

# ariel millan

Design Portfolio

Chair #1 - Downtown Brooklyn Kiosks - New York State Cabins - LIRR 3rd Track Project. - LGA Terminal C

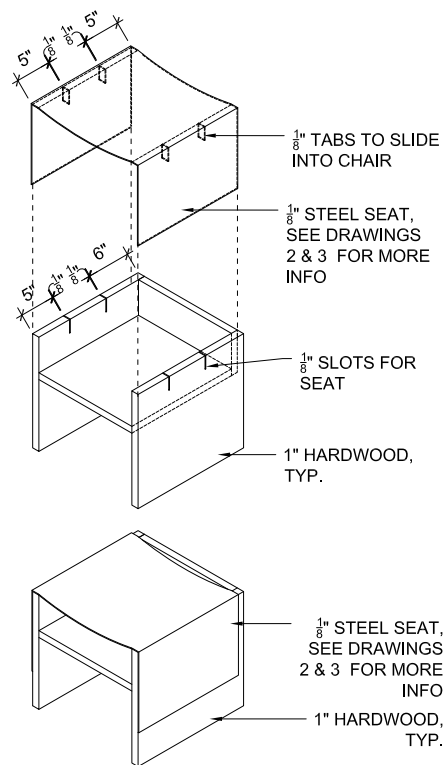
## Chair #1:

With AM WRKS

Inspired by Dante Gabriel Rossetti's *Ecce Ancilla Domini!* (The Annunciation), Chair #1 explores the interaction between the divine and the mundane through a dichotomy of materiality and joinery.

For the main body of the chair, wood has been selected as it exemplifies our organic world; subject to growth and decay. In contrast, the top seat is composed of steel, a material made up of iron and carbon which have been melted and transfigured into an even more precious material.

The seat is curved and powder coated blue, making it impervious to the elements and opposing the porosity of the wood body and its orthogonal composition. Lastly, although appearing to delicately sit on the wood body, the metal seat is in fact inserted into the wood by means of four tabs alluding to divine control of our earthly realm.



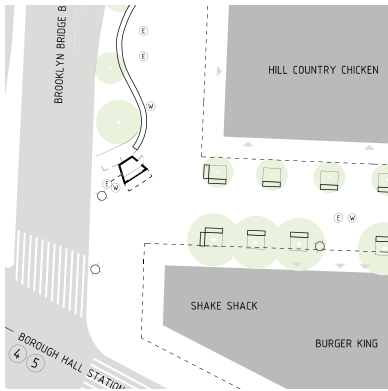




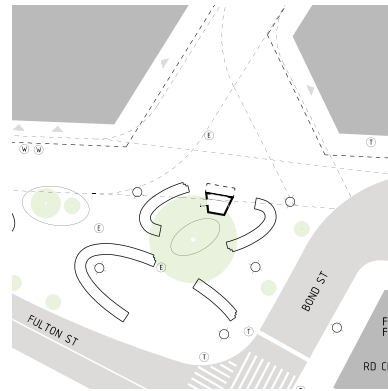
## Downtown Brooklyn Kiosks:

With WXY Architecture + Urban Design.

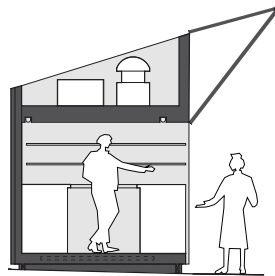
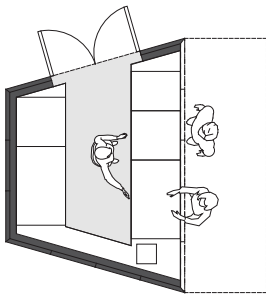
Developed as anchor points within a larger plan for Downtown Brooklyn, the design for these bold kiosks provides self sufficient vendor space fully equipped with all the necessary kitchen equipment as well as a supply water tank, waste water tank and mechanical equipment. As an homage to the street art of Brooklyn, the facade design was accomplished in collaboration with artist Steve Powers whose work is synonymous with Downtown Brooklyn.

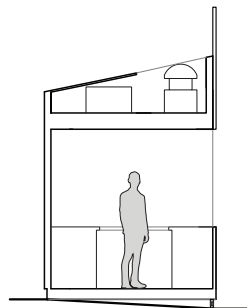


Site 1: Willoughby Plaza

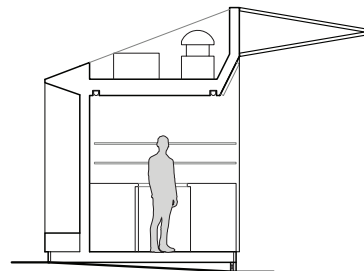


Site 2: Albee Square

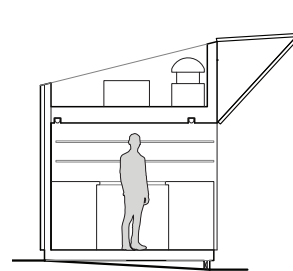




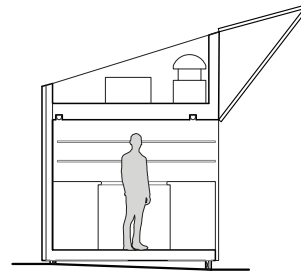
Initial concept



Bi-fold doors



Space Optimization



Final Design





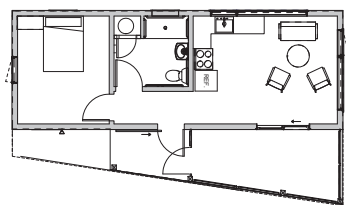
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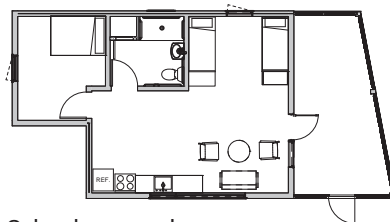
## **New York State Cabins:**

With WXY Architecture + Urban Design.

As part of governor Cuomo's NY Parks 2020 Initiative, the project consists of 10 high quality and affordable cabins varying from 1-bedroom to 2-bedroom layouts. The cabins propose a fresh prototype for New York State cabins while featuring local and reclaimed materials designed to age with the site. Through the exploration of form and materiality, the proposed cabin prototypes assimilate into their surroundings whether in wooded or waterfront settings while remaining true to the local vernacular language.



1-bedroom plan



2-bedroom plan







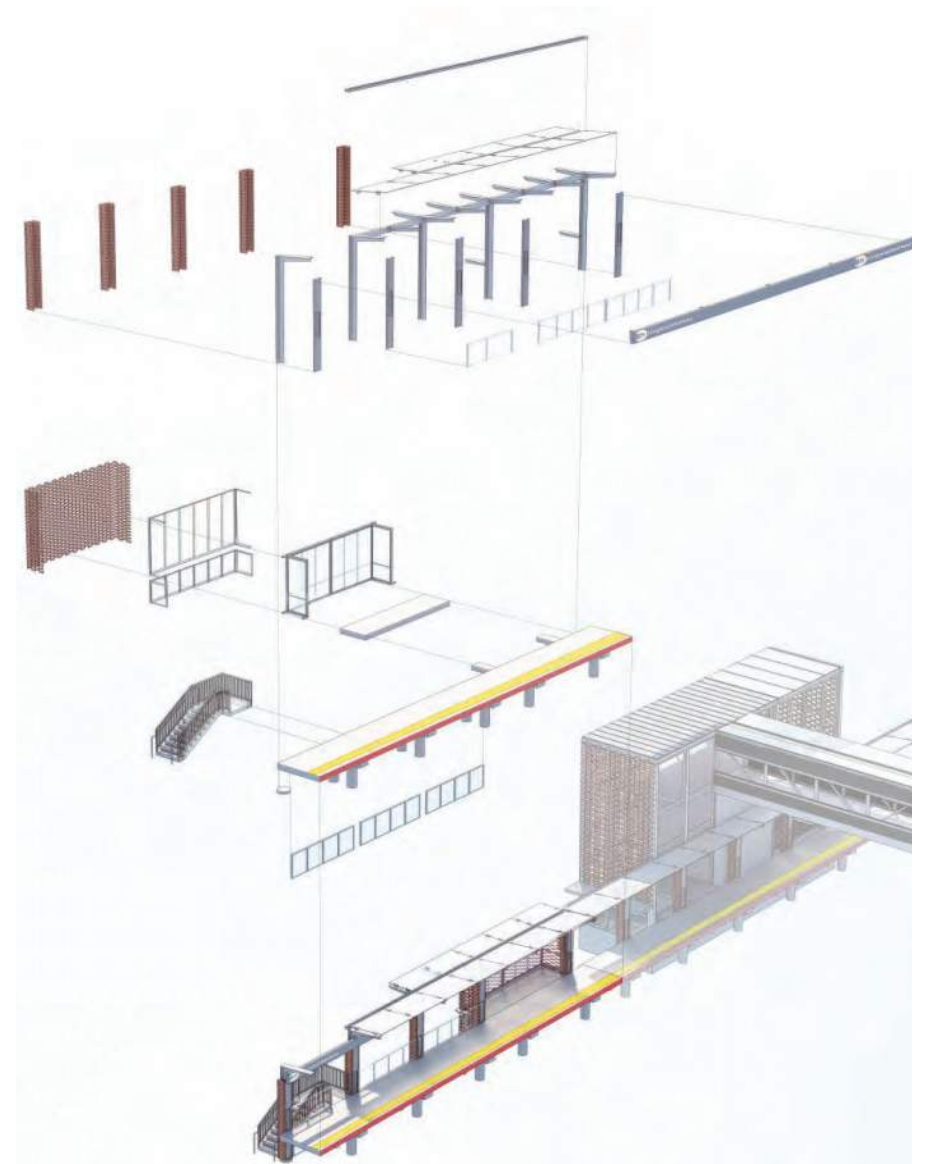
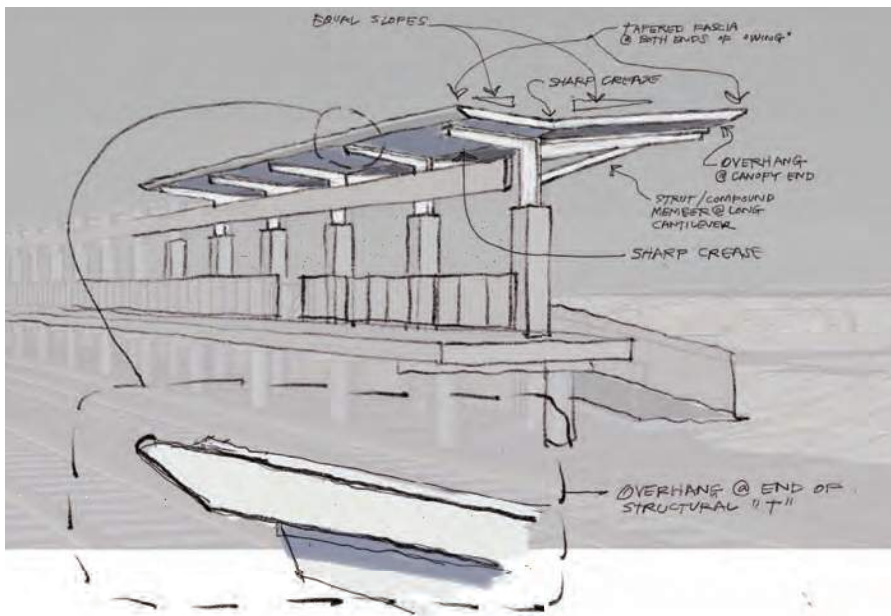


## **LIRR 3rd Track Project:**

With WXY Architecture + Urban Design.

As part of a greater vision to alleviate current and predicted stress on mass transit in Long Island, The LIRR 3rd Track Project is composed of five renovated stations that provide a modern, safe and efficient transportation for commuters.

Conceptualized as a kit of parts, the design for the LIRR 3rd Track Project utilizes thousands of feet of platform as an armature to plug in various design elements. This way, a continuous aesthetic can be followed at each of the five stations while embracing variations in topography, passenger use and neighborhood scale.





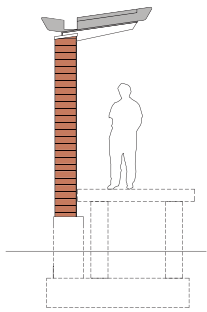
Corte Place

Exit

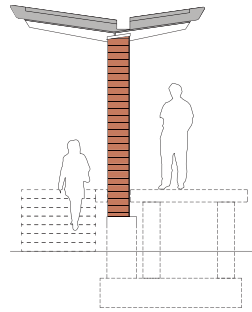
Corte Pier

AVOID THE GAP

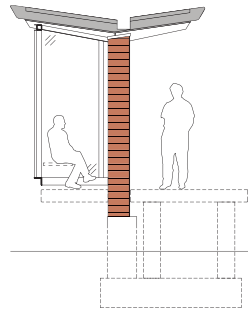
AVOID THE GAP



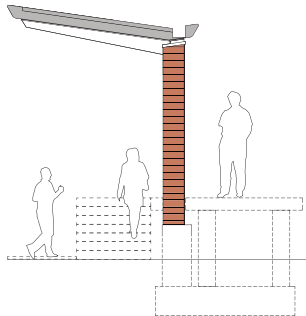
Type A: Coverage on platform.



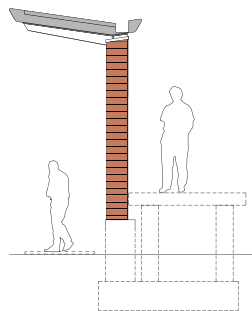
Type B: Coverage on platform and access stair.



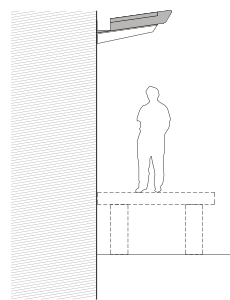
Type C: Coverage on platform when stair



Type D: Coverage on access stair and walkway.

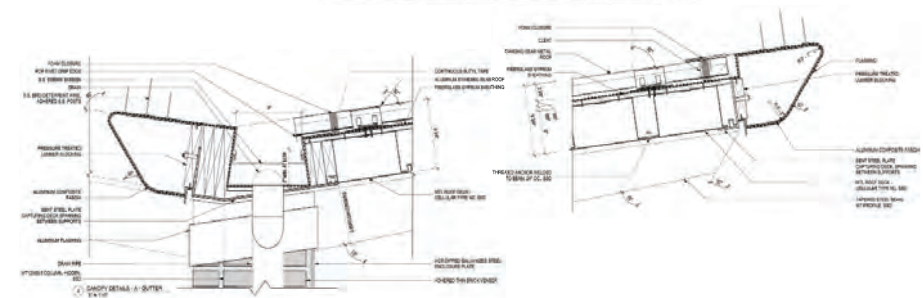
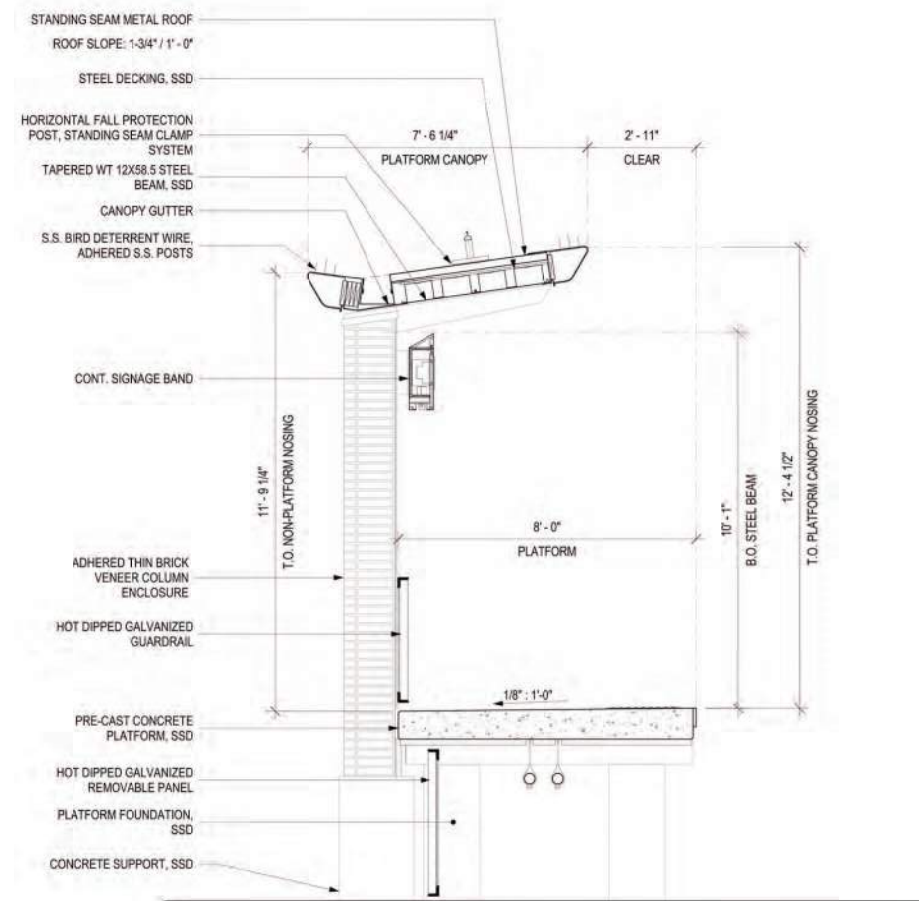


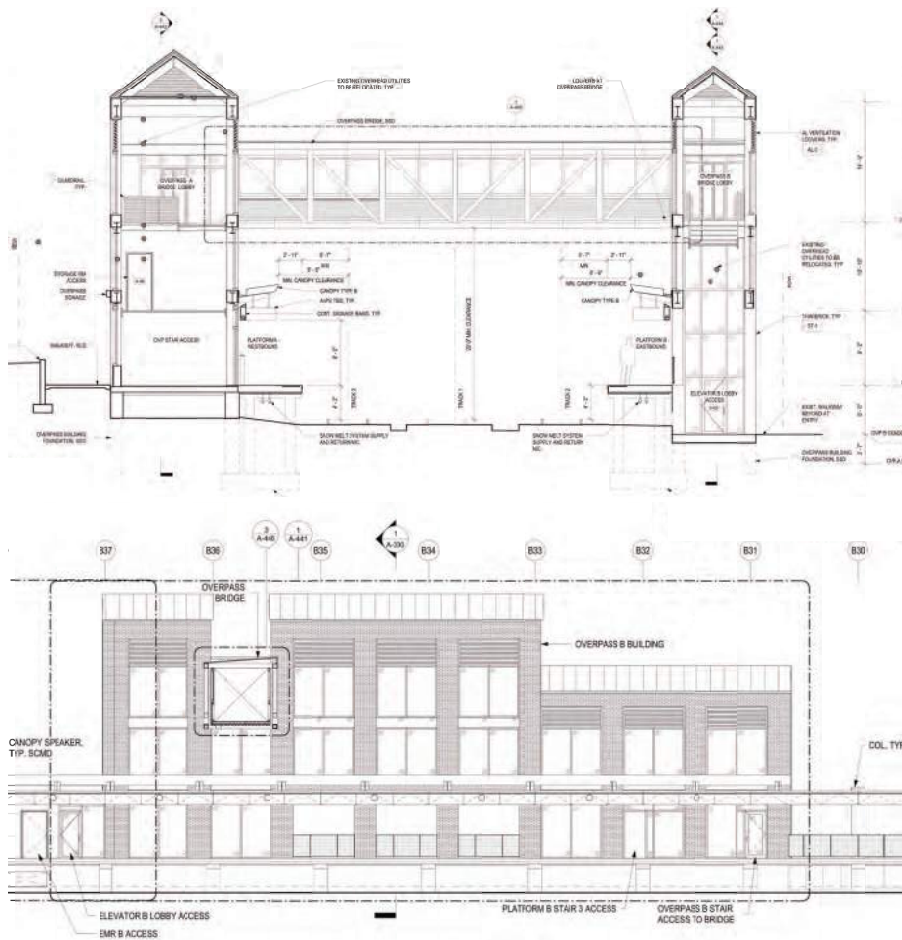
Type E: Coverage on walkway.



Type F: Coverage on platform when next to building.

From the established kit of parts, canopies are the elements used most expansively in the design with hundreds of feet of coverage throughout all five stations. Grasping the challenge of the multiple conditions in which passengers need to be provided with protection from precipitation, the proposed canopies create an alphabet of covering that effectively composes a secondary surface juxtaposed on top of the platform. With respect to materiality, the canopy columns are clad in brick carefully selected to make sure they fit into the material fabric of their context.





Allowing passengers to transverse from one side of the tracks to another, the overpass building provides a safe way to change directions or to access amenities on the opposite side of the train tracks. Following the same materiality thread as the canopies, the architectural language of the overpass buildings is a reflection of the forms and materials found in its context as well as other site constraints. In the case of Carle Place station, the lot line dictated the overall width of the building, resulting in a thin building composed of a single stair case and an elevator on one side of tracks.





Carle Place

Long Island Rail Road

Carle Place

Long Island Rail Road

Station & New York  
Direction to  
Westbury & Farmingdale

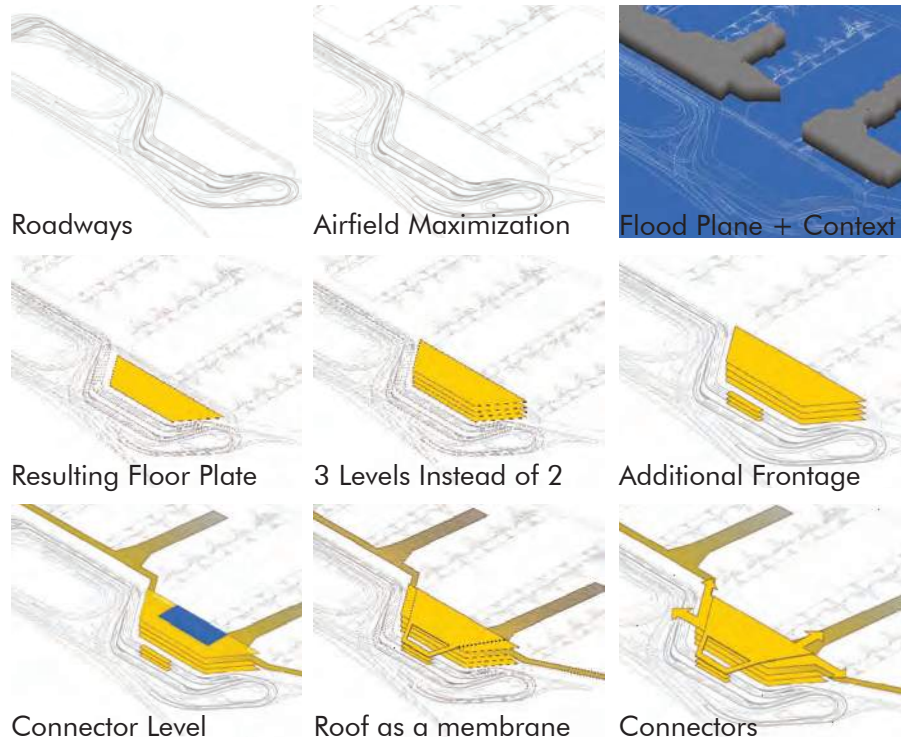
# La Guardia Airport - Terminal C:

With Corgan Associates Architects.

Through its more than 80 years functioning as an airport for in New York City, La Guardia Airport has gone through many iterations. Once considered a modern marvel, it has quickly become an eye sore in the eyes of many New Yorkers who, like Mayor La Guardia back in the 1930's, felt that New York City as one of the capitals of the world, deserved an airport that would inspire New Yorkers about air travel and also give the city's visitors something exciting to remember New York by.

The site and massing for Terminal C deals with 3 main challenges: vehicular traffic, aircraft traffic, flood plain level and existing buildings. Due to site constraints, the resulting footprint informs that programmatically, ticketing cannot be on the same level as the security

checkpoint. By lifting the security check point program above ticketing level, an opportunity arises to blend this with a connector level. Meaning that passenger experience would be choreographed so that passengers would move upwards with the building, enter the check point / connector level and finally descend into each concourse. This would become the basis of the project's design narrative.



Level 4:  
Sky Club

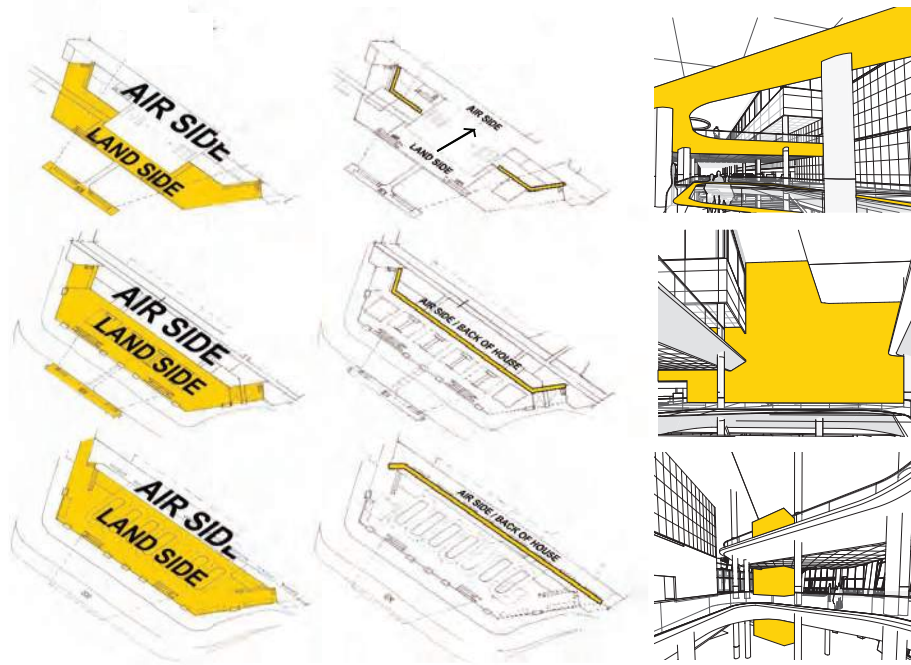
Level 3:  
Security Check Point /  
Connector Level

Level 2:  
Departures

Level 1:  
Arrivals







In its interior spaces, the main goal was to set up a sequence of moments to reinforce the design narrative making the building intuitive to navigate and separating land side and air side program at the same time.

With this in mind, the portal wall separating air side and land side is given a marble finish, accentuating its role as a monolith and marker for where the passengers should go. Monumental staircases and elevators are also given the same marble finish as the portal wall; allowing passengers to understand what means to take to reach security connector level.

Providing a warm contrast to the marble, wood paneling is applied to floor openings and the ceiling baffles at SSCP, highlighting their importance, and giving them the identity of beacons. This way, the passenger is constantly gazing upward. Once at SSCP, the passenger is presented with a double height space filled with light from east west and south facades. This same light and materials carry the passenger through checkpoint and into the north atrium spaces where they have the opportunity to see the airfield up close.





Inaugurated in June 2022, Terminal C is the newest addition to the La Guardia Airport redevelopment project. The 1,200,000 SF terminal provide access to expanded concourses, 38 new gates, larger concessions and facilities that measures up internationally all while providing everyday passengers with an experience that is clear, exciting and inspiring.

