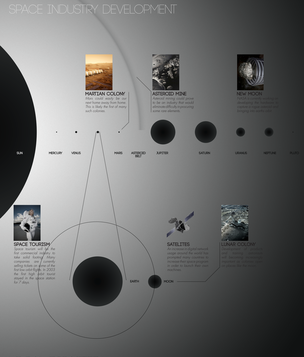
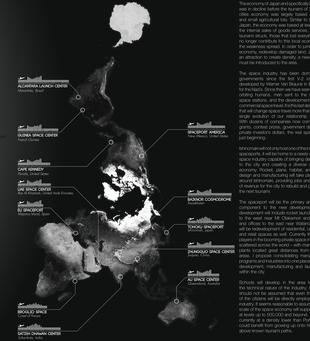
SPACE INDUSTRY DEVELOPMENT



LOCAL DISASTER

EVACUATION SPACEPORTS



The economy of Japan and specifically Ishinomaki was in decline before the tsunami of 2011. The cities economy was largely based on fishing and agriculture, and was in the process of being phased out. The economy was based in part on the internal sales of goods services. When the tsunami struck, those that lost everything could no longer contribute to this local economy, and the remaining inhabitants were left with no local economy, redevelop damaged land, and create an attraction to create density, a new economy must be introduced to the area.

The space industry has been dominated by governments since the first V-2 rocket was developed by Werner Van Braune in the 1940's. Now, the space industry is transitioning from ordinary humans, men sent to the moon, to space stations, and the development of private commercial projects and the first development that will change space travel more than any other single event since the Apollo program, with little stories of companies now competing for grants, contact prizes, government dollars, and private investor dollars, the real space age is just beginning.

Ishinomaki will not only host one of the international spaceports, it will be home to a newly developed industry, the industry that will be the future of the city, and creating a diverse responsible economy. Packed, plants, habitat, and mission design and manufacturing will take place in and around Ishinomaki, providing jobs and a source of income for the city to rebuild and prepare for the next tsunami.

The spaceport will be the primary architectural component to the new development. Other development will include rocket launching areas, to the west near Mt Oisaiorun and research and offices to the east near Watanuki. There will be residential areas, and a commercial center and spaces as well. Currently the biggest players in the booming private space industry are multinational companies with manufacturing plants located great distances from launching facilities, and with the exception of the NASA programs and the partnerships with NASA, development, manufacturing and launching all within the city.

Schools will develop in the area to support the technical nature of the industry. However it should not be assumed that even the majority of people will be involved in the space industry. It seems reasonable to assume that the scale of the space economy will support the city at levels up to 100,000 and beyond. The city is located between Sendai and Tokyo, Finland, and could benefit from growing at a very higher level, above known tsunami paths.

PROGRAMMING

Programmatically, much is borrowed from contemporary airport design, as this facility will serve as many of flights as spaceflights. Tokyo International Airport (Haneda) is a model for a blending of commercial, tourist, and military, in a relatively small to medium airfoispaceport, similar in size to an American regional airport, with 10 gates. Ticketing and baggage will be managed by individual companies, as is the case with airlines, providing and allowing customer service to be standard regardless of company or ticket class. The baggage and ticketing system will be similar to airport baggage systems, allowing for the tiered airfoiraiding times and rates of travel. Air and space travelers will be mixed as much as possible to allow air travelers access to the thrill of space travel.

There is a heavy architectural influence from the culture of the locale. The Japanese have a unique way of creating spaces and understanding a relationship between the natural world, the built and the human/cultural. The design is intentionally accessible, but inspired by traditional and contemporary Japanese design. The Japanese have a long tradition of using design to create a redevelopment plan than the architecture, as contemporary Japanese architecture has more roots in European modernism than traditional Japanese systems.

THE TRAVELERS

VISITORS
Visitors are tourists some rated to allow for a tolerance meaning, for example, a tourist who is 5'6" and a tourist who is 5'8" is the same size, or taller than a passenger who is 5'7" and a tourist who is 5'9" is taller than a tourist who is 5'8" and a passenger who is 5'7" is taller than a tourist who is 5'6" and a tourist who is 5'7" is taller than a passenger who is 5'6".

AIR ARRIVALS AND DEPARTURES
Air arrivals and departures will be made up of people from Tokyo (for boarding or departing) and people from other airfoiraiding or departing from the local airport, or other industries spring up in the city.

SPACE TOURIST
When the spaceport is built in and of the world needs, it will be used by people who are the first people to journey to the industrial grounds of the moon, Mars, and beyond. Tourists will make four week-long stays, allowing for a week of training, a week of travel, and a week of time in high earth orbit and beyond.

SPACE BUSINESS TRAVELER
Business travelers will be those involved in the industrial development, research, and those involved in the commercial space industry and related industries.

END OF THE WORLD TRAVELER
Because of the end-of-the-world theme, people may stem from the culture, or lack of culture, of the end-of-the-world. The spaceport will be a place of end-of-the-world tourism, and people will come from all over the world to take place. Their first, deposit

DESIGN CONCEPTS

INTEGRATED NATURAL SPACES
Spaces will be created in the space, which will have an integrated natural space, which will have a clear and space in these areas, which will be the unique species of the planet.
DISTANT ZOOM
The distant zoom, that from a distance, the distant zoom, that from a distance, a place seen from its vantage or shelter.
TSUNAMI MITIGATION
Tsunami mitigation, the ability to flood the city in times. The whole must-stand area, increasing sense from future expansion around it.
LIGHT THRESHOLDS
Light thresholds, the ability to use artificial light to create a sense of a sense of a sense. The experience of a sense of a sense of a sense