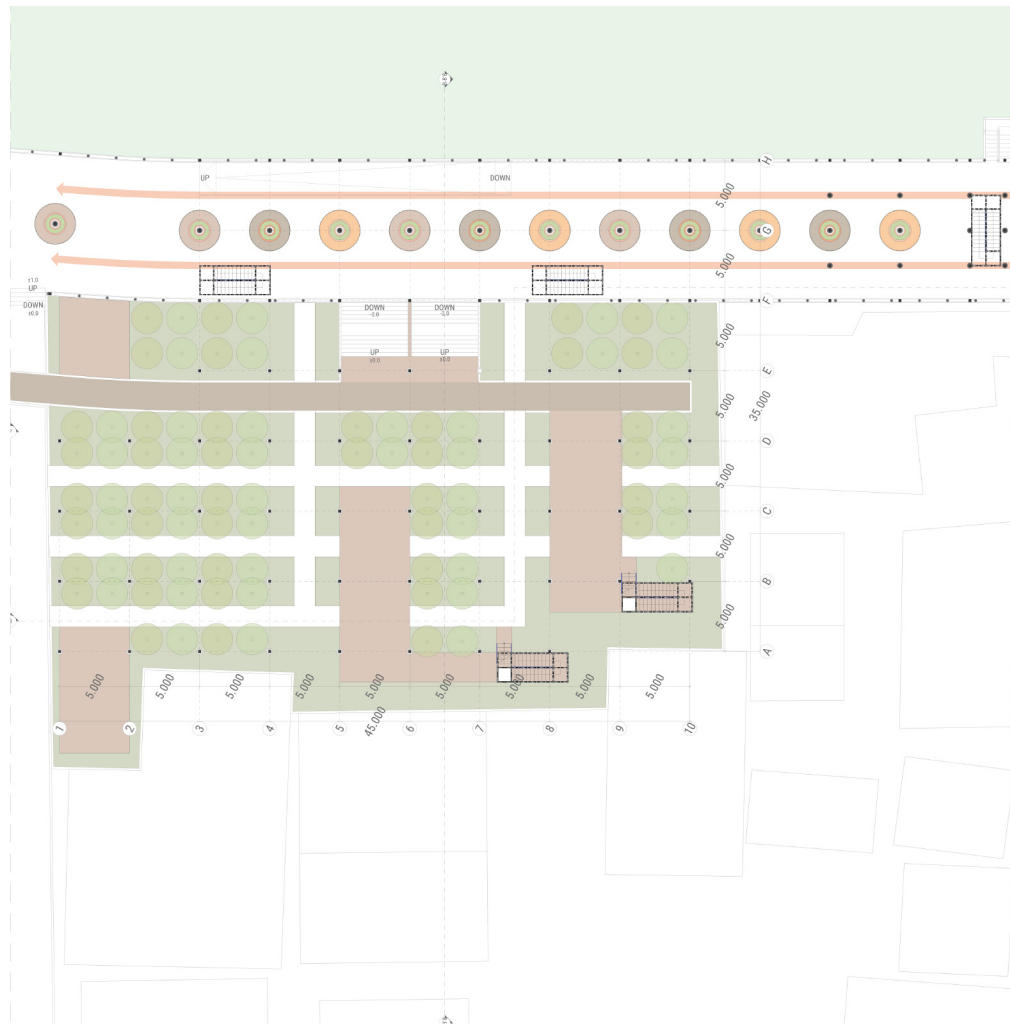
Site Plan

Building 4: Part 2



Site Plan
Building 5

Site Plan Building 5



Site Plan
Building 6: Part 1

Site Plan

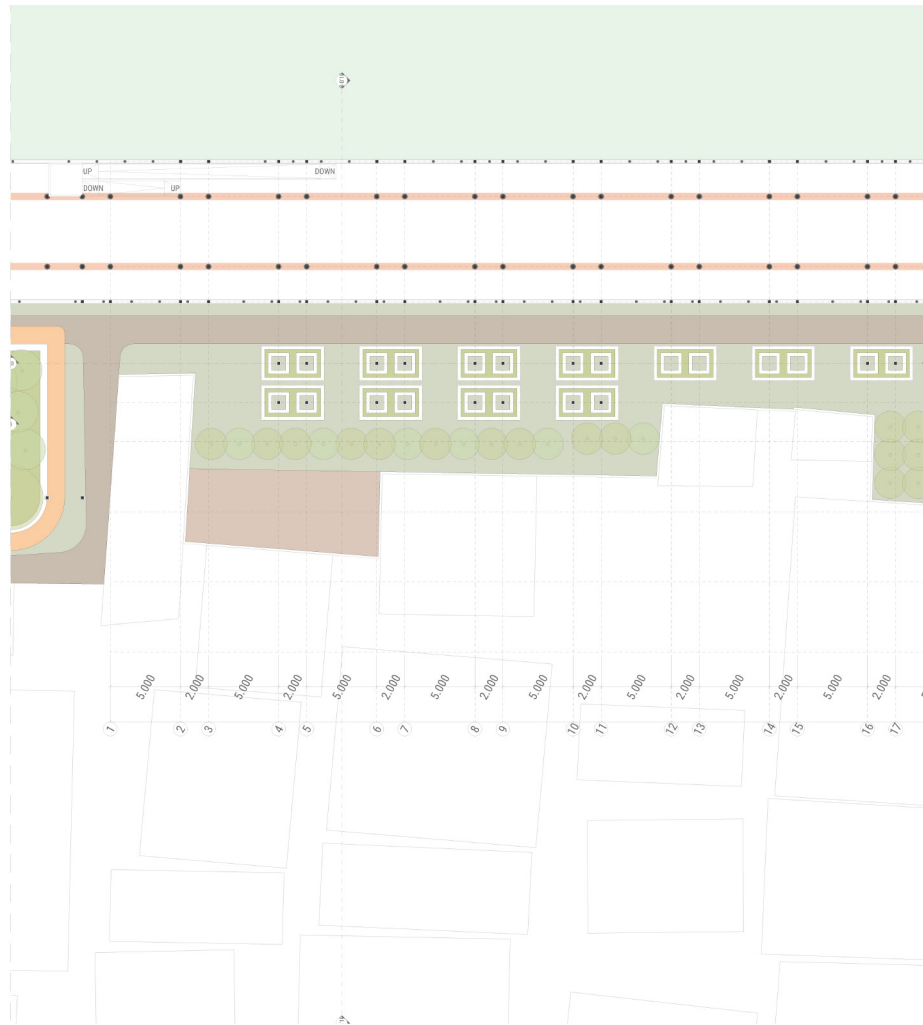
Building 6: Part 1



Site Plan
Building 6: Part 2

Site Plan

Building 6: Part 2



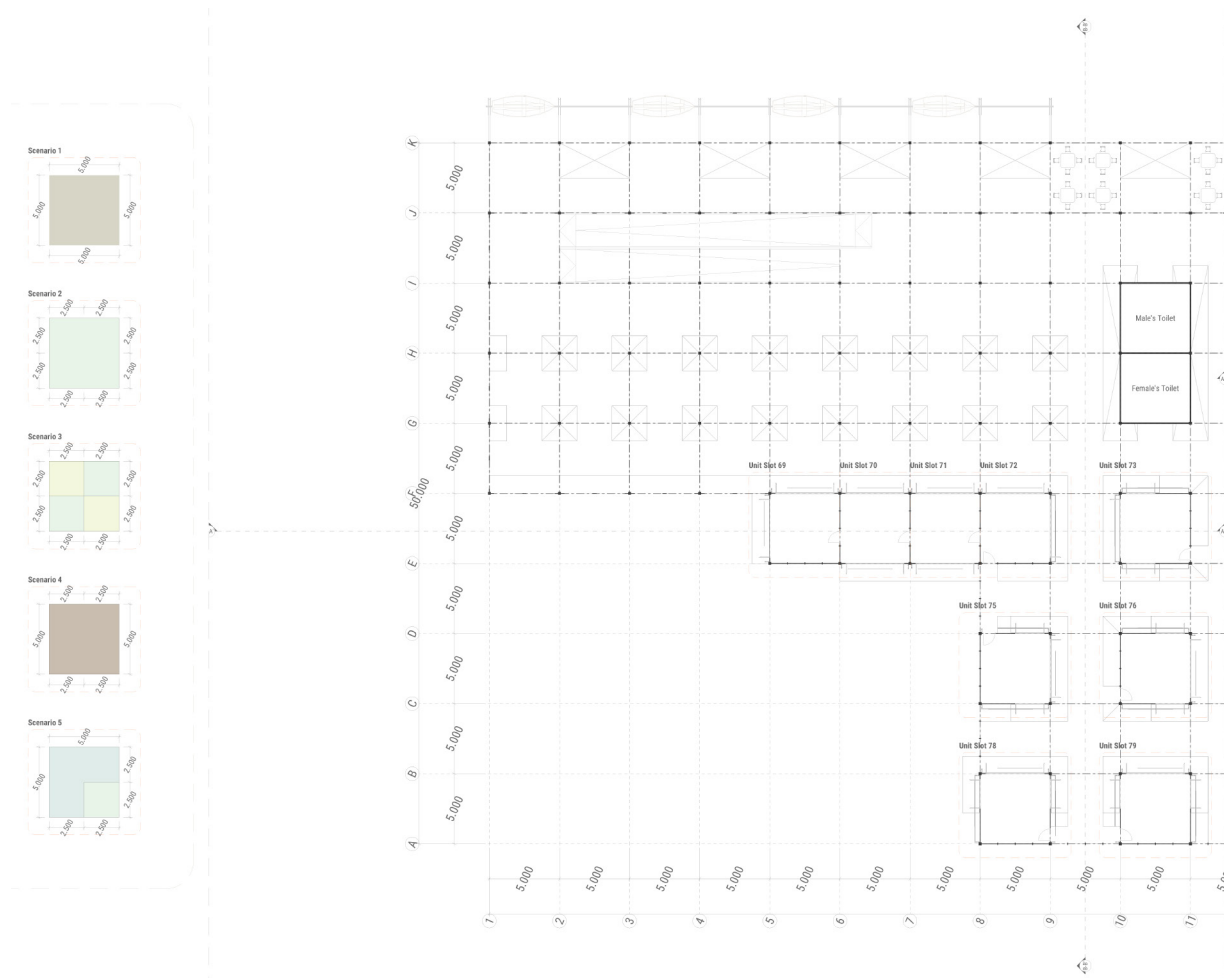
Site Plan
Building 7: Part 1

Site Plan Building 7: Part 1



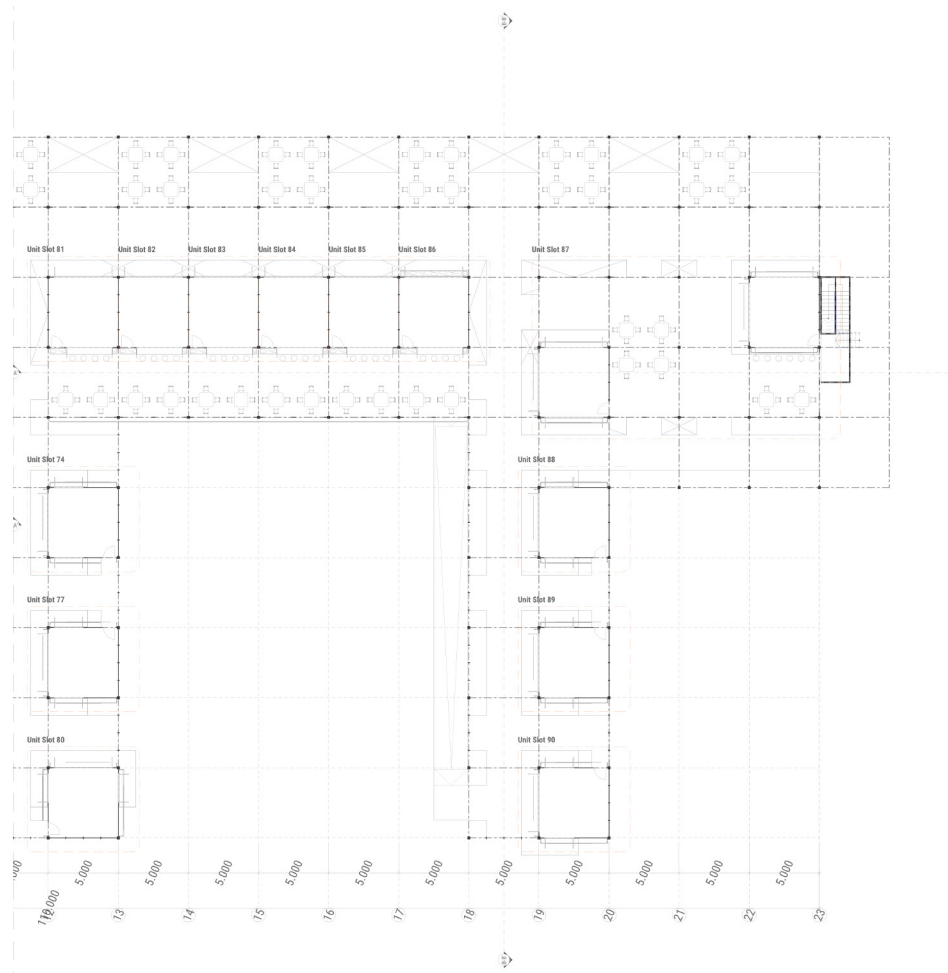
Site Plan
Building 8

Site Plan Building 8



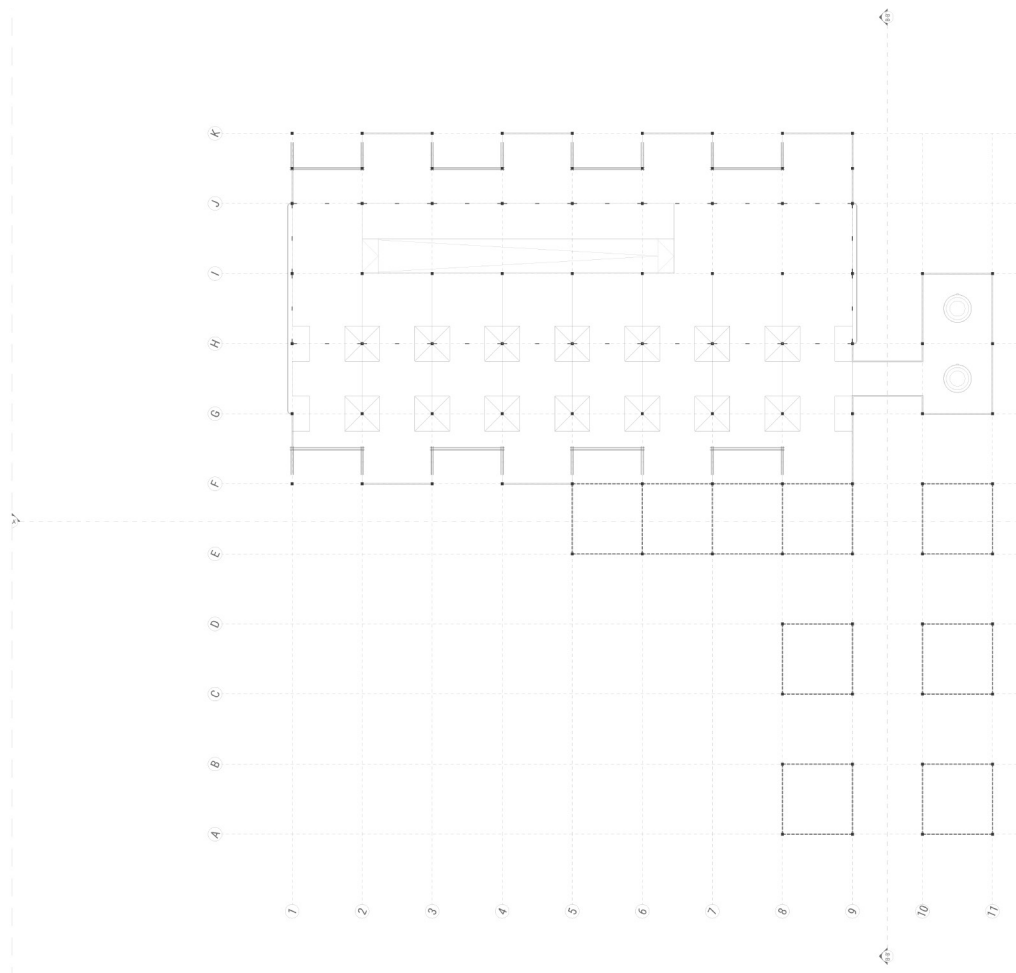
First Floor Plan
Building 1: Part 1

First Floor Plan Building 1: Part 1



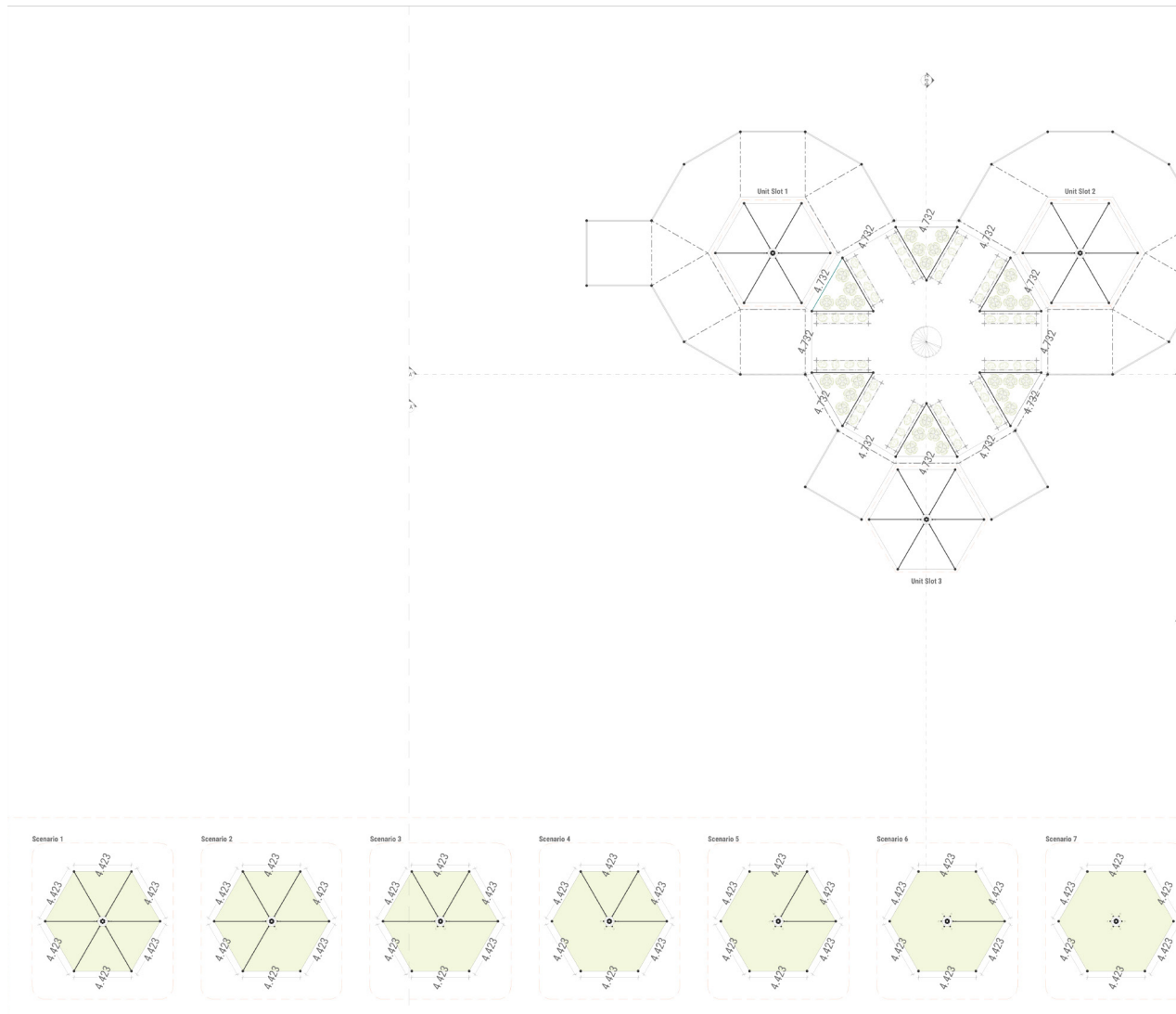
First Floor Plan

Building 1: Part 2



Second Floor Plan
Building 1: Part 1

Second Floor Plan Building 1: Part 1



First Floor Plan
Building 2: Part 1

First Floor Plan

Building 2: Part 1