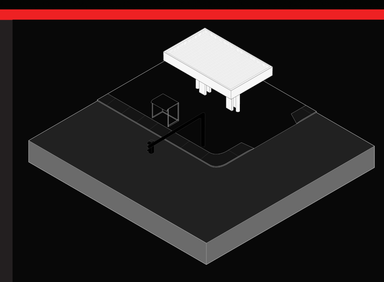
AFTER OIL, ENTERING NATURE

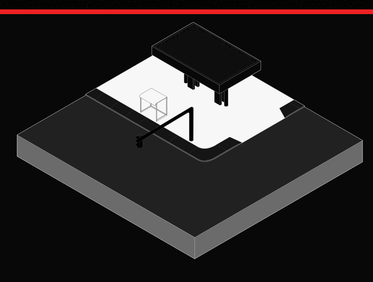
Adaptations in Oil Infrastructure to change The Way We Experience Our Energy Systems

The goals any adaptive reuse of these sites should be to integrate the public into newly established program that highlights both our energy system and our interconnective relationship with one another . The inclusion of new active community-oriented programming would change this negative aspect of these sites into a positive for the urban whole. The current programming also elicits a necessitation of cars, and that impact expands far past the site of an individual gas station.



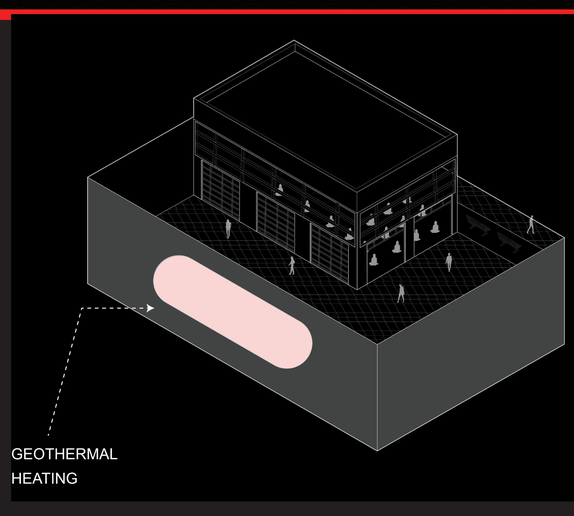
URBAN INTERFACE

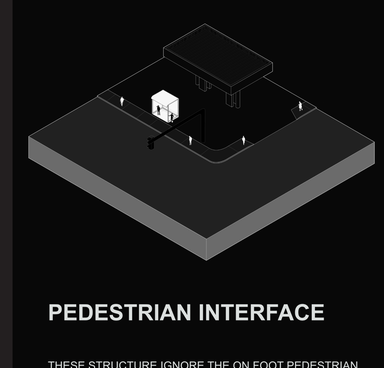
GAS STATIONS HAVE BEEN CONDITIONALLY FORMATED TO BE FIT ANY URBAN CONTEXT AND ARE IN ESSENCE PLACELESS. THIS HIGH MODERNIST ARCHITECTURAL THEORY THAT HAS BEEN BAKED INTO THESE VERNACULAR, CAPITALISTIC STRUCUTURES DISREGARDS THE COMMUNITY AS A WHOLE AND IGNORES CONTEXTUAL RELATIONSHIPS.



HARDSCAPES

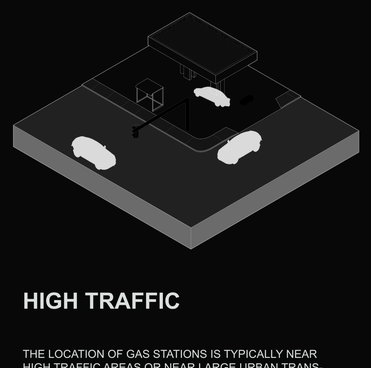
THE VERNACULAR NATURE OF THESE PROJECTS AND IT'S RELATIVE PROGRAMMING MITIGATES THE ROOM FOR SOFTSCAPES AND EXCLUDES NATURE FROM IT'S MATERIAL PALLETTE. BEYOND HE IMMEDIATE VISUAL EFFECTS OF THIS, THIS DECISION TO ONLY INCLUDE HARDSCAPES SIGNIFICANTLY CONTRIBUTES TO THE HEAT ISLAND EFFECT.

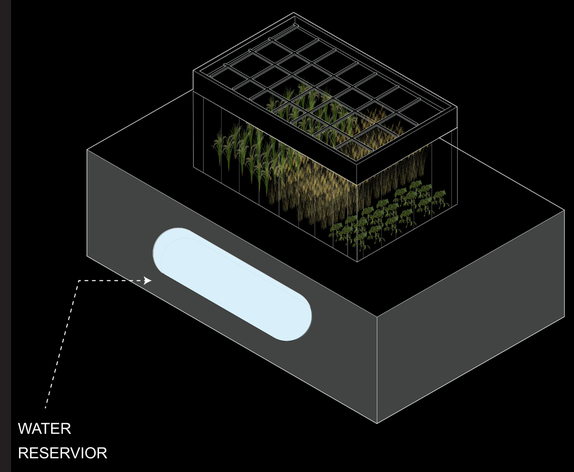
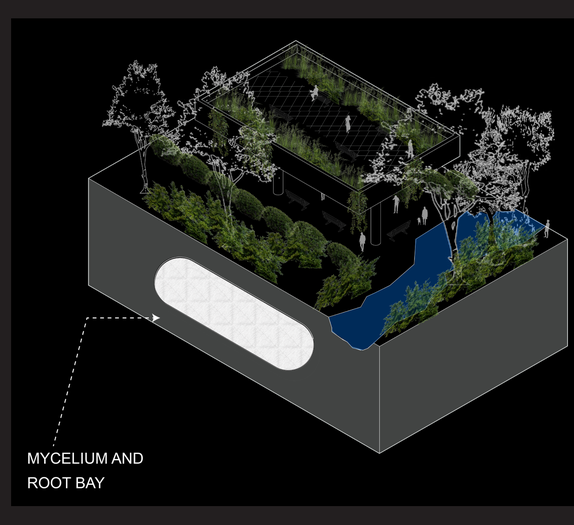




PEDESTRIAN INTERFACE

THESE STRUCTURE IGNORE THE ON FOOT PEDESTRIAN THAT MAY BE TRAVELLING BY IT'S SITE AND ONLY CATERS TO CUSTOMERS. HOWEVER BECAUSE OF THEIR KEY SITING THEY ARE ALSO OFTEN LOCATED NEAR BUS STOPS AND ALTERNATIVE FORMS OF TRANSPORATION



HIGH TRAFFIC

THE LOCATION OF GAS STATIONS IS TYPICALLY NEAR HIGH TRAFFIC AREAS OR NEAR LARGE URBAN TRANSPORTATION INFRASTRUCTURE. THIS IS DUE TO THE HIGHER NUMBER OF CUSTOMERS THESE BUILDINGS MAY RECIEVE. BECAUSE OF THEIR KEY LOCATIONS IN AN URBAN FABRIC AND THEIR EXCLUSIVLY VERNACULAR DESIGNS: THEY NEGATIVELY EFFECT THE SURROUNDING AREAS BY TAKING A KEY LOCATIONAND SEVERLY UNDER UTILIZE IT