

Portfolio

Jeremiah Bennett

Portfolio Contents

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Jeremiah Bennett Design
Conception Bay South, Newfoundland
2005



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with David Lieberman Architect
Richmond Hill, Ontario
2005-2006



House on the Water
with David Lieberman Architect
Port Credit, Ontario
2004-2005



Guesthouse
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COMMERCIAL / INSTITUTIONAL



Collier St. Parkade and Office Complex
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2001



Yolles Studio - The Randolph Academy
2003



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2001



A13 - Transportation Landscape
2002

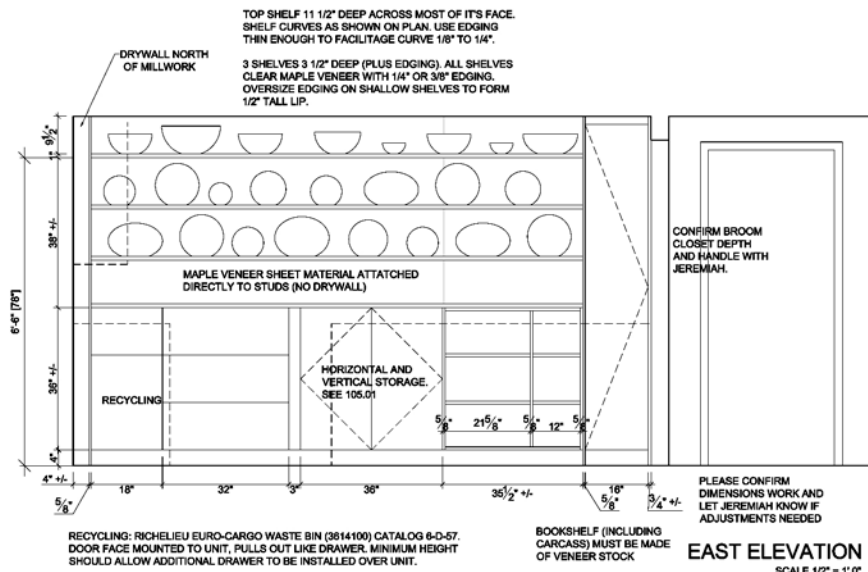
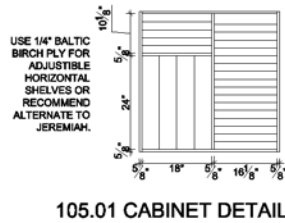
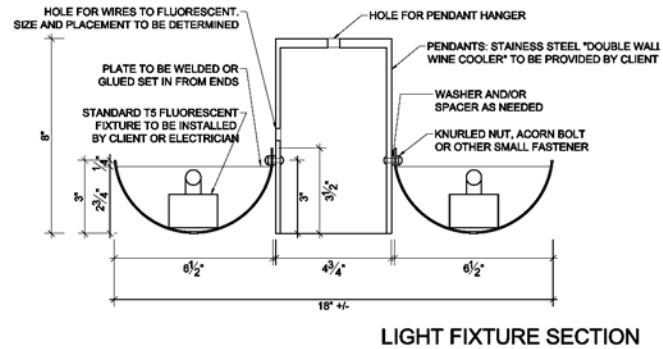


Institute for Child Studies
2002

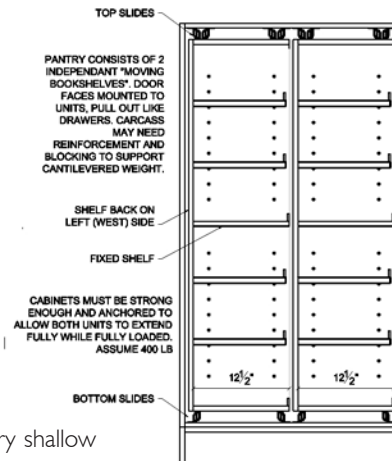
Residential



One of the goals was to achieve high light levels without any glare. Typically a low ceiling would not allow for indirect lighting, so I designed fixtures with high CRI florescent T5 bulbs for up-lighting and PAR-20 halogen bulbs down lights recessed deep enough not to be seen. At the room edges I specified PAR-20 pots that could be angled to prevent any visible glare.



I designed moving pantries with adjustable shelves to allow efficient use of all available storage space. The system was structured to allow stable full extension even if weighted with cans and bottles.



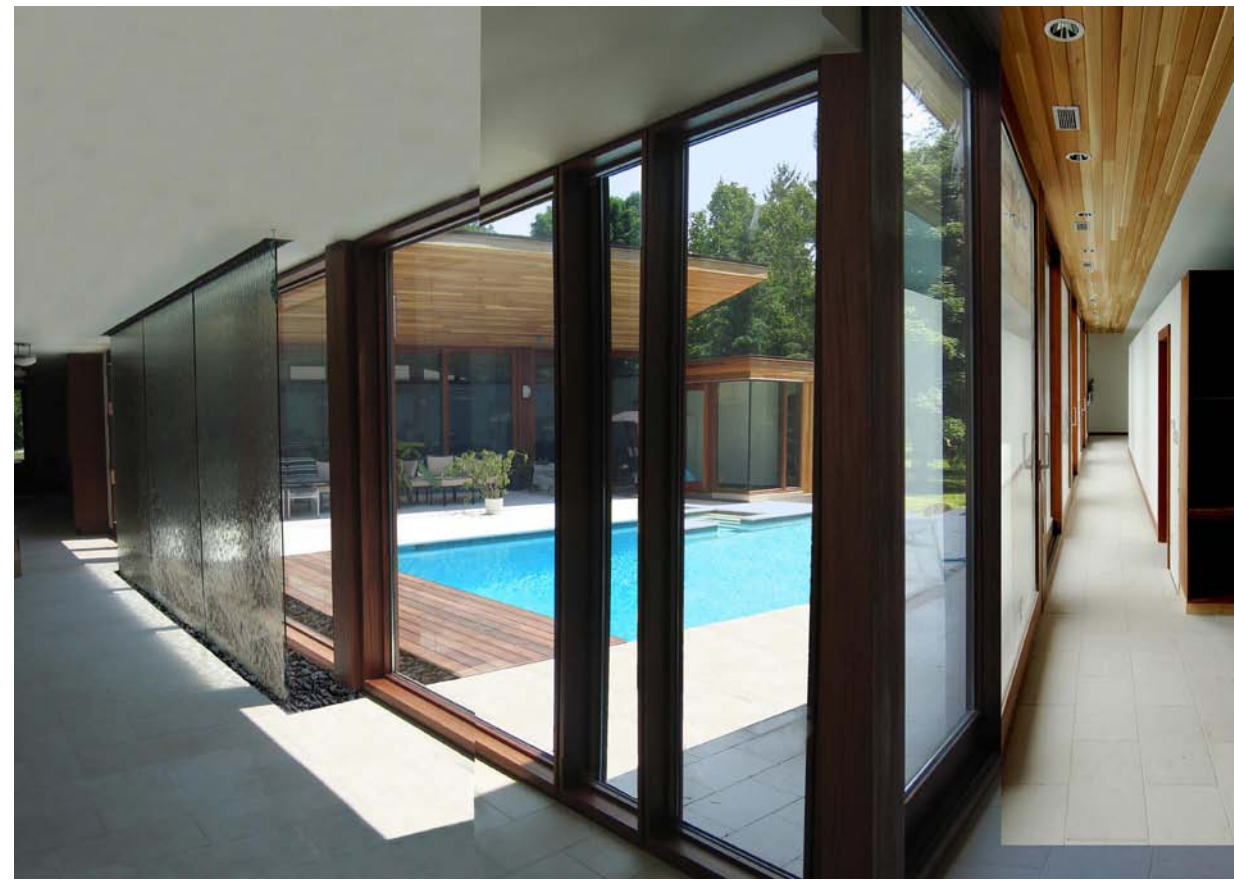
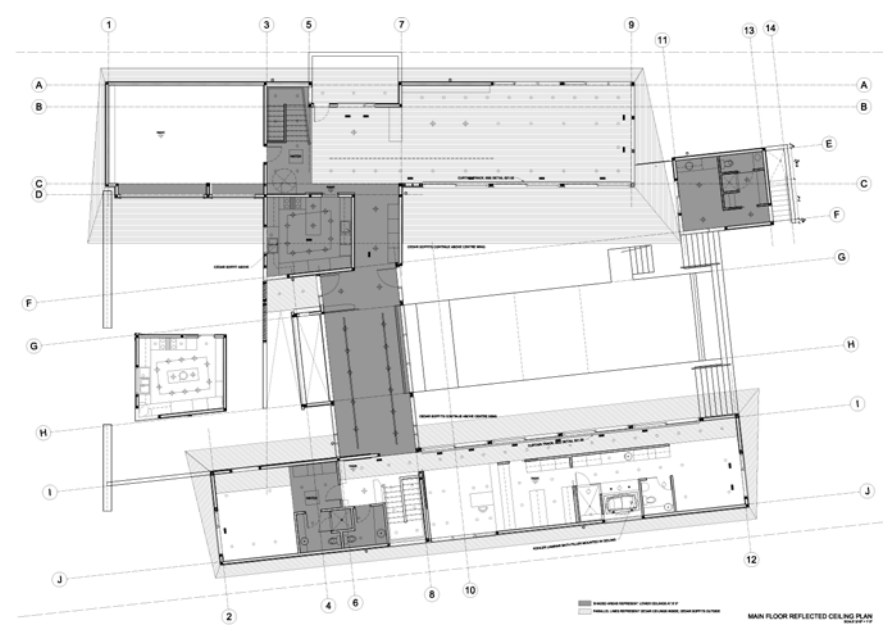
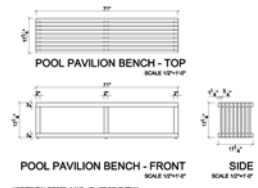
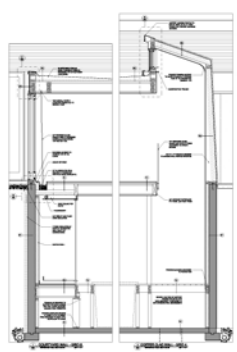
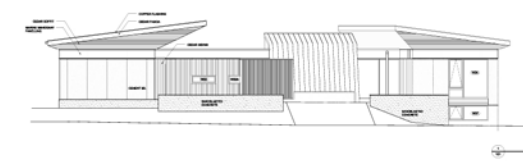
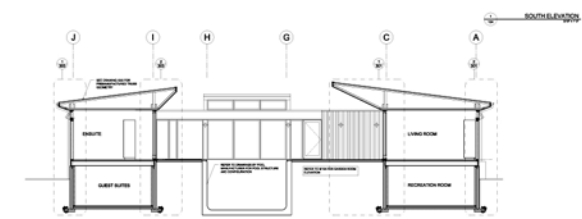
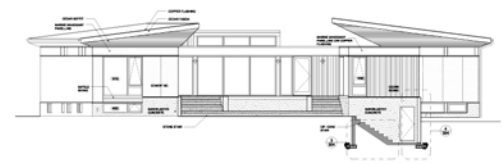
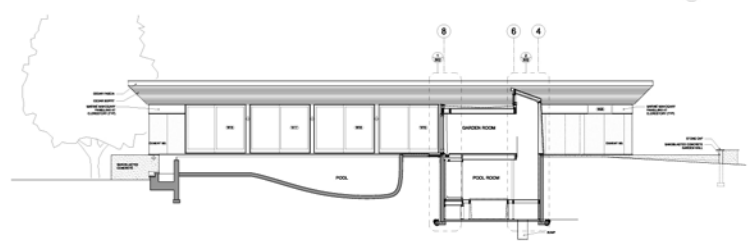
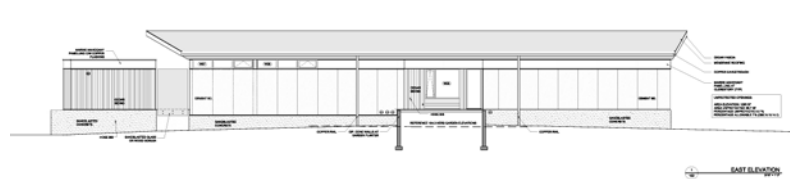
An adjacent crawl space under an adjacent half-level higher bath allowed for deep storage below and very shallow shelves above for the display of serving plates and bowls.

Courtyard House

Richmond Hill, Ontario - 2005-2006

Working at David Lieberman architect I assisted in the conceptual design and then did all design, permit and construction drawings. The client was an avid swimmer and was attracted to the Latin American tradition of courtyard houses. We used the house itself to enclose a private courtyard. Water seems to flow from an interior waterfall towards the exterior pool and then over glass edge towards the back yard. A series of 10 ft. high by 13 ft. wide custom patio doors allow the Living Room, Dining Room and Master Suite to open completely to the courtyard.

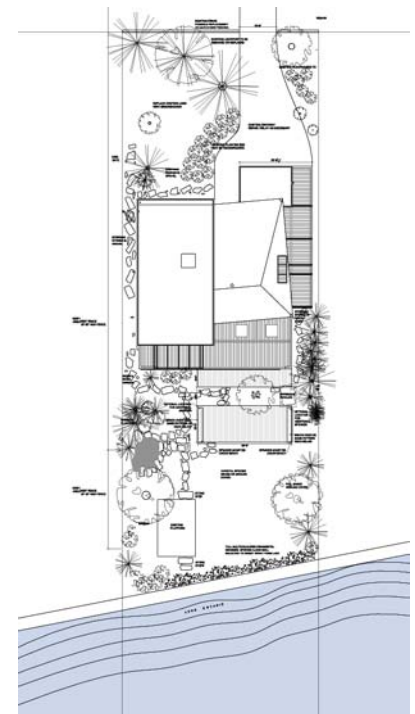


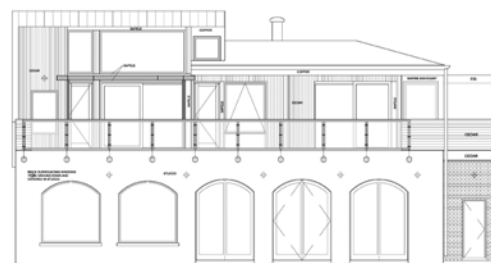


House on the Water

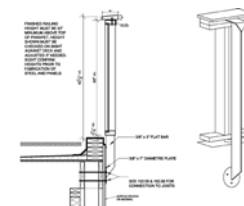
Port Credit, Ontario - 2004-2005

My first project at David Lieberman Architect was a house that had been largely destroyed in a fire. While we kept the foundation and much of the ground floor facade, the second floor was a complete redesign and reconstruction and the ground floor was a gut renovation. The goal was to provide luxurious interior and rooftop spaces with views of Lake Ontario. I was responsible for helping to flesh out the conceptual design and for all design, permit and construction drawings.

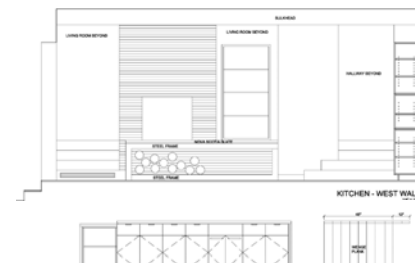




SOUTH ELEVATION
Scale: 1/8"=1'-0"

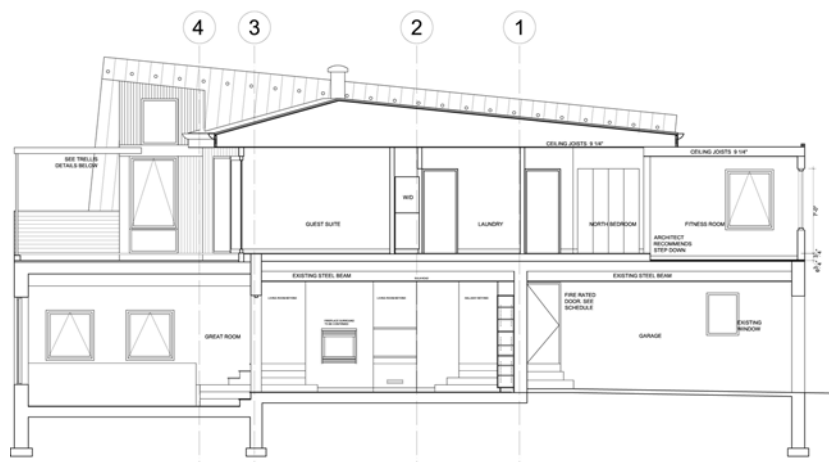


102.03 RAILING SECTION
VERTICAL HEIGHT: 5'-0" (1525mm)

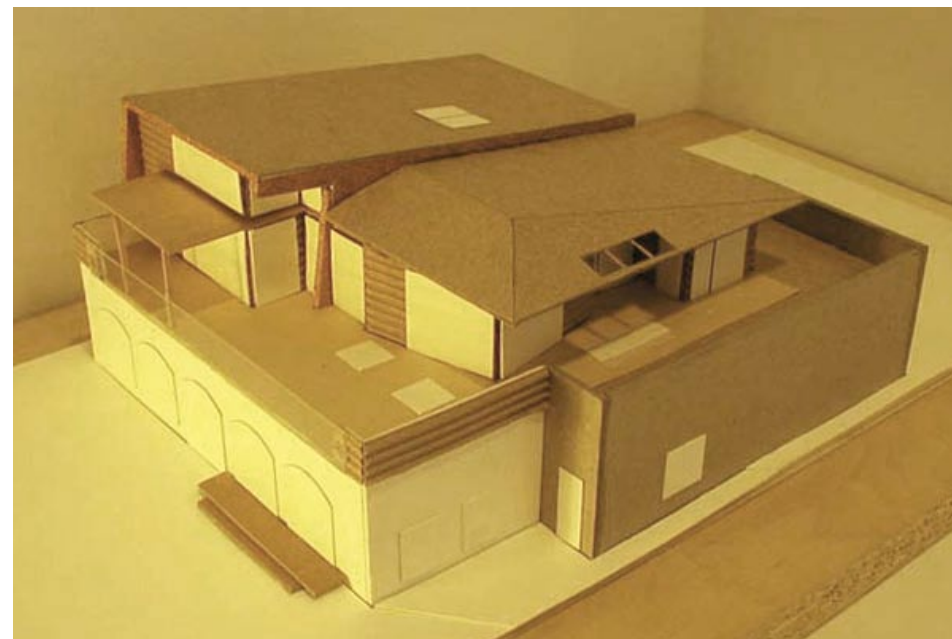


KITCHEN ISLAND - EAST ELEVATION
Scale: 1/4"=1'-0"

NORTH ELEVATION
Scale: 1/4"=1'-0"



NORTH/SOUTH SECTION 1
Scale: 1/8"=1'-0"

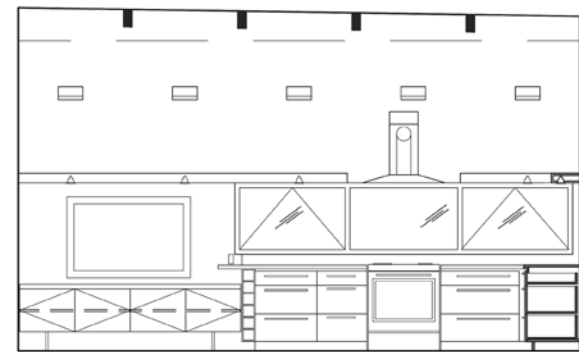
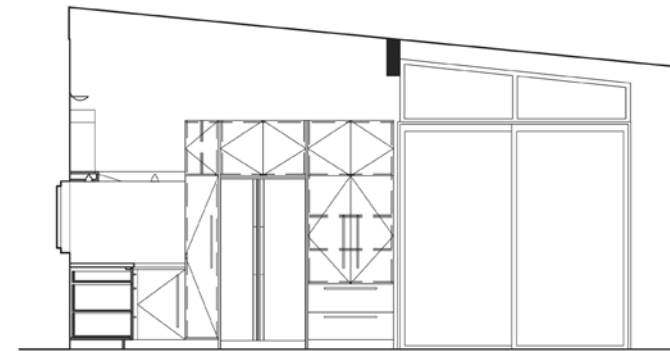


Guesthouse

Prince Edward Island - 2006-2007

While at Sweeny Sterling Finlayson and Company, I designed or detailed a number of elements of this house - namely the kitchen, millwork, stairs, railings for the stairs and balcony, and sliding room partitions.

I also specified kitchen appliances and plumbing fixtures.



Commercial / Institutional

Collier St. Parkade and Office

Barrie, Ontario - 2006-2008

When the city of Barrie asked for proposals for its first downtown public parking structure, Sweeny Sterling Finlayson and Company teamed up with a private developer to propose a mixed use project that would add over 30,000 s.f. of retail and office space in addition to more than 300 enclosed parking spots.

During the construction phase of this project I was responsible for Contract Administration under CCDC2, and I provided On-Site Representation 3 days a week through the length of construction. This arrangement meant I was available to the contractor to answer questions and interpret drawings and allowed me an unusual opportunity to monitor and control work on site.





The Shops at Sea to Sky

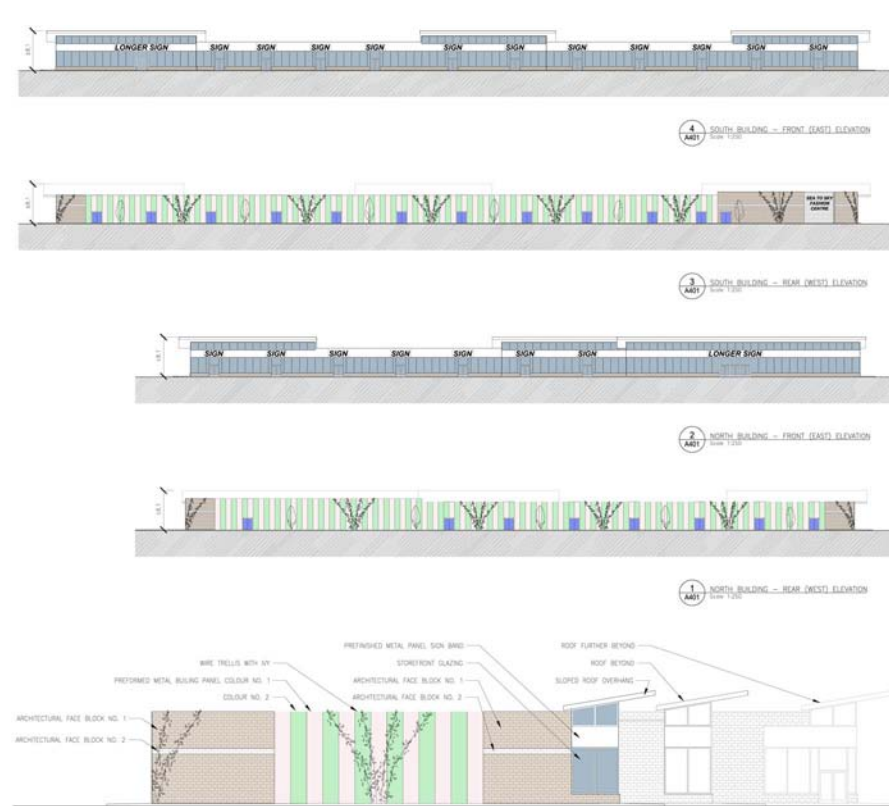
Squamish, British Columbia - 2006-2007

While at Sweeny Sterling Finlayson and Company I was tasked with preparing a Development Proposal for a 120,000 s.f. shopping centre to be placed along the Sea to Sky Highway just north of downtown Squamish BC. The challenge on this project was to use inexpensive materials and a typical retail site plan and yet present a cleaner and more elegant look than is typical.

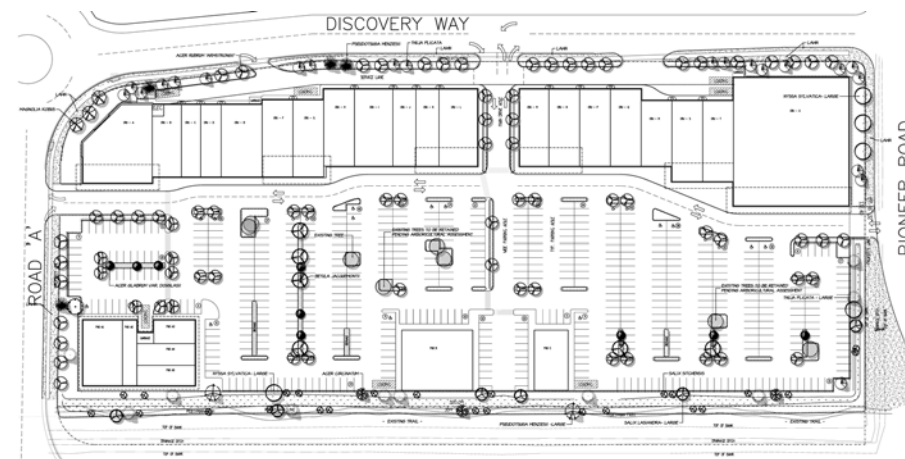
I proposed an entirely glazed front facade with a thin band to allow the attachment of signage and a series of sloped “pop-ups” with cedar soffits that extended several meters into the store interiors.



Though the developer required a typical “sea of parking” between the buildings and the Sea to Sky Highway, I proposed keeping a number of significant mature (24 - 36 in. trunk diameters) firs and cedars within the parking area as shown in the rendering above. I also worked with the civil and landscape consultants to propose rainwater fed “bioswales” within the parking rows to control runoff and further “green” the project.



While the front glazing and cedar soffits would be slightly more expensive than typical stucco construction, I was able to cut construction costs elsewhere. While I used some architectural block for the side and rear facades, I proposed mainly using Speedwall - an inexpensive system of freestanding insulated pre-painted steel panels, but alternating 2 colours and planting vines on wires and narrow cedars directly against the building.



Don Mills

Ontario - 2007

Don Mills was one of the first planned communities in North America. A large scale residential development was built during the 1950's with an open air shopping district at its centre, though this was later enclosed in the late 1970's.

When Cadillac Fairview proposed redeveloping the centre of Don Mills as a pedestrian oriented "lifestyle centre" including a new town centre, shopping and high rise residential, they worked with Giannone Associates to develop Urban Design Guidelines for this new development. In order to get approval from the city based on these guidelines rather than on a completed set of drawings, they agreed to hire Sweeny Sterling Finlayson and Company as the "Control Architect" to review each set of drawings submitted for permit to make sure they adhered to the agreed upon Urban Design Guidelines.

Working under Mark Sterling I reviewed all of the drawings submitted by Cadillac Fairview. Where I found these drawings and accompanying statistics did not conform to the guidelines I worked with the Cadillac Fairview's design Architects to bring the drawings into compliance. In some cases I required modifications and in others I was able to comment on how changes from what was shown in the Guidelines still adhered to the intent on the Guidelines.



Red River College

Winnipeg, Manitoba - 2002

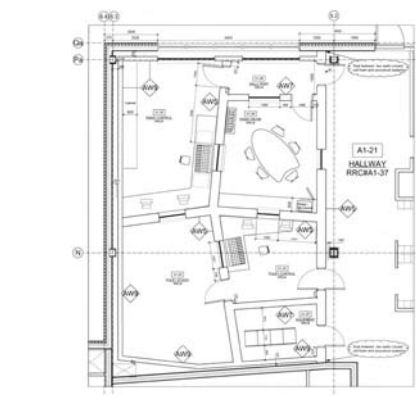
The Princess Street Campus of Red River College was designed to be a cornerstone of the revitalization of the Exchange District of Winnipeg and to focus on broadcast, new media, information technology and business.

This project has been recognized as one of the "greenest" buildings in North America and has been featured in Canadian Architect twice as well as in other publications. The campus was built in 3 phases. The first phase was completed in the Fall of 2002 and involved a renovation and addition to a historic warehouse on William Ave housing the Television Production Facilities, a temporary Radio Station and Foley Studio and nearly 2 dozen film/video edit suites, as well as the classrooms.

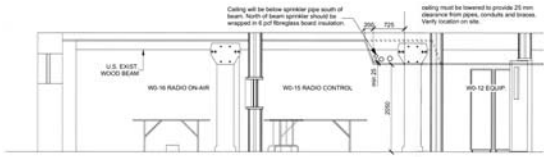
Due to my experience in Film and Audio Production, I was hired as a summer student by Corbett Cibinel Architects. Resulting from changes in the administration of the project on the client side, the expectations for these areas had changed from the original RFP and I was brought in to work with the client and an acoustic consultant to make sure these areas were brought up to high standards. I ran weekly meetings with the college, the contractor and an acoustic consultant. I reviewed the construction to date and revised the design for the broadcast related portions of the William Ave. Block based on the new requirements in consultation with the client and contractor. At the same time I designed a permanent location for the Radio Station and Foley Studio in the phase 3 Adelaide Block which was still in the initial stages of construction.

I enjoyed working so closely with the client and being thrust into a project where I was working at various stages of design and construction due to the phased nature of the project.

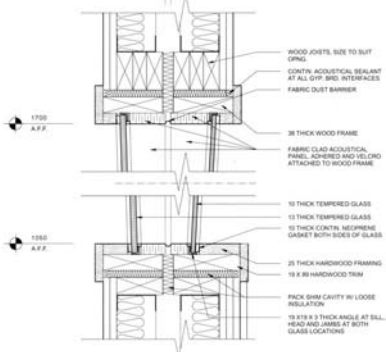




Radio Suite Plan



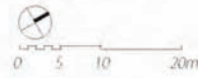
Temp Radio Suite Section/Elevation Looking South
Scale 1:10



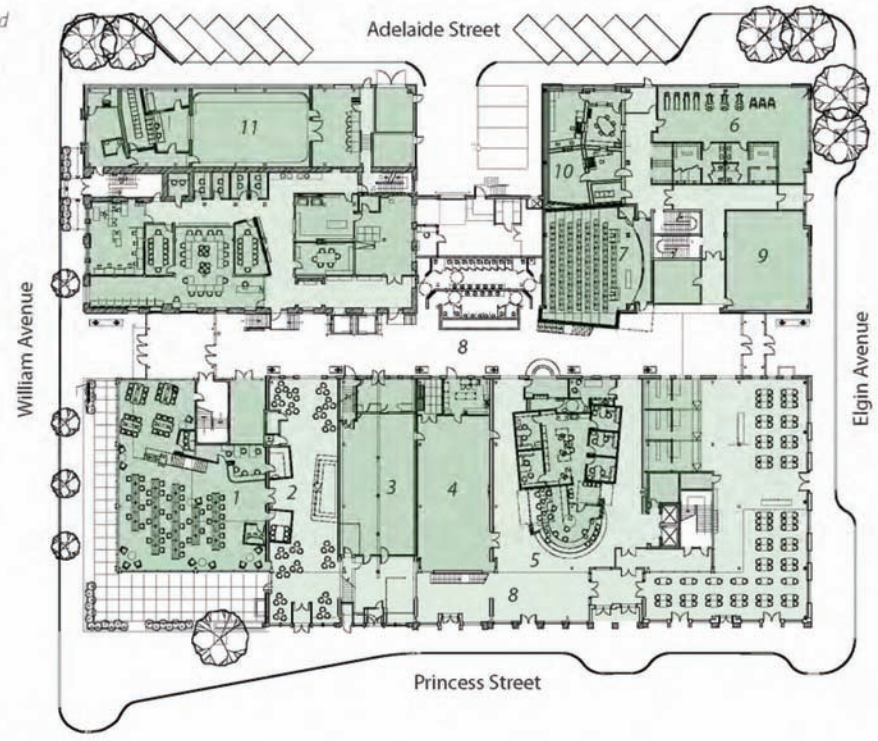
Acoustic Window Section Detail
Scale 1:10

▶ Former back lane converted into an Atrium serving as the main circulation spine. (looking south towards William Avenue)

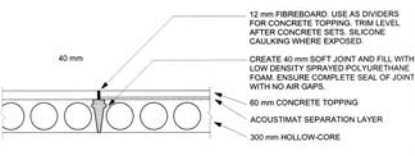
▶ Main Floor Plan



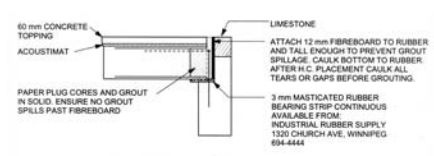
- 1 Learning Commons
- 2 Food Court
- 3 Book Store
- 4 Multipurpose Room
- 5 One Stop Shop
- 6 Fitness Centre
- 7 Lecture Theatre
- 8 Atrium
- 9 Classroom
- 10 Radio Suite
- 11 TV Studio



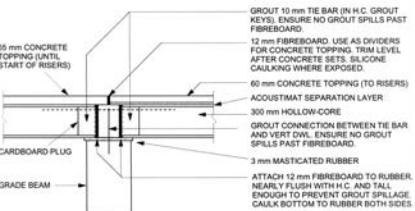
▶ Princess Street (East) Elevation



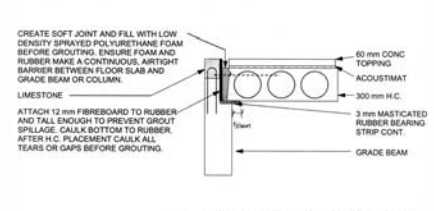
1 ACOUSTIC SEPARATION DETAIL
Scale 1:20



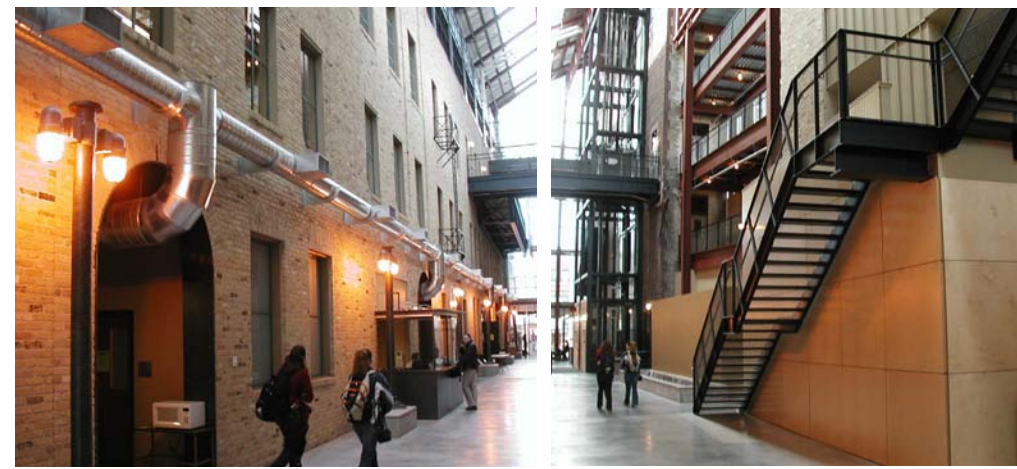
3 ACOUSTIC SEPARATION DETAIL
Scale 1:20



2 ACOUSTIC SEPARATION DETAIL
Scale 1:20



4 ACOUSTIC SEPARATION DETAIL
Scale 1:20



School Projects

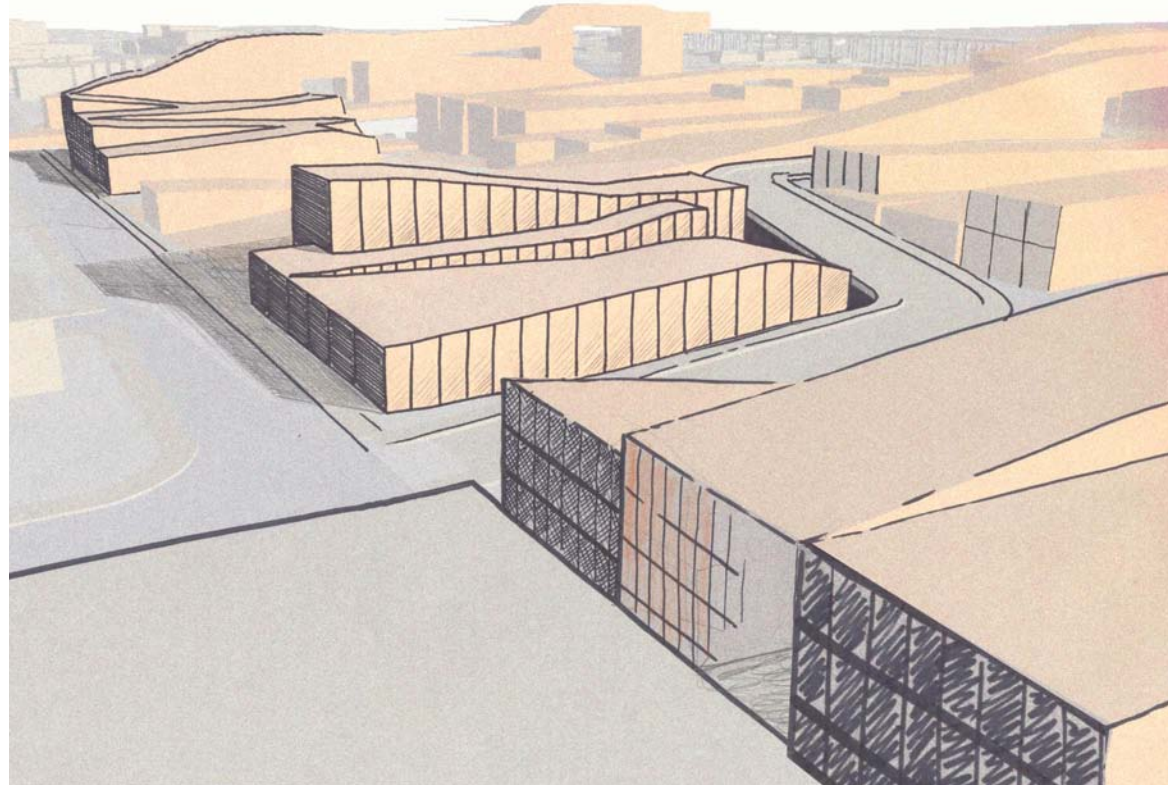
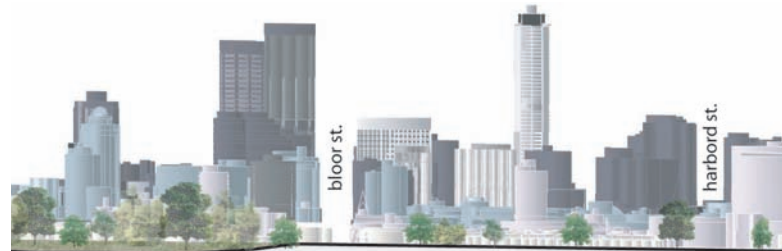
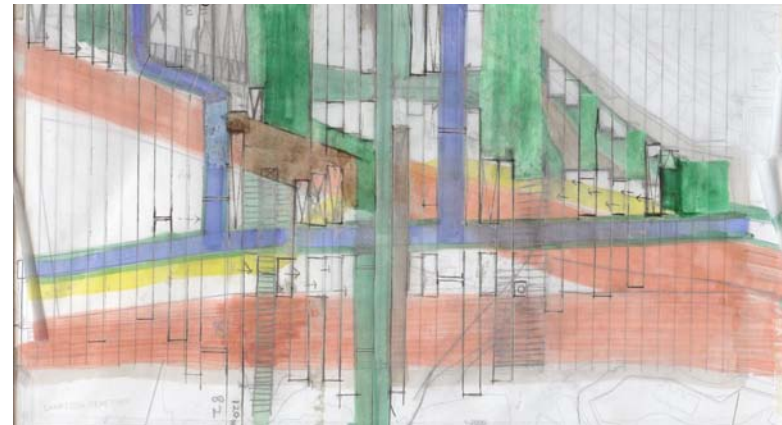
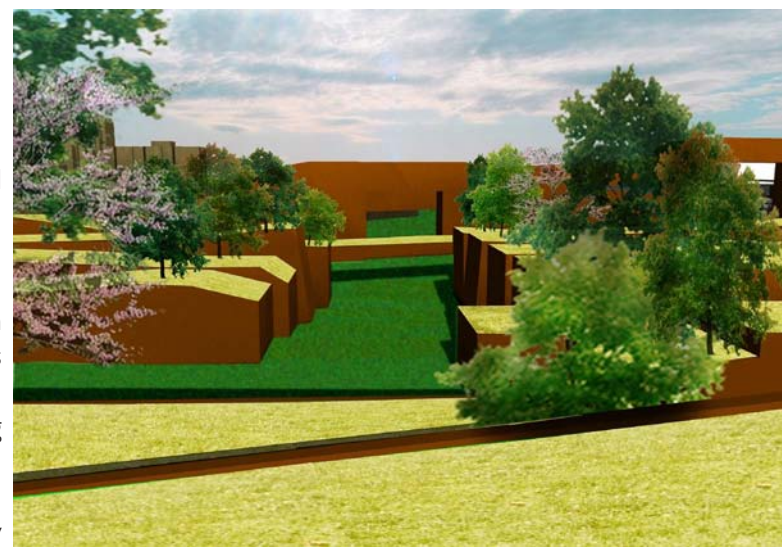
A Density of Urban Movement and Life

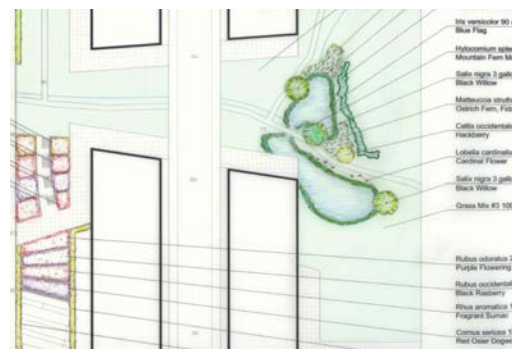
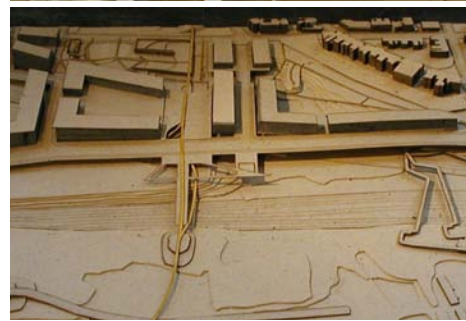
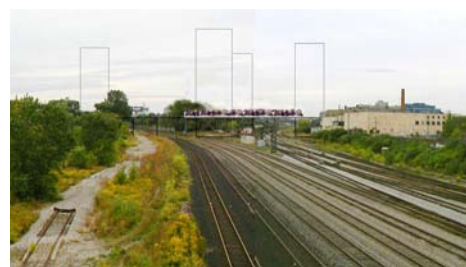
2003

Housing, commercial districts, parkland, watersheds, transportation infrastructure, cultural and historical sites are the basic units of our physical landscape. My goal is to re-envision the city as a network of paths, waterways and parkland that can still house a density of other functions.

I chose for my site a small area of marginal land adjacent to and air rights over the transportation infrastructure that divides Toronto from its waterfront. This site can become a new urban park, a series of rooftop hiking and biking trails, at the same time that it is transversed by two railways, two highways, a new grid of city streets, a thriving commercial and retail district and a density of housing rivaling Hong Kong Island or downtown Tokyo.

After a number of iterations I settled on a plan with a series of north south strands that undulated to allow existing east west transportation infrastructure and new city streets as well as hiking and biking trails to weave under and over the buildings.





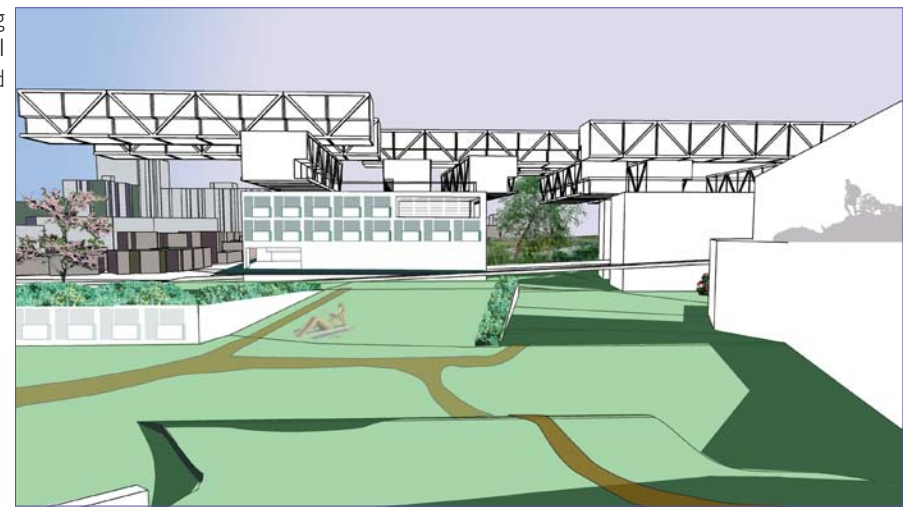
Marsh Area

- Black Willow *Salix nigra*
- Fiddlehead Fern *Mattucocia struthiopteris*
- Cardinal Flower *Lobelia cardinalis*
- Royal Fern *Osmunda regalis*
- Blue Flag *Iris versicolor*
- Mountain Fern Moss *Hylacomium splendens*
- Black Raspberry *Rubus occidentalis*
- Purple Flowering Raspberry *Rubus odoratus*
- Purple Flowering Raspberry *Rubus odoratus*
- Purple Flowering Raspberry *Rubus odoratus*

Edible Terraces

It was important to look at the topography - existing and manufactured - as a series of micro-climates. I drew the entire site as a landscape and selected native species appropriate for each area.

Starting with photographs and topographical maps of the site, I started to plan the restoration of the buried Garrison Creek, major recreation trails and low speed streets for cars prior to developing a typology for the buildings. Several attempts at building typology then followed.



I found myself coming back to occupiable trusses as the bridging element to allow layers of habitation to overlay each other.



I cut a section from north of Bloor Street to the waterfront along the Garrison Creek Discovery Walk and placed my project as one of the parks along that path.

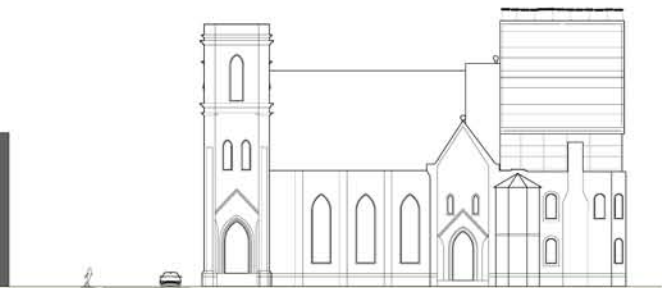
Yolles Studio

2003

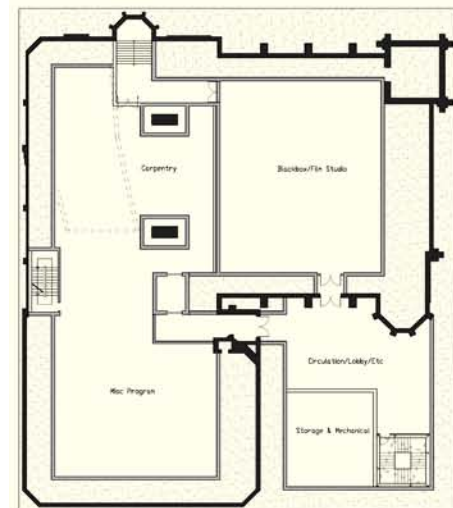
The Yolles Studio pairs one architecture and one engineering student. The program we were assigned involved the expansion of the Randolph Academy For The Performing Arts which is currently located in a historic former church. While the design involved a significant redesign of the existing building interior, visually I attempted to show the existing heavy masonry facade unaltered with the addition of lightweight glass and steel elements floating next to and over the original church.



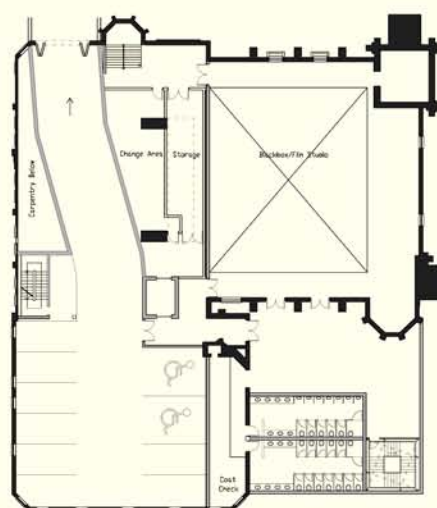
East Elevation



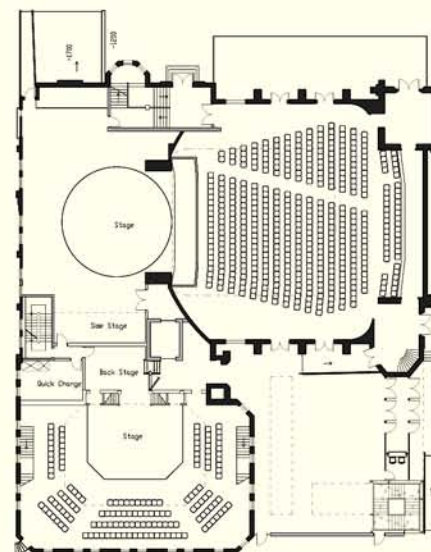
North Elevation



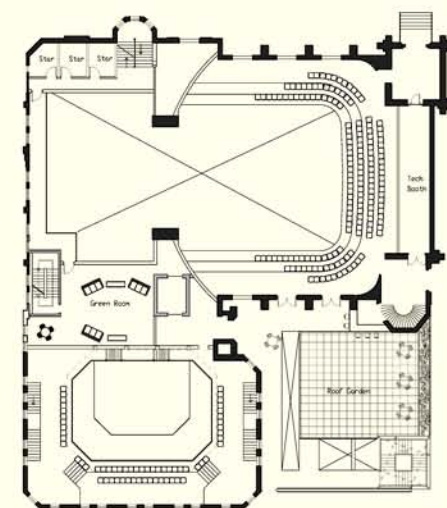
Level B2



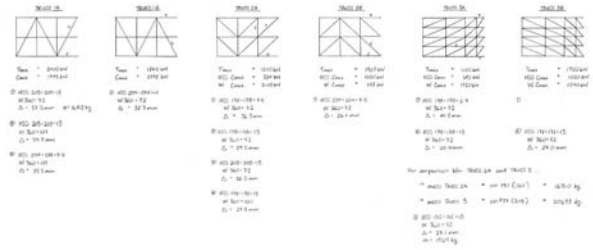
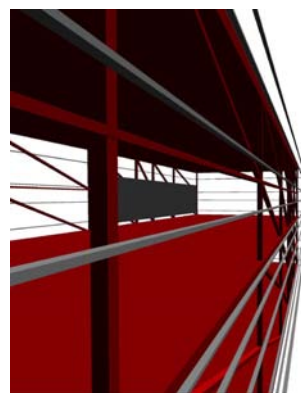
Level B1



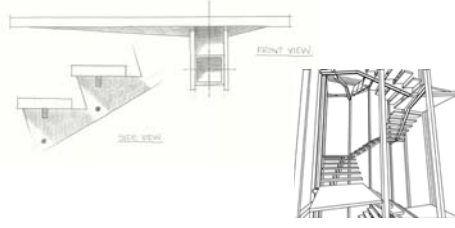
First Floor



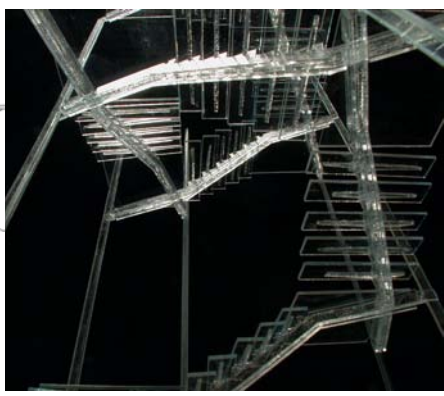
Second Floor



We explored different truss patterns to allow the lightest members and to express the forces visually.



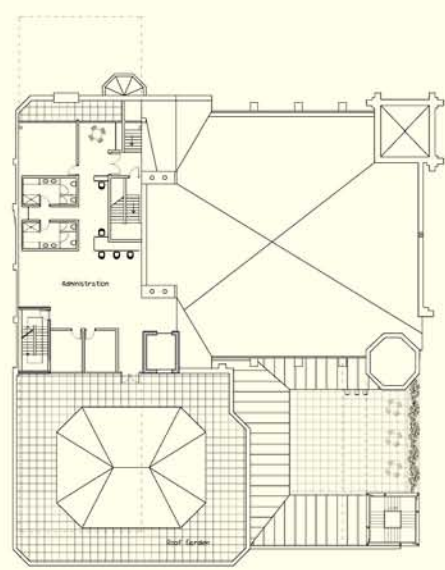
A freestanding stair tower on the Front (East) Elevation. Glass treads rest on a lightweight waterjet cut and HSS steel structure. Each stair run could be prefabricated off site.



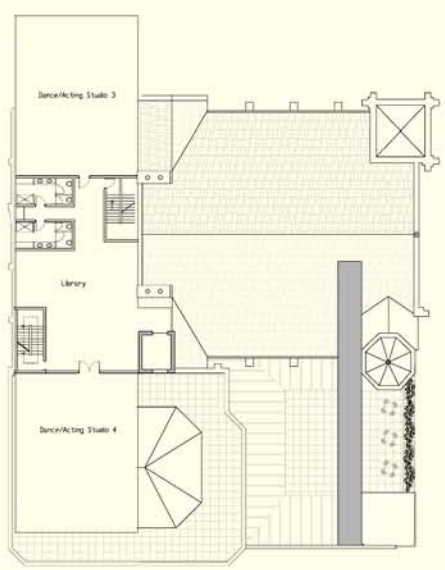
South Elevation



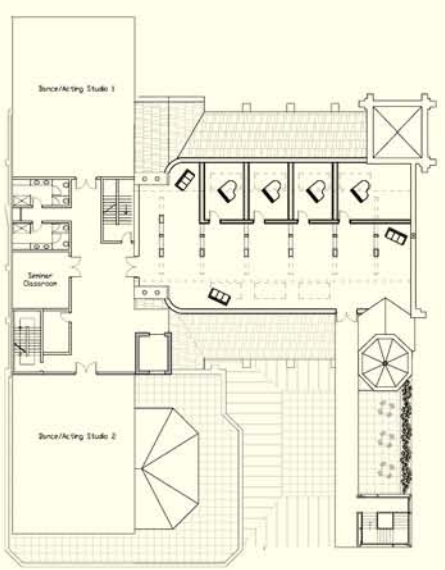
West Elevation



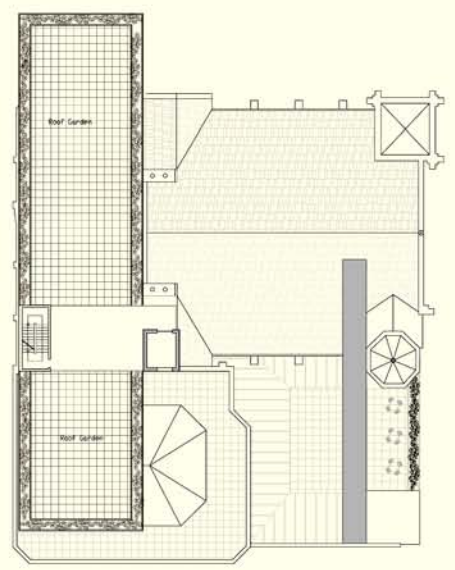
Third Floor



Fourth Floor



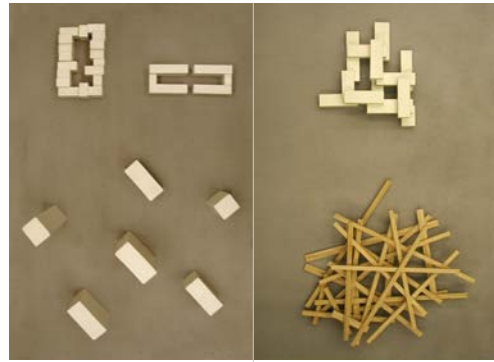
Fifth Floor



Sixth Floor

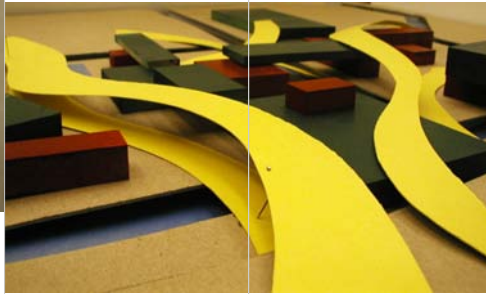
City of Trails

2002



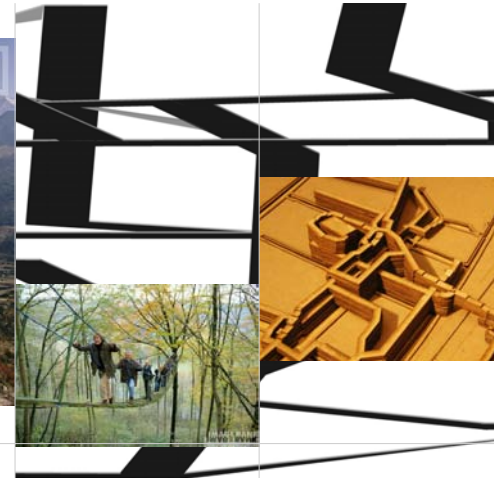
In North America many of us worry about the increasing sprawl around our cities. The causes of this sprawl include extensive car infrastructure, zoning, economic incentives and a preference for single family housing.

The Netherlands also has good car infrastructure, single use zoning and single family housing. What they don't have is the luxury of endless space. Innovative forms and strategies must be used to provide housing, recreation, ecology, agriculture, business and culture.



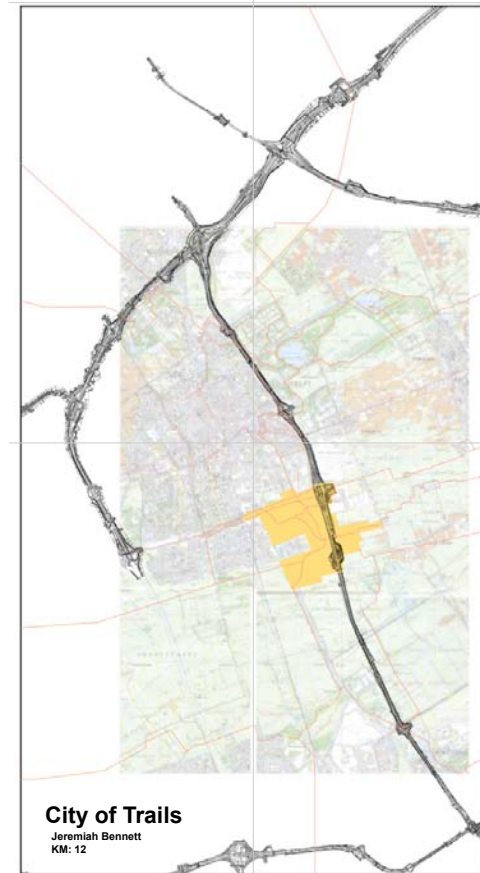
For most of the last thousand years a great deal of communal energy has been spent to create and protect land. Most of the land in country would be under water if not for an extensive system of dikes and polders.

The green areas next to the A13 are essential even if they are not entirely natural. New developments must acknowledge these areas and hold the potential for becoming a new occupiable landscape, bridging farmland, recreation areas and city.

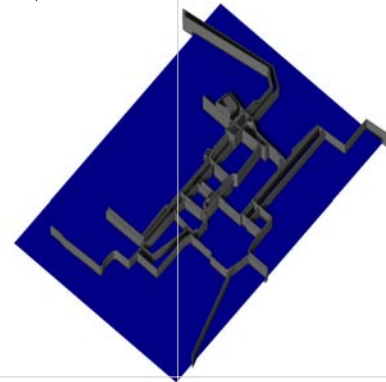


If buildings become the hills and mountains of our landscapes, there must be trails over and through this new landscape.

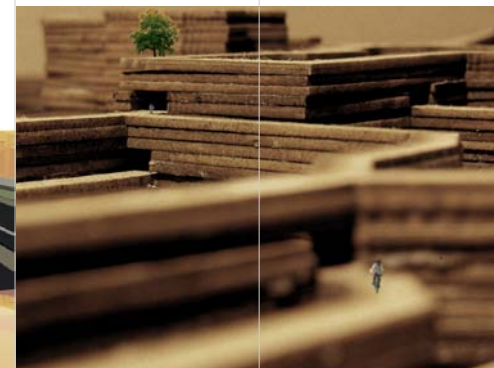
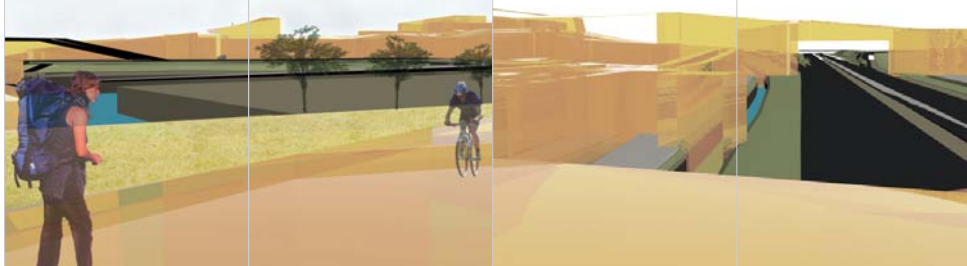
My proposal is to create a new typology that allows the proposed density of business park to occupy the same space as high density housing, retail and "nature". Stacked buildings and occupiable roofs will create multiple ground planes and allow for a high density with spaces with a human scale. Park land and hiking trails will bridge over and under buildings.



The piece of land I have focused on belongs to TU Delft. The current plan is to sell the land to be used as a business park. It is adjacent to the A13 and will be convenient for workers to drive to. This "North-American" model of development and transportation is not in keeping with the history or the needs of the Dutch people.

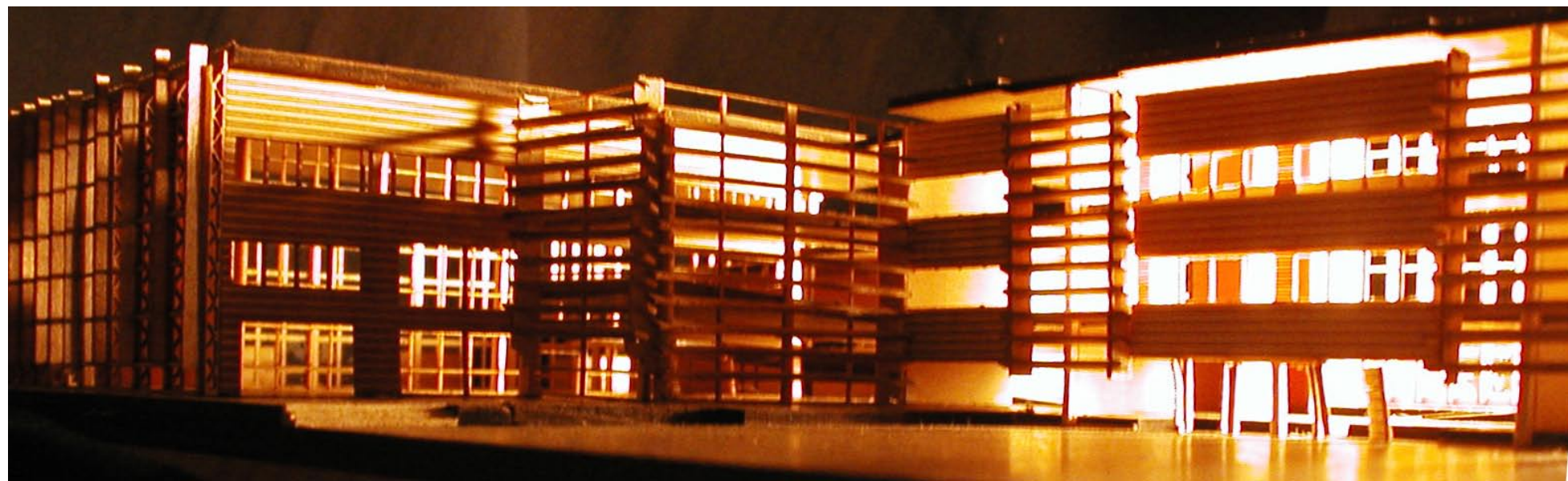
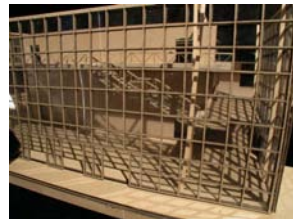


The **City of Trails** is a layered network of urban hiking trails. This manufactured topography becomes a new urban typology bridging city, country and highway.



Institute for Child Studies

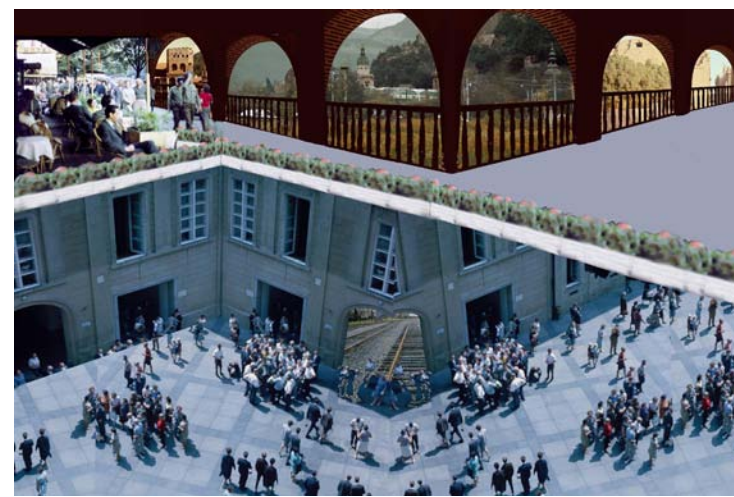
2002



Synthetic Cities

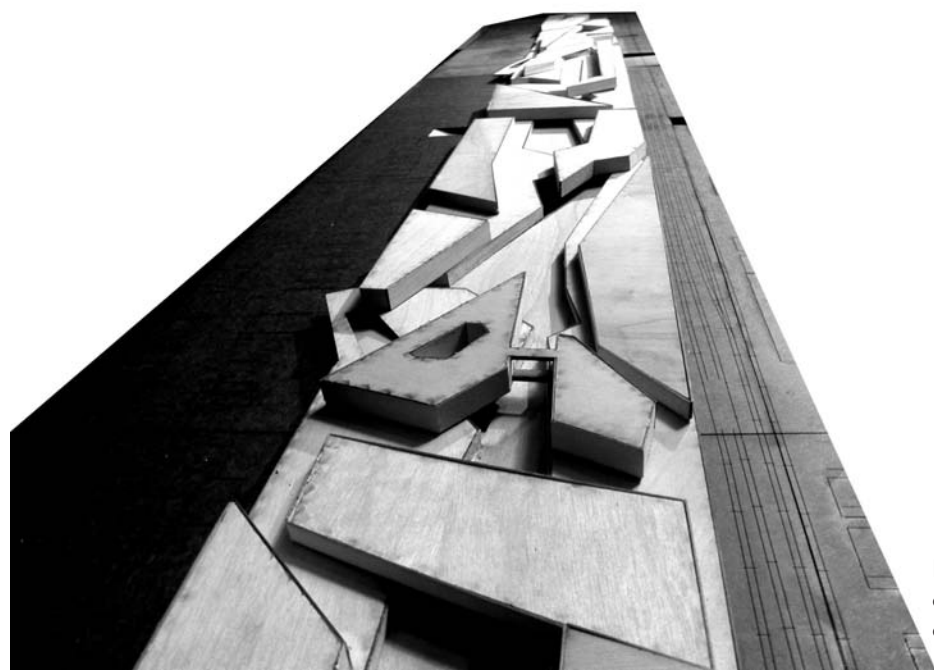
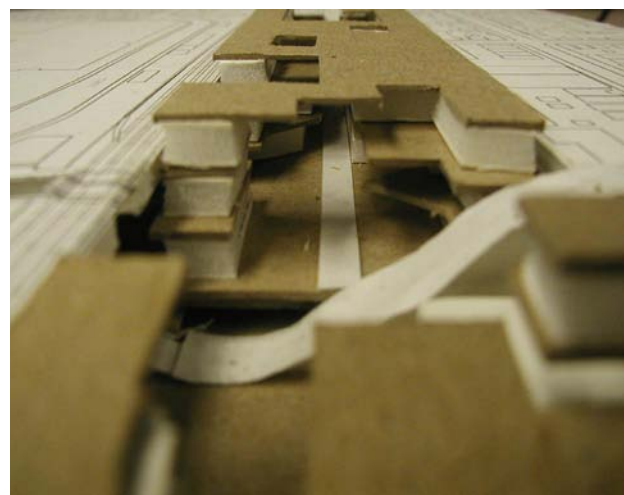
2001

For our "Urban Studio" we were assigned an industrial area on Geary Avenue adjacent to a major rail corridor. Over the course of three projects we were asked to examine issues of urban landscapes and then design a mixed use project that added residential density to the existing transportation and industrial uses of the site. My goal was to explore possible typologies to allow intensification and a heterogeneous mix of uses while preferencing pedestrian movement and residential amenities. I was obviously influenced by Safdie's Habitat as an example of a reimagining of urban typology and *For Everyone a Garden* as his argument for a allowing rooftop garden immediately outside one's residence - essentially a suburban amenity within urban density.



We were asked to create a poster that addressed our ideas of urbanism. Titled "Frankencity" this montage aimed to layer idealized notions of traditional European and Middle Eastern urban forms with a nineteenth (and possibly twenty-first) century understanding of transportation as primarily pedestrian and rail oriented. It also started to explore a stratification of urban activity on multiple ground planes.

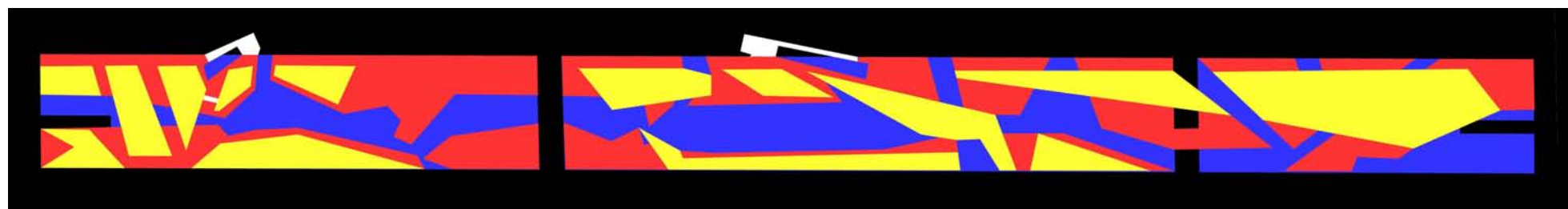




My final design had three distinct strata. The lowest was the automotive, with a submerged road, underground parking, and a relocation of the existing auto garages. This underground world would have a series of openings to above to provide a basic level of natural light and ventilation in addition to mechanical systems and electric lighting. The next strata is a fairly conventional grid pattern of pedestrian and bicycle oriented streets with retail, hotel rooms and apartments. The upper strata would be a series of side by side townhouses built within two storey high trusses.

The desired effect is to allow for penetration of light and air to all levels, to allow for direct access to exterior circulation and recreation spaces at multiple levels and to accommodate a density and intensity usually reserved for towers.

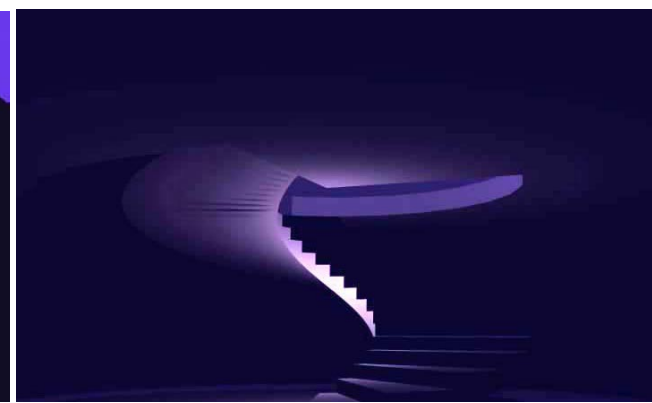
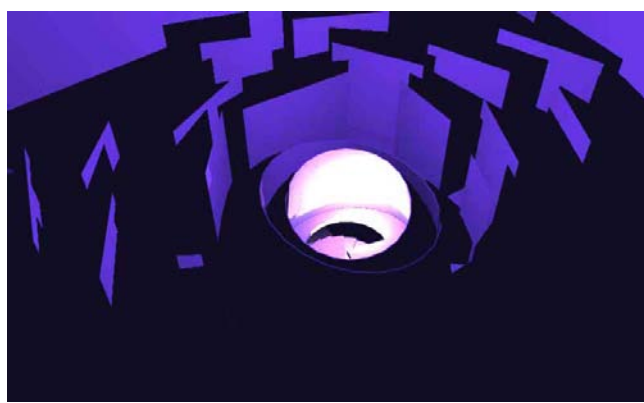
For the first version I worked with two other students to take my ideas of layering ground planes and carve out sculptural forms. While I found the look of the project from above compelling, I yearned for a method of organizing the needs of the various programs to yield a typology that allowed each program to flourish.



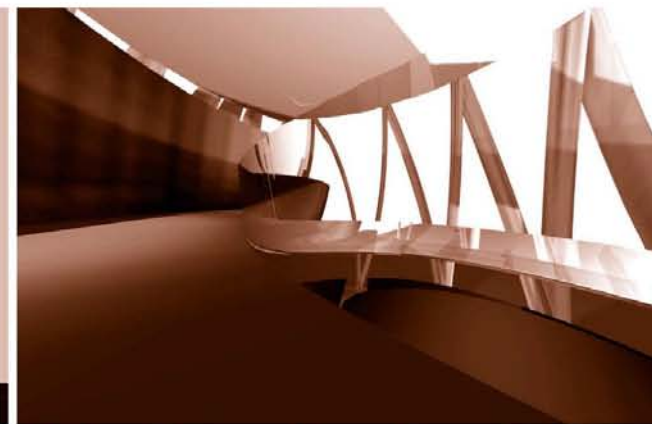
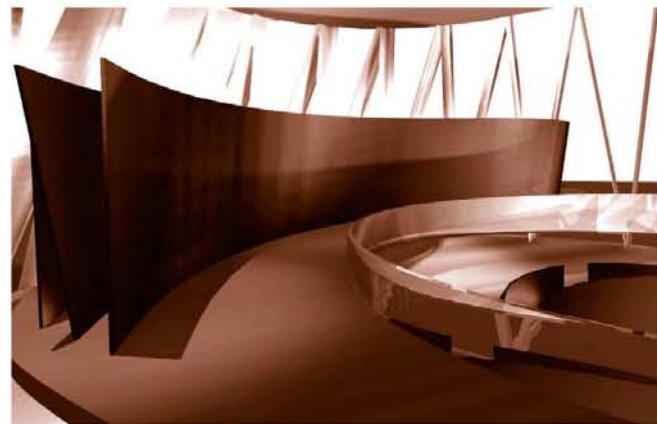
Sculpture Study Centre

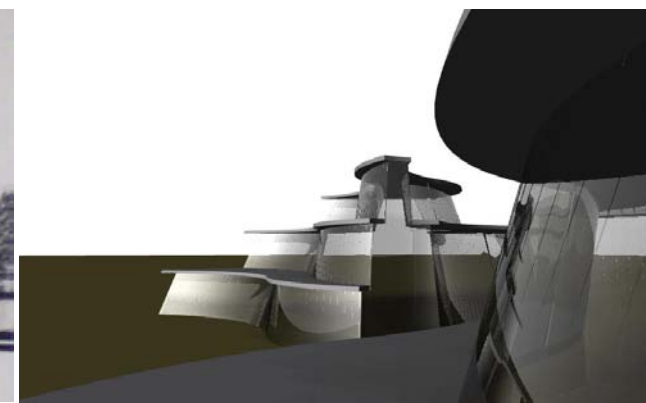
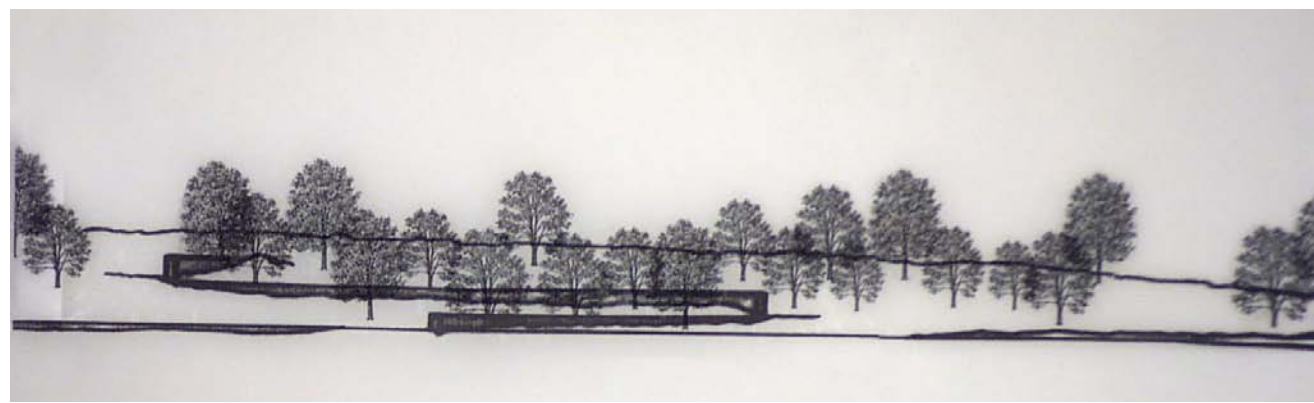
2001

What is the relationship of architecture, sculpture and landscape. This studio focused first on Richard Serra's work - including *Torqued Ellipses*. We were asked to respond to this work with a building to house them. We then visited Serra's *Shift* located in a farmer's field in King City and were asked to respond to the piece and the site.

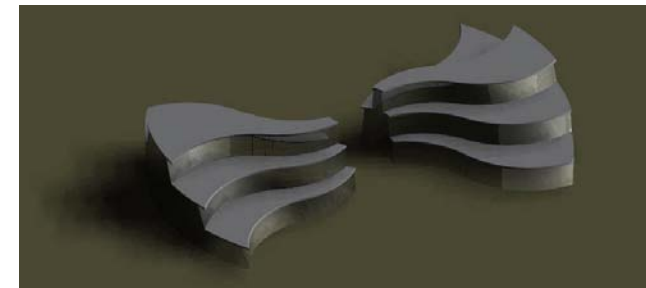


My first response to Serra's *Torqued Ellipses* was to create a labyrinth of square panels to obscure the work and to provide an elliptical escape from within. We were then asked to create a building to house work by Serra. I chose to and manipulate the geometry of his pieces to form the structure of the building. An "object in the field" this building was simply a response to the work inside.





Serra's *Shift* comments on topography through a series of walls that are flat on top, each buried at one end and gradually revealed as the ground falls. Asked to intervene in the site, I proposed simply allowing the forest currently on the edge of the site to form around the walls, thus obscuring the work and enhancing the sense of the work as ruins or mysterious found objects.



Our final task assignment was to design a Sculpture Study Centre combining gallery space with living and working quarters for 2 resident artists. We were given the part of the *Shift* Site that is on the main highway.

I envisioned a series of topographical terraces in the landscape, with the building seeming to simply be a part of this manufactured landscape.

