ORIGIN,
JOURNEY,
DESTINATION
AN ARCHITECTURE
OF
INTERACTION
AN ARCHITECTURE OF INTERACTION

A SPECIALTY RETAIL SHOPPING FACILITY
FOR PHOENIX, ARIZONA

by

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A professional paper submitted in partial fulfillment
of the requirements for the degree
of
Bachelor of Architecture

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Bozeman, Montana
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Date 8-8-87
In creating, what is important is that the pieces—though not being original of themselves—are combined in such a way as to be seen in a light in which they have never been seen.

This book is dedicated with love and hope to
Mother and Father in return for theirs,
my family for their guidance and support,
my friends who have become a part of me,
and to Eric—for everyone needs a best friend.
The desert, the city, the automobile, the shop. These factors and their relationship to Phoenix provide the basis for this thesis.

The necessity for human interaction, for activities to fulfill our gregarious tendencies, provides the need for this thesis.

The presence and ever-growing threat of anonymous saturation, continued patronage to the automobile, and expiration of our natural resources, provides the impetus.

The creation of a place, one where continuous interaction between people—alike and different—can occur, becomes the means.
The purpose of this text is to provide the reader with a vivid image of the situation from which my proposed project will emerge. This project—a specialty shopping facility for downtown Phoenix, Arizona—is not intended to solve all the situations described within but instead will be a response to them.
Journey is experiential, continuous and vital, for understanding is acquired at this level.
Farewell, eyes that I loved. Do not blame me if the human body cannot go three days without water. I should never have believed that man was so truly the prisoner of the springs and freshets. I had no notion that our self-sufficiency was so circumscribed. We take it for granted that man is able to stride straight out into the world. We believe that man is free. We never see the cord that binds him to the wells and fountains, that umbilical cord by which he is tied to the womb of the world. Let man take but one step too many... and the cord snaps.

Antoine de Saint Exupéry
Wind, Sand and Stars
(1939)

Water, thou hast no taste, no color, no odor; canst not be defined, art relished while ever mysterious. Not necessary to life, but rather life itself...

Antoine de Saint Exupéry
Wind, Sand and Stars
(1939)

Whether we live or die is a matter of absolutely no concern whatsoever to the desert. Let men in their madness blast every city on earth into black rubble and envelope the entire planet in a cloud of lethal gas—the canyons and hills, the springs and rocks will still be here, the sunlight will filter through, water will form and the warmth shall be upon the land and after sufficient time, no matter how long, somewhere, living things will emerge and stand once again, this time perhaps to take a different and better course.

Edward Abbey --
Desert Solitaire (1968)
The strength of the Sonoran Desert—the ever-present space which consists of the blazing heat of the summer, the kiln-fired alluvial soil which has been delineated by the springs, creeks, and rivers throughout the centuries. Inhabitable to man based upon one condition: the availability of water. With water the rich soil becomes fertile and the harsh, arid environment becomes paradisal.

Man has inhabited the Sonoran Desert—the landmass of southern Arizona, New Mexico, California and northern Mexico—for eleven thousand years. The gathering of wild grains, nuts and roots was the primary subsistence during this period (although after the disappearance of the larger mammals, such as mammoth, some small game such as deer and elk were hunted). From the years AD 1-1400, the Hohokam—the most refined of the prehistoric civilizations of the Sonoran area—began to develop agricultural techniques far more advanced than their predecessors. The building of great canals and the gathering as a society depict a very progressive civilization relative to the area. Between the years 1400-1700 traces of the Hohokam and of other tribes are scattered. The society as it was known—central location of citizens, marketing and trade, agriculture—became nonexistent. It is basically understood that, whether because of floods, dry periods, or crop destruction due to alkalai deposits, the failure of the Hohokam is credited to the failure of the agriculture.1

During the 1500's the Spanish began to discover this territory and become the first white men to settle this area. But even when the Jesuit missionaries began to appear a century later, the white men were continually susceptible to Indian uprisings from such tribes as the Pima, the Papago, the Hopi and the Apache. The area passed from the rule of the Spanish to the rule of Mexico in 1822 and to the rule of the U.S. in 1848.

Even though Indian raids continued upon the white settlers, many began to venture westward through Arizona to California as an entirely new frontier had been opened. There were a few, however, who chose to begin farms when they came upon parts of Arizona which seemed fertile and had ample supply of water.2

Although many came to Arizona because of the attractiveness of mineral deposits and mining operations, this only provided temporary prosperity (until later in the 1900's when mining would become a very large part of the economic base), which is evident by the presence of Arizona's many ghost towns. Agriculture, on the other hand, provided a very sound base for an economy, in that the land itself was very fertile—if water could be secured.

Irrigation is the life of agriculture in the Territory. Without it scarcely anything can be raised, with it the soil is the most prolific in the west.3

Until the early 1900's croplands were continually at the mercy of the immediate water situation. Since then major watersheds have been constructed to hold the excess water of floods and to provide water during dry spells. Currently, these watersheds serve as a major source for recreation by serving as a prime relief entity for the anonymity, the heat and the hectic confined realms of the city.

In 1912, Arizona received statehood and became the last of the 'lower 48.' At this time the only major transportation system was the railroad. But, in the next thirty years, the automobile and the airplane grew simultaneously to create a very versatile transportation network.

As World War II approached, the landscape of Arizona became scattered with many industrial and manufacturing corporations sensing the near future prosperity. These corporations: The Garrett Corporation, Allison Steel Co., ALCOA, Goodyear Aircraft and many others, were suppliers for the war and when the fighting ceased many of these corporations saw financial hardships. Other companies soon began to fill vacancies left by these companies with industrial activity which was not war oriented. Today, Arizona serves as a major source for a great amount of light industrial hardware with the computer and electronic boom in full swing.

At the time of the 1970 census, industry led the Arizona economic market and that was followed by mining and agriculture, with tourism fourth.4

The three largest factions of the economic base, industry, mining and agriculture, in 1975 constituted 93% of Arizona's total annual freshwater withdrawals. With irrigation being 90% of the total.5

This 90% is used for raising food and in a very productive way. On only two percent of Arizona's land.

...in 1965, for the seventeenth consecutive year, Arizona farmers led the nation in net income. That year they realized an average $21,423 net income per farm, compared with the national average of $4,604.6
The desert can be divided into three parts; the sun, the land and the water. In balance these three constitute life in the desert. The fauna, the flora, the entire environment. Thus far, there is no real concern in regard to a near future absence of the sun (average highs ranging from 65 to 102.7 degrees and the average low temperatures ranging from 38.5 to 68.5 degrees). The land is rapidly losing acreage to cities such as Phoenix and Tucson. But between subsidence, rejection of water to cause flooding during torrential downpours and spring runoff, and basically just sheer vastness, the land seems to be holding its own. The water situation, however, is in a problem state. According to the Second National Water Assessment by the U.S. Water Resources Council, in 1975 the southern part of Arizona was withdrawing approximately two-thirds of their water supply from groundwater aquifers. This aquifer is declining four to ten feet per year, but will be relieved considerably by the Central Arizona Project (a massive canal system designed to transport water from the Colorado River to central Arizona). Nevertheless, as far back as 1968 the rate of groundwater being used in Arizona was three times that being replenished. Between the years of 1940-1960, the average decline in water levels around the Phoenix area was 75-125 feet. Since then the population of Phoenix has increased by more than 50%.

Even though the water may not be completely depleted, the ability to procure ample amounts for survival and recreation will soon be rendered next to impossible. The cost of water will in itself (taking into consideration the cost of obtaining, purifying and distributing) prohibit any use of the watersheds such as swimming (this has already been established outside of major metropolitan areas on the east coast) and will eventually filter into the city, in that no one will be able to afford to fill their pools and water the golf courses and replenish the eternal fountains that evaporate into the dry desert air.

Although, in the desert, water is a desirable drawing element, focal point—it cannot be allowed to be wasted.
People come to cities for contact. That's what cities are: meeting places. Yet the people who live in cities are often contactless and alienated.

Christopher Alexander in The City as a Mechanism for Sustaining Human Contact (1966)

I know of no great and beautiful city where people do not choose to live close to the core. For the whole quality of a city's life--its personality and its image--is set not by its merchants or its tourists or the suburbanites who live on its outer fringes and scatter for home with the 4:30 whistle. It is the city's dwellers who fill its streets at night, use its parks and restaurants, populate its open spaces and plazas and in the last analysis, fight for its amenities. When the city loses its inhabitants, it will die. And it will surely die as long as it does not provide a fine well rounded environment in which to live.

Lawrence Halprin in Cities (1972)
The city becomes the organizing component that guides the society, provides activities which could not have otherwise been experienced by the society and serves as the melting pot for people, ideas, and beliefs that allow for the interaction and cultural expressions necessary for properly nurturing the growth of the society. Just as the mind realizes that the coordination and cooperation of all parts of the body is conducive to a vital life so must society understand the need for all of components to be able to come together to be part of a whole.

The urban core exists to facilitate personal contact between people for buying, selling, pleasure and ceremony.10

There must be a place in the environment where this gathering can occur—this place is the city, and within the city this place is the 'downtown' and within the downtown this place is the 'street.'

The street, after all is the largest assemblage of public space in any and every city. It is meant to be available to all the people. It once served as the center for commerce, information, and recreation within cities.11

Phoenix is the Egyptian symbol of mortality, a bird which was supposed to live for 500-600 years, consume itself by fire, and rise again from its own ashes, young and beautiful to live through another cycle.

Now, Phoenix—the city—must attempt to rise out from the ashes it has created for itself and its hundreds of thousands of inhabitants sprawled into anonymity.

Phoenix is the largest city between Los Angeles and Dallas, having a population in its metropolitan area of 1.5 million. In 1980, 792,000 people lived in an area 430 square miles, which has been delegated as the planning area for all future planning activities of the city. The downtown area is the geographical center of metropolitan Phoenix and, along with the fact of being serviced by three interstate highways, the airport, railroad, and the major bus lines, this shows the downtown to be very accessible. At least more accessible than any other location in the valley.

Phoenix has decided to pursue the concept of 'urban villages' as its planning model. According to the Phoenix concept Plan 2000 the overall area of the city will be divided into many parts (urban villages). Each 'urban village' will have a clearly identifiable center (core) and boundary (periphery). Its core will contain the most intense land uses and will be the aesthetic and functional focal point of the village. Land use intensity will decline from the core to the periphery. The urban villages will be different among themselves but will each remain part of the metropolitan whole. The urban village located 'downtown' will serve as the center for the entire area as activities such as the civic plaza and county/city complexes will not be duplicated.12

Downtown Phoenix is a thriving but unbalanced marketplace. The large working force which populates the downtown in the daytime is not yet matched by retail shoppers, permanent residents or theatergoers on a scale equivalent to the capacity to accommodate these interests.13

The term 'marketplace' may have been a bit ambitious. 'Officeplace' might be more appropriate considering only 12% of the downtown employees even relate in person-to-person, over-the-counter sales and trade.14
Relatively few people live in the downtown itself, 5,000 compared to the 40,000 employees. This factor alone is one of the largest contributing to such minimal activity in the downtown area. This number is not changing rapidly and will not until these other factors are altered. First, the perception of a safety problem downtown; second, concern over an unstable economic base; and, third, the lack of amenities such as grocery stores and household markets needed for residential patronage. If the first two problems can be alleviated, activity will most likely increase downtown, thus drawing a larger number of people to live in the area and creating a market for the residential amenities.

The physical form of Phoenix is a response to a preferred way of life. Its characteristics are: a low density decentralization of residences, employment and commercial activity; an open spacious environment; mobility; convenient access to work, recreation and open countryside. It is a varied living environment that requires regular use of the automobile, and it has been the overwhelming choice of the people of Phoenix. With a few exceptions it is a city that works exceptionally well.

In 1965, Phoenix was aiming for growth, decentralization, and heavy reliance upon the automobile. These they have received. They have also received a city that no longer provides a place where people can readily come into contact; on the contrary, those who have moved to this city—for its beautiful weather, for its golden opportunities or for whatever reason—rarely even venture out into the cloudless environment, except to travel to and from their car. This trait not only exists within the city core but also extends out into the sprawling housing districts. People become so accustomed to traveling in the automobile that almost every destination seems out of walking range.

What this lack of dependence on the downtown does to a city is greatly detrimental. A situation such as this not only limits any form of intrapersonal communication (physical and visual) but also provides a sterile environment. They are not able to find a vital set of surroundings (public) of which activity is intrinsic. Sure, there are exceptions to this but they in themselves are limiting. Places such as golf courses, nightclubs, and teen-oriented arcades serve only very specialized sectors of the population. There is a very limited supply of age, social status and culture spanning activities within the Phoenix metropolitan area.
The automobile begins to become an expression of individualism and independence which can be achieved nowhere else in the city. There are few other avenues of such expression and mass involvement.

With the advent of technology came the automobile, providing a fresh and dynamic means of transportation. A vehicle with which to gain access to an entire new world of ideas, forms, peoples. This magnificent instrument became a new window to the world. A window through which every man, woman and child in the U.S., since the 1930's, would at one time or another experience some part of the world. Although the elite, at first, had lone access to its use, standardization soon made it available to the masses.
Operationally the unique attribute to the car is that it operates on individual demand from origin to destination and is capable of following an arbitrary, random route. 16

My, what a wonderful thing is the automobile. Allowing so many more experiences to occur, such as extended family outings and vacations to faraway places--the Great Lakes, the Grand Canyon, the Pacific Coast with just the close ones--and in comfort. The ability to become so close to the family by being able to escape the masses, and so fast if only for a little while. To venture into the wilds in this physical expression of civilization and human conquest, and to be able to maintain control from within.

Soon there was access to everywhere--to the mountains and the valleys, the rivers and the streams. Yes, at last roads had been built across lakes and forests, farmlands and deserts.

Rarely is the automobile--the stationwagon, the sedan, and the coupe--used for exploration for which it once served. Through this 'window,' texture, materials and the life of the landscape can be detected from the automobile because of a preoccupation with the events occurring on the road itself. Only changes in colors, solids and voids, lighting situations and activity (movement) can be perceived.

In very few places do roads take one to the verge of wilderness. This is not because of the lack of roads, oh no, there are more and bigger roads than ever before. The reason for declining of access to wilderness areas is simply the decline of wilderness areas themselves. Yellowstone National Park has virtually ceased functioning as a place where one could travel, in safety, through wilderness and now serves as a place where man congregates and observes around 'wilderness.' This park has become the destination, instead of the interim, of vast amounts of travelers. Thus, creating a dominance of wilderness instead of a coexistence.

Those who visit the park consist of many groups from many walks of life. One of these groups in particular carry out their ventures in self-contained homes on wheels. Edward Abbey refers to them as the 'Winnebago Tribe.' 1 They are unique in the fact that they are possibly--along with the 'hippies' in their VW's--the only people using this form of locomotion (motors on highways) for the purpose described above, the sensual experience of interacting with the land to an extent which could have never happened otherwise. Being made up largely of older citizens, this group differs greatly from those who drive Volare station wagons, in that they are rarely in a hurry and that they, for the most part, are not destination oriented. Their focus is on the journey--discovering those things which have existed for milleniums but which they had never taken time to look at, touch or feel.

The other end of the spectrum is travelling for necessity. Speed and destination oriented. The airplane and subway are excellent examples of modes of transportation designed for this purpose. Surface transportation--water and land--provide that 'window.' (The window--literally--is essentially how we view nature; in Kevin Lynch's book, A Theory of Good City Form, he states that 95% of our time is spent indoors, p. 127). Through this 'window,' texture, materials and the life of the landscape can be detected... When these elements of life can no longer be discovered because of speed or distance or even location (subsurface for example), association with the journey disappears and the association with destination becomes manifest. Origin and destination are points and tend to be one dimensional, whereas journey can very easily become a three dimensional concept.

The course of journey is one where experience is gained, ideas assimilated and growth takes place. When the destination is reached the cycle is complete and a new cycle may begin, somewhere beyond the point of origin of the initial journey. If, however, no experience is gained, ideas are not assimilated or growth did not take place, the journey becomes nonexistent and only a physical transfer or displacement from origin to destination occurs. If, during a time of travel, life cannot be seen, or there is no degree of mental involvement with the landscape, the journey has become meaningless. If texture, form or movement do not grasp one's attention, the physical-emotional experience within a journey has become a void.

Within the city, textures, materials, small scale entities in general cannot be detected from the automobile because of a preoccupation with the events occurring on the road itself. Only changes in colors, solids and voids, lighting situations and activity (movement) can be perceived.

Those examples which cannot be perceived from the automobile must be experienced by a more intimate means--walking perhaps. There is a place where this change is meant to be sensed, a place where the idea of journey only changes scale but does not disappear.
The area which exists between the road and the building is of great importance concerning transition. This transition should serve to orient and acclimate one to a change of environments. The transition should provide the link between automobile speed and walking speed, and from a scale which is detectable at thirty miles per hour to one sensible at walking speed. When this transition is not provided, the area between road and building is vacated and when this situation circulates throughout an area, anonymous saturation exists.
in man as in animals, there are socio-biological requirements that will not be met if the city of the future fails to provide suitable conditions for numerous and undisturbed face-to-face relationships. The elimination of these 'face-to-face' relationships, spontaneous and premedi­tated, unfamiliar and familiar, will eliminate any sense of city. To this elimination I have designated the term 'anonym­ous saturation.' In Phoenix this elimination is beginning to take place. Anon­ymous saturation is occurring largely because of the automobile, and because of the emphasis placed upon corporate scale and outward orientation of buildings.

Beyond the street that binds buildings together lie the buildings themselves, grown in size to become complexes epitomized by the office block and the shopping center and dependent for their support on an enlarged net of communications artifacts that depend on the street for their physical accommodation but require little or no personal involvement with the street. Often communicational operations of such a building complex are of sufficient scale to create within its body street-like organizations of space and use that recapture, in isolated and usually enclosed situations, the scale and density of traditional streets.

The relationship of the shop to the activity which stems from the urban center has always been one of coexistence. The idea of the shop is basic to the idea of people living as part of a group. The shop provides for the availability of products--both essential and nonessential--which are desired by different sectors within that group or by the total group. The existence of a group allows for diversity which in turn allows for appeal to a greater number of patrons, thus encouraging business and generation of product.

Shopping then becomes the activity which permits the discovery of a range of goods available to an area. As one author put it, shopping is a different activity than buying, in that instead of the intended purchase of a predetermined item, shopping can allow for a variety of contacts and the ability to stray from a tentative path of activity.
The effect that the desert will have upon the project will be due to respect. Respect toward its materials and life, water and climate.

The water outlook has been explained. The precipitation Phoenix receives on a yearly basis is approximately eight inches. Much of the rainfall occurs in torrential downpours in the late summer and in mid-winter.

The arid climate of the Sonoran desert will provide the heat and intensity of light for which it is known.
The relationship this project has with the automobile is one in which the pedestrian will become the dominant element of the immediate site, a 'street' environment will be created (a mesh) instead of the building-automobile-road situation referred to earlier.

The street will accommodate, face-to-face, person-to-building, automobile-to-person, relationships. The person will become the common denominator for each interaction.

The project's relationship to the city of Phoenix is many-faceted. The most obvious correlation is that of its proximity within the downtown. The site consists of one square block (300' x 300') between Central Avenue and First Street, and Adams and Washington Streets. Located near the center of the metropolitan population, the center ofPhoenix proper and the center of the Downtown Redevelopment District, the site is easily accessible by every form of transportation—air, bus, and automobile (if the train begins to provide an influx of people to the area its location 1/2 mile from the site will be important). Bordering the site are a conglomeration of building styles, new and old, an equally varied use pattern, and to the south (nearly the whole orientation in that direction) is open.

The geographic location of the site is at approximately the intersection of the 112th meridian and 33 degrees north latitude.
The implications of the general categories of the program should be mentioned here. Each category (eating and drinking, specialty retail, etc.) provides an important aspect to the shopping activity.
Eating and drinking provide for major activity at times other than the 8-5 hours normally associated with life in downtown Phoenix. These facilities should necessitate the passage by shops and galleries as these provide an activity which is more destination oriented. They should also be located as to visual connections from many points within and adjacent to the site.

The specialty retail provides articles which will not be available elsewhere in the immediate area and ideally in the region; provides a market for the rich as well as the poor in order to cater to a variety of user groups and social standards, in order to increase that cross-cultural clientele. These shops provide the mesh around which this complex is woven.

Galleries provide for frequent influx of new expressions, knowledge and ideas. These should be most easily accessible because they have an orientation more directed toward journey and the least toward destination.

Public facilities provide for a basic standard of available provisions (phones, restrooms, drinking fountains).

Assembly areas allow for spontaneous activities to occur without interference during a shopping experience. This space will be of primary concern because of its inter-connection to all parts of the complex. By containing eating areas, sitting spaces and points of focus, the open space becomes the most intricate setting for interaction to occur.

Approximately 100,000 square feet of Gross Leasable Area (GLA) is called for in this program. The program for leasable area is divided into three parts:

- Eating and Drinking Establishments
- Specialty Retail
- Galleries

Nonleasable area that is included in the program includes:

- Public Facilities (toilets, drinking fountains, phones)
- Assembly Areas

<table>
<thead>
<tr>
<th>Category</th>
<th>Approx. Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eating and Drinking Establishments</td>
<td></td>
</tr>
<tr>
<td>2 Restaurants</td>
<td>10,000 sq. ft.</td>
</tr>
<tr>
<td>2 Restaurants</td>
<td>3,500-4,300 sq. ft.</td>
</tr>
<tr>
<td>1 Night Club</td>
<td>5,000 sq. ft.</td>
</tr>
<tr>
<td>1 Pub</td>
<td>3,000 sq. ft.</td>
</tr>
<tr>
<td>8 Over-the-Counter Foodstops</td>
<td>200-600 sq. ft.</td>
</tr>
<tr>
<td><strong>TOTAL (approx.)</strong></td>
<td>40,000 sq. ft.</td>
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- Specialty Retail

<table>
<thead>
<tr>
<th>Category</th>
<th>Approx. Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Misc. Retail (leather goods, wine, apparel, jewelry, etc.)</td>
<td>1,200-2,000 sq. ft.</td>
</tr>
<tr>
<td><strong>TOTAL (approx.)</strong></td>
<td>26,000-30,000 sq. ft.</td>
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- Galleries

<table>
<thead>
<tr>
<th>Category</th>
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</thead>
<tbody>
<tr>
<td>8 Galleries</td>
<td>1,500-3,000 sq. ft.</td>
</tr>
<tr>
<td><strong>TOTAL (approx.)</strong></td>
<td>12,000-24,000 sq. ft.</td>
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- Public Facilities

<table>
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<tr>
<th>Category</th>
<th>Approx. Area</th>
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<tbody>
<tr>
<td>2 Restrooms</td>
<td>150 sq. ft.</td>
</tr>
<tr>
<td><strong>TOTAL x each level</strong></td>
<td>300 sq. ft.</td>
</tr>
<tr>
<td>4</td>
<td>1,200 sq. ft.</td>
</tr>
</tbody>
</table>

- Assembly Areas

<table>
<thead>
<tr>
<th>Category</th>
<th>Approx. Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 large area to accommodate 400 people.</td>
<td></td>
</tr>
<tr>
<td>Many smaller areas to accommodate more intimate groups.</td>
<td></td>
</tr>
</tbody>
</table>
Ghirardelli Square in San Francisco and Faneuil Hall in Boston provide interesting sources for comparison of situations for this project. Although both are examples of restoration and this project is not, they have characteristics of importance which transcend the fact of historical responses.
Ghirardelli Square provides 55,000 sq. ft. of leaseable area and 60,000 sq. ft. of plaza area, on four levels. The fact that there are many levels provides for circulation to become an activity in itself. Along the circulation path there are breaks, pauses, sitting, eating, watching, planting, shade and shadow, fountains, ups, downs, changes of full levels, half levels.

The brick structures provide that texture that can be detected very easily from the viewpoint of the pedestrian but not nearly as well from the automobile. Incidentally there has been provided, under the shopping structure, 300 parking places.

Faneuil Hall-Quincy Market affords a different look at the special shopping district. This 400,000 sq. ft. facility has 150 shops and 24 restaurants. The gross sales per sq. ft. is the same as projected for this project at $300 per sq. ft. per year.

There are many happenings around Faneuil Hall, in that musicians, vendors, artists, informal soup bars, formal dining places, fresh foods and manufactured objects all become part of the milieu.

A note with regard to servicing—in New Dimensions in Shopping Centers and Stores, (Redstone) architect Benjamin Thompson states that with a service schedule worked out servicing does not interrupt other activities.
The destination, like the origin is a point. In fact, this destination serves as an origin for another journey—one through the final project.
Major adjacent pedestrian source (1985)
medium intensity pedestrian flow
high intensity pedestrian flow
major pedestrian entrance
major adjacent pedestrian source (1985)
SOLAR
Shade on Site

JUN 5 pm

Adams St.

Washington St.

Central Ave.

1st St.

2nd St.
Shade on Site

SEPT 5pm

Adams St.

Washington St.

Central Ave.
NOTES

6. Ibid., Faulk, p. 236.
15. Central Phoenix Plan, City of Phoenix.
17. Rene Dubos, So Human An Animal, p. 213.
18. Thomas V. Czarnowski, On Streets, p. 211.


