AN INVESTIGATION INTO DESIGNING

BY

RONALD J. EAGLESTON

AN INVESTIGATION INTO DESIGNING WHILE CONSCIOUS OF THE SCALE AND EVOLUTION OF OUR BUILT ENVIRONMENT

UNDERGRADUATE THESIS IN ARCHITECTURAL DESIGN

by

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Submitted to the School of Architecture as
partial fulfillment of the requirements
for the degree of Bachelor of Architecture

at

MONTANA STATE UNIVERSITY

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The following book, as mentioned fulfills a requirement towards a degree. As a by product it helped me organize my thoughts on what I had done. A more reasonable approach would have been for me to have been required to evaluate and understand what I had done over the last six months. No one has asked to see this book, and I doubt if anyone would want to actually read it. This is reasonable for my energies were not directed towards doing a book and therefore it would be about worthless for anyone to read.

My interest in the subject I cover began in an Urban Sociology course when I noticed that something bothered me about New Towns and mass redevelopment of older towns. At first I attributed this fact to the lack of evolution that takes place in this type of situation. After reading Small is Beautiful by Schumacher I realized that the problem was the scale of the generators of the evolution, not that the presence of evolution was lacking.
This book contains the process I have gone through up to this point, including my design suggestions for my vehicle of study the revitalization of Downtown Bozeman, Montana.

The following section was written at the beginning of my thesis research as an attempt to understand:
1. How the ideas of scale and evolution can be thought of in terms of clarifying the growth of cities in my mind.
2. Where the value of a city lies and how it is applicable to their future.

4 2. Scale and Process

Man has solved many of his problems, but in the process has created others. There is an increasing awareness that one major problem is that in mans quest for efficiancy of production and service the human element is becoming less prevalent. The individual is no longer the generator of goods, services, buildings and cities. A certain richness of life is thus lost, many chances for interaction between individuals is lost. For example when one shops in todays supermarkets he is served by an efficiant operation, but the chance for interaction to occur between individuals is minimized. Contact with the owner, or the chance to get to know the employees is all but lost. The whole idea of obtaining food becomes very abstract.

This lack of human scale has many reprucussions. In the the 19th and 20th centuries, most businesses were formed and owned by individuals. The owner was concerned with immediate personal profit and worked towards that end. He felt responsible and was held responsible for the results of what he did to make those profits. Probably due to the 'mass production lower cost'concept, the traditional capitalist is gone as the backbone of the nation's economy. Replacedby large corporations run by managers rather than owners, the immediate personal profits are gone. Enterprise instead, developes its profits over a long time through augmenting the power of the firm.[1] The power of these firms when compared to the individual, is great, controlling much of what we purchase, and the developers of housing projects, shpping centers, industrial parks and even new towns.

The problem of the assembly line worker is well known. Because he is only associated with one step of the process he derives little satisfaction from his job and the product also suffers, the act of producing again becomes abstract.

This sets the chief mission for the city of the future: that of creating a visible regional and visual structure, designed to make man at home with his deeper self and his larger world, attached to images of human nature and love."

Todays city has changed due to the great gains made in communications and transportation. The need for the very large city is reduced because of this. The city is not as important in itself as it is important as part of a world grid of cities and their information systems. Essentially this allows the smaller city to have many of the cultural advantages of a large city while keeping the advantages of the smaller city. (The city)...becomes the indispensable place of assemblage for these functions that work best when they are superimposed on one another or within close range: a place where meetings and encounters and challenges, as between personalities, supplements and reduces again to human dimensions the vast impersonal network that now spreads around it."

Downtown itself will have a new role. Much of the information network is now recieved at home, but for many this abstract, downtown itself through other means must help man understand himself in the world. This purpose as well as being "largely for fun- for genuine experiance of place and people."

Much of the character of a city or even a small town comes in part from the variety of various areas that have evolved at different periods of time. The old railroad- industrial areas, the old homes of the original wealthy, old shops with new signs, new stores even the often difficult transition between two road systems of different times, all add a complexity and richness that is lacking in cities or areas that are planned out and built over a short period of time. Much of this richness is from the variety of forms that represent the architectural styles of the different five periods represented. As much variety of

ferent time periods represented. As much variety of forms could be achieved in a new design, but the richness comes from much more than this. The sense, even subconscious, of the history of the city, with all its implications, eras represented, etc., all add to this richness. To quote Nathan Silver in reference to natural cities: "...some works of man have a longer than mortal existance, that time can be read aloud here, that the full record of the past is visually available..." [4]

Margaret Mead talks of the need for continuity in human relationships, the need of developing children to have some familiar objects and people to relate with. As she points out though, children must also be ready to deal with strangness and variety. She states that the more variety of experiance the child has, the more able he is to cope with as an adult, specialization and deprivation, that a growing child needs to experiance strangness, variety, and danger in order to grow fully.

Compared to a child with an urban upbringing the 'New Town' child will be lacking in his experiance in areas such as contact with old, deficient in the sense that some things change considerably with time, while others appear to remain constant. Even the rural child would be better off with his full contact with nature and an association with a central town that has a history and is changing either for the good or the bad. Besides abstract school learning (for it would seem abstract) how much would a new town child understand that there is a past and that it has an importance?

Besides the needs of the developing child there are needs of variety for adults also. It was stated by Mead that an adult that experianced a rich childhood can tolerate a very limited environment, but of course this isn't desirable. It is not just the fact

There are many other problems related to this lack of human scale. As an architect I am concerned with how our built environment is responding less to individual input at an individual or human scale. The condition is now that one person or group has the power to make decisions that affect many without asking their advice. Thus the individual is often left to face an insensitive, boring environment.
Perhaps the best way to summarize my feelings on scale and the individual is to quote part of a speech by Kurt Vonnegut Jr. :

> "And I say to you that we are full of chemicals which require us to belong to folk societies, or failing that, to feel lousy all the time. We are chemically engineered to live in folk societies- and there aren't any folk societies for us any more. Chemicals make us furious when we are treated as things rather than persons. When anything happens to us which would not happen to us in a folk society, our chemicals make us feel like fish out of water. Our chemicals demand us to get back in the water again. If we become increasingly wild in modern times- well so do fish on riverbanks for a little while.
>
> If we become increasingly apathetic in modern times- well, so do fish on river banks after a little while.[2]

-Cities, process and scale- All of our built environment evolves through a process, that is, it is a prouct of the past, present, and our ideas of the future. However the individual has lost the feel for this evoloution or process in our newer projects.
In the past a town grew slowly, its evoloution was affected by the time and its conditions, (economic, political, natural, technical, etc.) It is these conditions that gave the town or city the continuity that we can see in them today. The individual acting within these conditions gave the town its interest and vitality. An individual in this town can feel this evolution, at least subconsciously because the units or steps in this process were affected by other

individuals. A contrast to this type of town or city is the 'new town'. It's need and presence is part of a process but the town itself is now one unit of a larger process. The continuity due to conditions will now be between other new towns of the same time. The continuity and form of the town will be a self-conscious ones, decided on by a commitee of designers and developers.

Basically designed at one time by one group this town lacks two things: One, a physical expression of any history of growth, (the town itself is a step in history but it has no history of its own), and two, any physical aspects that were the result of individual input, or in other words it lacks a human scale of process. Although this new town may have a correctness in terms of an overall view of history, it means an insensitivity or even boredom to the individual who lives in it.

An example of human scale 'natural growth' is the growth of Venice, as written about in Cities in History by Lewis Mumford. In discussing the Piazza San Marco: "Both the form and contents of the Piazza were, in brief, the products of cumulative urban purposes, modified by circumstance, function, and time: organic products that no single human genius could produce in a few months over a drafting board." And of the City itself: "In short the plan of Venice was no static design, emodying the needs of single generation, arbitrarily ruling out possibilities of growth, re-adaption, change, here rather was a continuity in change, and unity emerging from a complex order."[3]

A contrast to Venice would be the new city designs of Brazilia or Chandigar, or in terms of redevelopment, Albany, New Yorks new downtown area. All three have been spoken of favorably by the design profession[5] but follow up studies show that the daily users of these areas would call these projects disasters.

These criticizms do not only apply to very large projects but also to smaller ones such as an extensive renewal plan that at one time tries to change the whole face of a city by the designing of a few. Or to large shopping centers or housing projects that affect a whole city yet are instigated by a few developers. In a different sense the automobile which I wouldn't consider something of human scale, also affects the evoloution of cities, lessonimg densities and encouraging large scale development, and discouraging modes of transportation that are of a human scale.

2, II. The City, Its Value- past, present, Future.

Rather than paraphrase the best ideas and information on the value of cities I have included a group of quotes from Mumford's The City in History (pps.565-576)

Since the city first began serving the agriculture communities, it has been more to man than an area of high density and commercialism. "Through its concentration of physical and cultural power, the city heightened the tempo of human intercourse and translated its products into forms that could be stored and reproduced. Through its monuments, written records, and orderly habits of association , the enlarged the scope of all human activities, extending them backwards and fowards in time. By means of its storage facilities(buildings, vaults, archieves, monuments, tablets, books), the city became capable of transmitting a complex culture from generation to generation, for it marshalled together not only the physical means but the human agents needed to pass on and enlarge this heritage. That remains the greatest of the citys gifts. As compared with complex human order of the city, our present ingenious electronic mechanisms for storing and transmitting information are crude and limited..."

"...Today the physical dimensions and the human scope of the city have changed; and most of the cities internal functions and structures must be recast to effectively the larger purposes that shall be served: the unification of mankind itself. The city's active role in the future is to bring to the highest pitch of development the variety and individuality of regions, cultures, personalities."

Refering to the present condition where man is overspecialized, made experts, bearucratic, under cultured, over nationalistic Mumford writes; "Before modern can gain control over the forces that now threaten his very existance, he must resume possession of himself.

of an adult being deficiant in the experiance that a natural city would provide, for this deficiency could be supplemented by the adult through his children, entertainment, books, television etc. The question I ask is what effect would seperation from the variety that time in the form of the history of development and decay, have on the attitudes of adults, especially in terms of decision making in areas such areas as family, business, industry, and in voting, both on local and national levels.

In other words adults have a need of continuity of experiance with the rest of the world if they are to play a responsible part in it.

This is not just psychlogy or sociology talk, people have indicated that they feel this. In an article on building conservation in Architecture Record (Dec.' '74) by M.Y. Seelig points out that antigrowth sentiments are growing in communities today- "it seems that citizens are not so much against growth per se as they are for conservation of those elements which presently make urban life pleasent." "It advocates the preservation of character of areas, social and cultural traditions, economic and social institutions and above all, freedom of choice for the individual citizens who are diverse in their needs and desires, while permitting some physical changes to take place." "In its broader sense, conservation...is important to the humanity and stablity of a city and all its inhabitants. One's view of the past naturally colors expectations for the future. If the past appears chaotic and without permanence, one tends to avoid looking to the future in anticipation of the future since it seems only to be the source of more distress. An orderly past, formed of a series of progressive changes, tends to encourage looking foward to the future in anticipation of continuing change. Our attitude to the past and present influences our view

of the future, in a sense conservation increases our resistance to 'future shock'."

At this point in my investigation I had a problem defined but no method of dealing with it. My vehicle was picked, the revitalization of Downtown Bozeman, and a conflict had arisen. The apparent conflict was: How do I, as one person, design for many individuals and situations? If nothing is done with Downtown large scale influences such as the generators of the shopping centers will destroy it, and if I try to do too much I might as well use my energies to design that shopping center.

In order to do something, (which I had to assume that with my concern would be better than doing nothing, and at least would give an option), I worked with the premise that:

1. If I am aware of the past history of downtown, how and why it grew and how it has served the community, and
2. If I study the present trends and then as objectively as possible project into the future downtowns place in relation to the indivdual, Bozeman, and the Valley, and
3. If I am always conscious of the fact that what I do will affect many, then

I will at least tend to minimize the scale affects that I wrote of in the first section.

The following section contains the historic outlines, present trends and future scenarios, and basic facts about present day Bozeman that I used to establish my design directions which are present at the end of this section.

II. Past, Present, Future, Bozeman C.B.D., Montana

A Historic Overview-

The town was founded in 1864 by John Bozeman with basic street layout by Rouse and Alderson. John Bozeman realized that the agricultural richness of the Gallitan Valley would allow the town to prosper, he also saw another advantage to the towns location. In Bozemans words: "... it had many advantages, its water privilages, and its standing right at the gate of the mountains ready to swallow up all the tenderfeet that would reach the territory from the east with their golden fleeces to be taken care of."

- With the valley the town prospered, growing steadily, by 1910 downtown looked much as it does today.
- In 1893 Bozeman recieved Montana State Agriculture College on the land Nelson Story had given the territory in hopes of attracting the capitol from Dillon. The college has ever sinc been an important part of Bozeman.
- In 1892 a streetcar system was introduced. The system is shown on the folowing page. Due to pressure from the private auto, the service was discontinued in 1921, the electric service to Salesville in 1930.
- As early as 1871 Yellowstone Park has had an influence on Bozeman, since then business has been at least been indirectly affected by tourism, now the states third largest industry.

By the 1960's the general population growth, the expansion of the college to a university and the exodus from our larger cities have put Bozeman in the midst of a population boom.

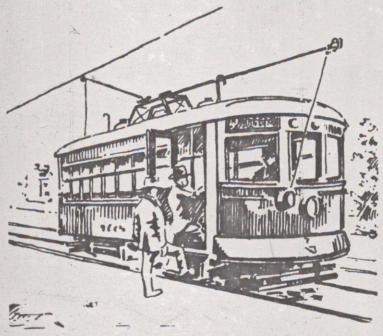
- In the 60's modernnization and progress were the word. Many towns went through massive changes and urban redevelopment, luckily Bozeman escaped much of this. However, the first shopping centers were put in and the auto influenced development took place on on East and West Main St. and on North 7th, giving Downtown its first shopping competion. Downtown responded with interior modernization and the addition of new facades on some of the buildings. This is also the time of subdivision expan-

CITY OF

BOZEMAN

MONTANA.

Years indicate when track built.
Years in parentheses indicate when track rebuilt.
New track connection between Montana State University and Salesville line built 1922.
Original carbarn located on Main near Church.



(Cannery)
1913
Northern Pacific
Rouse Ave.
Tamarack St.
N.P. Depot
Ida Ave.
1892
1922
Peach St.
1909
N. Bozeman Ave.
1913
1909 (1916)
Church Ave.
1892 (1907)
1922
1913
To Menard
Main St.
1892
1892 (1912)
1892
GVER Depot
9th Ave.
1892
Grand Ave.
1901 (1914)
S. Bozeman Ave.
1909 (1916)
GVER Barn
1910
Alderson St.
Substation
Steam Wye
1910
MONTANA STATE UNIVERSITY
1901
7th Ave.
(1920)
Garfield St.
1909
Original Route
1922 Trackage
To Salesville

---Map by Fred Howarth



BOZEMAN: Although this photo bears no date, it probably was taken in 1894 or 1896 on Main Street near Seventh Avenue. All three cars are present, bearing patriotic decorations; the informal parade alongside the cars carries signs supporting the Congressional candidacy of Charles S. Hartman, elected to Congress in 1892 and re-elected in 1894 and 1896 (he did not run in 1898). The first placard on left reads: "No Stranger...Charly and Congress." Dare we hope that this is actually a photo of the railway's opening day in 1892? All the poles look brand new, and the cars appear to be sparkling new...(WCJ)

sion, to whom the shopping on main street was less convienant using the new shopping centers.
- The growth of shopping centers in the area began to compete with the local shopping of nearby communities such as Belgrade, depriving these areas of a total local environment.
- Entertainment was now split between downtown with its books and movies, and the campus with its books, movies, lectures, concerts, plays and the home with papers, radio and the T.V.
In the 70's, a time of changing conciousness of mans place on earth, progress and modernization are no longer the big words. Now words such as recycle, conservation, and rehabilitation are in.
- An example of this is the remodeling of the Bozeman Hotel into specialty shops. This new consciousness does not stop the large scale developers from continuing their habits. Thus the new centers such as Scaggs/ Albertsons or K Mart are the results of market studies, not of changing attitudes. The same goes for the ever expanding subdivisions where low density building is eating up prime agriculture land.
The automobile. which first outdated the original Bozeman transit system has now begun to outdate downtown as the main shopping area. For people both in town and outside it it is easier to avoid the congested downtown area with tis limited parking and drive to a new shopping area with unlimited parking.
Bozemans growing population with its even faster growing auto pop. will juat no longer fit in an area that has not increased its parking and circulation capacities in thirty years.

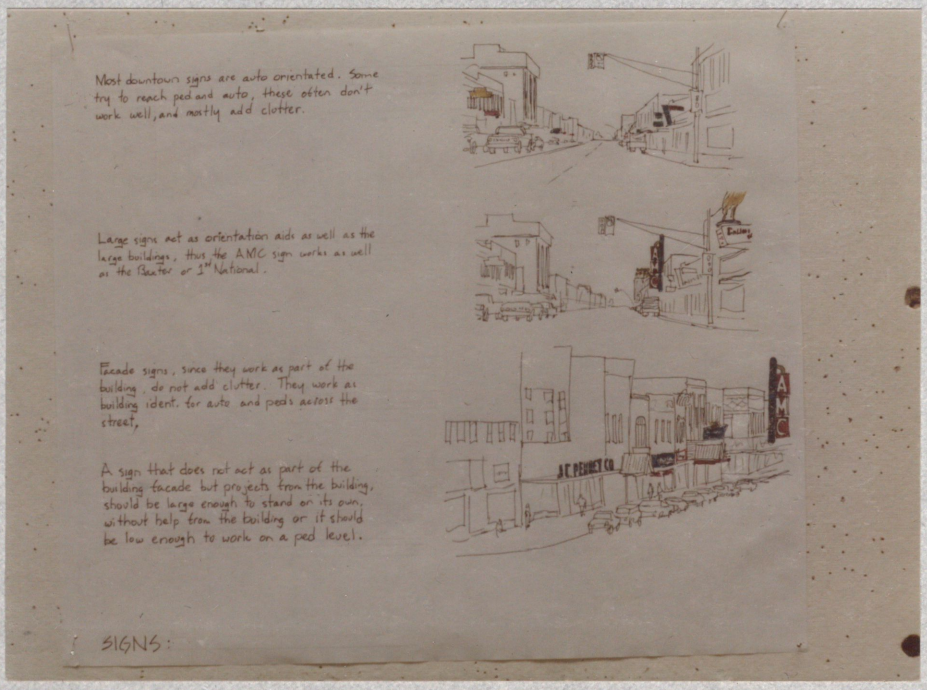
Historical Summary of Downtowns Purpose
- Founded as a base for an agricultural valley, this industry still serves as a base for and is served by Bozeman.
- Also founded to live off of the tourist and new-comer because of its prime location, this is still an important part of its base.
- The college and later university has been an important part of Bozeman for 80 years.
- Bozeman besides providing retail for the immediate are has also served as a base city for a wider area.

- Downtwn has traditionaly served this wider area and Bozeman itself with a wide variety of good quality of merchandise and services. The rail and street car system made downtown a convienant shopping area. Later paved roads and parking served the same purpose. However this tradition is being lost. Bozeman including its shopping centers still offer convience to the local shopper who knows where to go for each item he wants but the out of town shoppee looking for a specialty item he can not find closer to home must contend with parking and traffic problems downtown has to offer along with its goods and services. Pedestrian/ car conflicts also make a 'day in town' less special and enjoyable.

Summary:

In the past downtown has had the purpose of serving the agriculture/ college communities, tourists, and the greater area with; convienant shopping, a place where one could relax and be among people, an information center in many aspects includ- historical, and an entertainment area. In the past twenty years this tradition has weakened mainly due to the large scale influences fo the auto and developer.

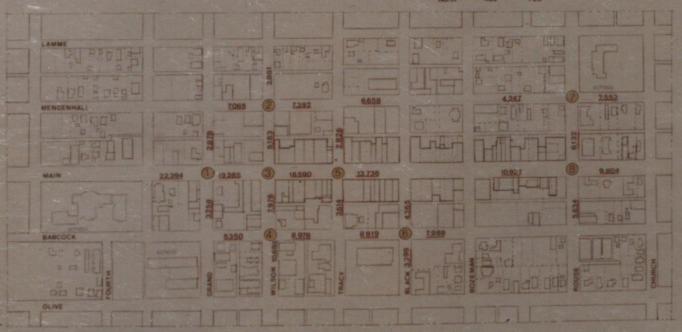
Following are some graphic representaions of some of the facts and problems looked at. Most important at this point was probably personal observation of the downtown scene.



COMPARISON OF STREET VOLUME / CAPACITY

Intersection		vol/hr.	cap/hr.
1.	East	1464	1,935
	South	262	664
	West	1,558	1935
	North	259	642
2.	East	519	642
	South	358	518
	West	537	620
	North	218	518
3.	East	1458	1,935
	South	622	1,017
3	West	1458	1,935
	North	458	518
4	East	658	1,308
	South	758	2,280
	West	495	1,308
	North	604	1,017
5	East	1041	1,935
	South	277	1,065
	West	1,170	1935
	North	223	910
6	East	602	1,242
	South	286	570
	West	680	1543
	North	356	570
7	East	184	642
	South	462	750
	West	326	642
	North	479	1,328
8	East	709	1935
	South	355	410
	West	790	1935
	North	482	750

Numbers (8804) on streets represent avg. daily traffic volume



BOZEMAN C.B.D.
TRAFFIC

Site available for building

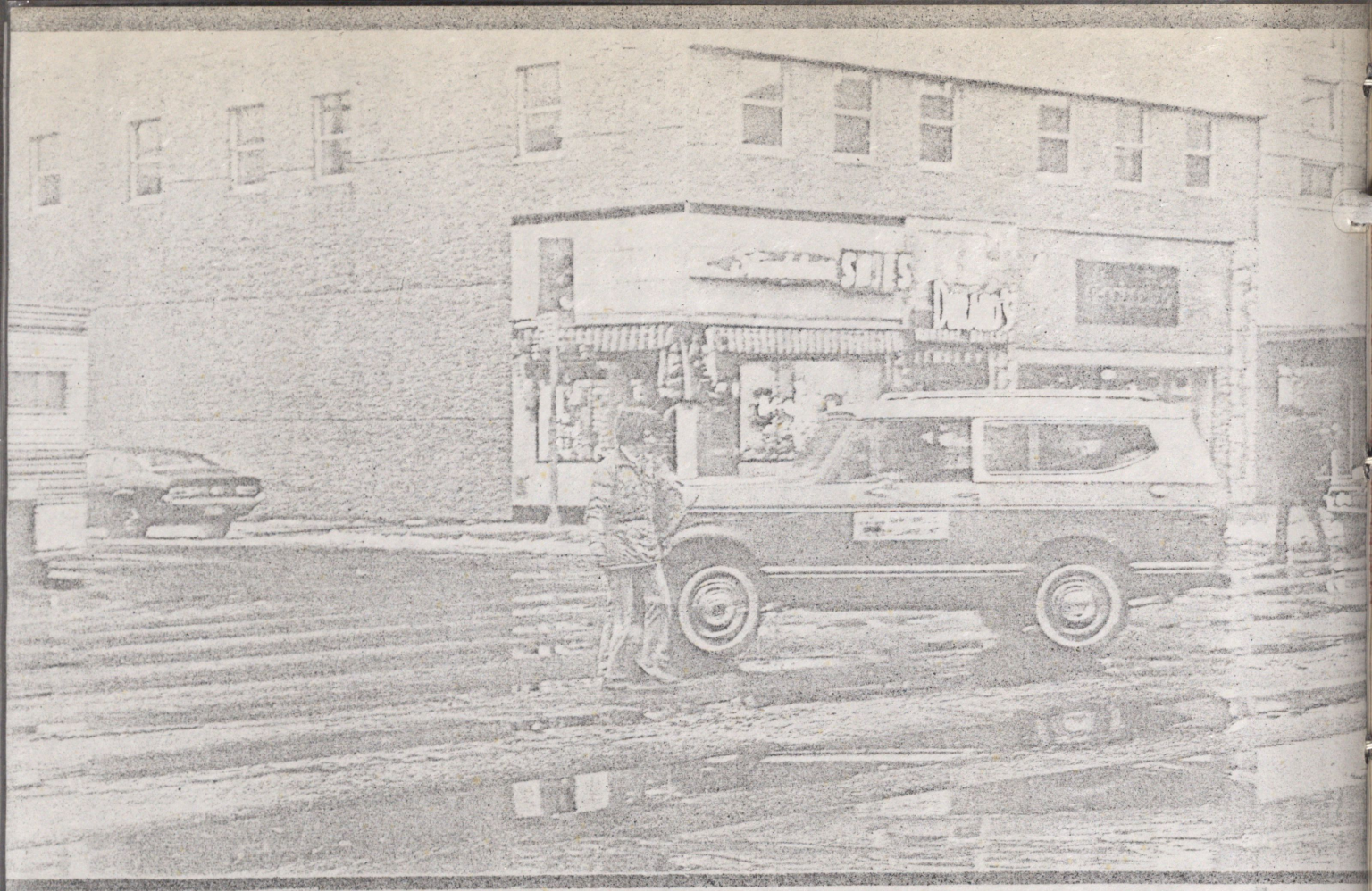
Site possibly available

Parking, excluding on street

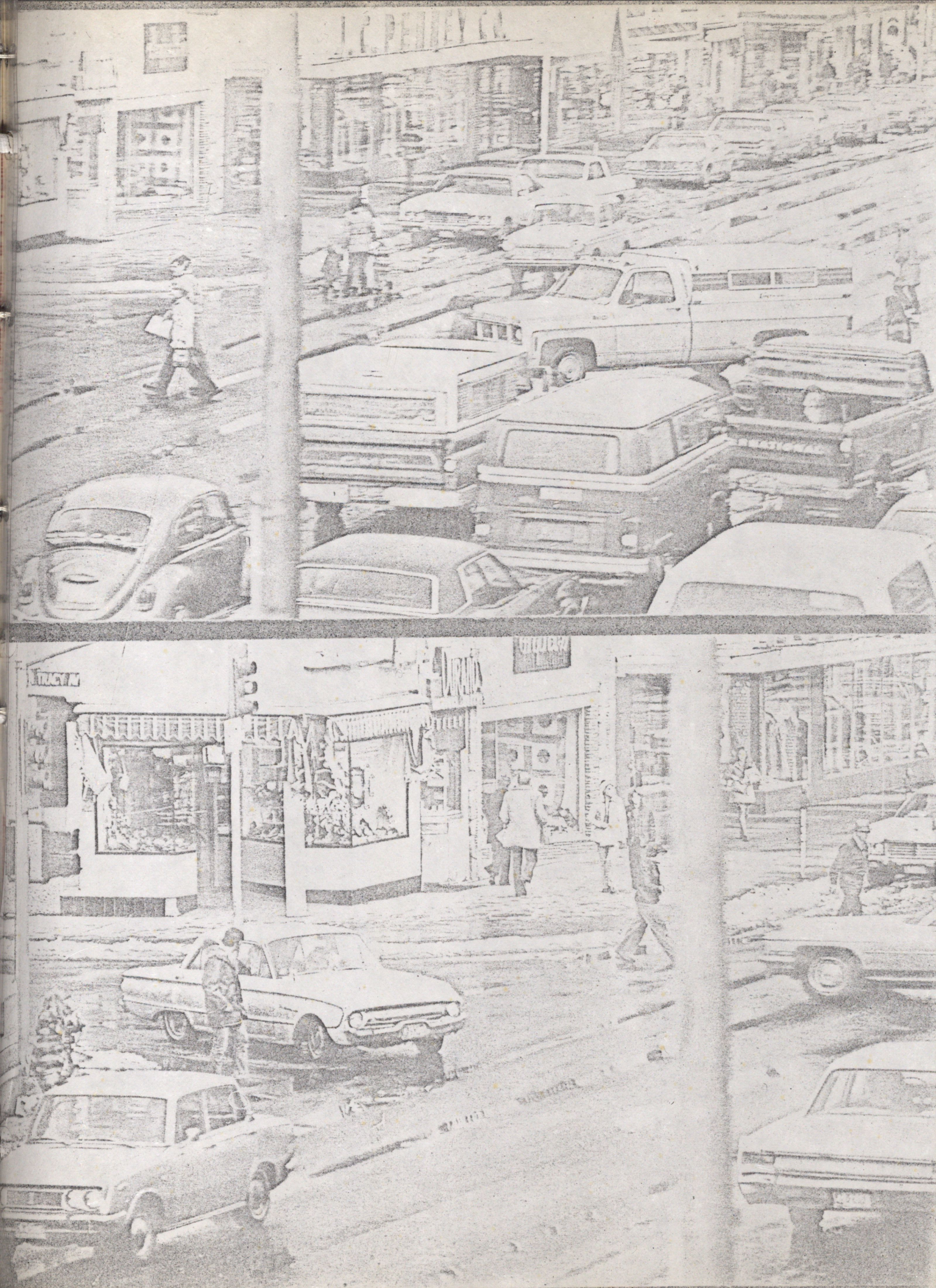
Site not available



BOZEMAN C.B.D.
PARKING / SITE AVAILABILITY


SUITS


NO LEFT TURN
PENNEY'S
J.C. PENNEY CO
AMC


J.C. PENNEY CO.


EAST
90


RIALT

Following is an attempt at understanding Bozemans future by writing scenarios of the possible consequences of action that the city might take. Obviously conclusions based on this method need constant updating.

a. Total non- intervention:

By the late 70's/ early 80's the Bozeman area has grown large enough to support some large mall type shopping complexes. Because of its convienence for the use of the car and because inside many of downtowns features have been provided including entertainment and a pleasent walking atmosphere these centers successfully draw people away from downtown. However the historic attributes of downtown are not here, a loss that is too subtle for most to realize but inportant none the less. By the end of the 80's the car is getting expensive to operate. Because everyone is so spread out a transit system is very difficult to iniate. Downtowns major stores have moved out and it has decayed enough that it no longer serves as a focal point nor has the retail space to serve the area. Effective transit to the area from the outside is also difficult to set up because there is no one specialty area that serves the purpose of a center city.

Bozeman is left with a number of shopping areas and loses downtown. The loss in both its historic value for the Bozeman people and aloss of a city center function for the greater area.

b. C.T.A. type mall plan implimented:

The downtown mall is built by the late 70's, retail space is doubled and parking is increased as needed. One of two things happen; 1. The present street system which can not handle the increased traffic makes downtown inconvienant therefore the new retail space is not suppoerted and the shopping centers thrive, or as likely 2. Streets such as Wilson, 3rd., Rouse, Mendenhall, Babcock, Lame, and Olive are widened and speed limits increased to handle the traffic flow. This is of course greatly to the disadvantage of the nearby residential and school areas. This also puts a ring of traffic around

downtown that would be unpleasent for nearby residents to walk through. This plus the increased traffic encourages the nearby older residential areas to move out of town.

When the automobile dies parking ares are converted to additional retail space, high denstiy housing etc. A transit system is set up to serve this main shopping area, although servicing the low density fringe areas is difficult, expensive.

The above situation would not be to bad except for two things; The Mall transforms main street plus the surrounding areas causing them to lose many of their historic qualities. On its own this is probably not to bad since it will still be able to serve most of its historic functions. The big problem is that the auto does not die quickly but slowly becomes more expensive and in this halfway stage before transit is worthwhile inplimenting the old residential areas and schools must put up with the increased traffic levels.

Bozeman is left with streets that must be widened, residental areas that are disturbed by traffic and vacated for the fringe, a downtown that has lost its original character completely and is difficult to walk to, and residential areas that are near no shopping and are difficult to serve with transit.

c. Idealistic Future:

The suburbs are built in clusters at high densities for easy transit instilation when the auto dies,(quickly). As it does parking lots are converted to high density housing and additional retail space of a general character to serve this housing. Main street is open to transit only, sidewalks are widened making a pleasent pedestian area. Smaller shopping ares develop with the new residential areas that encourages everyday shopping to be done without transit or auto. The basic character of downtown is retained. Outside transit is encouraged to downtown with its extensive retail offerings and city excitement, which helps keep Bozeman a center city.

d. Realistic Future:

A realistic approach to downtowns future must niether assume that the automobile will continue its present popularity nor

nor assume that it will be a thing of the past in 20yrs. therefore the approach might be to allow the present trends to continue to a point, yet guide them enough so that Bozeman and its downtown can continue to serve its historic purposes whether the car dies or not.

If we assume a continued growth of Bozeman and its auto population main street should remain basically as it is now as far as the street is concerned. Changes in parking and pedestrian aspects should be made to keep the present retail space competitive with the growing shopping centers. If possible subdivision growth should be dense as possible filling the areas closer to the city first. PUD's would begin to do this and the clustering would make it easier to be served with a transportation system later on. The shopping areas around the edges of the city limits should be served by a road system later on. The shopping centers around the edges of the city should be served by a road system that can handle the expected traffic that these areas could possibly generate. Some shopping should be available in the suburban areas so that the majority of the people are within at least conveinant biking distance for everyday shopping. This will become more important as the use of the auto drops. At this time a transit system might be set up between these shopping areas and downtown, perhaps serving as the major stops in the eventual system. Hopefully downtown will retain its special city functions both for Bozeman and the greater area. At the time of the automobile slowdown downtown can be served by local and area transit. At this time downtown will also have to return to providing general functions, including food shopping as it will serve as the local shopping area again for the nearby residential districts and any newly built residential on the old auto spaces such as parking lots.

Design Directions:

1. The plan must minimize the effectof one person making decisions for all.

2. Downtown has a value that is more than just retail space Since Bozeman acts as a center city for many people it has the responsibility to be a place where one can experience himself as part of the world and its cultures. A place where one can learn, where one can sense the continuity between the place, himself, the world and time. This can be encouraged through easier access to campus activities, museum information etc. and also by making a place that is pleasent for people to walk, relax, and learn.

3. If the plan is to minimze the effect of one person making decisions for many the plan should take the form of a guide or structure that allows flexibility within and derives from real present and past conditions, traditions and needs. Therefore downtown should continue to serve the functions discussed in the history section. The plan should also fit within the ideas of the future scenarios in order to be a realistic plan, part of a process other than just my own ideas.

4. Design decisions should be made within the realities of Bozeman, including circulayion problems and attitudes.

Having established my design directions and attitudes I needed to decide what tools I would use to achieve my desired goal of helping downtown become part of a successful city.
After going back to Mumfords writtings and after being strongly influenced by Professors Wyatt and Anderson, I realized that my main goal was to increase the users awarness of downtown itself, to make it more of a place and hopefully a positive and meaningful one. The following section shows how I tried to meet these goals.

III. TOOLS

Along with being critical of how people will use downtown my design tool includes increasing the users awarness of downtown itself by:

a. Physical definition.(for example to enclose the area to make it more of a place, experience of entrance)

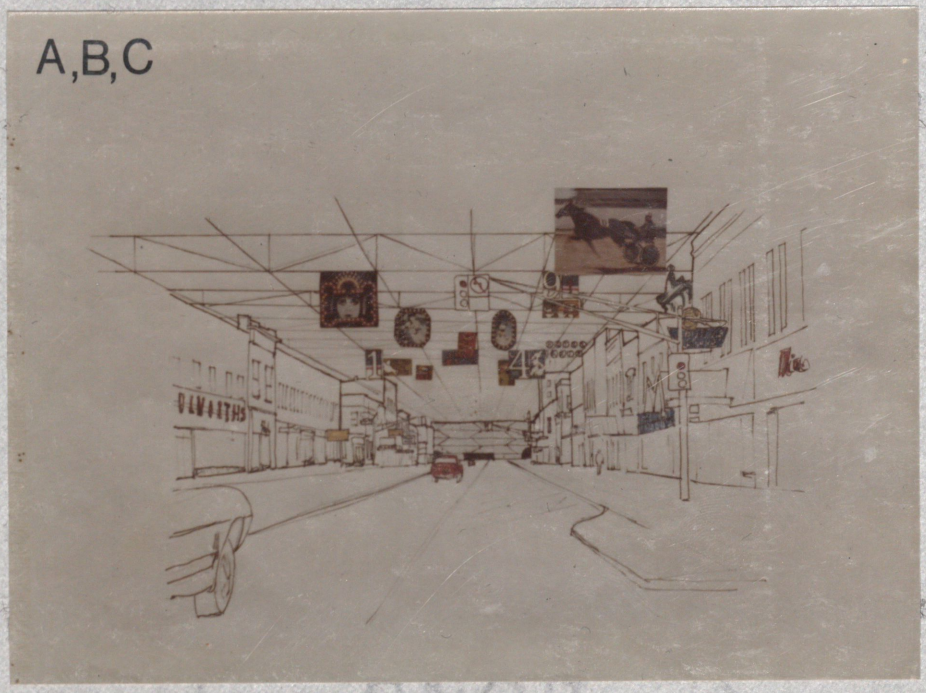
b. Change within the structure. (changing information, changuses of an adaptable area)

c. Variations of the structure itself. (busy to quiet, hard to soft)

d. Increasing the users awarness of himself. Physical and Mental. (interaction with people, surprises, information that needs to be reacted to)

e. Increasing the users awarness of his world and Bozemans place in it)

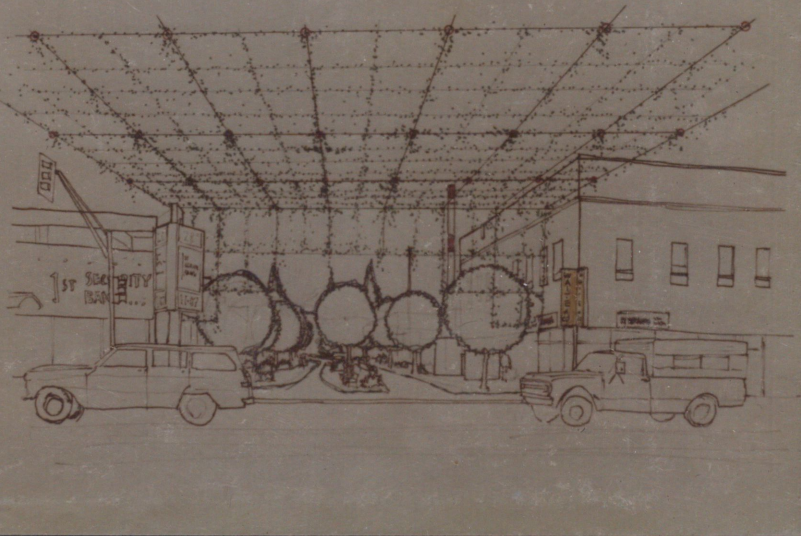
The following illustrations are presented to show how physicaly these objectives could be reached. They are keyed with the above list.



D



A,C,B



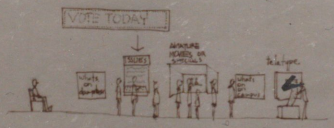
B,E

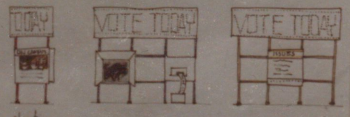


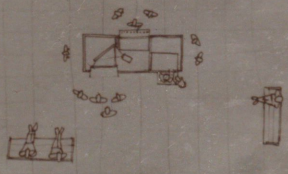




B,D,E







A

Weather Protection

Purpose: To be competitive with shopping centers the pedestrian should be protected from rain, icy streets etc.

Also to tie downtown together and psychologically make downtown more pleasant to walk to.

Site- see map

Character- should be a flexible system that allows diversity in the hands of the individual store owner

- should also tie into the redirection system





PRELIMINARY DESIGN IDEAS - Ped Protection

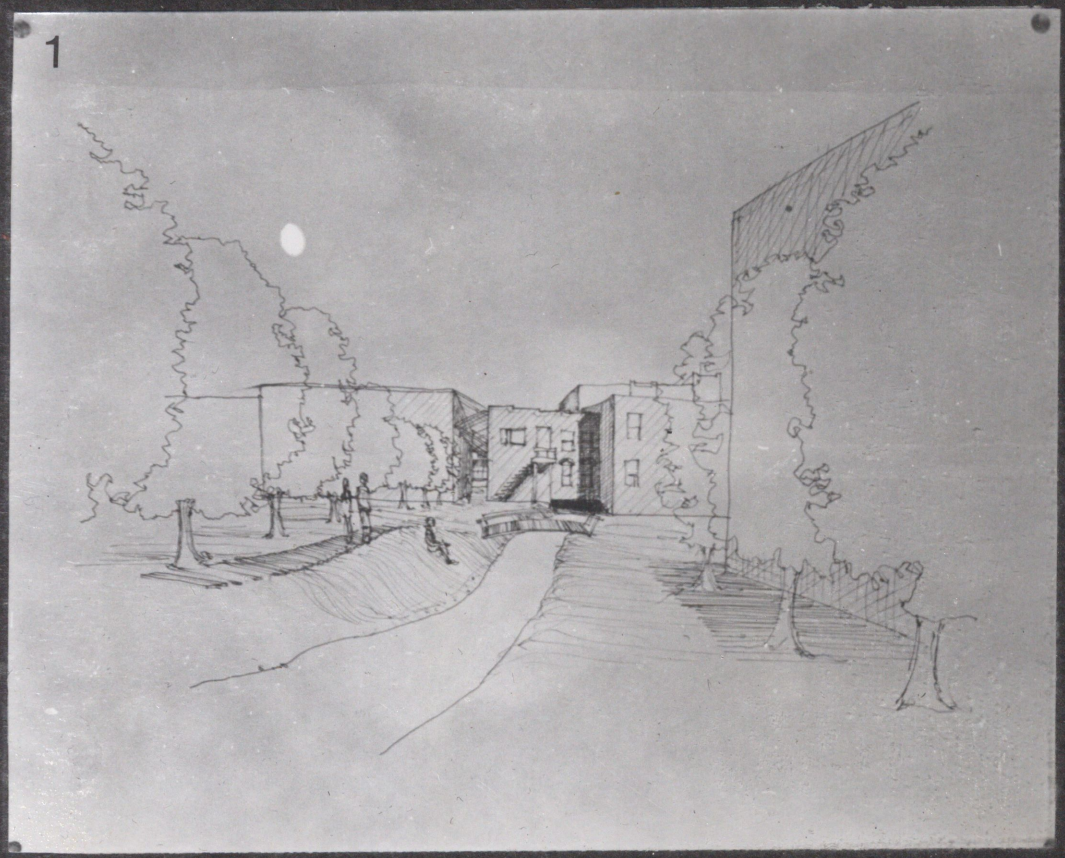
Three things concerned me at this point of trying to use the the design attitudes, directions, and tools I had established:
1. I wanted my suggestions to be obtainable to downtown,
2. I did not want to produce a sacred or master plan but to come up with some solid directions to haed for, ones that would not be able to be destroyed by individual circumstances.
3. Conditions and attitudes of both the designer and the user change over the time period it takes to impliment city plans, I therefore decide to design the suggestions to be considered over an undetermined length of time. For practical reasons the approach was worked out in phases (the number of which to be determined later). The phases were broken arbitrarily in the fact that they would never be built this way yet logicaly in that they dealt with distinct areas of consideration.
The following section describes the phase approach and presents the phase suggestions in verbal and graphic form.

IV PHASES

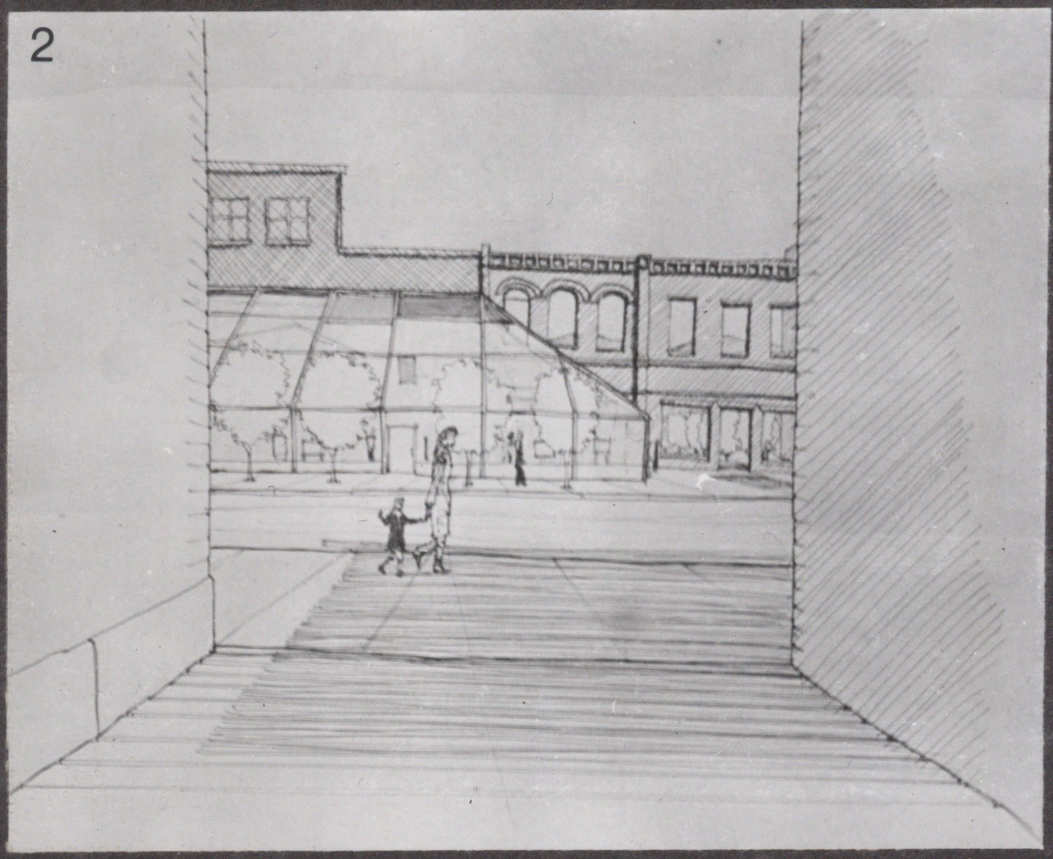
The phase approach to design worked out so that phase one contained the only concrete design solutions. The following phases were looked at and developed in terms of reasonable directions to head when viewed from this point.
After #1 one is built, the following phases would be re-designed and another phase added. #2 would then be worked on as a concrete solution, taking into consideration the succeeding phases, reactions to the preceeding phase and all the pragmatic considerayions of available funds, land and interes. This process is open ended, going on untill a better planning method is established.
What is presented here is phase one, two, and three before phase one is built.

In brief the phases include:
Phase one which was approached with aproblem solving attitude, what can be done now that would show a committment to doing something with downtown, yet would not be such a large step so as to preclude starting immediately. The most effective step turned out to be dealing with the pedestrian auto conflicts and auto circulation and parking. Zoning with the future phases also takes place. One easily built structure is placed on the weak end of main street on the site of a never used park.
Phase two which realizes the goals of bringing housing downtown, defining the physical space, opening up chances for awarness of self and the area, more choice of types of spaces and activities, and improved parking and circulation.
Phase three which continues the goals of phase two including more choice of activity and spaces available, an other dimension of expansion for the area (2nd. level), new transportaion introduced while blocking the private auto from main street.
The following drawings and model illustrate the physical decisions and suggestions made.

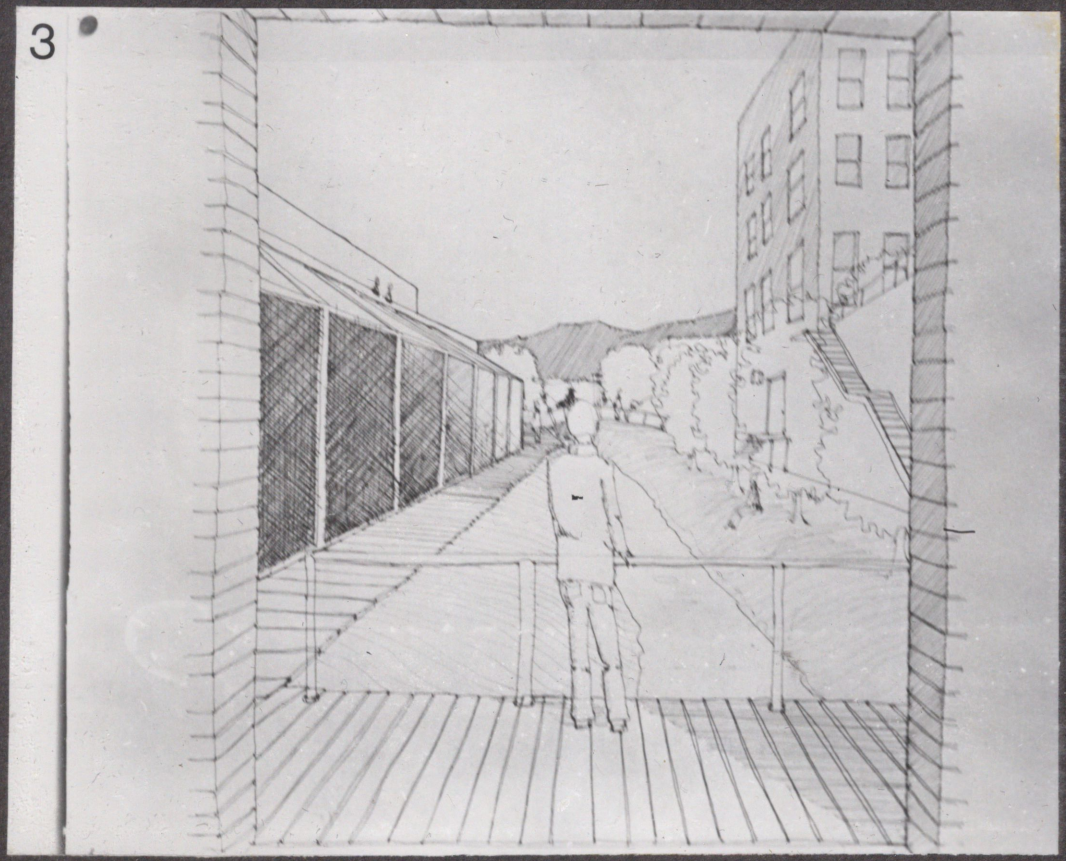
The drawings are keyed to the isometric in the phase three drawing.



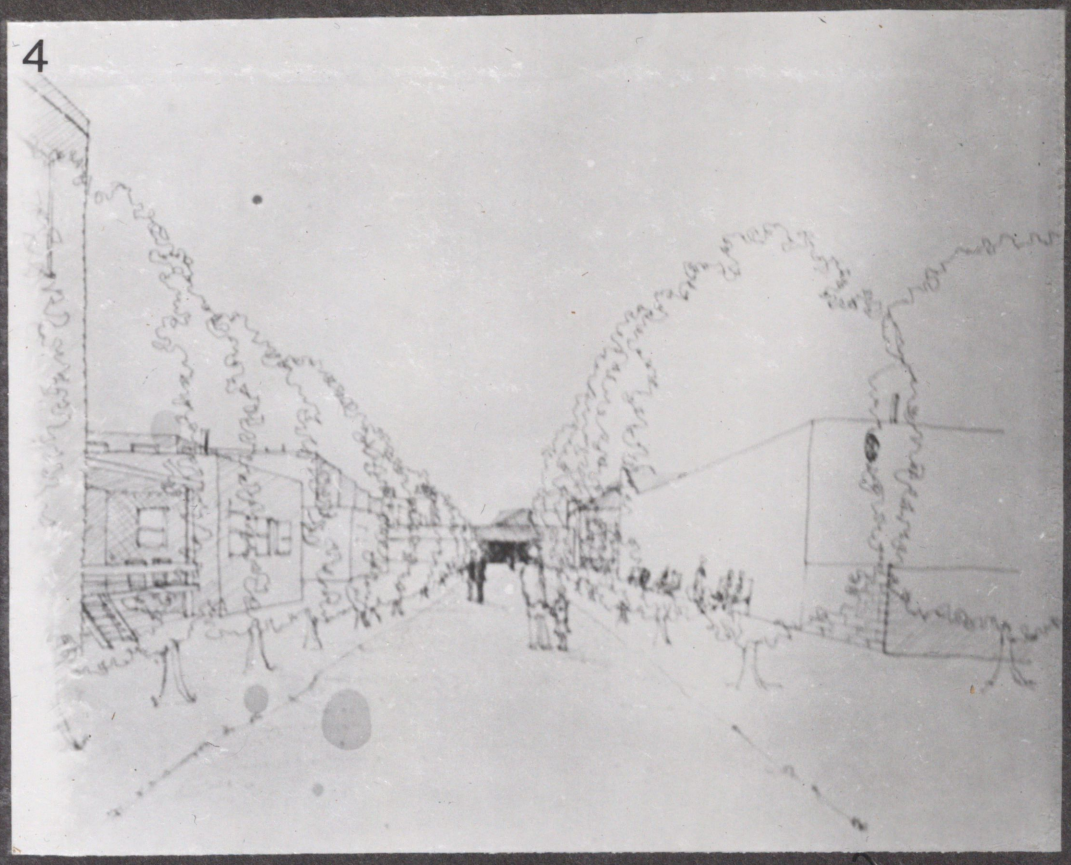
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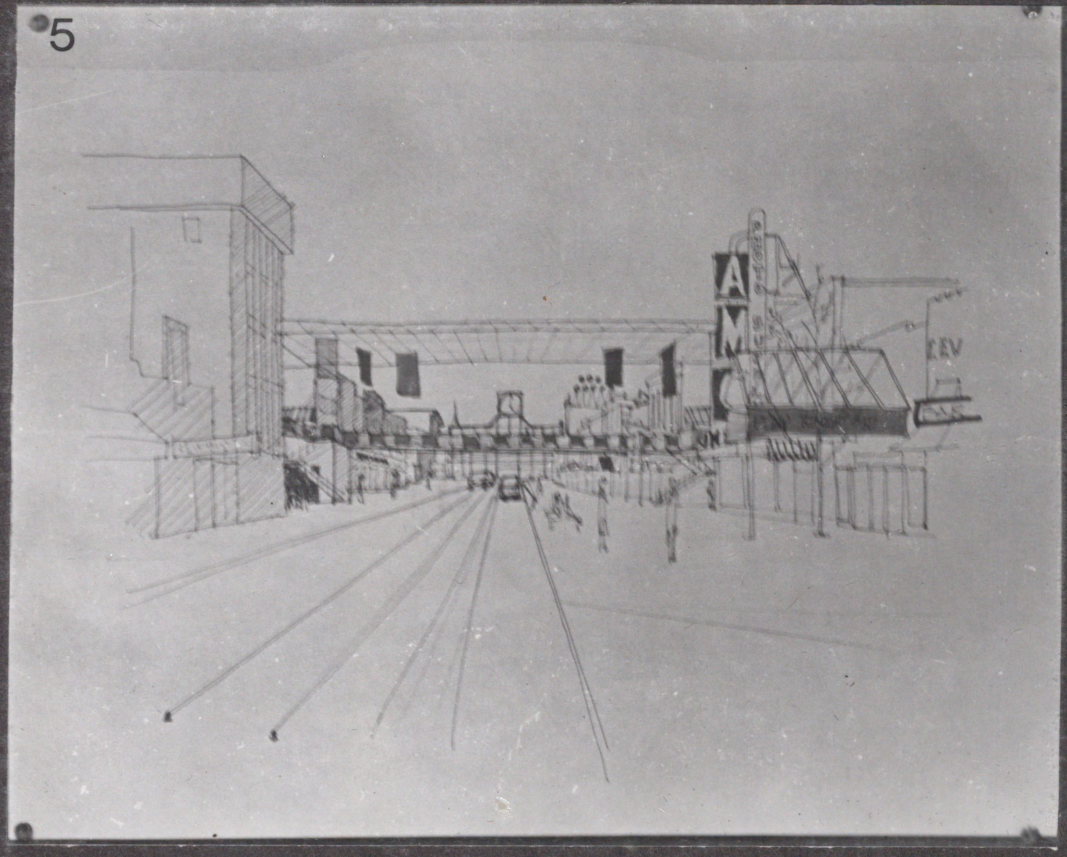
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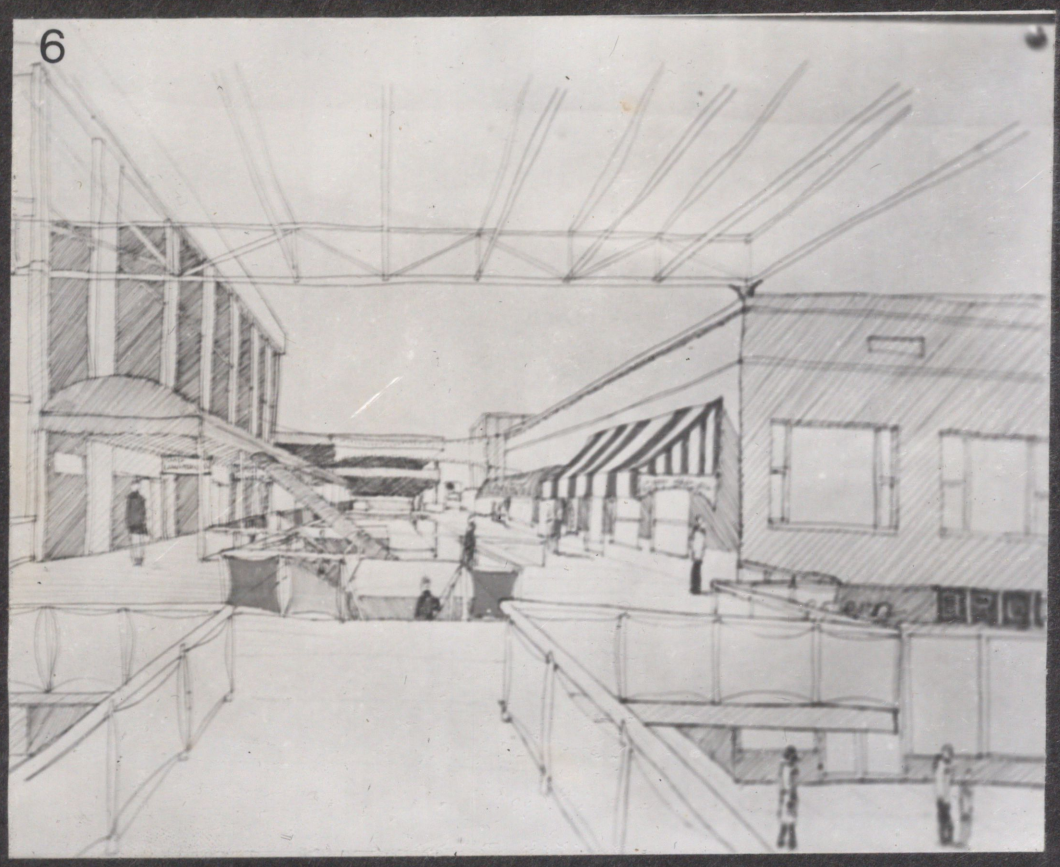
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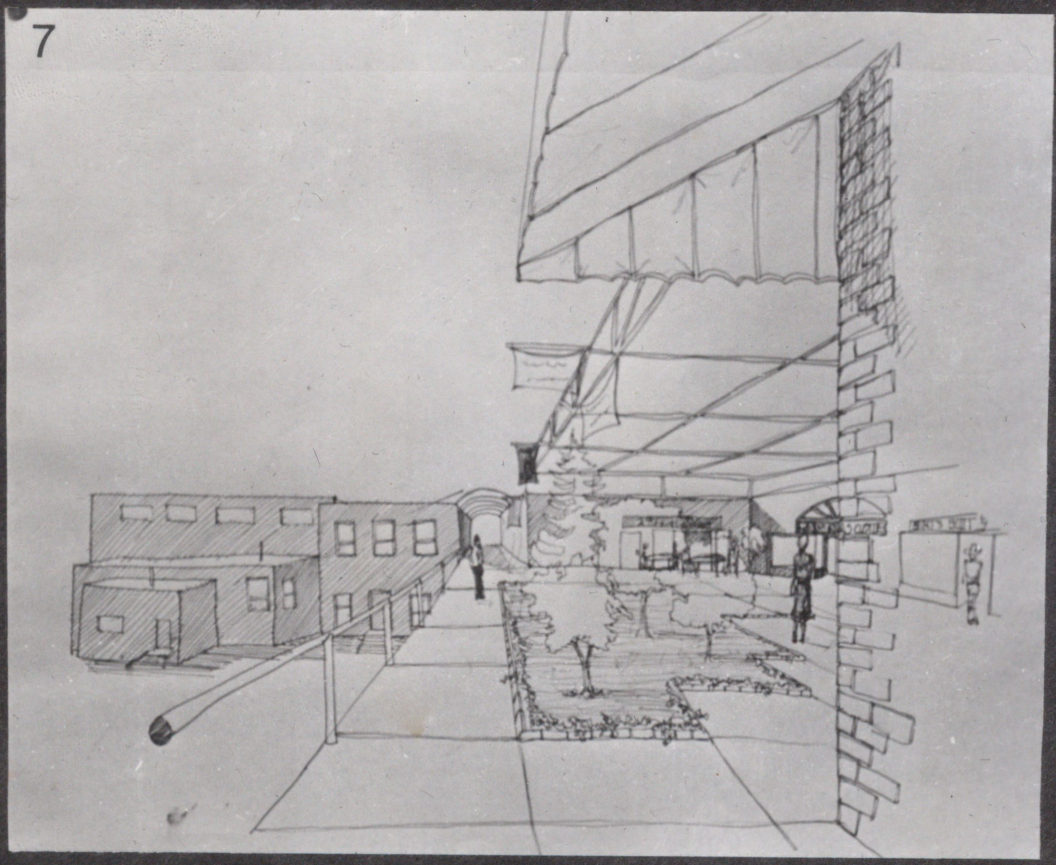
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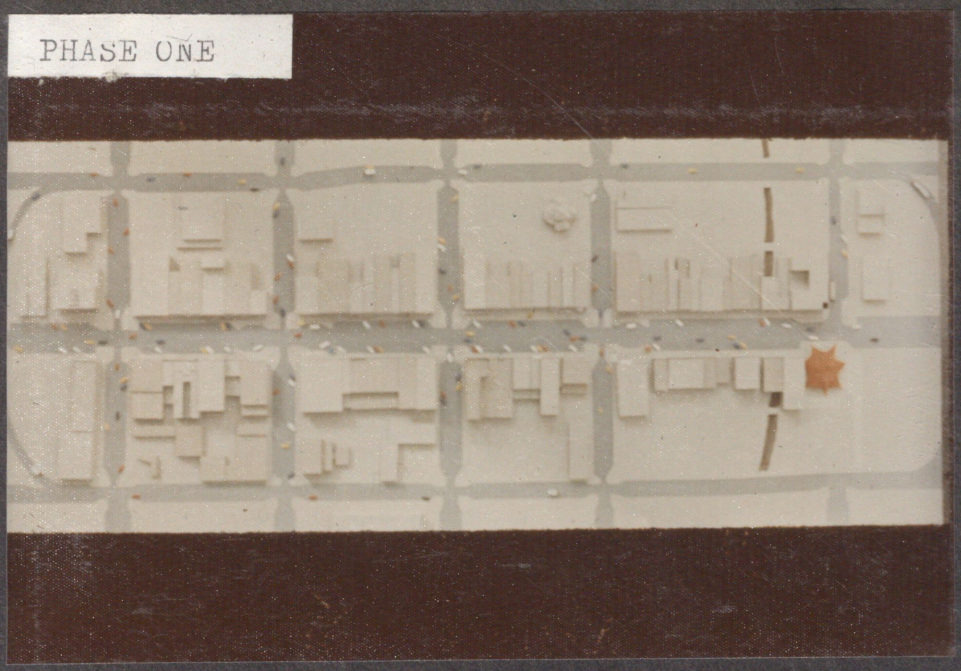
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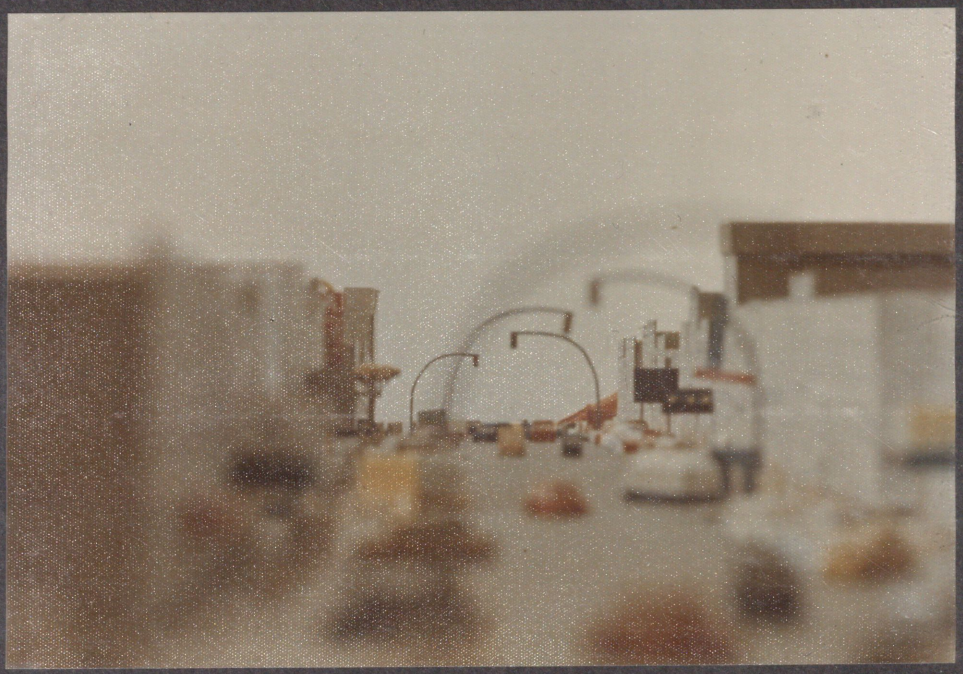


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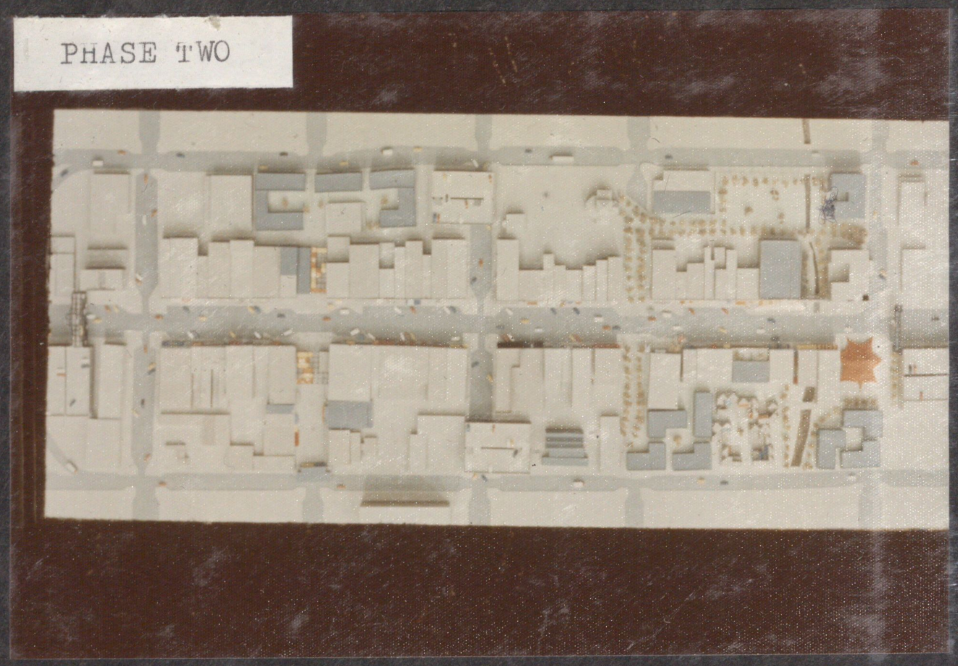
PHASE ONE

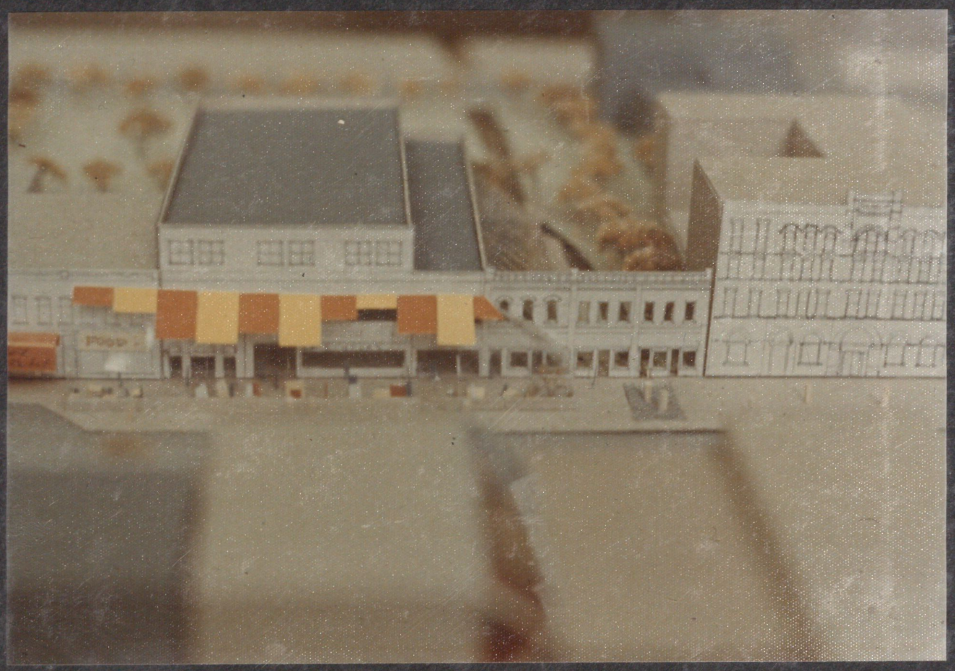


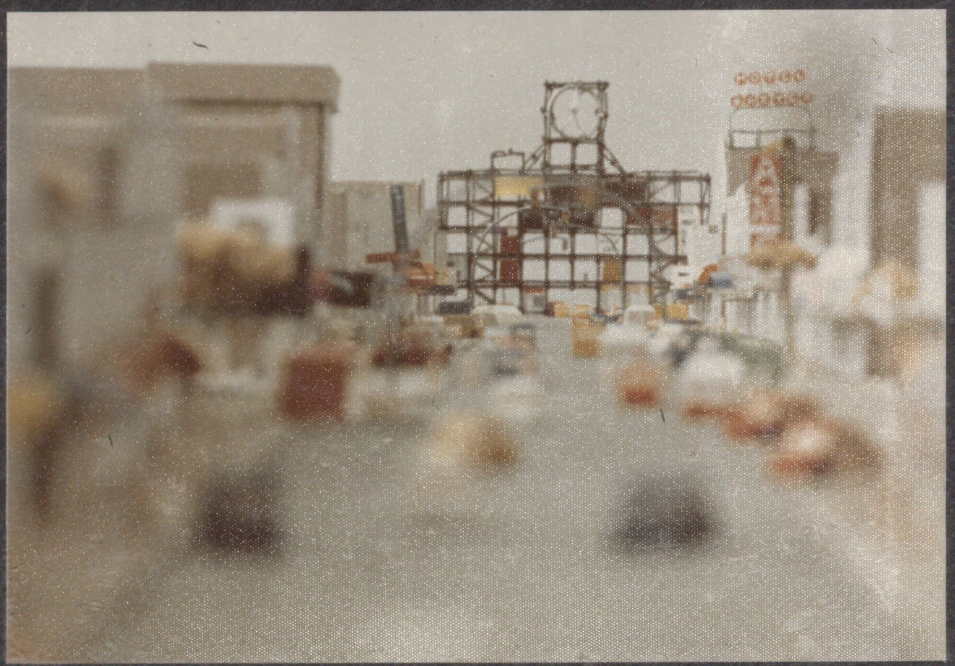




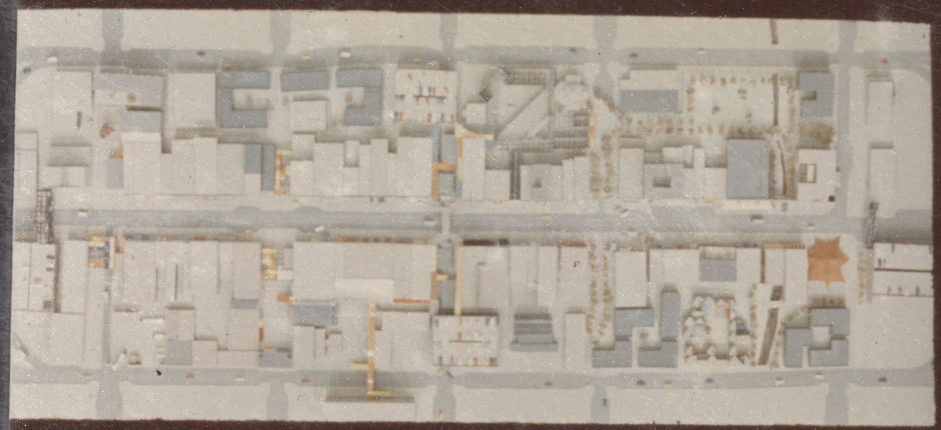
PHASE TWO

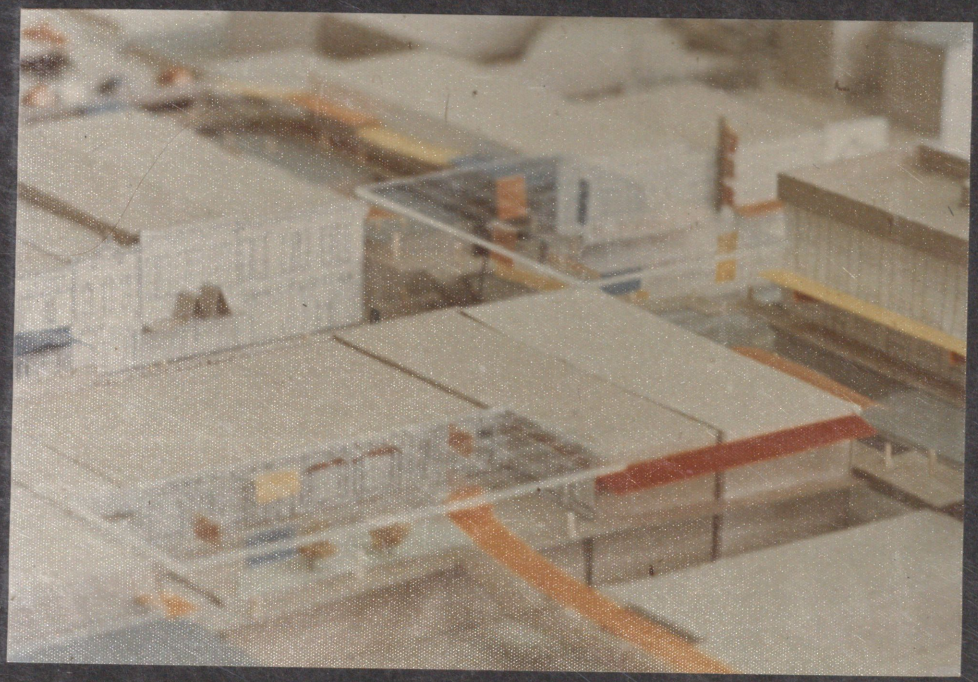


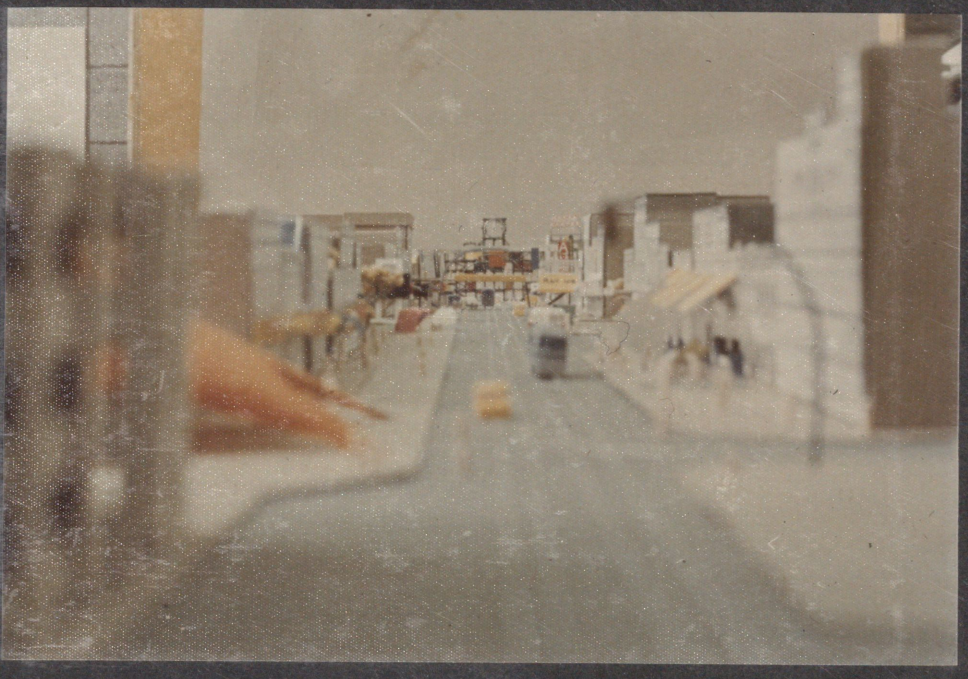




PHASE THREE







In retrospect my design method is not easily explained as one cut and dried approach.

It was not a matter of advocacy planning for I am not saying I will design what the people say they want.
I am not talking about a hero approach for I am not saying I will design what I think is best for the people.
I am not talking about a strictly practical approach for I hope there is something more to what I suggest than this.
I am not talking about a strictly realistic approach for what is realistic? in who's eyes, for what time?

I am talking about consideeing all these factors.
About listening to what people say want, yet
about not being limited by the users imagination and expertise, but limited by how I interpret what the people indicate through various means, to me, what they want.
I am talking about realism as a consideration, for if one talks of designing for people, the suggestions must be obtainable.
I am talking about practicality as a consideration, for if the the suggestions don't work they do the people no good.

I guess I am talking about good design.

In dealing with the scale question that was my original concern:
What I have done is set a conscious order or guidelines for Downtown to change within, as compaired to the unconscious order of the past. Hopefully within this order individual human scale generators will again have an effect..
I realize now also that within my guidelines for downtown an order can be established in terms of smaller scale descisions of choice of materials, technology etc.

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