

The user is what defines the velo loft. There are three main categories of cyclists: the daily cyclist, the leisure cyclist and the sport cyclist. Through the temporal focus of how these three users compare, our proposal is created. The site was addressed by looking at sound, visual, and physical attractors and proportionally scaling their relevance in terms of the three cyclists' needs throughout the course of the day: morning, afternoon, and night. A network of nodes and paths emerged as different zones became activated for a new proposed urban layout for Red Hook, Brooklyn.

The program study then took the cyclists' different demand of program and looked at it again through the lens of time. The result is a user-defined cluster of scalarly shifting programs.

To begin to put this into the morphological study, the original concept of unzipping and helmet layering is used. Where program is dense, the connections created between units may be dissolved to open up space. The unit itself is the scale of a person with a bike. The idea of an open array of spaces is to tie back to the scalar shifting of time. Spaces are defined, but throughout the day as different programs become used more or less, different spaces may weave into others and become dually used. Vision is key. As one follows the unit for the path of circulation, one can see what is full and what is empty, therefore defining its own desired path while simultaneously creating its own experience. It is important to always be visually connected to the velo and be immersed in the culture of the velo. By shifting the nodes of connection between the units in the x, y, and z axis, a weaving of visual space and circulation is formed to promote this. The unit responds and is constructed in a pre-fab way by simply scalarly shifting the middle layer tab connections.

Through the successful creation of a greatly needed transportation improvement for Red Hook, its impact will bring not just the satisfaction of need, but desire. This desire is to bring the culture of the velo to the citizens through educational, entertaining, and commercial means, while simultaneously producing its feasibility. It will therefore be sponsored by the forces that drive it: educational funds, gallery funds, and retail funds.