The Green Street Plan so-called because it recognizes the street as a legitimate activity place while also providing alternative green spaces - extracts from the light rail a new vocabulary for open space. It invents a new development pattern which prioritizes public transportation, mixed-income housing, vernacular architecture and land use, and residual spaces, while improving north-south circulation and east-west connections. Finally, the scheme celebrates the light rail as an landmark to become synonymous with great public space.

A series of unique assets of the Woodlawn site influenced the development of the Green Street Plan: 1) the area currently houses a diversity of income groups which assures a healthy variety of services and architectural types; 2) High levels of student traffic from the surrounding universities ensures a reliable customer base for local businesses; 3) street life is vibrant throughout the site; 4) the light rail corridor has preserved a swath of potentially usable open space, and is both an architectural landmark and a valuable access point between the site and the rest of the city; 5) the light rail stations already act as activity hubs.

The Green Street Plan capitalizes on these assets by addressing some of the site's most pressing problems: 1) almost all of the open spaces in the area is private - consequently most local residents use spaces that are not programmed or designed to accommodate their activities comfortably and safely; 2) the existing rail tracks and elevated lines contain no east-west crossings between stations - because the space is so inaccessible, it has become a barrier to developments on both sides of the corridor; and finally, 3) current development trends are poised to convert existing low-income housing on the site into large scale commercial developments and high income housing, displacing current businesses and residents.
The waterfront area is designed as a year-round activity hub with uses that change seasonally. The west side is mixed use with lakefront galleries, small-scale retail and restaurants, with market rate residential on the upper floors. The waterfront is designed as a public promenade with smaller, more intimate spaces in the courtyards. The west side is anchored by the pavilion, intended for performance, events, and dining. A bridge from the pavilion provides a continuous bicycle and pedestrian connection from the west side to the east side of the corridor. The path also provides one point of access to the lookout tower structure which provides flexible space for weekly markets, evening-Truck markets, pic-nic space and other daily activities. The structure includes a few permanent structures for the houses and restaurants, and grows more flexibly programmed as it approaches Zhijin Lui Station. The east side is dominated by an affordable housing development that fronts onto a garden with playground areas. The garden has connections both and over the-tracks connection to the framework area and ground level connections to the paddling pools designed for children’s activities.