

PORTFOLIO

Urban Coding in Logan. Teaching urban design with the support of local government

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Since 2015 Logan City Council (LCC), a major urban area south of Brisbane in Queensland, Australia, has hosted students from the Bachelor of Design (Architectural Studies) at the Queensland University of Technology (QUT) for an intensive two-day urban design charrette. The charrette is delivered as coursework and assessment for an architecture unit on urban morphology and urban dynamics; the format of this learning experience allows students to directly interact with Council personnel and to gain an in-depth understanding of the urban issues they are asked to solve. Over the years, LCC has offered engaging and challenging briefs to the students.



Figure 1 (left). QUT students presenting their ideas to LCC staff in 2015.
Figure 2 (right). Logan City Council Chambers entrance with welcome messages
in the different languages spoken within the urban area

In 2015 the theme was the densification of Wembley Road, the main commercial spine of Logan Central currently characterized by the fragmented forms of big boxes and large carparks. In 2016 students were challenged with the design of a new masterplan for Logan Central Civic and Community Precincts with the aim of creating a new civic and urban centre. In 2017 the focus was Springwood and the brief sought the creation of a new CBD alongside the M1, the main motorway between Brisbane and the Gold Coast and southern states. In each instance, LCC has provided both the facilities where the workshop was hosted, and engaged several stakeholders to speak to the students. This mix of perspectives presented diverse issues and questions from the local area.

The approach suggested to students was initially developed in collaboration with Prof. Peter Richards and is based on the use of collage as the main tool to understand spaces and

relationships. Architecture students often find designing at urban scale challenging specifically designing public spaces. Asking students to source information and images of public spaces they regard as successful to use in creating their own proposition has proven to be an effective way of achieving innovative design propositions in a short span of time.

The six projects presented in this paper, have all been developed over just two days, plus some extra time to polish the graphics and finalise the presentation boards, they illustrate a summary of the work by David Pauli in 2015; Ethan Fitzpatrick, Izak Hollins and Alexandra Illuk in 2016; Jessica Fenton and Kristofer Rhodes-Estes in 2017. The workshops were organised by Unit Coordinator/Senior Lecturer Dr Mirko Guaralda with the valued support of sessional academics Linda Carroli and Dr Kirralie Houghton. This interdisciplinary facilitation team was highly experienced in working with local government across diverse portfolios. The first half day of the workshop is dedicated to presentations by stakeholders, Council staff and site visit. The second half of the first day and the majority of the second day are devoted to brainstorming ideas and developing the collage, using samples from other cities to quickly suggest possible networks of public spaces and urban landscapes. The workshop is closed with presentations of the students' ideas to Council and general feedback is provided. After the workshop students have one week to polish their masterplan and finalise their propositions before they are exhibited.



Figure 3 (left). Student developing their concepts during the 2016 charrette.

Figure 4 (right). Johnny Pong from Logan City Council explaining the brief to students during the 2017 charrette.

The format of the charrette has successfully provided students with a unique real-world learning experience and Council with a range of ideas and scenarios that have shown possibilities and potential development avenues for the localities investigated. In recognition of this positive experience, in 2016 LCC has included a student category in its Logan Urban Design Award, which was conferred to Ethan Fitzpatrick for his design proposition on Logan Central Civic and Community Precinct.

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DAH525 Architecture and the City 2015 | Urban Coding in Logan
David Pauli
Logan Central Masterplan

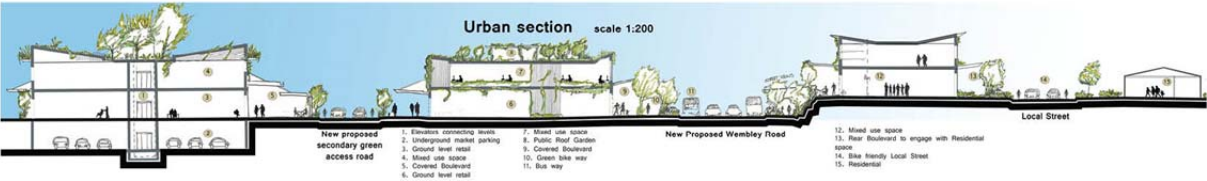


- Legend**
- Master Plan Core Area
 - Public buildings
 - Bus station
 - New proposed marketplace
 - Mixed Use buildings
 - Residential buildings
 - Shared pedestrian/car green road
 - Commercial/Retail buildings
 - Retained Commercial + Retail buildings
 - Public Square
 - Public green space



The proposed Master Plan for Logan Central is designed to be a successful and sustainable urban scheme. It strives to be an exceptional outcome economically, environmentally and culturally. Throughout the design the immense cultural diversity of the area has been considered along with the 'way of life' common to locals in the Logan area. It is also envisaged that the new Master Plan will attract visitors to the local area.

- Wembley Road conversion
Wembley Road has been identified as the main thoroughfare for vehicular traffic through Logan Central. With this in mind it will stay the main access road. However, to transform Wembley Road into a more pedestrian friendly space Wembley Road will be narrowed down from six lanes to four. This will steady the flow of traffic, furthermore it is hoped it will increase the rate in which the city is perceived.
- Safe Places, Private Spaces
People need to be able to move around easily in places that feel safe and pleasant. Streets and public spaces in the Master Plan are designed so as many people as possible want to use them for a variety of reasons. At the same time people living in these areas are provided with privacy whilst having convenient access to facilities.





- LAND USES**
- CULTURE
 - ENTERPRISE
 - LEARNING
 - LIVING
 - GOVERNMENT
 - INDUSTRY
 - RECREATION

This master plan envisions a unique Genius Loci for Logan Central by creating an organic city grid, allowing for unique building shapes. Taking inspiration from the current council administrative building, the master plan calls for new buildings to be connected via pedestrian bridges, creating the opportunity for unique architecture, and architectural focal points. Thus achieving a greater versatility of buildings, and activating the urban core above street level. The urban core would be built primarily for pedestrians. Multiple pedestrian spines connect from Woodridge Train station, through the existing North Central Logan master plan area into the Logan Gardens Master Plan and beyond into residential areas.

At the center of the Master Plan is the Logan Gardens which have been expanded to stretch from Brownhill Ave and Karri Ave in the south east to Wembley Road and Bardan Road in the northwest. This greatly improves street frontage and exposure of the parklands, with the added benefit of more open space. Such large open spaces would be framed by medium to high density housing in North East, South and West park boundaries. In particular, housing on the western side of the gardens have smaller parks at their center. These extensions of the gardens act as local parkland, putting a 'community backyard' at the center of housing – ideal for families. Given that Logan is a starting point for newly arrived Australians, this focus on community space is to foster greater bonds between the various cultural groups and encourage sharing of knowledge.



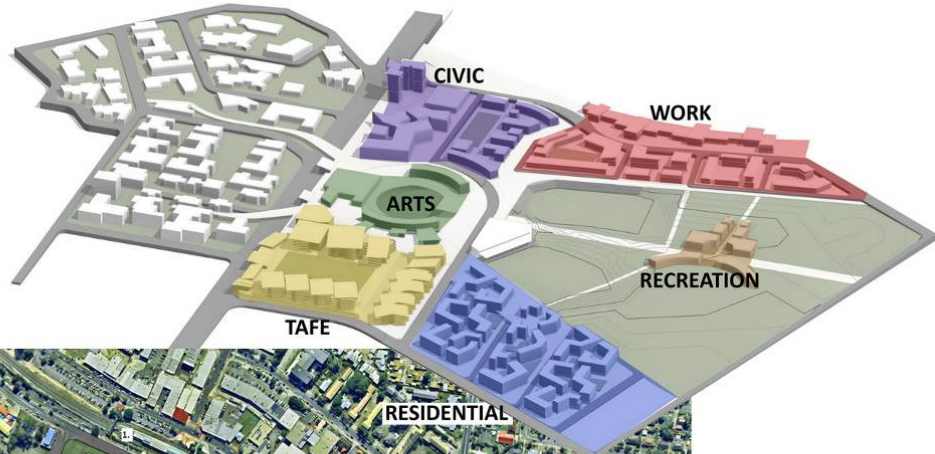


DAH525 Architecture and the City 2016 | Urban Coding in Logan
 Izak Hollins
 Logan Central Gardens Masterplan

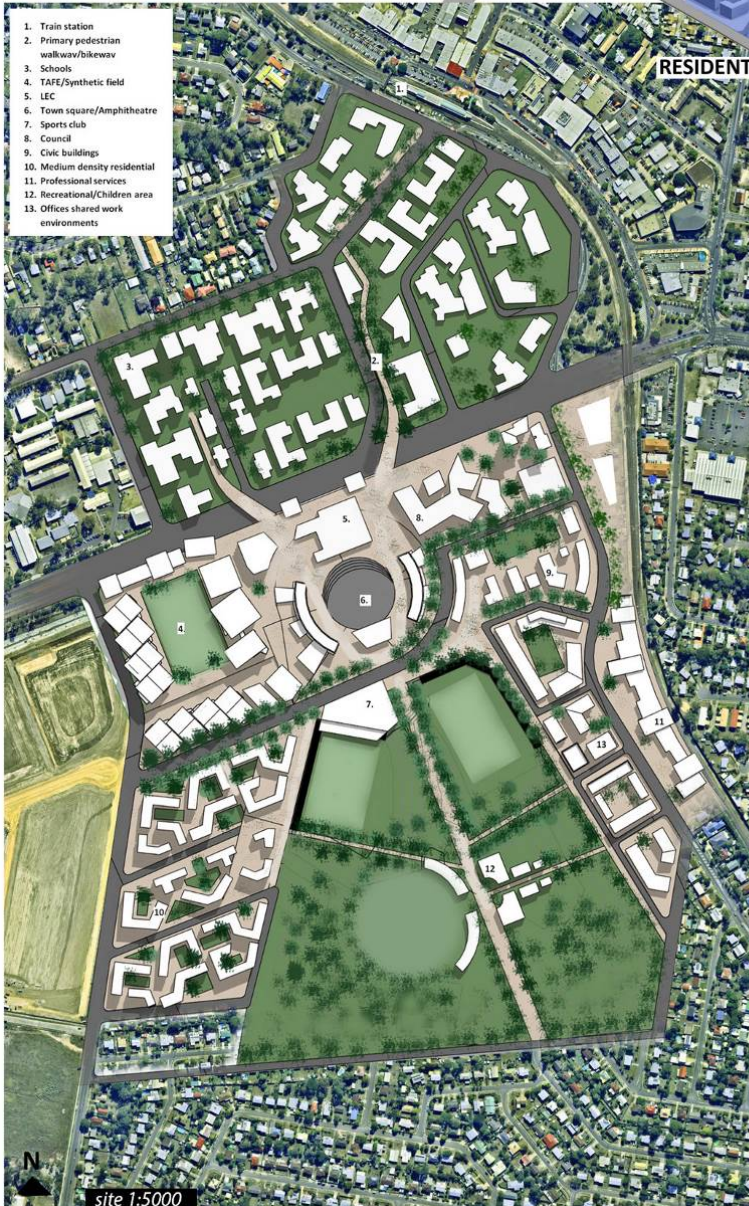


The vision for Logan is a city that embraces the cultural diversity and facilitates the development of art, sport, economy, education and society. Districts for each of these objectives within an urban village will form the cultural heart of Logan.

The first step in accomplishing this will be inviting people to interact with the city, giving people the opportunity to walk and explore places rather than prioritising roads and cars.



1. Train station
2. Primary pedestrian walkway/bikeway
3. Schools
4. TAFE/Synthetic field
5. LCC
6. Town square/Amphitheatre
7. Sports club
8. Council
9. Civic buildings
10. Medium density residential
11. Professional services
12. Recreational/Children area
13. Offices shared work environments





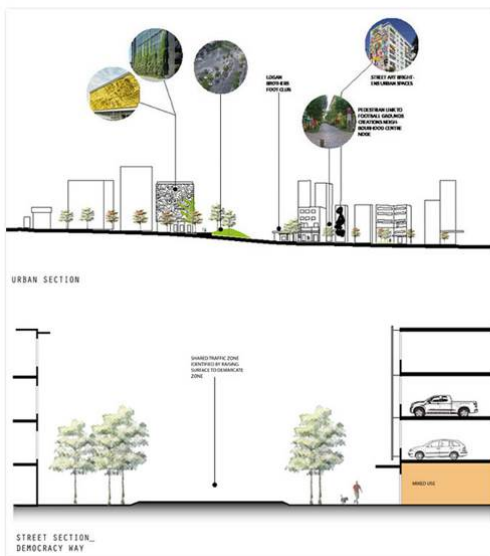
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 Alexandra Illuk
 Logan Central Gardens Masterplan



LAYOUT FOR THE CULTURAL & CIVIC PRECINCTS



AVENUES & STREET LINED STREETS



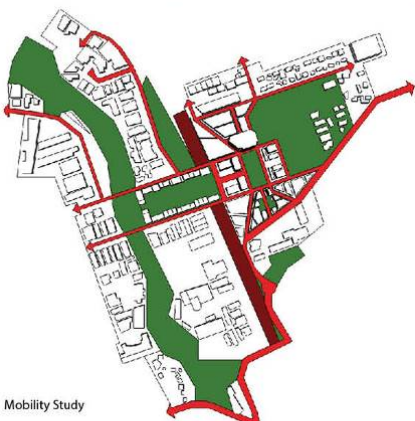
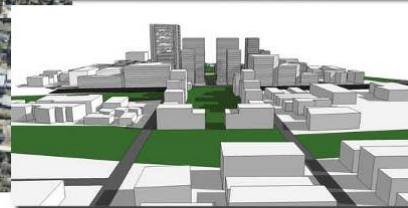
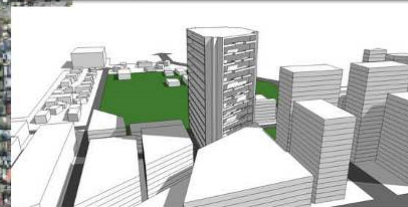
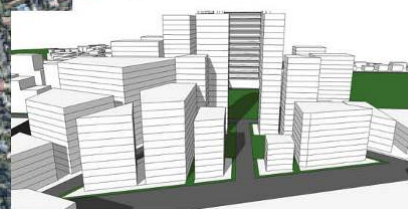
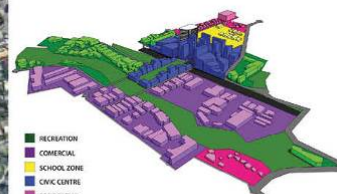
- LDR Low density residential
 - LNR Low-medium density residential (up to 3 storeys)
 - MDR Medium density residential (4-5 storeys)
 - HDR1 High density residential (up to 8 storeys)
 - DC1 District centre (district)
 - DC2 District centre (corridor)
 - NC Neighbourhood centre
 - SR Sport and recreation
 - OS1 Open space
 - OS2 Open space (public square)
 - MU Mixed use
- Community Facilities:
 - CF4 Community purposes
 - CF5 Education purposes
 - CF6 Emergency services
 - CF7 Government services
 - Specialised centres:
 - SC1 Major education and research facility
 - SC2 Entertainment and conference centre
 - Special Purpose
 - SP1 Multi-level parking
 - SP2 Major bus stop/interchange

The vision for the urban masterplan of Logan Central is based on the specific desires and principles of Logan City Council and those important to the people, which reflect the unique social environment and together aim to create a vibrant, active city. Logan Central desires to be a new centre within the wider Logan area, that faces the challenges of integrating large numbers of refugees and immigrant, as well as high unemployment, crime and housing issues.

A significant number of these issues could potentially be mitigated with a better urban environment catering to the specific needs of a unique demographic. By treating Logan Central's social diversity as a key asset, this difference can be an important tool to unite people into strong, active communities many of which are already well established, but need the room to grow in size and influence.

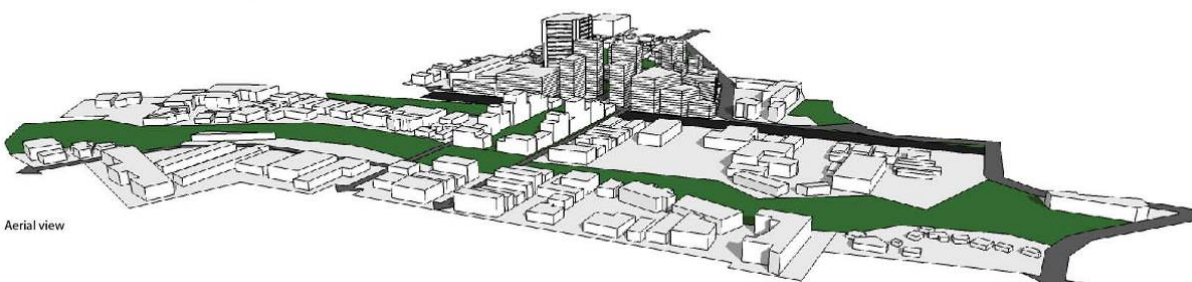
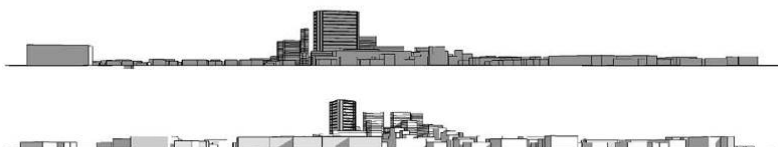


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 Jessica Fenton
 SpringWood | CBD



Mobility Study

The proposed masterplan for the new Springwood CBD is based around the connection and flow of green spaces. This creates the opportunity for a higher community involvement and activity. The City Centre, built up around the small square offers opportunity for job growth in the area whilst the redirected roads remove the strain and pressure of the now removed service road. Flowing outwards, the green channels are fringed with the variety of cafes, attractions and various recreational activities to draw the Springwood community together. Maintaining part of the city's original functions, commercial businesses can be found to the opposite side of the highway from the main square. Drawing them together is a land bridge built up of a private enclosed square and surrounded with various businesses. Creating the connections between the zones aims to draw people around and through the city.



Aerial view



Design Intent

The overarching principles for the proposed Springwood central masterplan is to create green linkages and streetscape activation to encourage users into the next South East Queensland CBD, Activate the Slacks Creek corridor, and develop the Springwood central state school to incorporate primary and secondary schooling close to the CBD. The green linkages connect the new commercial district to a Slacks Creek Corridor redevelopment that aims to engage users with their environment and to activate the creek frontage. Development will consist of mixed use residential/commercial zones and commercial only zones with vibrant streetscapes incorporating many roads into shared carriageways. Combining mix use residential/commercial buildings into the urban fabric of the CBD will allow for workers to utilise the walkability of the springwood central CBD and introduce possibilities for new communities to form.

Building Heights



30m Max height 20m Max height
 75m Max height

Movement Networks



M1 Highway Main flow
 Cross block flow Pedestrian

Indicative Streetscape



Morphology



Slacks Creek Corridor Commercial
 Mix Use

Green Linkages



Main user flow Natural flows