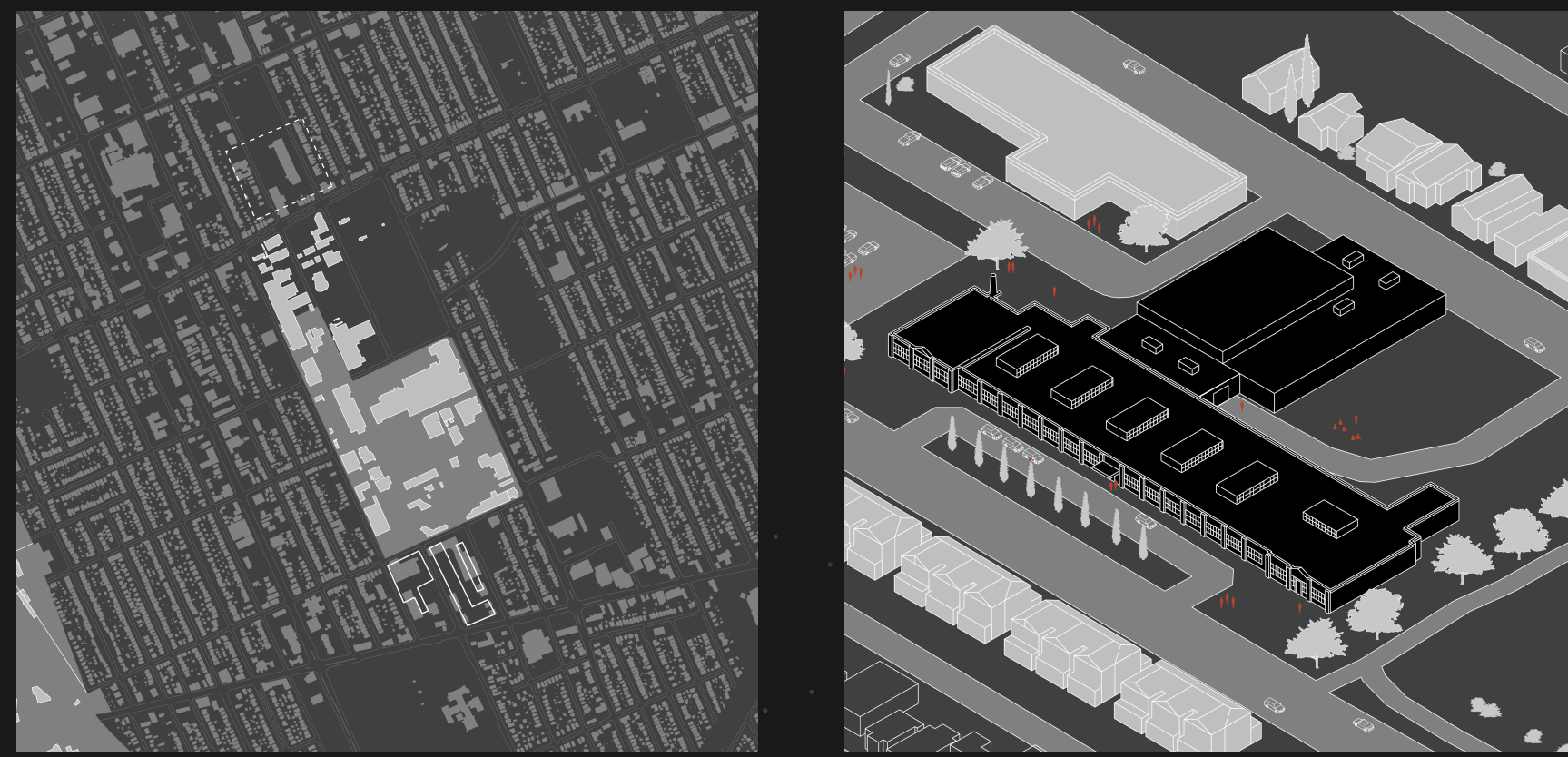


BETWEEN THE FACTORY & THE CITY

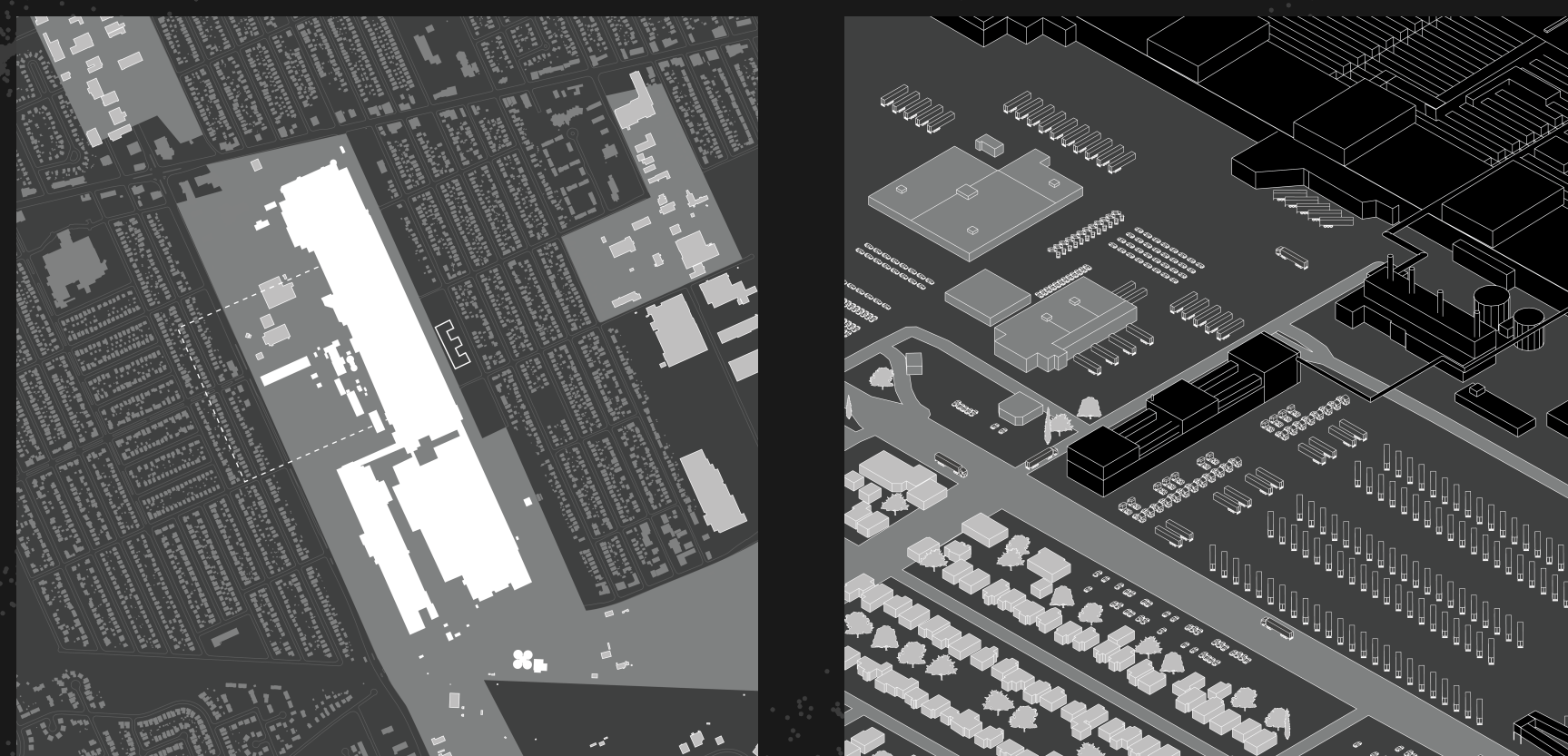
Liminal Spaces of the Automotive Plant

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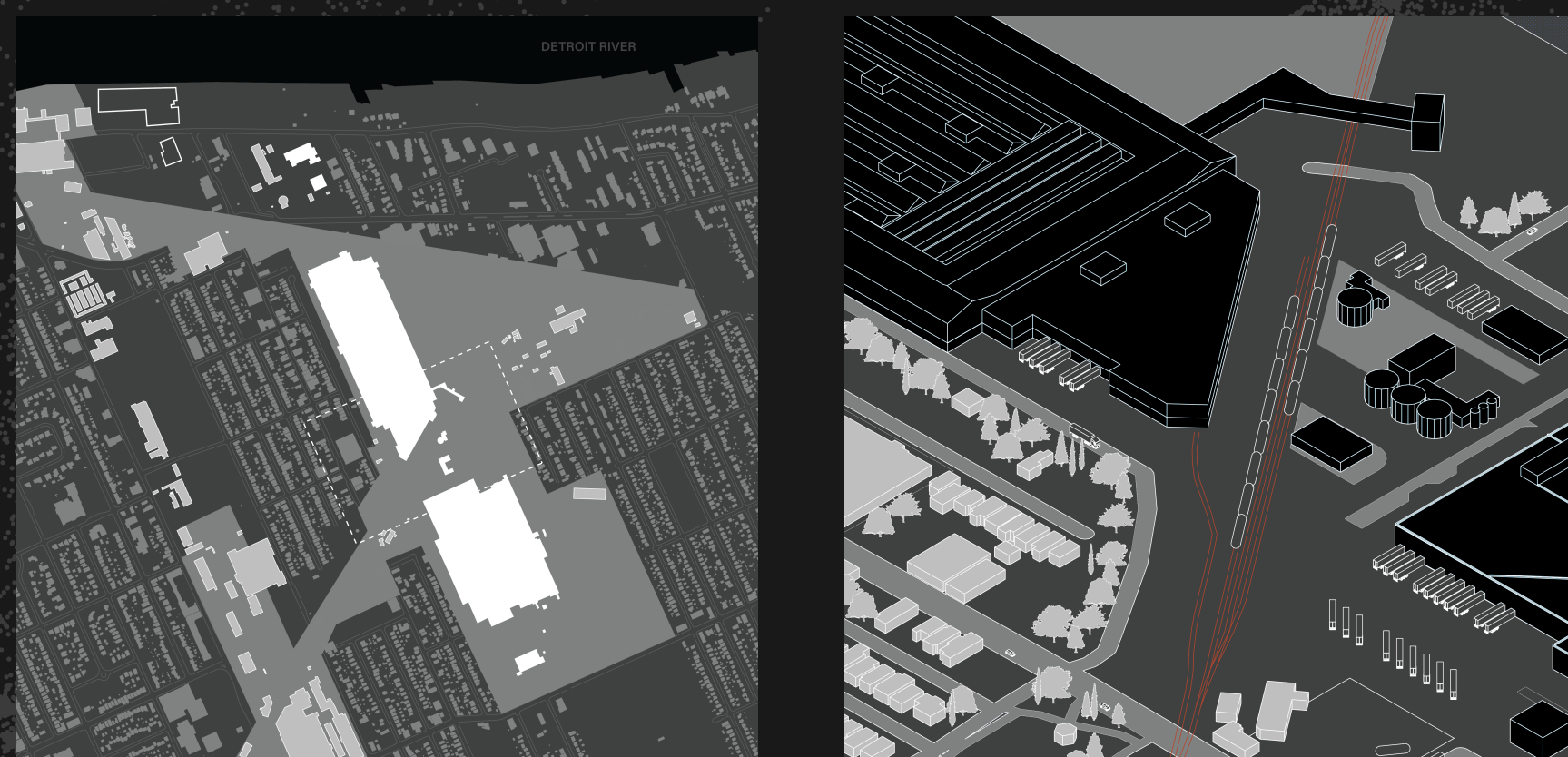
Case Study 01
Maxwell-Chrysler Assembly Factory (1916-83)



Case Study 02
Stellantis-Chrysler Windsor Assembly Plant (1928-)



Case Study 03
Ford Windsor Engine Plant (1923-)



As the market transitions towards electromobility, Canadian manufacturing cities in Southern Ontario are experiencing a period of uncertainty accompanied by significant population growth. Where many approaches provide a broad overview of regional changes and industrial capacity, this project contributes to the existing discourse by focusing on perceived conditions in the built environment. Developing a multiscalar, mixed-media approach, this study investigates spaces of physical transition surrounding large automotive plants during this critical point of transformation. Central to this inquiry are the Canadian manufacturing operations of the 'Big Three' (Chrysler, Ford, and GM) in Windsor, Ontario. Field observation is combined with analytical drawing techniques to provide a visual counter-perspective—of marginal spaces and workers in an industrial city—to a dominant narrative, which implies that universal prosperity is synonymous with mass production (and consumption) of the electric vehicle. This analysis will form a starting point for exploring future potentials for the reuse or integration of megafactory structures within the existing city fabric, providing alternatives for urban growth and densification.

Transformations: Post-Industrial Reuse & Lot Size

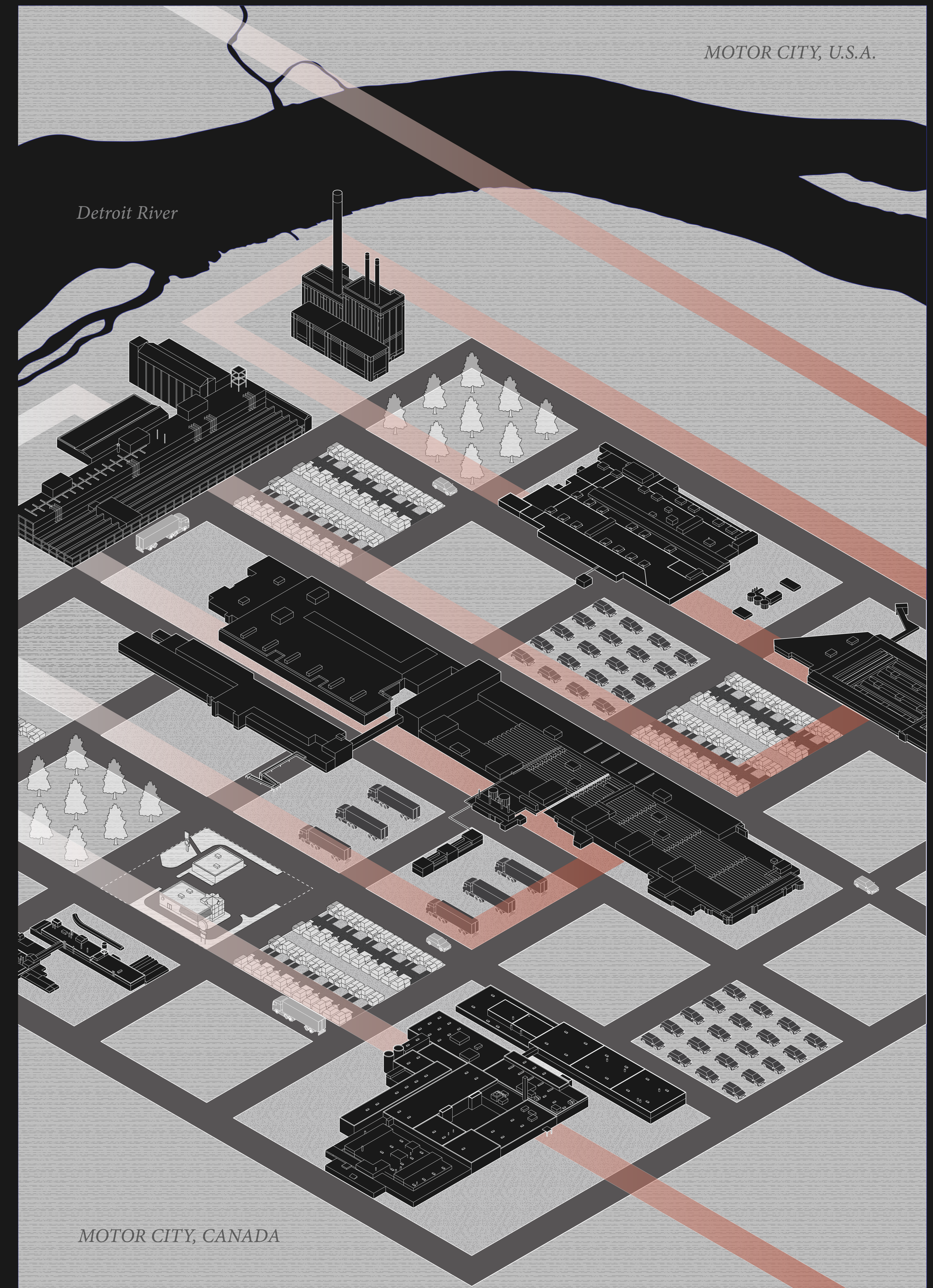
The former Maxwell-Chrysler plant in the context of the McDougall industrial corridor provides key lessons on industrial reuse and lot size. The consolidation of industrial buildings and subsequent large gaps around these areas comprised the broadest observations from this site. Where large-scale industrial buildings are required for some operations, the division of land uses into smaller sites may be easier to redevelop and provide greater connectivity in the existing fabric. While the site of the factory itself was mainly used for parking in an auto-centric shopping mall, further along the corridor, instances of community investment and activation of public space could be observed in the strategic renewal of a formerly vacant factory alongside Wigle Park (*pictured*).

Jurisdiction: Human Agency at the Scale of the Megafactory

The second case study—describing the periphery and operations of the city's largest industrial operation—prompts further inquiry into the future industrial labor conditions and the stratification between machine and human mobility and agency in the built environment. Nearly half of the factory domain is dominated by the truck (*pictured*), providing a starting point for thinking about the parallel inhabitation of the space around the factory.

Revitalization: Placemaking from the Void

The final case study—observing the Ford Windsor Engine plant (*pictured*) and its surrounding neighborhood— demonstrates the role of greenery and landscaping in obscuring voids as well as the potential for the preservation of industrial heritage as community identity. As observed, much of the voided space is planted with turfgrass or paved as an intermediary measure. In the future, this space could be redeveloped and integrated into the surrounding fabric.



Lifeblood

The word *Lifeblood* is commonly used in political discourse to provide an analogy for the central role of the automotive industry in the Southern Ontario region. Drawing upon this "automobility as life" discourse, this work reconfigures the city of Windsor around an arterial assembly line, whose spatial organization extends beyond the means of production into the everyday lives of its inhabitants.

Inspired by the imaginative representational techniques of Rania Ghosn and El Hadi Jazairi's *Geostories*, this drawing shows a fictive landscape rooted in the reality of a city whose geography and political ecology have evolved around automobility. Here, the dominance of the car and the truck are reflected not only in their sheer size, but also in the various car-oriented typologies that occupy the city grid. This work utilizes scalar abstraction, showing the massiveness of the factory at a scale where other structures are still perceptible.