The Shoppes on Main

: developing a sense of place

by Alisha Osten

Sense of Place:
An Architectural Response to an Appropriate Urban Plan

A Design Thesis Submitted to the
Department of Architecture and
Landscape Architecture of
North Dakota State University

By

Alisha L. Osten

In Partial Fulfillment of the Requirements
for the Degree of
Master of Architecture

Primary Thesis Advisor — Date

Thesis Committee Chair — Date 5/8/12

May 2012
Fargo, North Dakota

table of Contents

thesis Abstract

This thesis researches and investigates the effect architectural space brings to a sense of place within an urban environment. Located on Main Avenue and 18th Street in Fargo, The Shoppes on Main: Developing a Sense of Place is a 90,508 sq. ft. mixed use building that the Fargo/Moorhead area community needs and will get use out of.

> *"Cities are becoming meaningless places beyond their citizens' grasp. We no longer know the origins of the world around us. We rarely know where the materials and products come from, who owns what, who is behind what, what was intended. We live in cities where things happen without warning and without our participation. It is an alien world for most people. It is little surprise that most withdraw from community involvement to enjoy their own private and limited worlds."*
>
> *(Jacobs & Appleyard, 1987)*

The idea that an urban environment's sense of place is influenced by architectural space is cause for deeper consideration; especially in light of particular cities and developments going through stages of growth and change. Through gathering both qualitative and quantitative information and analyzing it, this project's aim is to find out if there is a way to keep up with rapidly changing technology, building construction, and architectural styles, and still give a thriving city its sense of place in its newest architecture? Can we avoid placelessness by implementing certain architecture within its respective place?

key words Sense of place, Urban Environment, Architectural Space

problem Statement

How does architectural space within an urban environment affect and/or change a person's sense of place?

The Statement of Intent

statement of intent

typology

A Mixed Use building within an urban fabric, that houses sevices and amenities Fargo residents need and will use.

claim

Architectural space can influence a person's sense of place within an urban environment.

premises

Architectural space can be the means to a person's altered sense of place within an urban environment.

Influence from architectural space on an urban environment, also influence's the a sense of place within that environment.

The sense of place particular to a certain urban environment is impacted by the environment's architecture. "After being the realm of archaeologists for a long time, urban conservation is currently an interest for urban designers and city administrators concerned with providing a historical urban identity as much as an authentic urban identity." (Salah Ouf, 2001)

theoretical premise/unifying idea

An urban environment's sense of place is influenced by architectural space.

project justification

Particular cities and developments are experiencing a period of rapid growth and/or change.

> *"Globalization has generated a 'fast world'— a world of restless landscapes in which the more places change the more they seem to look alike, the less they are able to retain a distinctive sense of place, and the less they are able to sustain public social life. "*
>
> *(Knox, 2005)*

Can we (as architects) keep up with the speed of change in technology, materials, and construction processes, and at the same time avoid urban "placelessness"? Ex: The architecture of San Francisco is great, but should that be applicable to all urban developments?

> *"A city should present itself as a readable story, in an engaging and, if necessary, provocative way, for people are indifferent to the obvious, overwhelmed by complexity. A city's offerings should be revealed or they will be missed. This can affect the forms of the city, its signage, and other public informationand education programs."*
>
> *(Jacobs & Appleyard, 1987)*

Without a direction to move in when trying to respect a sense of place, how do we succeed in creating something so fitting? What is that direction? This project will examine if there is a way to create certain parameters for each urban environment.

The Proposal

Narrative

Cities all around the world are susceptible to the problem of placelessness. Our society is making great strides today in technology, materials, and processes in the design fields in particular. The rapid rise in social networking has begun to spin ideas and knowledge around the globe at an increasing rate. (Knox, 2005) Although beneficial in some ways- economic (as buildings are being built faster, lighter, and mor cheaply and cultural (ideas from one side of the globe transfer to any part of the world quite
easily) - what many of our cities have ended up as are places with a generic sense of place.

The reason I've chosen to explore Fargo as a place of study for this problem is because of the experience I've had with the city. I grew up only thirty minutes from the metropolitan area in a small town. Fargo was the hub for most of my shopping, appointments, and even work. Pursuing an education here and now living here permanently has offered yet another view of the city. Now, as an architectural student, engaged in the design and planning processes, I find Fargo offers a great opportunity to explore growth and change.

Planners and developers at the City of Fargo have recognized some of the same features that I have noticed about the area. This Midwestern town has somehow managed to avoid too many hindrances brought on by tough economic times. (Fargo, 2011) Schools are continually being built. New eateries, shops, and businesses continue to pop up. And, it only takes an increasingly long drive down 1-29 South to realize that Fargo's population isn't going to stop growing anytime soon.

narrative continued

> *"... place-based change is possible despite economic or political obstacles. By changing the way we think about development to include small scale, incremental changes, an immediate impact can be made on local economies, transportation, architecture and in how destinations are created."*
>
> *(Project for Public Spaces)*

Fargo is definately up for the challenge and they recognize that "the vision must come from the community":

> *"Fargo will promote infill development and increasing density and vitality in its established neighborhoods"*
>
> *(Fargo, 2011)*

With all the opportunities the community is ready to offer, builders and developers have not wasted any time in claiming their piece of land. My interest is in what happens on that land. Does it have any rights? Or will Fargo's sense of place be snuffed out in the midst of new construction and people wanting things done cheaper, faster, and lighter? My goal is to look at the city of Fargo and infer from it a method of how to design for its sense of place. Perhaps then Fargo's architecture can begin to have a Fargo-specific nature about it, rather than a multitude of generic strip malls and snout houses.

User/Client Description

The project will be owned by separate business owners and/or individuals. Individuals owning buildings in this corridor will be challenged with the task of having their buildings designed to meet the requirements that present themselves through the research into authenticity and sense of place. Users of the project will be the citizens of the Fargo/ Moorhead communities and any travelers/ passersby that may happen to go shopping, stop for gas, or require service from the businesses on the site.

> *"The structure of the city should invite and encourage public life, not only through its institutions, but directly and symbolically through its public spaces. The public environment, unlike the neighborhood, by definition should be open to all members of the community. It is where people of different kinds meet."*
>
> *(Jacobs & Appleyard, 1987)*

With all of these buildings/businesses open to the public, and the project being located in a semi/ commercial or mixed use area, the project will be designed for the citizens of the City of Fargo to use and enjoy.

As of now, no specific physical restrictions of the users present themselves, however the projects will be designed with principles of Universal Design in mind and if certain restrictions become apparent, they will be carefully considered and integrated into the project.

Major Project Elements

The major spaces defined as necessary for investigation of the problem at this point in time are as follows:

Main Avenue Corridor Urban Design

- Parking space
- Green space
- Space for pedestrian traffic
- Space for vehicular traffic
- Built space for public use and interaction

Main Avenue & 18th St Lot Architecture

- Grocery/Market space
- Retail
- Small Business/Office Incubator
- Common space (park, plaza, fountain, etc)

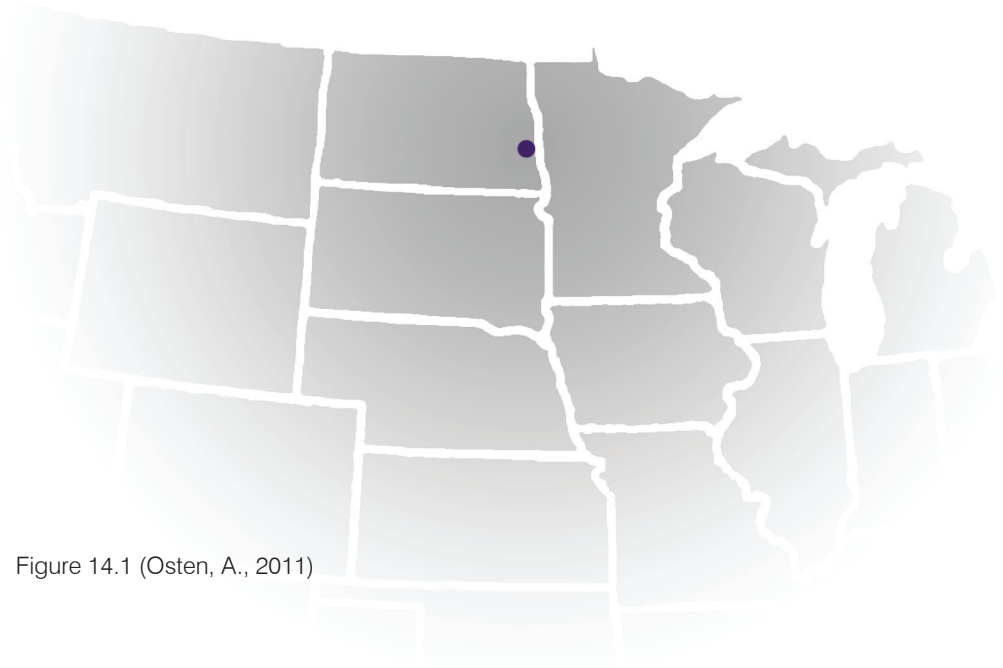


Figure 14.1 (Osten, A., 2011)

Site Information

Region: Upper Midwest, U.S.
Red River Valley
Fargo, N.D.

The chosen site for this project is a series of particular (semi) urban lots in the city of Fargo, North Dakota. The site is particularly important to the investigation of the problem statement of this research assignment. The City of Fargo is experiencing a period of growth and change, and luckily the planning department has taken action to constructively foster this development. With the community actively engaged in moving Fargo continually and authentically into the future, the site seems the most appropriate. Luckily, the site is one I am and have been familiar with my whole life. It's where I've spent most of my time living, working, and playing for the majority of my life. With the site so close to school it will allow me to return for site visits frequently. It will also provide a unique method of investigation, as observation can take place as often as every day if needed for a period of time.

Major landmarks to the City are:
- The Fargo Dome
- The Historic Fargo Theater
- The Old Northern Pacific Train Depot
- The Broadway District
- 8th St. South

Important views in and of the site are going to be critical in determining whether or not a sense of place is created by the design. Views the site has the opportunity to highlight include the downtown Fargo skyline, and the expansive Red River Valley land on which the city is built.

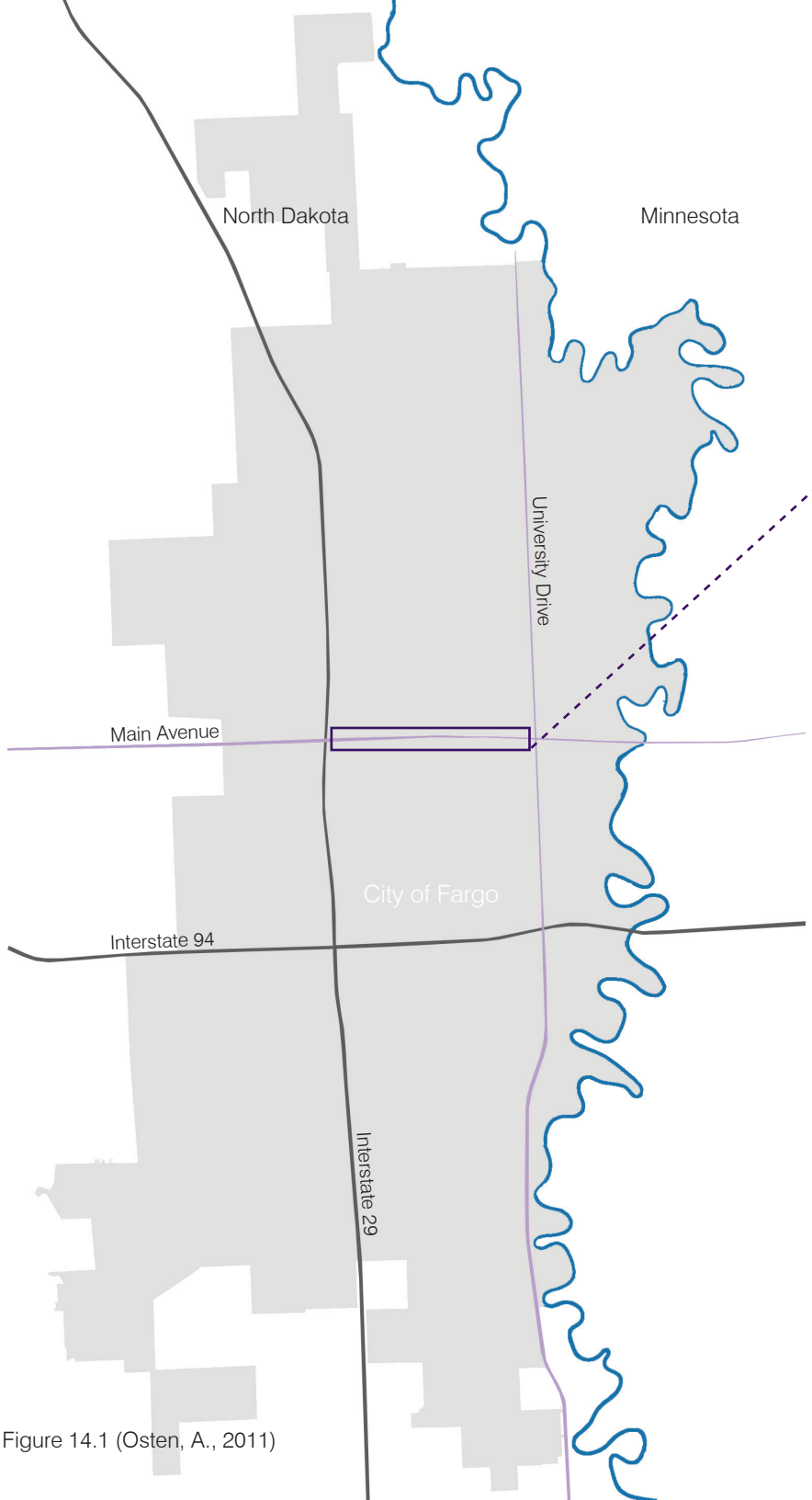


Figure 14.1 (Osten, A., 2011)

This site poses a particular opportunity that other sites in Fargo do not. I was interested in 3 sites when beginning this process. First, downtown Fargo. Second, the addition of Osgood. And third, the main avenue corridor.

The Main Avenue Corridor between University Drive and Interstate 29 poses a great opportunity to develop Fargo's sense of place, and it's a place the community of Fargo is interested in reviving. (fmmetroplex, 2011) Better than downtown Fargo, which has nicely developed a sense of Fargo, and South Fargo, which seems to supply suberbia with all the amenities it needs, the Main Avenue Corridor is a highly used, direct link from the interstate to downtown. It has been largely neglected, which is unfortunate since it is the gateway for many visitors to downtown Fargo. (Fargo, 2011)

With the exploration of this heavily trafficed area, this project aims to find a way to give this stretch of land a sense of place.

> *"No one wants to build next to a vacant lot with an unknown future. Effective planning will give individual, commercial, and corporate investors the confidence to build in Fargo."*
>
> *(Fargo, 2011)*

Fargo is linked to outside communities by two major arterial routes – Interstate 29 (north to south), and Interstate 94 (east to west). The interstates run through the city and converge in the (now) center of the City.

Project Emphasis

> *"We propose, therefore, a number of goals that we deem essential for the future of a good urban environment: livability; identity and control; access to opportunity, imagination, and joy; authenticity and meaning; open communities and public life; self-reliance; and justice."*
>
> *(Jacobs & Appleyard, 1987)*

While exploring architecture's influence on an urban environment's sense of place, this research project will have particular emphasis in the following areas:

- Are there specific architectural elements that can be used to increase sense of place within an urban space?

- Is there a way to take what Fargo needs to accomplish a sense of place and begin to understand how other cities may benefit?

A Plan For Proceding

Definition of a Research Direction

Research for this problem will revolve around questions and answers stemming from examination of the Theoretical Premise/Unifying Idea, the Project Typology, Historical Context, Site Analysis, and Programmatic Requirements.

Plan for Design Methodology

Design methodology will follow a Concurrent Transformative Strategy to gather both qualitative and quantitative data simultaneously. Qualitative data will be ocritical when looking into perceived sense of place, site history, and context, and will be collected via personal interviews, surveys, and community comments. Quantitative data is necessary to understand structure, site analysis, system design, programming, and usage statistics, and will be collected via periodic research, graphic analysis, and model building.

Plan for Documenting the Design Process

A project of this nature is going to generate a good amount of process documentation. Photos, sketches, computer graphics, physical models, and information obtained from interviews, videos, and sound clips, which are relevant to the understanding of the final product, will be summarized in the thesis book in the form of photos, graphics, and written work.

There will, no doubt, be a great deal of process material aiding the research, that doesn't need to be included in the thesis book, but could be of interest to someone embarking on the same type of research assignment, or design problem. This material will be designated its own sketchbook/ portfolio and will be backed up via computer scans and cd download. Should a following scholar or interested party need/want to look into this material, it will be presented in person, by mail, or email upon formal request.

At the conclusion of the thesis project the sketchbook, models, and other relevant process material will accompany the presentation boards, model(s), and thesis book on an adjoining Booker base or stand of some sort.

In order to more fully preserve and contain all relevant materials in a designated space, one day at the end of each week (either Thursday, or Friday, depending on events and schedules) will have time set aside for photographing, printing, writing, and any other means of compilation that present themselves.

Schedule

Tables 1.1, 1.2, and 1.3 show the schedule of events for completion of the design phase of this research project. Preliminary design (site analysis, typology choice, case studies, etc.) will have been done by this point.

Task Name	Duration	Start	Finish
Spring Classes Start at 4pm	0 days	Mon 1/9/12	Mon 1/9/12
Schematic Design Phase	20 days	Mon 1/9/12	Fri 2/3/12
Re-introduction to site, zoning, codes	5 days	Mon 1/9/12	Fri 1/13/12
Martin Luther King Jr. Holiday	1 day	Mon 1/16/12	Mon 1/16/12
Sketch models, spatial diagramming	5 days	Mon 1/16/12	Fri 1/20/12
Develop plans and sections	10 days	Mon 1/23/12	Fri 2/3/12
Design Development Phase	15 days	Mon 2/6/12	Fri 2/24/12
Envelope design and material selection	15 days	Mon 2/6/12	Fri 2/24/12
Site integration	15 days	Mon 2/6/12	Fri 2/24/12
President's Day Holiday	1 day	Mon 2/20/12	Mon 2/20/12
Presentation Drawings	10 days	Mon 2/27/12	Fri 3/9/12
Mid-semester Thesis Reviews	5 days	Mon 3/5/12	Fri 3/9/12
Spring Break	5 days	Mon 3/12/12	Fri 3/16/12
Graduate Student Spring Commencement Application Due	0 days	Thu 3/15/12	Thu 3/15/12
Presentation Drawings	10 days	Mon 3/19/12	Fri 3/30/12
Review and Compile Presentation	10 days	Mon 4/2/12	Fri 4/13/12
Put together presentation boards	5 days	Mon 4/2/12	Fri 4/6/12
Holiday Recess	2 days	Fri 4/6/12	Sun 4/8/12
Integrate presentation material and thesis book	5 days	Mon 4/9/12	Fri 4/13/12
Thesis Project Boards On CD due to Advisors at 5pm	0 days	Mon 4/16/12	Mon 4/16/12
Plotting and Model Building	5 days	Mon 4/16/12	Fri 4/20/12
Physical Thesis Project Exhibits Due at 5pm on 5th Floor	0 days	Mon 4/23/12	Mon 4/23/12
Final Thesis Reviews	6 days	Thu 4/26/12	Thu 5/3/12
Final Thesis CD Due to Instructors	0 days	Mon 5/7/12	Mon 5/7/12
Final Thesis Document Due at 5pm in Institutional Repository	0 days	Thu 5/10/12	Thu 5/10/12
Commencement	0 days	Fri 5/11/12	Fri 5/11/12

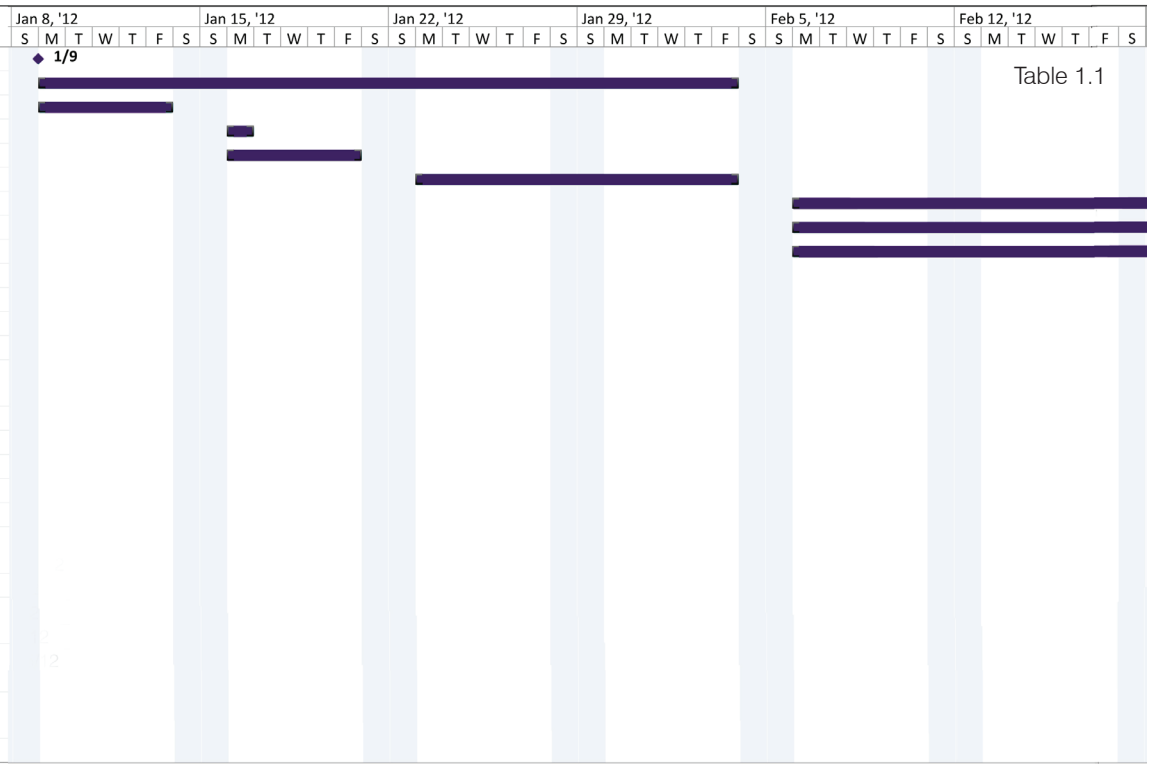


Table 1.1

Task Name	Duration	Start	Finish
Spring Classes Start at 4pm	0 days	Mon 1/9/12	Mon 1/9/12
Schematic Design Phase	20 days	Mon 1/9/12	Fri 2/3/12
Re-introduction to site, zoning, codes	5 days	Mon 1/9/12	Fri 1/13/12
Martin Luther King Jr. Holiday	1 day	Mon 1/16/12	Mon 1/16/12
Sketch models, spatial diagramming	5 days	Mon 1/16/12	Fri 1/20/12
Develop plans and sections	10 days	Mon 1/23/12	Fri 2/3/12
Design Development Phase	15 days	Mon 2/6/12	Fri 2/24/12
Envelope design and material selection	15 days	Mon 2/6/12	Fri 2/24/12
Site integration	15 days	Mon 2/6/12	Fri 2/24/12
President's Day Holiday	1 day	Mon 2/20/12	Mon 2/20/12
Presentation Drawings	10 days	Mon 2/27/12	Fri 3/9/12
Mid-semester Thesis Reviews	5 days	Mon 3/5/12	Fri 3/9/12
Spring Break	5 days	Mon 3/12/12	Fri 3/16/12
Graduate Student Spring Commencement Application Due	0 days	Thu 3/15/12	Thu 3/15/12
Presentation Drawings	10 days	Mon 3/19/12	Fri 3/30/12
Review and Compile Presentation	10 days	Mon 4/2/12	Fri 4/13/12
Put together presentation boards	5 days	Mon 4/2/12	Fri 4/6/12
Holiday Recess	2 days	Fri 4/6/12	Sun 4/8/12
Integrate presentation material and thesis book	5 days	Mon 4/9/12	Fri 4/13/12
Thesis Project Boards On CD due to Advisors at 5pm	0 days	Mon 4/16/12	Mon 4/16/12
Plotting and Model Building	5 days	Mon 4/16/12	Fri 4/20/12
Physical Thesis Project Exhibits Due at 5pm on 5th Floor	0 days	Mon 4/23/12	Mon 4/23/12
Final Thesis Reviews	6 days	Thu 4/26/12	Thu 5/3/12
Final Thesis CD Due to Instructors	0 days	Mon 5/7/12	Mon 5/7/12
Final Thesis Document Due at 5pm in Institutional Repository	0 days	Thu 5/10/12	Thu 5/10/12
Commencement	0 days	Fri 5/11/12	Fri 5/11/12

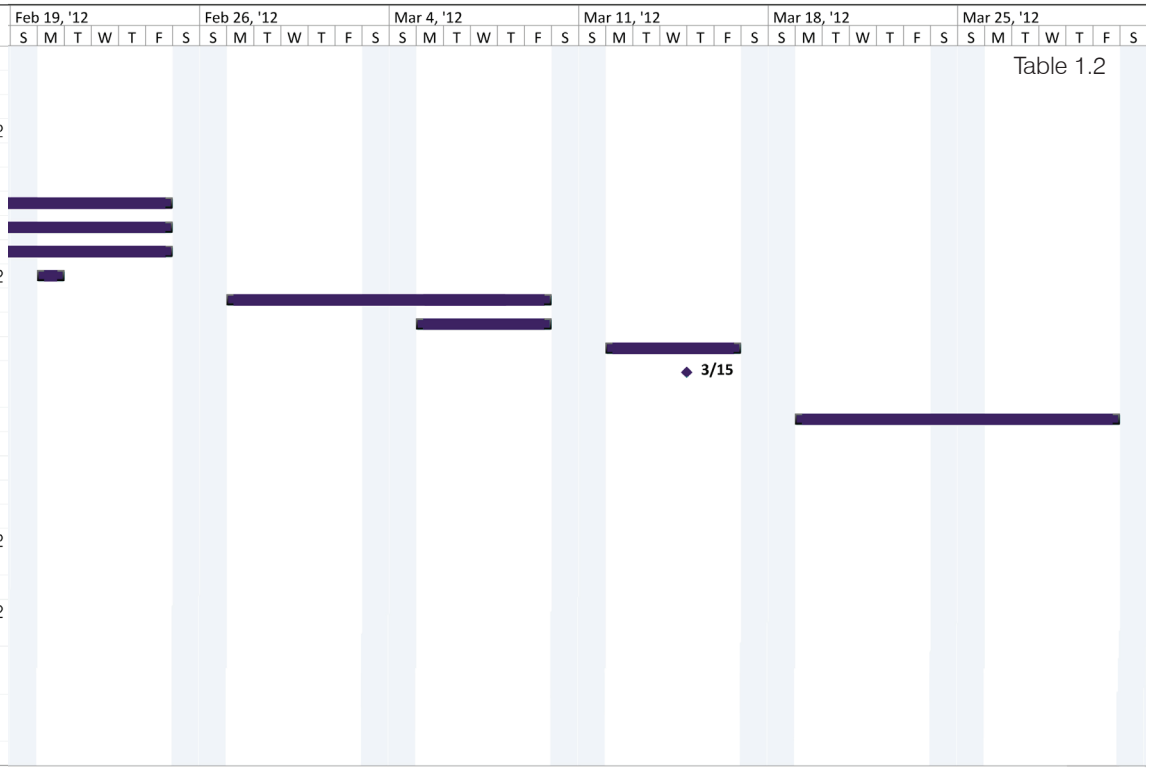


Table 1.2

Task Name	Duration	Start	Finish
Spring Classes Start at 4pm	0 days	Mon 1/9/12	Mon 1/9/12
Schematic Design Phase	20 days	Mon 1/9/12	Fri 2/3/12
Re-introduction to site, zoning, codes	5 days	Mon 1/9/12	Fri 1/13/12
Martin Luther King Jr. Holiday	1 day	Mon 1/16/12	Mon 1/16/12
Sketch models, spatial diagramming	5 days	Mon 1/16/12	Fri 1/20/12
Develop plans and sections	10 days	Mon 1/23/12	Fri 2/3/12
Design Development Phase	15 days	Mon 2/6/12	Fri 2/24/12
Envelope design and material selection	15 days	Mon 2/6/12	Fri 2/24/12
Site integration	15 days	Mon 2/6/12	Fri 2/24/12
President's Day Holiday	1 day	Mon 2/20/12	Mon 2/20/12
Presentation Drawings	10 days	Mon 2/27/12	Fri 3/9/12
Mid-semester Thesis Reviews	5 days	Mon 3/5/12	Fri 3/9/12
Spring Break	5 days	Mon 3/12/12	Fri 3/16/12
Graduate Student Spring Commencement Application Due	0 days	Thu 3/15/12	Thu 3/15/12
Presentation Drawings	10 days	Mon 3/19/12	Fri 3/30/12
Review and Compile Presentation	10 days	Mon 4/2/12	Fri 4/13/12
Put together presentation boards	5 days	Mon 4/2/12	Fri 4/6/12
Holiday Recess	2 days	Fri 4/6/12	Sun 4/8/12
Integrate presentation material and thesis book	5 days	Mon 4/9/12	Fri 4/13/12
Thesis Project Boards On CD due to Advisors at 5pm	0 days	Mon 4/16/12	Mon 4/16/12
Plotting and Model Building	5 days	Mon 4/16/12	Fri 4/20/12
Physical Thesis Project Exhibits Due at 5pm on 5th Floor	0 days	Mon 4/23/12	Mon 4/23/12
Final Thesis Reviews	6 days	Thu 4/26/12	Thu 5/3/12
Final Thesis CD Due to Instructors	0 days	Mon 5/7/12	Mon 5/7/12
Final Thesis Document Due at 5pm in Institutional Repository	0 days	Thu 5/10/12	Thu 5/10/12
Commencement	0 days	Fri 5/11/12	Fri 5/11/12

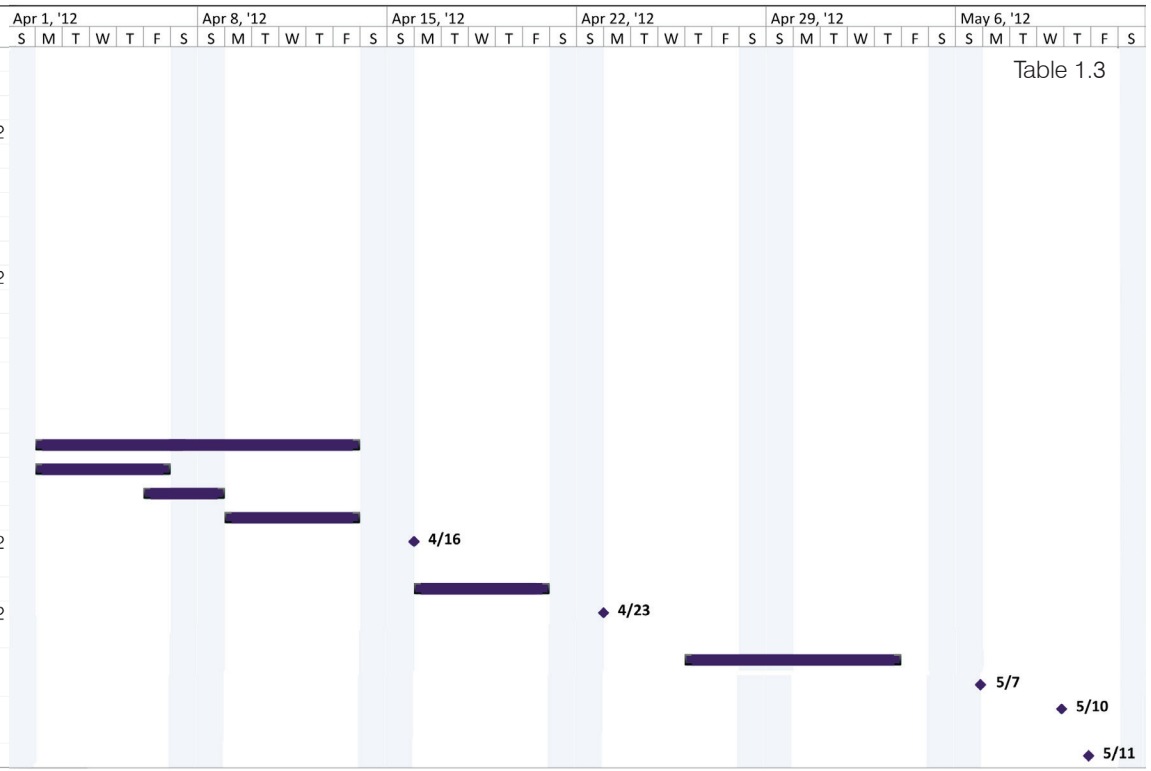


Table 1.3

Previous Design Studio Experience

design fundamentals

ENVD 172
Professor Karen Lindquist
Spring 2008

second year design studio

ARCH 271
Professor Joan Vorderbruggen
Fall 2008
1. Tea House
2. Boat House

ARCH 272
Professor Mike Christiansen
Spring 2009
1. Dance Studio
2. Iterations

third year design studio

ARCH 371
Professor Cindy Urness
Fall 2009
1. Center for Excellence
2. Fargo Context (Interdisciplinary)
3. Snow Sculpture/Contest (Interdisciplinary)
4. NDSU Wellness Center

ARCH 372
Professor Milton Yergens
Spring 2010
1. Collapsable Ice Fishing House (charette)
2. Urban Multi-Use
3. Agricultural Facility

fourth year design studio

ARCH 471
Professor David Crutchfield
Fall 2010
1. San Francisco High Rise Competition
2. KKE Model Competition

ARCH 472
Professors Don Faulker & Frank Kratky
Spring 2011
1. Marvin Windows Competition - Downtown Fargo Multi-Use
2. Urban Design in Western North Dakota

advanced architectural design

ARCH 771
Professor Cindy Urness
Fall 2011
1. Marketplace for the Minnesota Experimental City

The Program Document

Expansion on the Theoretical Premise/Unifying Idea

The initial premise for this investigational research was led by the following statement:

Theoretical Premise/Unifying Idea

"An urban environment's sense of place is influenced by architectural space."

The idea that architecture can influence a city's sense of place is not a new thought among designers. A New Theory of Urban Design, the sixth book in a series on the influence of architecture and planning, was published in 1987 after an experiment was conducted by four students from the University of California. The students make the case that the cities of the past are so intriguing to us because of the sense of organic creation. They go on to introduce the theory that this "organicness" is the fusion of several city elements, namely "… the restaurants, in the sidewalks, in the houses, shops, markets, roads, parks, gardens, and walls. Even in the balconies and ornaments."

> *"This quality does not exist in towns being built today. And indeed, this quality could not exist, at present, because there isn't any discipline which actively sets out to create it. Neither architecture, nor urban design, nor city planning take the creation of this kind of wholeness as their task. So of course it doesn't exist. It doesn't exist because it is not being attempted."*
> *(Alexander, Neis, Anninou & King, 1987)*

Goal

The project that sets out to test this problem facing today's cities will be a bridge between the disconnect found between the disciplines. Architecture plays a major role in the creation of functional and respectful cities, along with urban design, and city planning.

planning. These are just a few of the fields giving urbanity a sense of place. For a more thorough list of areas contributing to this problem look into the Community Development Series. Not only architecture, urban design, and planning, but mathematics, law, and political science too, are a few others on the long list of disciplines with the opportunity to impact a city's design. (Branch, 1975) It's time these fields paid a bit more attention to the growing problem of placelessness, and their potential impact in correcting it. My interest lies in architecture and urban design, and luckily, these two show great potential in being an aid to Fargo – a growing city.

Citizens of any community have been shown to appreciate their cultural, historical, and natural spaces, as well as their establishments and retail, and eateries. In a study done in Michigan natural spaces prevailed overall. In the study, interestingly named "Building a Sense of Place", seven cities were studied. In all cities the population favored natural spaces. (The Land Information Access Association, 1999) The ideas and conclusions that this investigation presents are applicable to Michigan.

> *"… despite differences between communities, their inhabitants define "place" in ways similar… "*
>
> *(The Land Information Access Association, 1999)*

Can Fargo come up with similar guidelines? A similar design framework? I believe that if sense of place is of major concern to a community, the development that follows will be truly place appropriate.

"… Building a sense of place can provide the foundation for growth management and land use decisions that preserve the best a city, township or region has to offer while accommodating economic expansion. It is about helping citizens literally visualize the 'big picture'… "

(The Land Information Access Association, 1999)

Creating this "big picture" for Fargo is a bigger task than architecture alone is prepared to handle, or expected to handle. In order to create a sense of place that is relevant and respectful to the wants of the community, it is essential to the investigation of this theoretical premise to create a "big picture" effect by means of urban design. Design of natural, cultural and historical space should be well preserved and given thought as they are the backbone of any community. (The Land Information Access Association, 1999) For these reasons, the Main Avenue corridor, as a whole, will need to be looked at in terms of a design problem. This corridor is one of the oldest of Fargo's throughways from downtown to the interstate. Preserving Fargo's cultural and historical essence will draw on the idea that "architecture should create a sense of place, not flair," and "… in historic neighborhoods, architects should ground new construction, especially if it is in large, in a 'respect of place.'" (Velasco, 2011)

Planning out the structure of this corridor is the point at which urban design and architecture will meet, merging one with the other to create a seamless, holistic design vision for the Main Avenue corridor. The overall scheme, the urban design, will be the guiding force to what the architecture wants to be for the space.

"It's ironic that when human beings damage structures that humans made, it's called vandalism. When we destroy something that God created, it's called development."
- Ryan Cotton, City Manager, City of Grand Haven (The Land Information Access Association, 1999)

The challenge of developing a corridor, and at the same time being responsible about it, is one of great magnitude. "Other enthusiasm stems from a widespread distrust of today's fragmented processes for approving new development – the system is broken on many levels, and new approaches are desperately needed." (Madden & Spikowski, 2006) Creating a framework within which the community can grow with respect to Fargo is a main component of this project. One tool that cities and communities around the nation have adopted and achieved, while fostering responsible development, is the practice of form-based codes.

"Form-based codes are land development regulations that emphasize the future physical form of the built environment."
(Form Based Codes Institute, 2011)

The built form, the architecture of a place, is what gives way to the culture of that place.

"Over generations, those different pulls can become self-perpetuating cycles, reinforcing the particular character of a city's buildings, as new generations of people become architects and make zoning and investment decisions."
(Zurer, 2011)

So then, with this in mind, it is imperative that the codes created for this corridor are "Fargo specific." It is critical that they, like form-based codes are "easy to use," "enforceable," and that they will "produce functional and vital urbanism."

(Form Based Codes Institute, 2011)

Responsive, and Responsible Architecture

The architecture for the design problem will be developed using the codes set forth in the planning document resultant from the urban design research. Once those codes are recognized and produced, it will be the job of the architecture to test those guidelines and act as an example to the community of what their city could look like, promoting adherence to the codes. The typology used as a medium for the testing of this code is a mixed-use or multi-use facility.

Initially with this theoretical premise/unifying idea, the importance of testing out parameters to meet a 'sense of place' became very apparent. What typology is best for accomplishing that objective though?

If this project is going to be an example of what the community of Fargo can achieve, what their city could one day look like, it's important to develop this strategy on a building of influence – a building that many people use every day. A building where people gather, meet, talk, shop, and engage one another is just the thing to make people feel as if they are part of a community. I think that feeling has been somewhat lost in lieu of the fast growing suburban sprawl and division of most cities and towns.

“Thus the city has spread out and separated to form extensive monocultures and specialized destinations reachable often only by long journeys- a fragde and extravagant urban system dependent on cheap, available gasoline, and an effective contributor to the isolation of social groups from each other.”

“As ublic transit systems have declined, the number of places in American cities where people of different social groups actually meet each other has dwindled. The public environment of many American cities has become an empty desert, leaving public life dependent for its survival solely on planned formal occasions, mostly in protected internal locations.”

“Many like the anonymity of the city, but we are not convinced that the freedom of anonymity is a desirable freedom. It would be much better if people were sure enough of themselves to stand up and be counted. Environments should therefore be designed for those who use them or are affected by them, rather than for those who own them. This should reduce alienation and anonymity (even if people want them); it should increase people‘s sense of identity and rootedness and encourage more care and responsibility for the physical environment of cities.”

(Jacobs & Appleyard, 1987)

If people feel a sense of importance, a sense of civic pride might again take hold, only strengthening the bond between the architecture of Fargo.

Creating an attitude of responsibility within users of a project is no easy task. In fact the City of Fargo has already begun to undertake this within their "GO2030" campaign. The slogan behind the campaign says it all:

> *"Citizens working today to plan a better tomorrow."*
>
> *(go2030.net, 2010)*

The city of Fargo has created a forum which members of the community can use and discuss with one another about new ideas and techniques to improve the community. It has been so helpful to this research project to read through some of those comments and get a feel for what people are truly interested in seeing in and around the Fargo community.

Relevant comments from the everyday citizen came as a wide range. Some examples follow:

Fargo Wants...

> *"Beautiful and socially functional environments attract both investment and in migration of talent. If we want to attract both, we will need to beautify our main corridors..." – 'Cat'*
>
> *(Fargo, C. O., 2011)*

> *"Make Fargo into a walking and public transport friendly community so we can be healthy and do our errands at the same time we are exercising (walking) with our families or to and from work."*
> *– 'Jerseygirl'*
>
> *(Fargo, C. O., 2011)*

Another issue that keeps resurfacing in the discussion of how to [re]develop parts of the city has to do with lesser quality areas or areas of industrial development, in many cases resulting in neglect. The GO2030 forum thread having the greatest significance on the typology and site for this research problem is entitled ‘Downtown Expansion.’ (Case D., 2011)

Suggestions that stood out to me most from this post had to do with architecture and planning, and how to successfully accomplish the expansion of downtown Fargo.

> *“What I would love to see is the expansion of downtown Fargo… most of this would have to happen to the West. In that area there are a lot of industrial businesses which could be relocated. I don’t mean for these people to suffer hardship but in the middle of the city isn’t the best place for them. Maybe they should be given incentives to relocate. It would help beautify downtown and allow for commercial businesses and apartments to be built.”*

> *“Give the Salvation Army and Labor Now incentives and help relocating/improving, possibly just a few blocks west, or wherever it makes sense. I’m just being realistic that not as many businesses are going to want to be built right around there. It may already have played a role in the downfall of the Silver Moon. Either way, it’s prime real estate, in my opinion, and would be great for commercial business growth.”*

"Basically, the whole area has charm and the truth is some of it's lesser known gems are a big part of that charm, but if we could make it just slightly more conducive to self sustainability and livability I think it would thrive." –Case D.
(Case D., 2011)

Responses to Post

" Parking ramps are a necessity." – rident

"You actually don't have to move services for the poor. This kind of gentrification usually works against successful downtown development. It seems counterintuitive, but services for the poor and working classes help downtowns thrive by keeping that group connected." -Drew FM

"Sounds good Case. I have seen efforts to move people fail. I think making these things less dumping grounds and more service providers is the way to go. Clean facilities demand their customers/clients act the same way." -Drew FM

)

Conclusions from Discussion

Downtown is a hub for business and a life-giving entity in Fargo. Expansion is possible and much needed, since other parts of Fargo are currently lacking a sense of place and quality architecture and street design.

Gentrification is not necessarily good for development. It is actually necessary, in order for strong growth to occur, to make sure the population is diversified and that people of all backgrounds and economic tiers mingle and congregate.

Summary of the Theoretical Premise/Unifying Idea

Conclusions Drawn

In researching the theoretical premise/unifying idea, several major points have been brought forth:

In order to create or revive a sense of place, it is imperative to engage more than one discipline. Architecture alone, just as planning, or urban design alone, cannot and should not be responsible for the entirety of a city's character.

The use of form-based codes has been influential and has proven to have had a positive effect on several cities around the United States. Perhaps the City of Fargo would benefit from its own version of form-based codes. What makes Fargo, Fargo? What gives the cities architecture a belonging, a sense of place? Can a particular set of standards be constructed and followed to make the city cohesive and still allow architects and planners to be creative?

Building on an urban site is not only responsible (in terms of sustainability, not sprawl, etc.), it means the project will get more use from a wider variety of citizens, rather than standing empty. Building in an area of diversity will ensure that there is a sense of life around the building; people bustling back and forth between activities, traveling from work to home and back again, and stopping in-between to pick up the essentials.

5 Elements to be Considered When Designing for Sense of Place

Weather/Adaptability

Each city and each climate comes with its own weather trends and patterns. Whether those qualify as good or bad can be left up to matters of opinion. What does matter about the weather of a place is how it is designed for. How the people of the place adapt to the weather, or design their cities and buildings for the weather.

What patterns are seen in regard to designing for weather? There is no doubt people are going to design differently for the windy and snow plains of Fargo, ND than they will for the warm, southern climate of Dallas, but are there similarities? Are there patterns that can be drawn out and learned from, no matter what the place?

Authenticity (architectural style, appropriateness)

An urban space with a great sense of place cannot exist without authenticity. Themed places such as Walt Disney World might be able to get away with creating some sort of fantasy land, but that place exists for a certain purpose – entertainment. For the average city, town, or neighborhood, it is essential that people are able to identify themselves with their surroundings. For people to want to build their life and family in one town rather than the next, it is important for the town to carry its own personality. Without designing for appropriateness of place, we might one day see every town look the same - a product of globalization and quickly moving technology and ideas – and people never settling in one place. Why would they?

How does a place go about designing for its authenticity? What elements of a space qualify as being authentic or counterfeit? There's no question Main Avenue is lacking something. Perhaps a rejuvenation of authenticity could revitalize the space. What can Fargo do, in a different way that other cities have done in their own way?

Human Scale

Places with a great sense of place have accomplished human scale very well. Whether we visit a small Midwestern farm town with a great 'Main Street' or the urban jungle of New York, NY with its climbing skyscrapers, somehow these places accomplish and identity.

How have different cities gone about making their spaces great places for people to inhabit? Why do people want to be in these spaces, walk down these sidewalks? What makes people comfortable enough to linger a while and admire, or grab a cup of coffee? What keeps them from quickly passing by? Is there a pattern or system that Main Avenue could tailor to keep their people intrigued?

Ease of Movement

A city that has a well-developed sense of place has made it easy for people to move around. Whether it be on foot or through some sort of transportation, people want to be in a space that is easy to get to and easy to move through. American cities are notorious for designing for the automobile – one of the greatest luxuries and freedoms for any American family. In U.S. cities it may be necessary for cars to get around easily. Just as important though, and maybe something we can learn from, is designing for people on foot to move easily. In traveling to Italy, I've discovered it's almost a hassle to drive your own car – it's just not as big of a priority as we make it out to be in America. However, moving easily to and from a space has been just as accounted for as with our American streets. Whether on foot or by bicycle, tram, train, bus, or car, moving to and through spaces safely and efficiently is essential for people to be able to enjoy a space.

Perhaps the type of movement is what contributes to the particular sense of place (pedestrian, car, mass transit, etc.). What else helps move people efficiently to and through a space? Can the same principles used for pedestrian movement be applied in a different way to vehicle movement? What can Fargo learn from successful districts?

Heterogeneousness (of uses)

One thing that I've noticed while traveling is that the places I really enjoy, or the places that I feel accomplish a great sense of place, are the places with a good mix of uses. No matter if the place is largely a business district, shopping district, or thoroughfare, still, there exists little pockets of combined uses – parks, sate little schools, eateries. If a certain space was strictly a business district, for example, it would be essentially vacant from 5pm to 8am. To keep an area alive and thriving, planning for multiple uses is necessary.

How do cities create a specific 'zone' or 'district' and still manage to incorporate other businesses/ functions? Is there a pattern that can be followed or applied to Fargo's Main Avenue that would encourage life and vitality?

Lingering Questions

How are these things accomplished, or accommodated through Urban Design? What can Fargo learn from this? How will Main Avenue benefit?

Conclusion

Input from the people of the community, the people whose pride will keep streets clean and buildings kept up, is essential. Guesses at what they want or need may get a building built, or a neighborhood developed, but to be successful in creating something of value to the City of Fargo, it is important to listen to the needs of its citizens.

Specifically

Specific needs heard thus far:

Expansion of Downtown
Grooming of Existing Buildings/Lots
Grocery
Parking
Small Business Incubator
Greenways
Bike/Walking Paths

From here, an informed program can be created and site revealed.

Typological Research

It is important to this research problem to look in depth at the typology that will be used as a medium for examination.

Mixed Use

A mixed use building will be designed for the site. The building will serve the community of Fargo as it sits along one the gateway to downtown Fargo. The desgin will house a grocery/market, small business/ office incubator, parking, and indoor & outdoor gathering space.
Mixed use buildings have been analyzed with seven graphic overlays.

- Structure
- Geometry
- Mass/Void
- Circulation
- Natural Light
- Plan to Section
- Hierarchy

Urban Design

Not only will architectural work need to be explored as a solution to this research problem, urban design too, will aid in the process. Developing the Main Avenue corridor won't be accomplished by mixed use architecture alone, but by looking at how the street as a whole can grow in a sense of place.
Urban design case studies have been analyzed with the same seven graphic overlays as the architecture case studies with the addition of one more.

- Parking

Momentary City Hefei, China

- Project Type: Sales Pavilion for a Condo Developer
- Location: Hefei, China
- Size: ~10,000 sq. ft.
- Architects: Vector Architects
- Year: 2009
- Distinguishing Characteristics: Integral indoor/outdoor courtyards, mass/void relationships, parasitic characteristic of nature invading the interior
- Existing Program Elements: Reception, Exhibition, Contract signing, Administrative space, Courtyards
- ("Momentary city - cr land," 2010)

Figure 28.1 (Saieh, 2010)

Figure 28.2 (Saieh, 2010)

Figure 28.3 (Saieh, 2010)

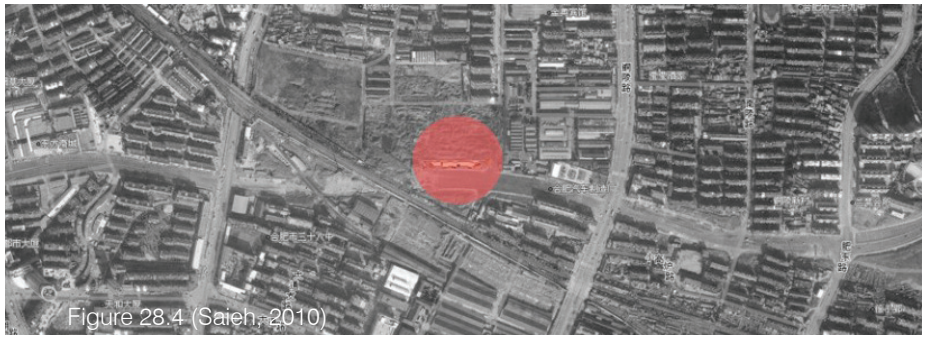


Figure 28.4 (Saieh, 2010)

Figure 28.5 (Saieh, 2010)

Figure 29.1 (“Momentary city - cr land,” 2010)

Figure 29.2 (“Momentary city - cr land,” 2010)

The Momentary City in Hefei, China is right around 10,000 sq ft. in size. It is a one story commercial building that is used as an interesting indoor/ outdoor sales pavilion for a condo developer. What makes this case study different from other commercial projects I’ve seen is its integration of (several) courtyards. The building comprises spaces to house several working functions such as reception, exhibition, contract signing, and administrative space. One of the things that really intrigues me about this building is that each space is linked to its own outdoor space, giving it a sense of privacy, while at the same time being part of a comprehensive building. The north walls of the indoor sections are fiberglass, while the south facades are glass curtain walls, shaded by the vegetation of the courtyards. Glass allows dappled light to enter the spaces, each space being affected by the content of its courtyard. the effect of dappled light on the user is one of natural instinct as explained in (cindy’s book). We (humans) respond well in our natural environment, so I find this case study to be of particular interest when trying to find a way to make a multi-use building seem pleasant, and inviting.

This case study responds very well to its site, in that it actually incorporates much of its site within the building itself. The vegetation and materials used in the space are local – bamboo veneer, bamboo, flowers, water, and camphor trees. The project also fits in well in terms of the social and cultural norms in the area. Vector Architects noticed the ever prevalent, and even more frequent, cycle of construction and demolition. In using that inspiration, the architecture followed suit by being a serious of masses and voids that play with and complement one another. (“Momentary city - cr land,” 2010)

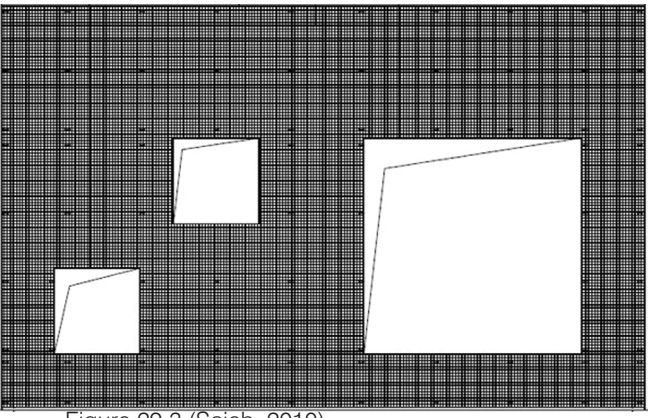


Figure 29.3 (Saieh, 2010)

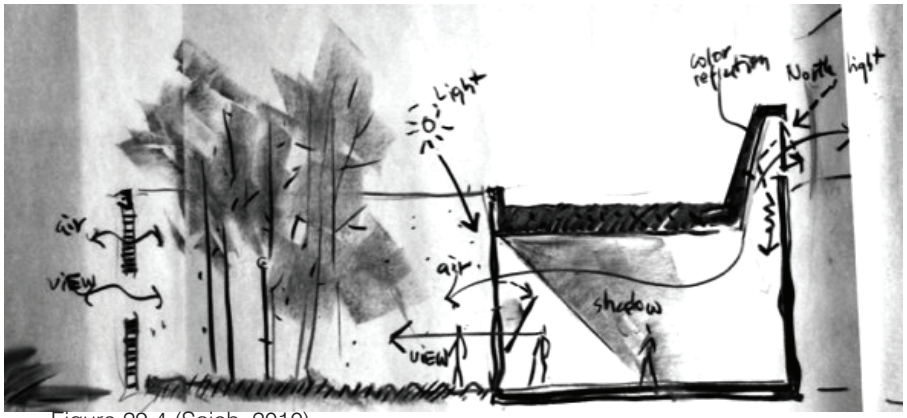


Figure 29.4 (Saieh, 2010)

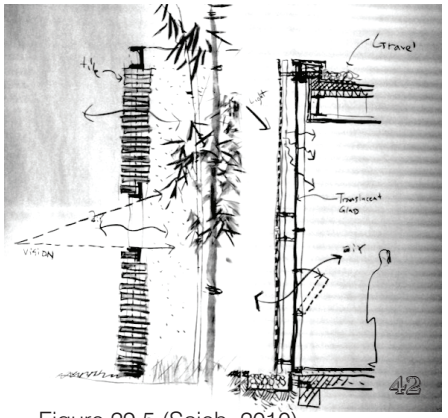
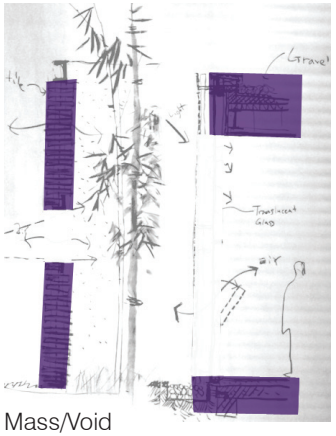


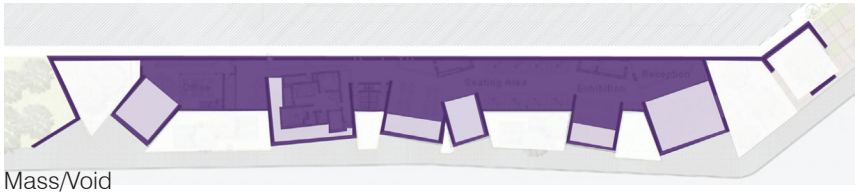
Figure 29.5 (Saieh, 2010)

Figure 30.1 (Osten, A., 2011)

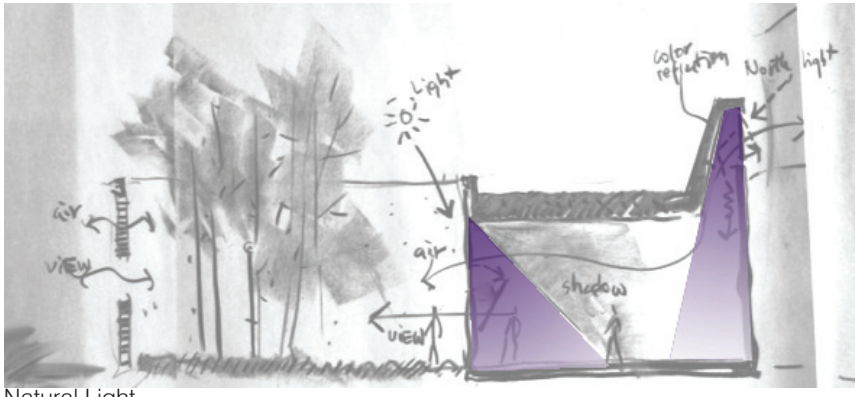
Graphic Analysis



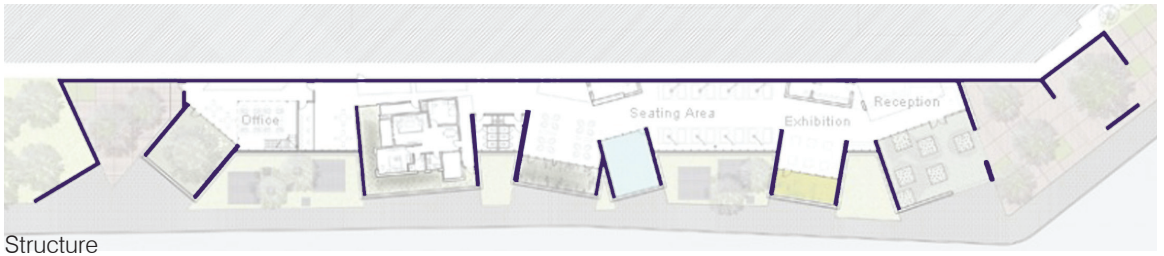
Mass/Void



Mass/Void



Natural Light



Structure

Plan to Elevation

Plan to Elevation

Hierarchy

Circulation

Geometry

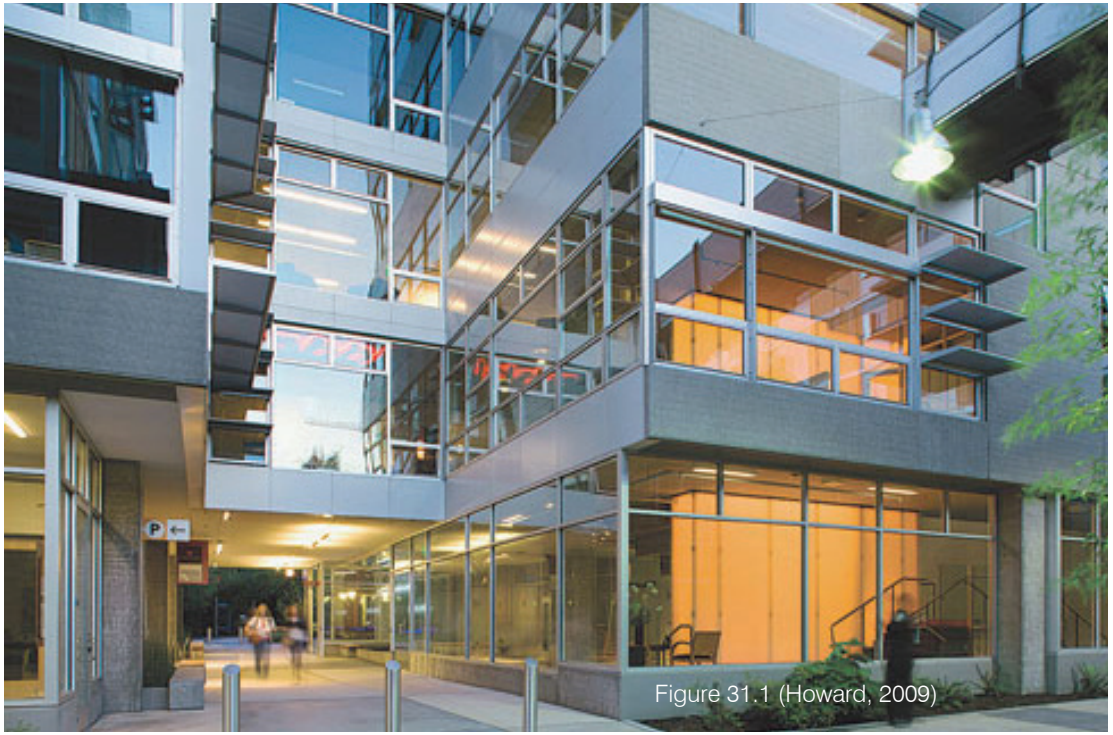


Figure 31.1 (Howard, 2009)

Alley24 Seattle, WA

- Project Type: Mixed Use
- Location: Seattle, Washington – Central City
- Size: ~514,205 sq. ft.
- Architects: NBBJ
- Year: 2004
- Distinguishing Characteristics: The project is LEED Silver (shell) and Gold (interior) rated. The building is located in a busy and developing neighborhood, and encompasses a whole city block in an effort to guide pedestrian traffic and pull people into this shopping center.
- Existing Program Elements: Housing, Office Space, Retail, Restaurants, Parking
- (Urban Land Institute, 2008)

Figure 31.2 (Howard, 2009)

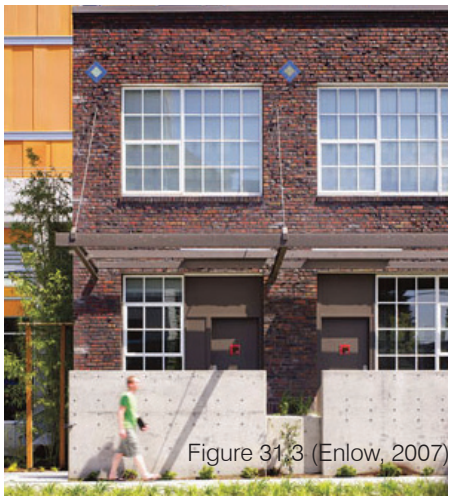


Figure 31.3 (Enlow, 2007)

Figure 31.4 (Enlow, 2007)

Alley24 in Seattle is a great example of the program my building might turn into. I'm not sure residential would be right for mine, but I'm keeping it as a consideration.

Alley24 is a project in the state of Washington. Seattle has a neighborhood growing particularilly rapid, which is right where developers at Vulcan Real Estate chose to locate their building.

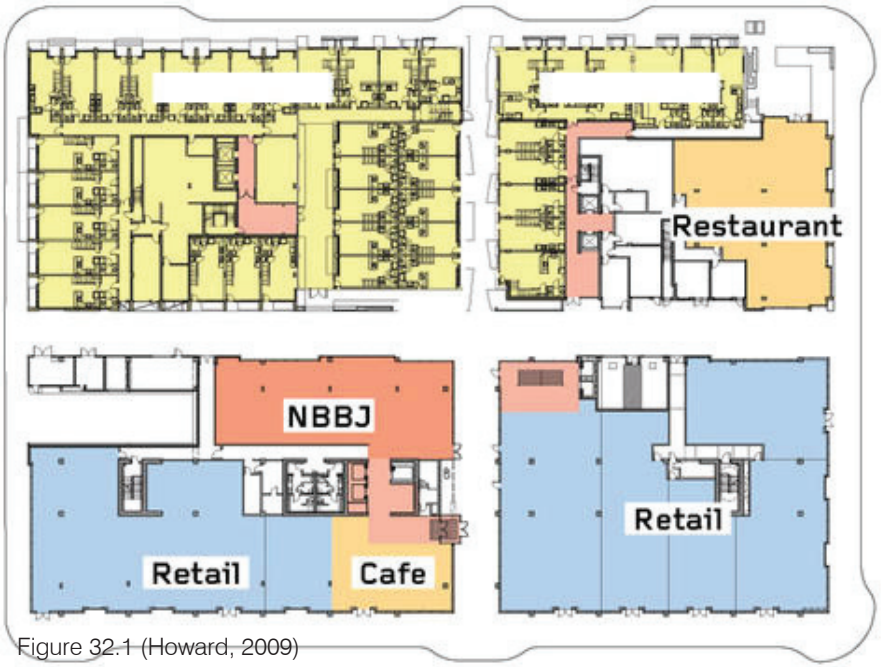


Figure 32.1 (Howard, 2009)


Figure 32.2 (Moody, 2009)

As the neighborhood is undergoing a period of redevelopment, the Alley24 project gives aid by making this entire city block a pedestrian friendly space. The case study is broken up into 4 buildings that make up one complex. Breaking up the
building into four pieces not only allows for the creation of pedestrian right of ways, it also keeps in context with the surrounding development, leaving an opening where the alleyway used to reside.

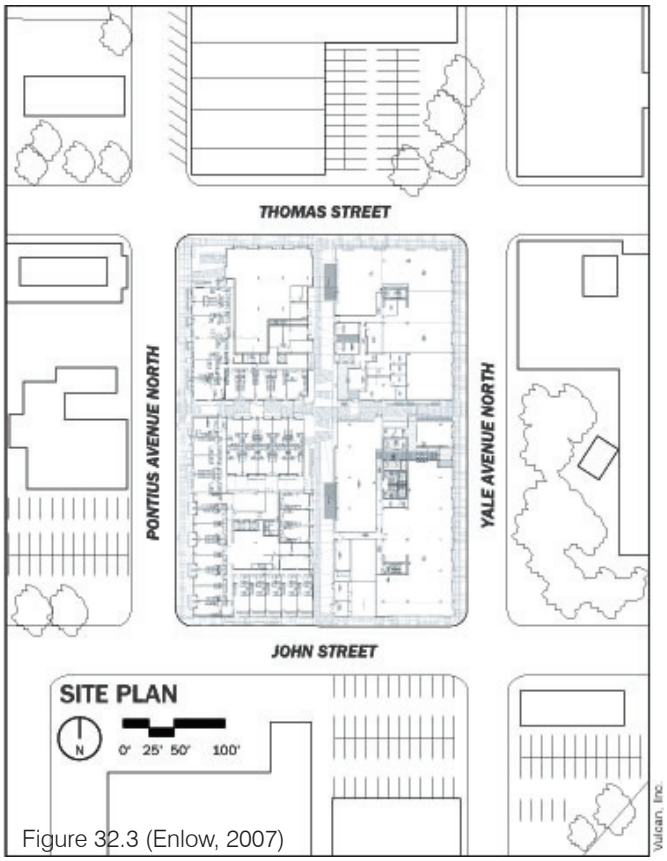


Figure 32.3 (Enlow, 2007)

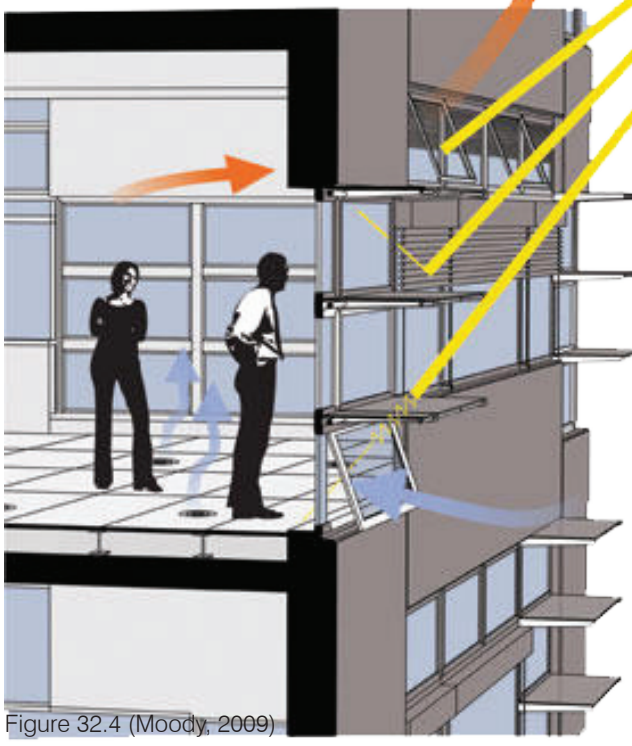
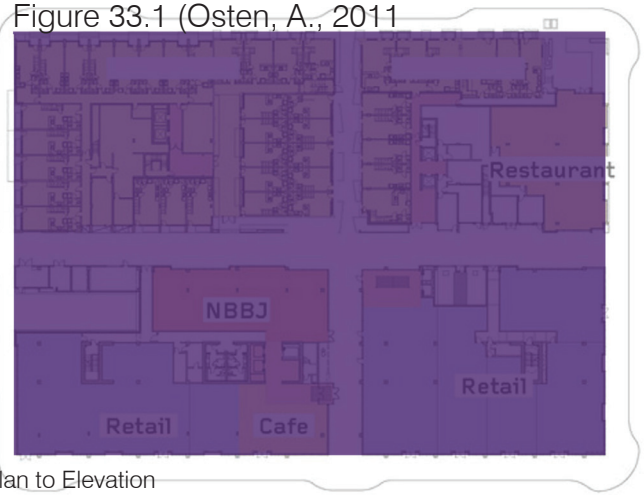


Figure 32.4 (Moody, 2009)

The project fits in well with the historical and social context of the city, paying homage to the old industrial warehouses by encorporating a metal shell in with the modern sustainable architecture of today.

This project vies for the title of "closest fit" to what my project might turn into. The large city blocks of Seattle allow for the building to act as a city itself, broken up into sections and usable spaces for citizens. The project is set in a "Seattle Mixed" zone, which was created in order to foster better mixed use development.

Figure 33.1 (Osten, A., 2011

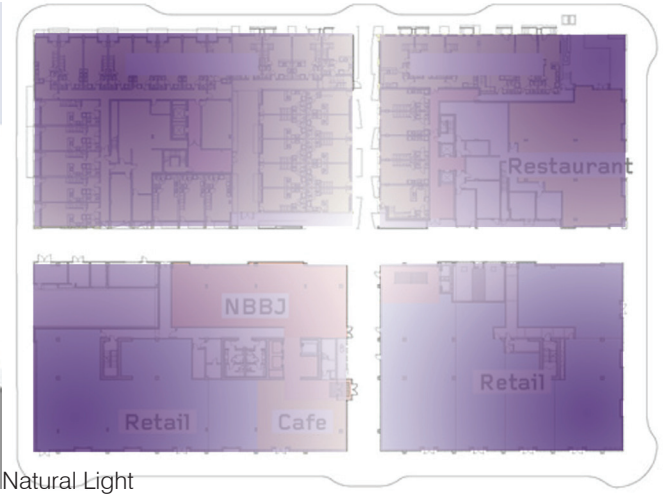


Plan to Elevation

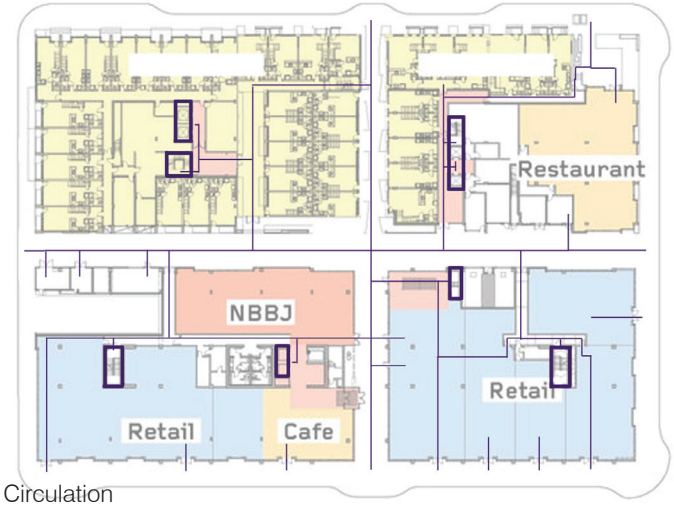
Plan to Elevation

Graphic Analysis

Geometry



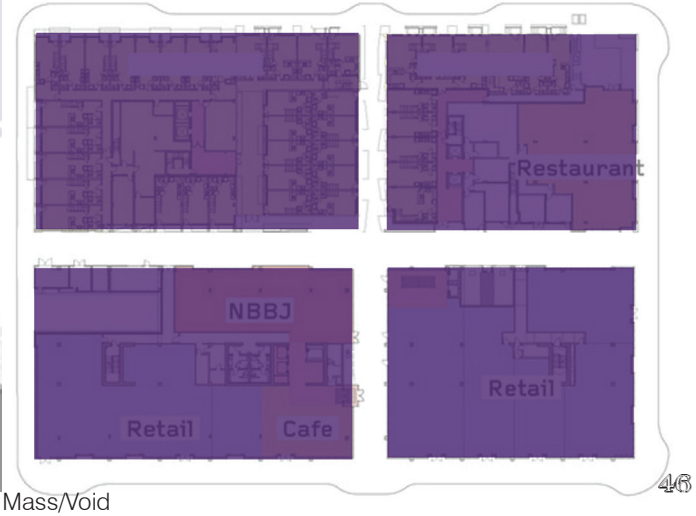
Natural Light



Circulation

Structure

Hierarchy



Mass/Void

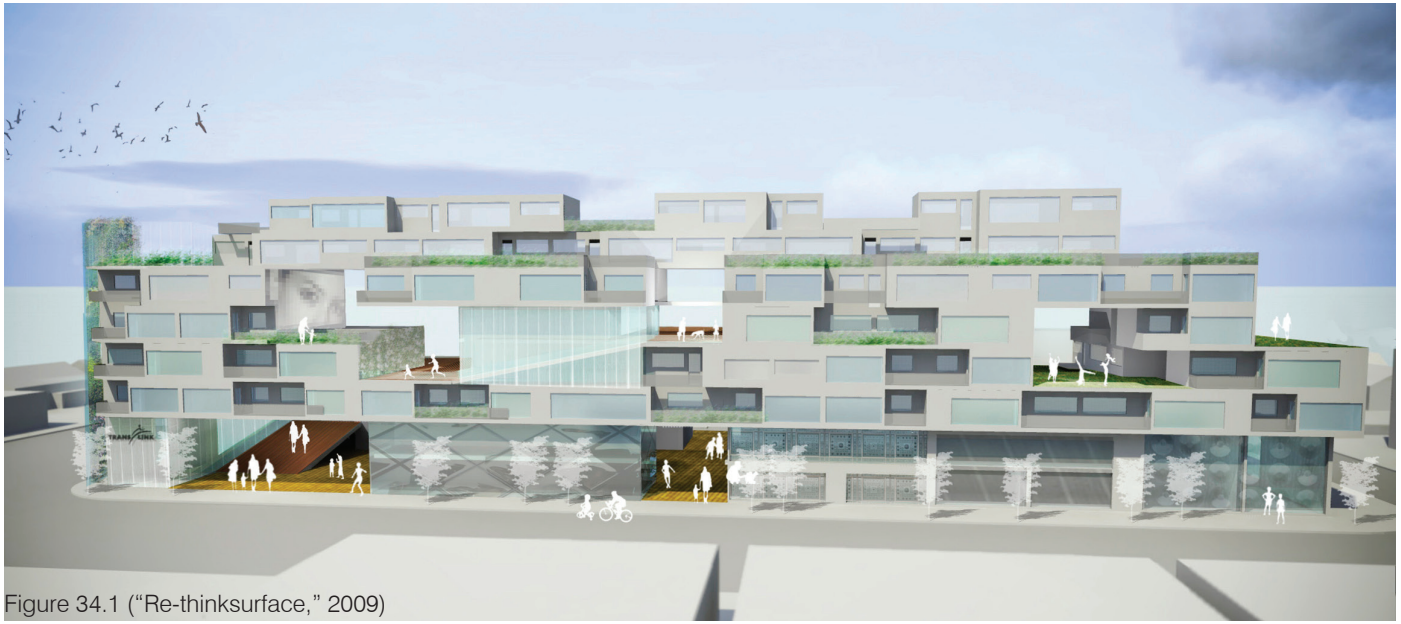


Figure 34.1 (“Re-thinksurface,” 2009)

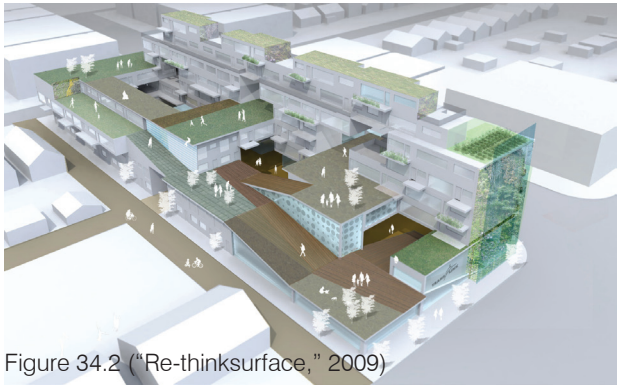


Figure 34.2 (“Re-thinksurface,” 2009)

FormShift Vancouver, BC

- Project Type: Competition/Mixed Use
- Location: Centre-Ville, Vancouver, British Columbia, Canada
- Size: Laid out by Competition: Formshift Vancouver
- Architects: Sturgess Architecture
- Year: 2009
- Distinguishing Characteristics: The project is about producing rather than consuming with regard to architecture
- Existing Program Elements: Spaces for people to live, work, and play. Surfaces for which to grow things.
- (Canadian Competitions Catelogue, 2009)

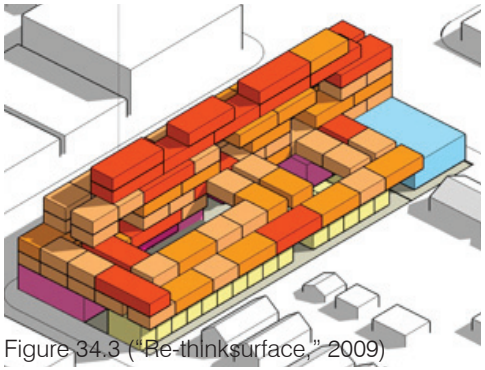


Figure 34.3 (“Re-thinksurface,” 2009)

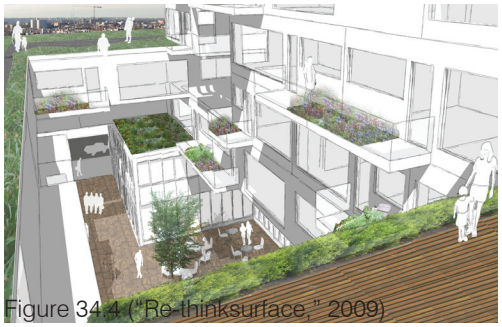


Figure 34.4 (“Re-thinksurface,” 2009)

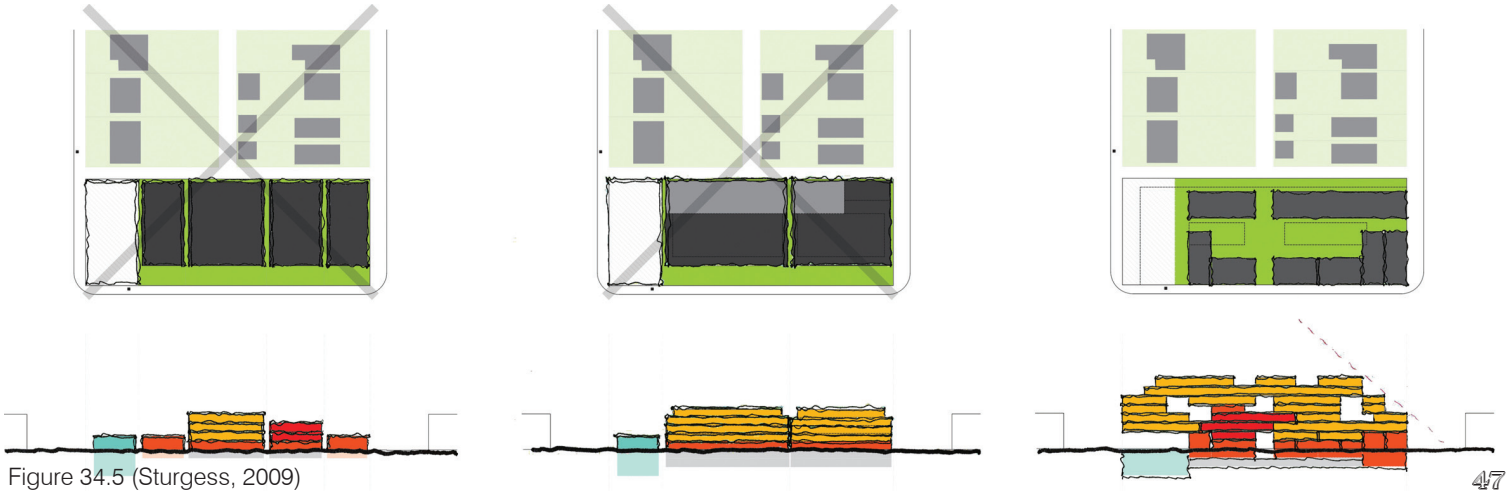


Figure 34.5 (Sturgess, 2009)

The Formshift design competition first place winner in 2009 was a design by the architecture firm Sturgess Architecture.

The design features futuristic buildings which would produce rather than consume energy.

“WALLS harness energy, ROOFS grow food and FLOORS connect the public and private spaces.”

The reason I like this case study so much is because, although not very detailed in terms of program, etc, the project gives many ideas about how to think more sustainably. In fact, besides having high tech walls, roofs to grow things, and adaptable floors for users, at the heart of the design is very basic design principles. Proper orientation in order to best collect light and avoid harsh winds are one thing that Sturgess Architecture decided to stress on their competition boards.

The project suits its city well, giving into the community by building a mixed use building designed for people to grow community gardens, practice yoga, and learn through design by witnessing wind turbines and rainwater collection at work. With the openness of the design, people are able to flow in and out of the structure almost effortlessly, enjoying the architecture and the surrounding city.

(Canadian Competitions Catelogue, 2009)

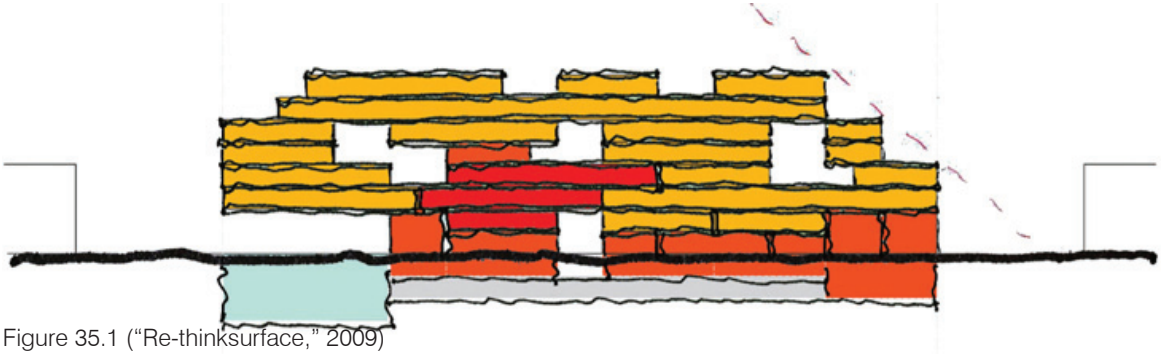


Figure 35.1 (“Re-thinksurface,” 2009)

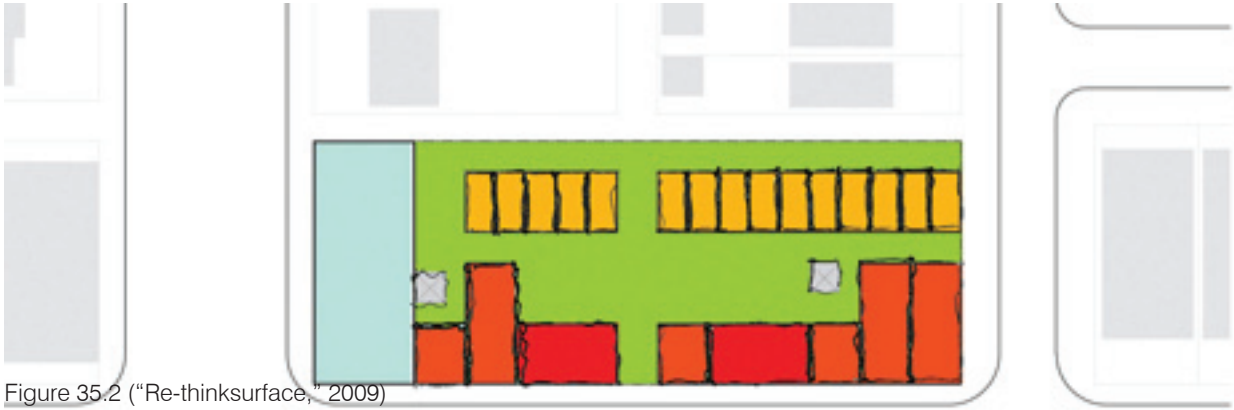


Figure 35.2 (“Re-thinksurface,” 2009)

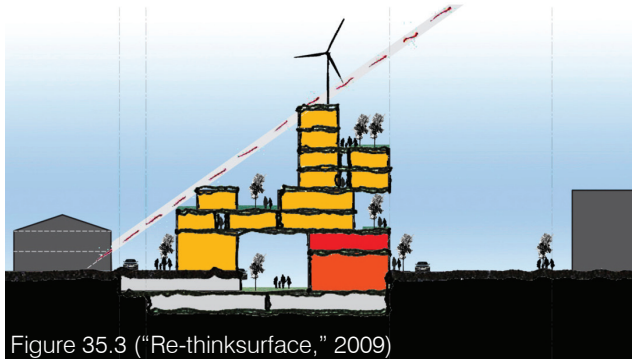


Figure 35.3 (“Re-thinksurface,” 2009)

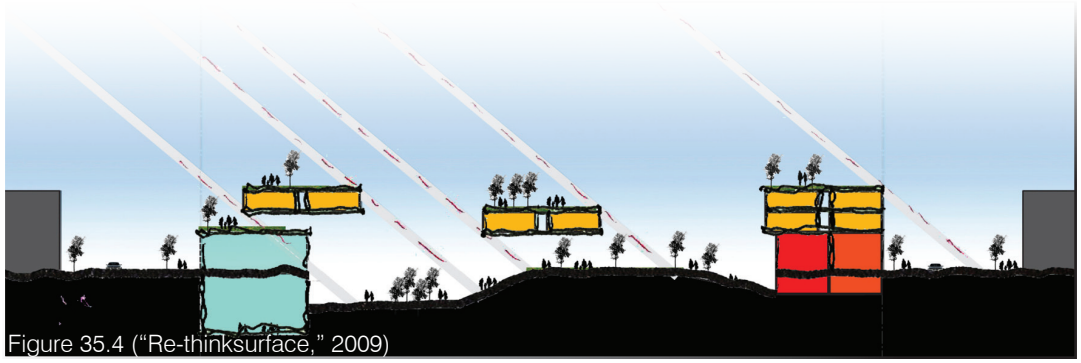
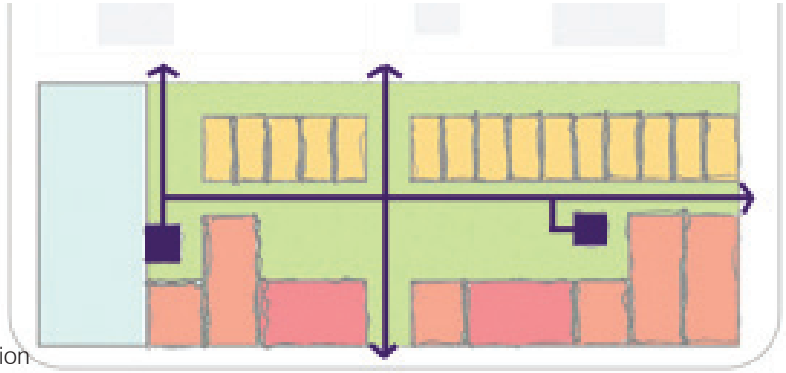


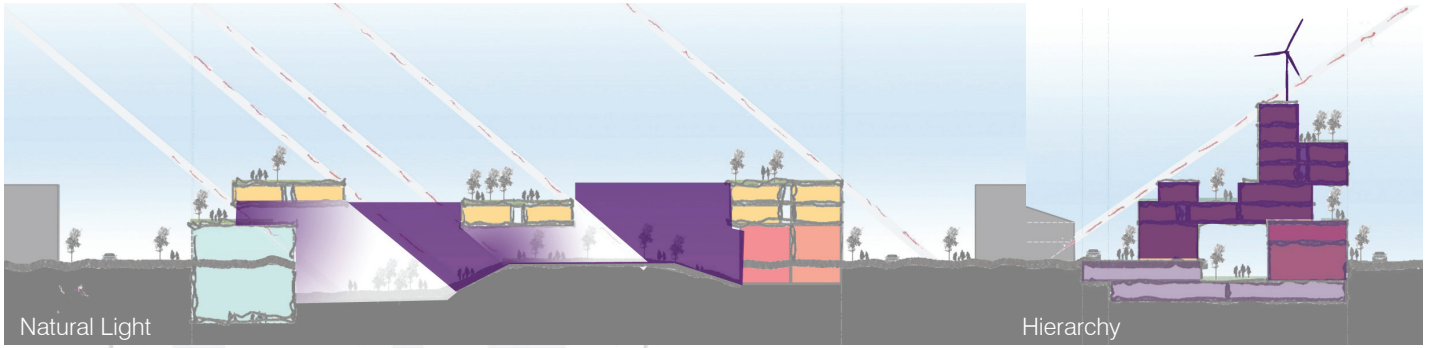
Figure 35.4 (“Re-thinksurface,” 2009)

Figure 36.1 (Osten, A., 2011)

Graphic Analysis



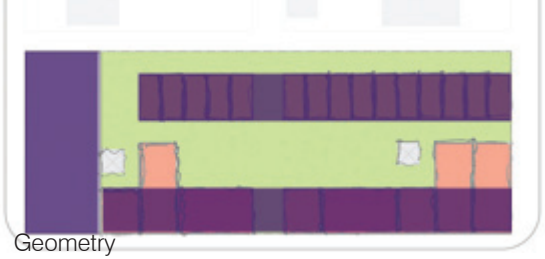
Circulation



Natural Light

Hierarchy

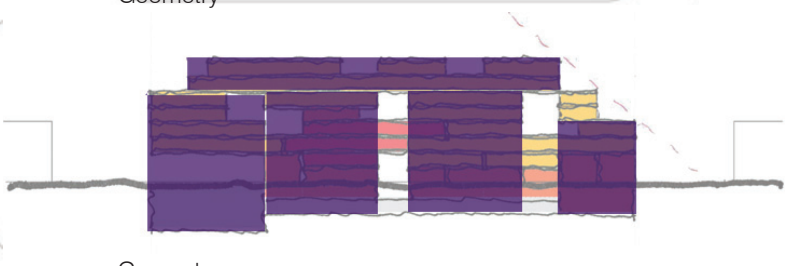
Mass/Void



Geometry

Plan to Elevation

Structure



Geometry

Plan to Elevation

Improvements

Figure 41.5 (City of Minneapolis, Minnesota, 2011)

Streetscape

Figure 41.5 (City of Minneapolis, Minnesota, 2011)

Chicago Avenue Minneapolis, MN

- Project Type: Redevelopment
- Location: Chicago Avenue, Minneapolis, Minnesota
- Size: Chicago Avenue between I-94 and Midtown Greenway
- Planner: City of Minneapolis Planners
- Year: 2008-Ongoing
- Distinguishing Characteristics: The City Of Minneapolis is going about this in a very different way than most, from what I've read. There are very specific growth charts and rates for which to follow in redeveloping this corridor into something that houses a precise amount of commercial, retail, and residential space. This is to prevent the area from continued economic disadvantage.
- Existing Program Elements: Medical, Retail, Sports, Services, and Restaurants
- (Taylor & Kohler, 2009)

Details

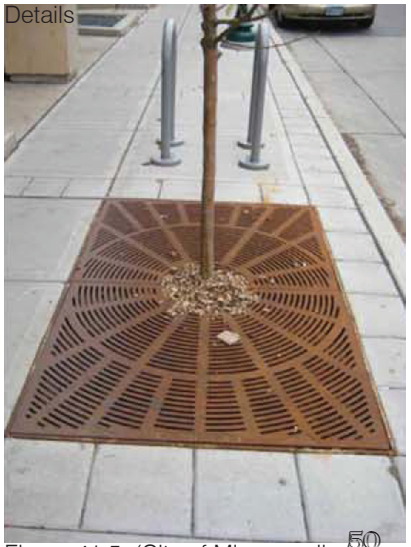


Figure 41.5 (City of Minneapolis, Minnesota, 2011)

Figure 37.1 ("Chicago avenue corridor," 2010)

The Chicago Avenue Corridor plan is quite different from the other case studies I've researched. This study and master plan has specific goals as far as what to accomplish in terms of economic growth for the city. This portion of Minneapolis is one of the oldest and has been subject to economic decline in the past. Revitalizing this area is the City's hope for bring life back into this historic district. (Taylor & Kohler, 2009)

Being relatively close to the Fargo/Moorhead community, this corridor redevelopment offers similarities in structure to some of the things we see around this region. Basic improvements such as sidewalk reconstruction, signal modification, storm drain improvement, and curb and gutter redesign, help to make the city more functional and more practical for the everyday resident or visitor.

In fitting in with the social and regional context of the project, the corridor will undergo numerous periods of construction, over a span of several years. This is brought on by weather and climate as well as funding. (City of Minneapolis, Minnesota, 2011)

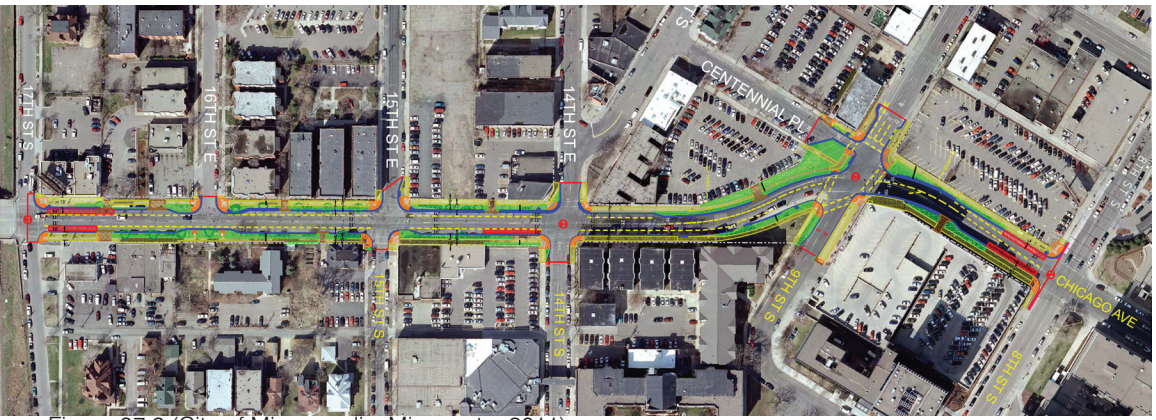


Figure 37.2 (City of Minneapolis, Minnesota, 2011)

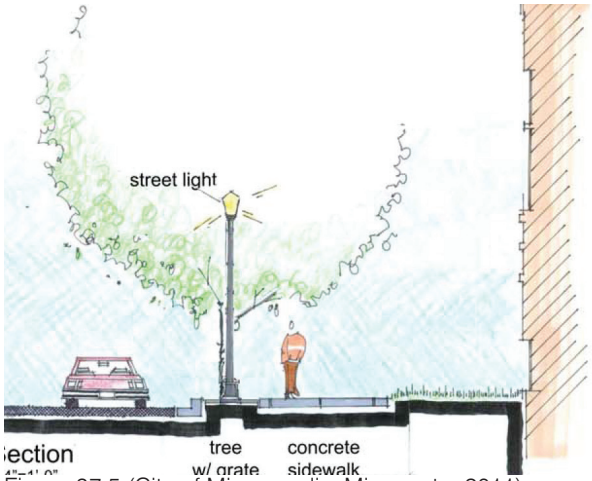


Figure 37.5 (City of Minneapolis, Minnesota, 2011)

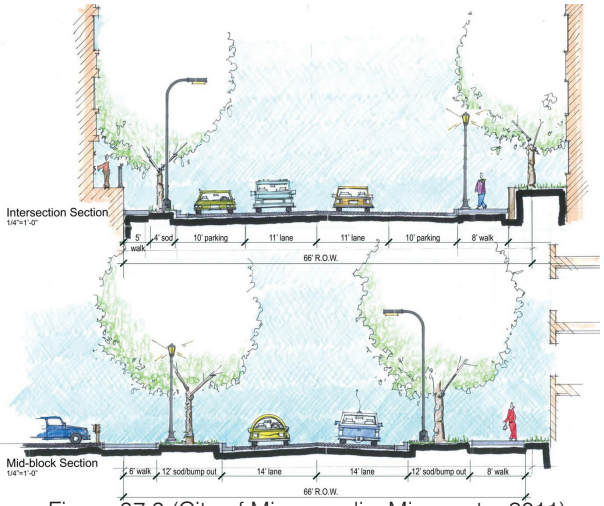


Figure 37.3 (City of Minneapolis, Minnesota, 2011)

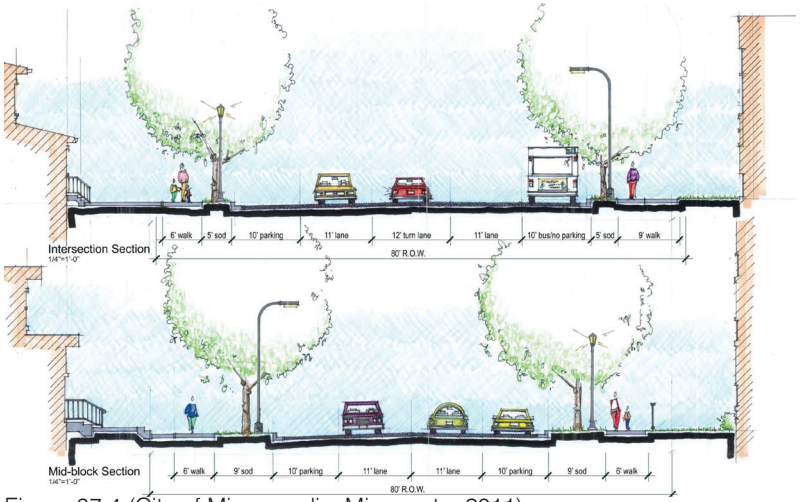


Figure 37.4 (City of Minneapolis, Minnesota, 2011)

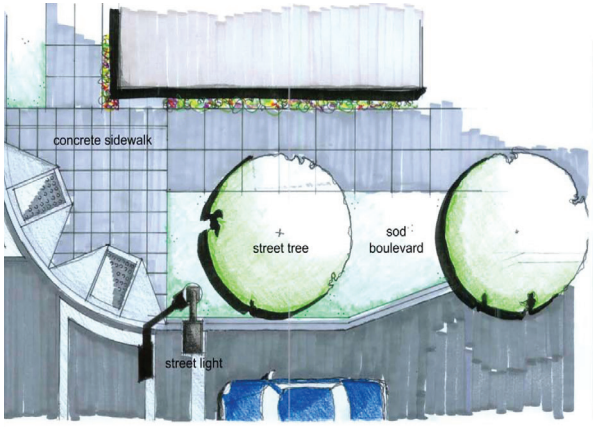
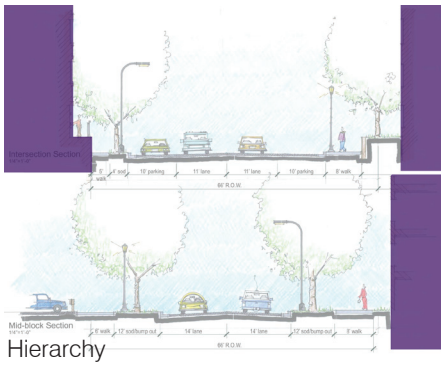


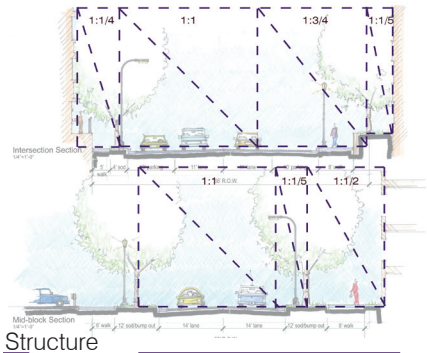
Figure 37.6 (City of Minneapolis, Minnesota, 2011)

Figure 38.1 (Osten, A., 2011)

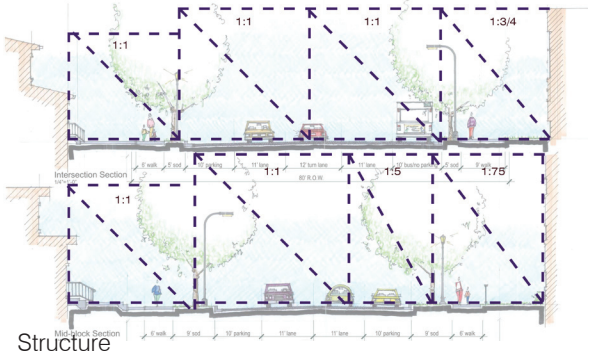
Graphic Analysis



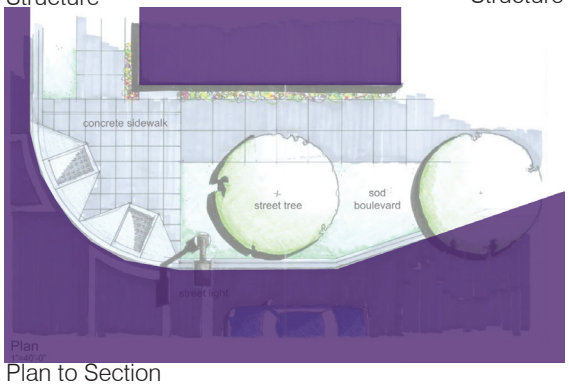
Hierarchy



Structure

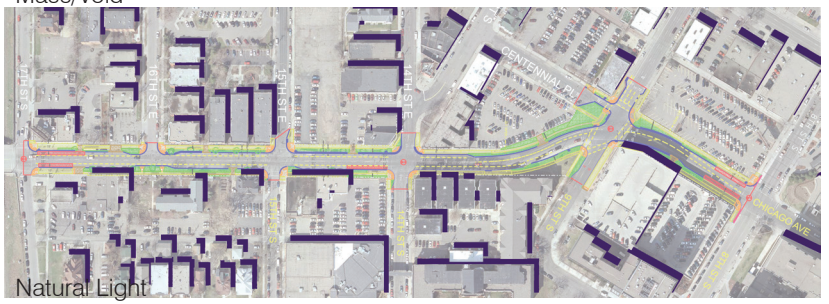


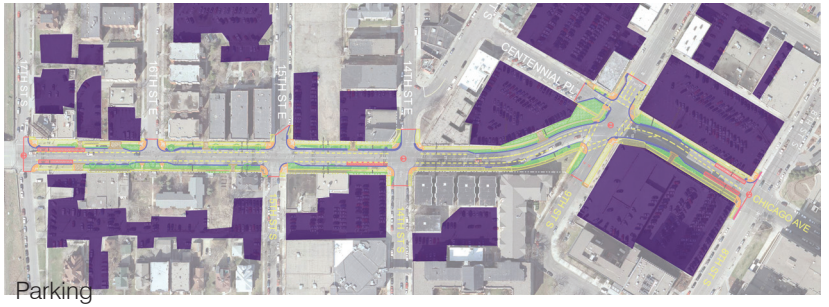
Structure



Plan to Section

Plan to Section





Columbia Pike Arlington, VA

Columbia Pike: Before and After

Figure 50.1 (“Drew”, 2010)

- Project Type: Redevelopment/ Revitalization
- Location: Columbia Pike, Arlington, Virginia
- Size: Length of Columbia Pike Corridor
- Planner: Columbia Pike Revitalization Organization
- Year: 2002
- Distinguishing Characteristics: The corridor is one of the oldest thoroughfares in Virginia and is a gateway to the District of Columbia. Revitalizing this space will make the main street a
- Existing Program Elements: Light rail, Industry, Traffic Analysis, High Density Residential, Pedestrian Amenities, Streetscape and Gateway improvements
- (“Land use, zoning,” 2005)

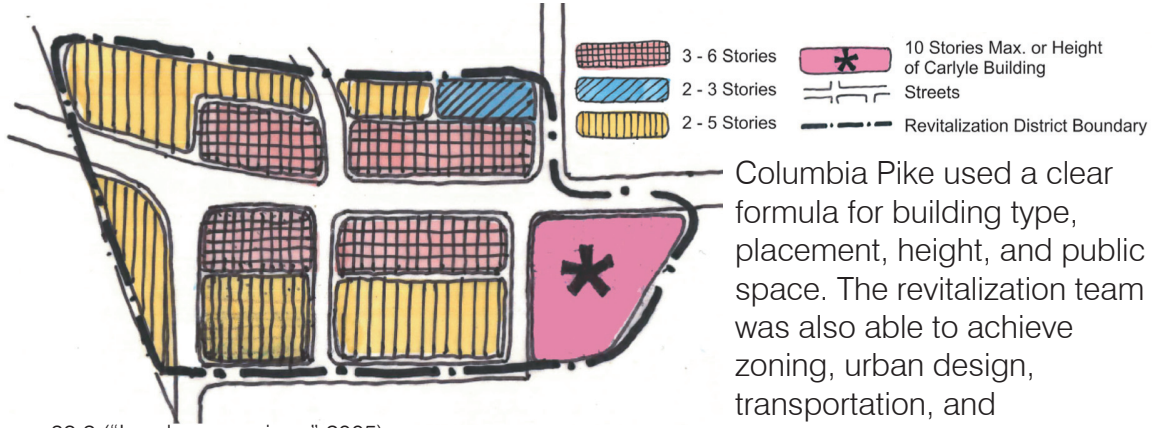


Figure 39.2 (“Land use, zoning,,” 2005)

Columbia Pike used a clear formula for building type, placement, height, and public space. The revitalization team was also able to achieve zoning, urban design, transportation, and infrastructure goals in addition to the smaller scale change in forms.

Because of the context of the corridor, the revitalization team held an intense schedule of charrettes, gathering the ideas of planners and members of the community in order to best compose a plan for this gateway. In the end, a cutting edge and well-fitting plan was put together that truly transformed this corridor. (City of Arlington Virginia)

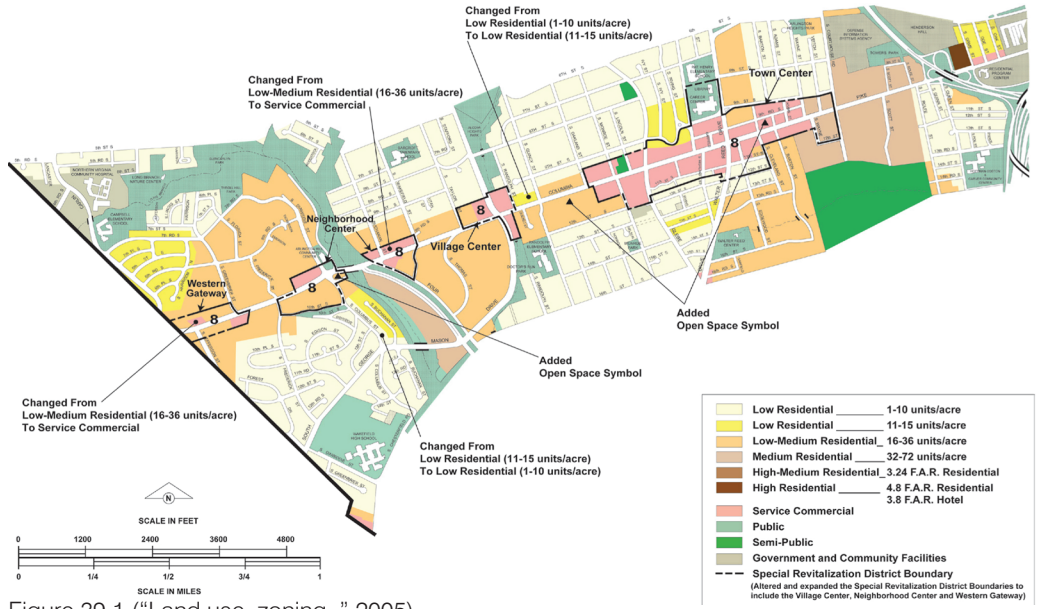


Figure 39.1 (“Land use, zoning,,” 2005)

Figure 39.3 (“Land use, zoning,,” 2005)

I looked at this case study for a particular reason. The redevelopment of Columbia Pike includes the institution of Form Based Codes. Form based codes are something I’d like to explore in the development of Downtown Fargo, and the illustrations of Columbia Pike show very well what the implementation can do for a city.

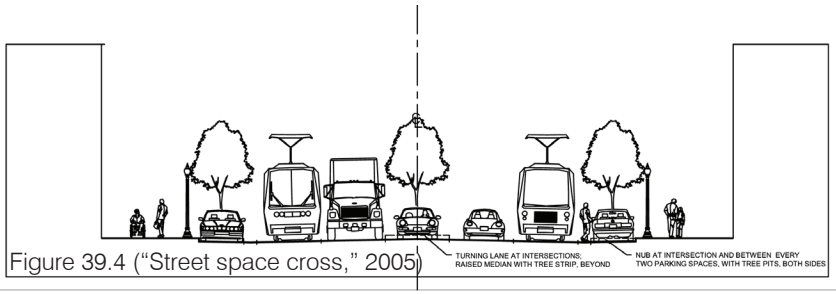


Figure 39.4 (“Street space cross,” 2005)

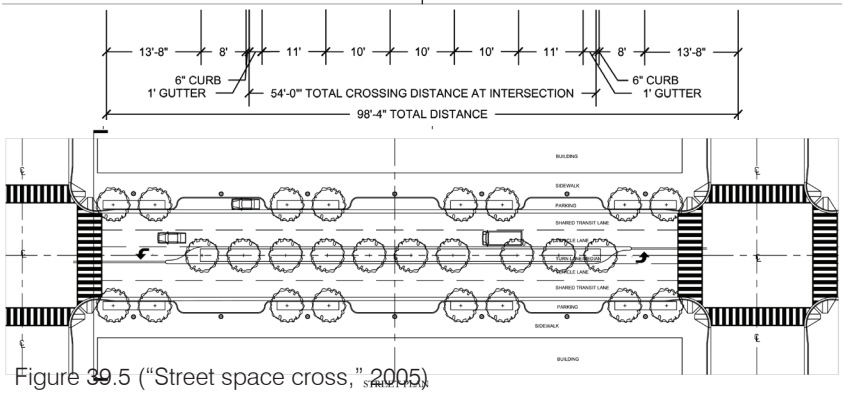


Figure 39.5 (“Street space cross,” 2005)

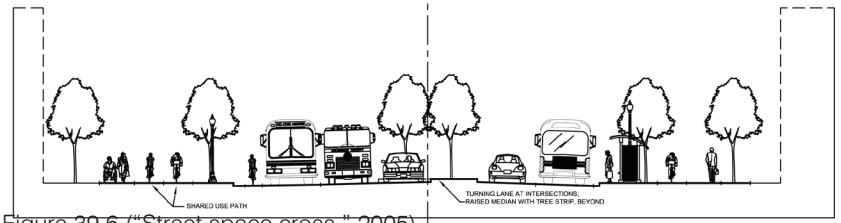
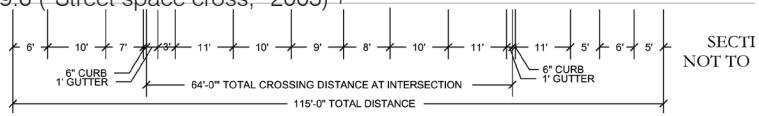


Figure 39.6 (“Street space cross,” 2005)



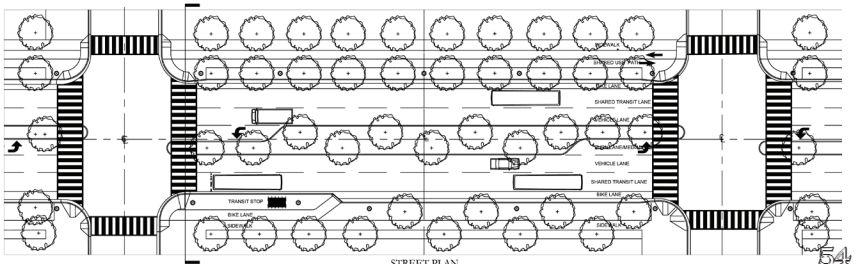
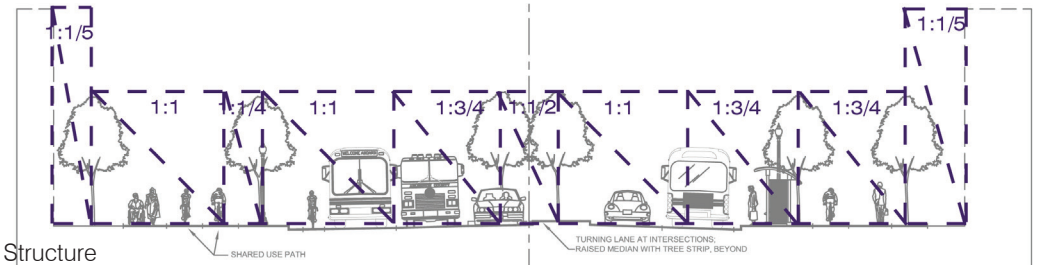


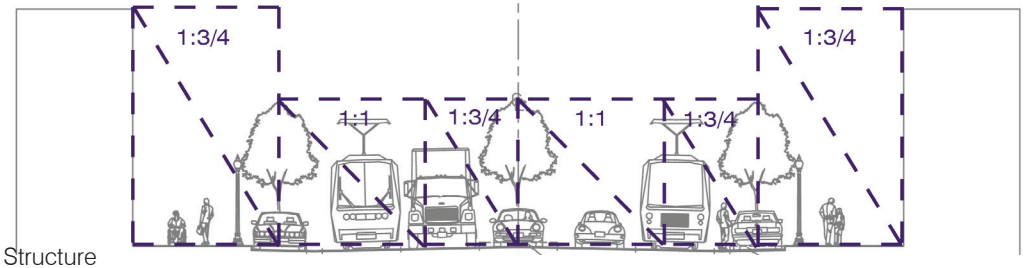
Figure 39.7 (“Street space cross,” 2005)

Figure 40.1 (Osten, A., 2011)

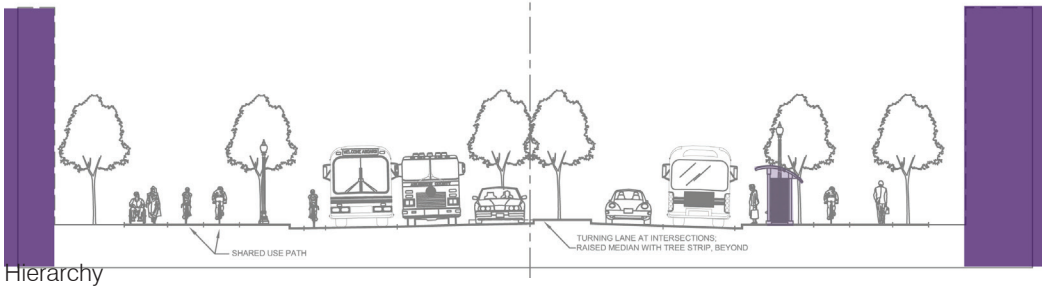
Graphic Analysis



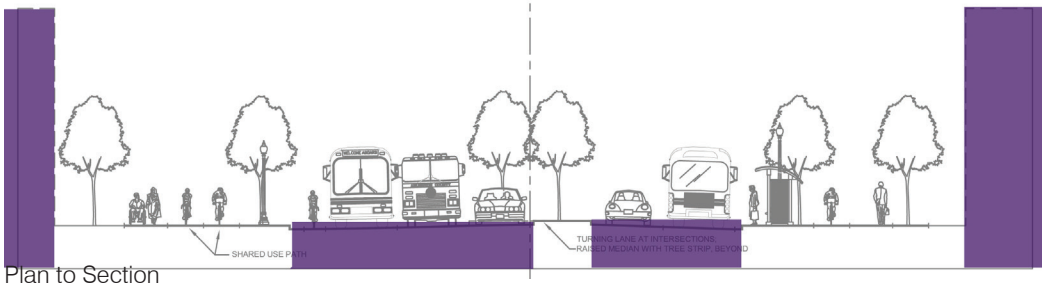
Structure



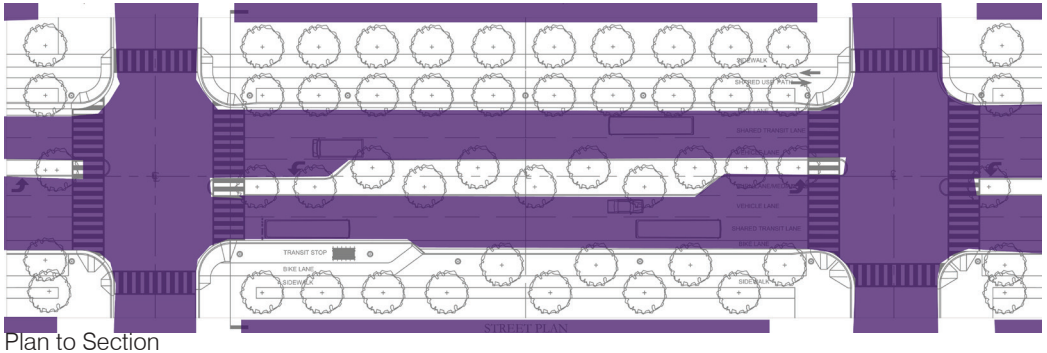
Structure



Hierarchy

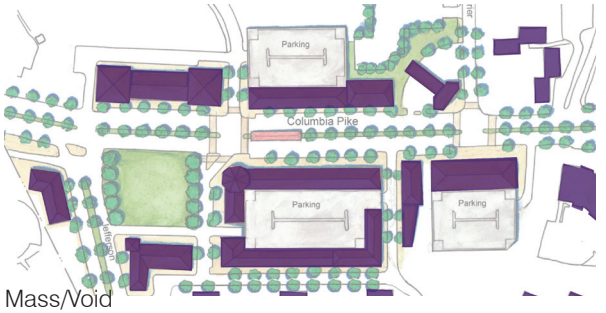


Plan to Section

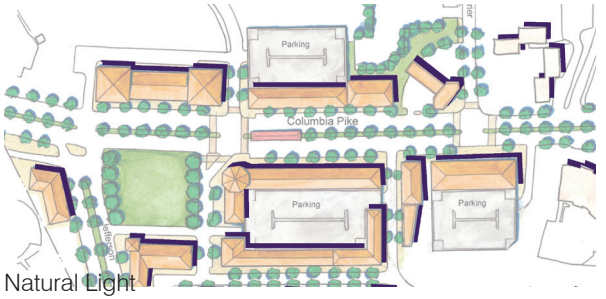


Plan to Section

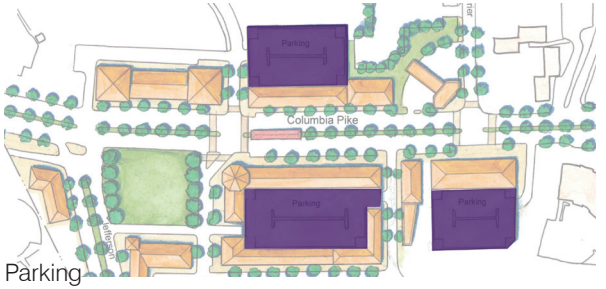
Circulation



Mass/Void



Natural Light



Parking

Geometry

North 1st Street San Jose, CA

North First Street: Before and After

Figure 53.1 (“Vision north san,” 2004)

- Project Type: Redevelopment
- Location: San Hose, California
- Size: 4,700 acres
- Planner: City of San Hose
- Year: 2004
- Distinguishing Characteristics: This Corridor project includes a light rail system down the length of the development strip. The project also encourages industrial growth which is valuable to me, since my site in located in an industrial/commercial space.
- Existing Program Elements: Light rail, Industry, Traffic Analysis, High Density Residential, Pedestrian Amenities, Streetscape and Gateway improvements
- (“Vision north san,” 2004)

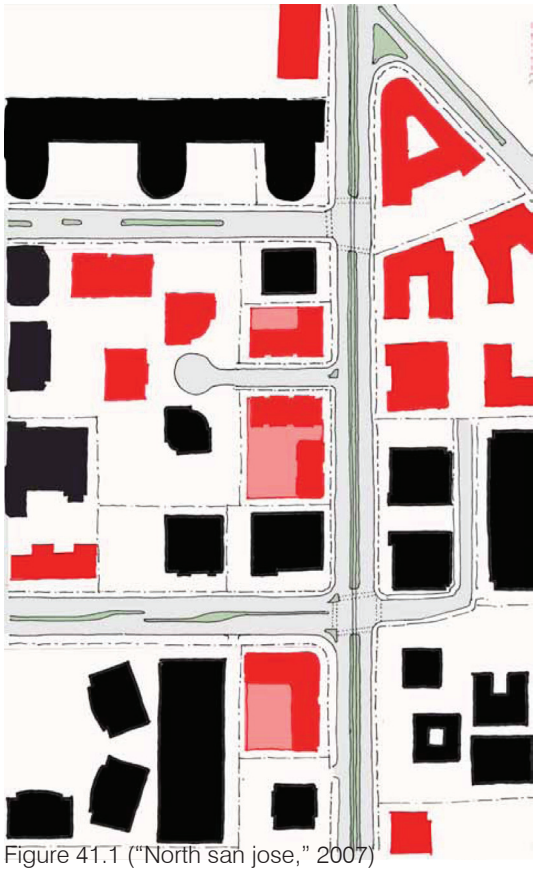


Figure 41.1 (“North san jose,” 2007)

The area decided on to redevelop in the City of San Hose is in the northern section of the city. It happens to play a very important role as an employment center, and so city officials have realized the importance of keeping up with the maintenance of the region.

One of the biggest things I took away about the development of this area is the light rail that was installed. It makes for much easier transportation for the working person, and much easier to get from one end of San Hose to the other for just about anyone.

One of the goals associated with the North 1st Street project is the aim to bring in 83,000 in new jobs to this industrial and research heavy area. Residency will also benefit, as up to 32,000 new high-density units are in the plan.

This case study fits in well to its site and social context, closely following the plans for surrounding neighborhoods. With the future development of North San Hose, people will better be able to reach parks, schools, shopping, and libraries.(Department of Planning, Building & Code Enforcement, 2010)

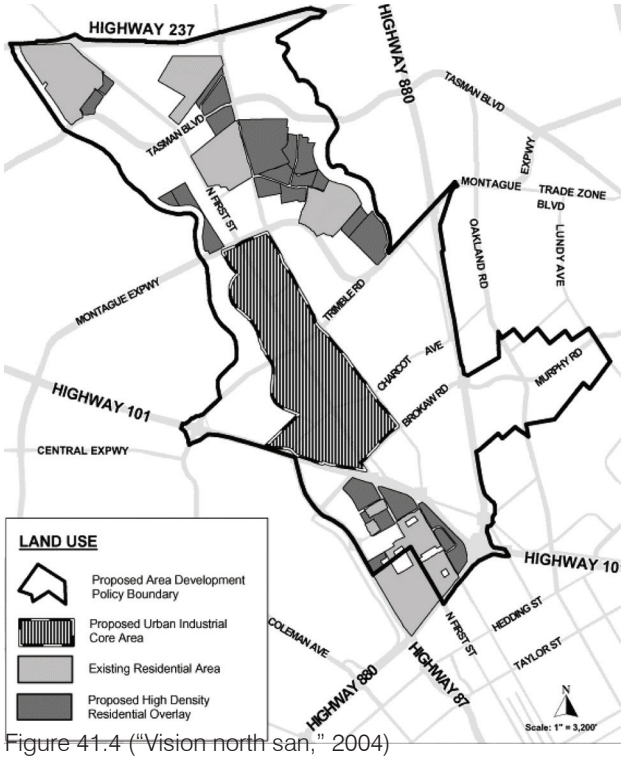


Figure 41.4 (“Vision north san,” 2004)

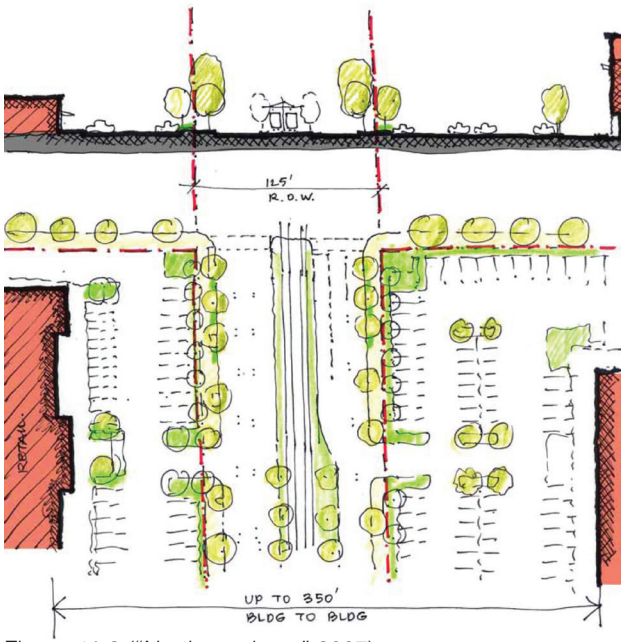


Figure 41.2 (“North san jose,” 2007)

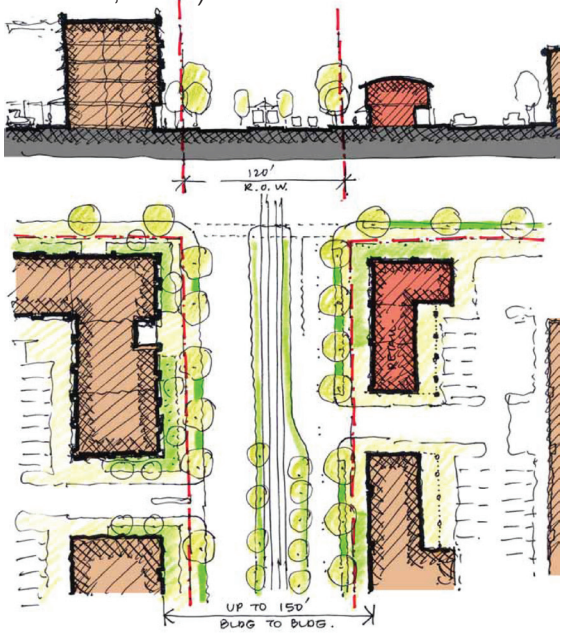


Figure 41.3 (“North san jose,” 2007)

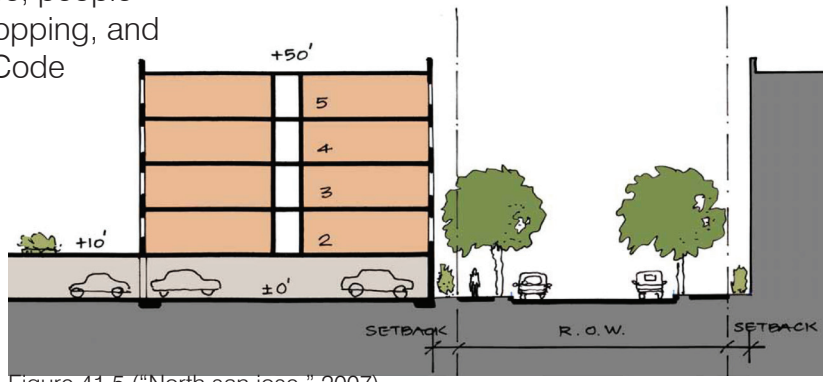


Figure 41.5 (“North san jose,” 2007)

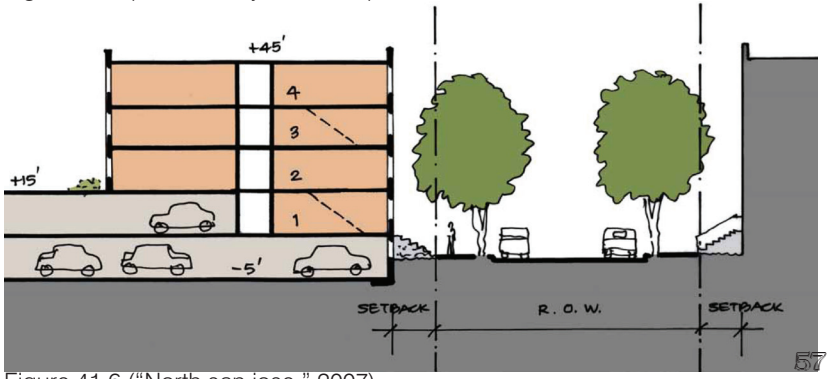
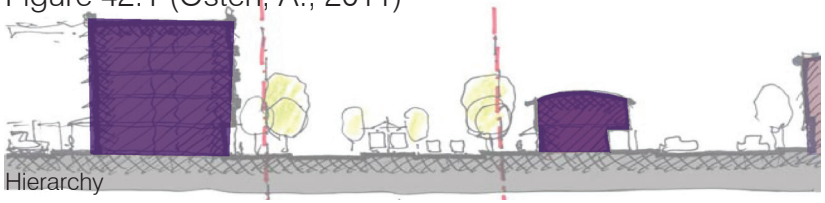
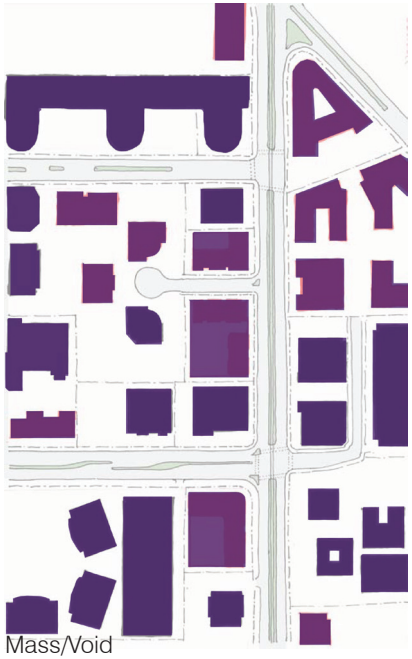


Figure 41.6 (“North san jose,” 2007)

Figure 42.1 (Osten, A., 2011)

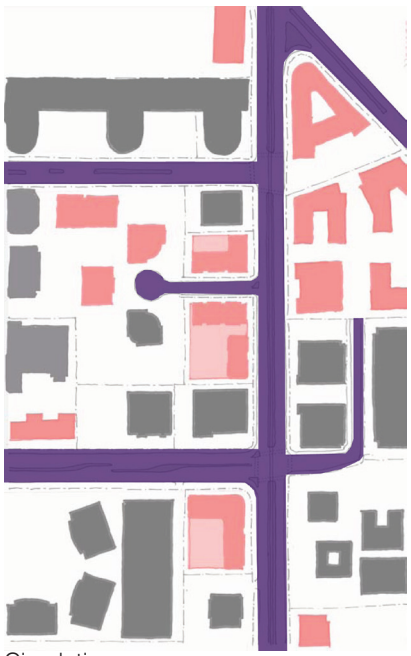


Hierarchy



Mass/Void

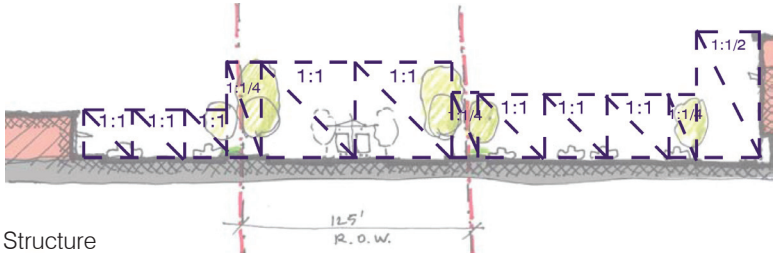
Natural Light



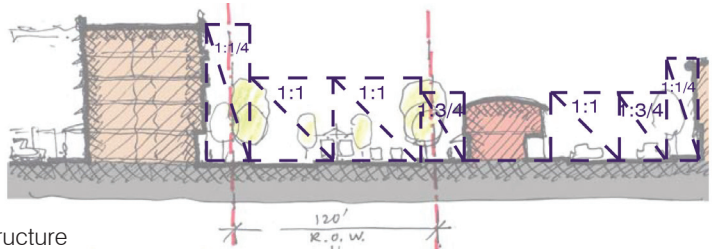
Circulation

Geometry

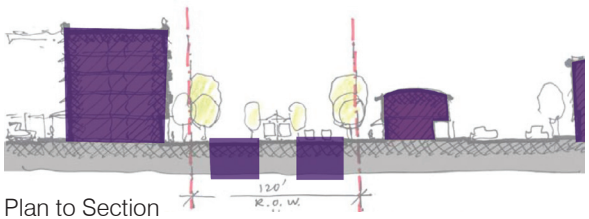
Graphic Analysis



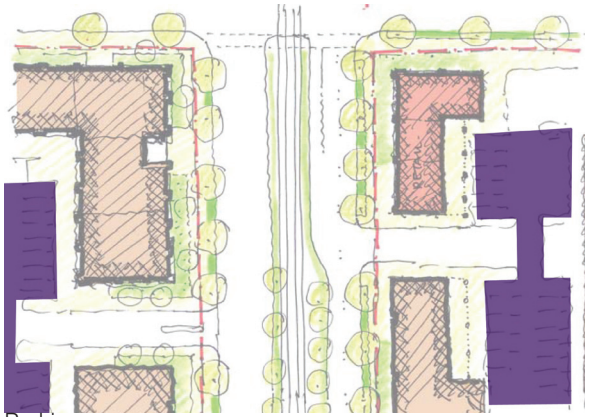
Structure



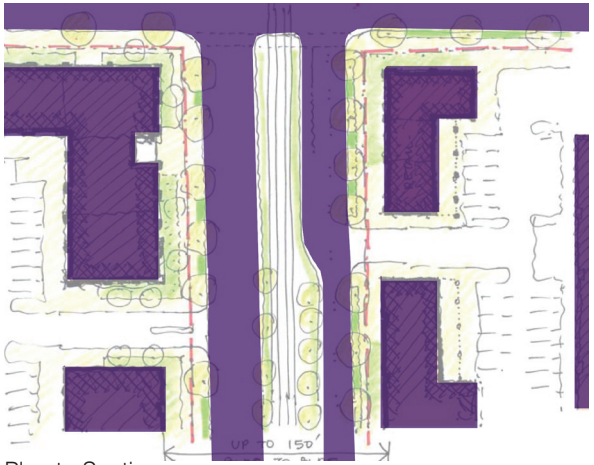
Structure



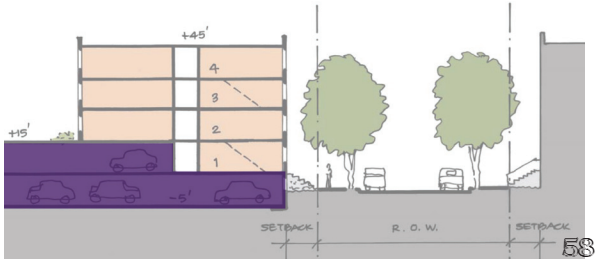
Plan to Section



Parking



Plan to Section



Parking

Typological Research Summary

The studies of the three architectural case studies provide a basis for the architecture portion of this thesis project. Conclusions can be draw about similarities in materials, square footage, building site, and program.

The studies pertaining to the corridor developments offer suggestions and ideas about what might happen to the Main Avenue corridor portion of the thesis project.

Relation to Topic

The theoretical premise/unifying idea was strengthened by these case studied, as together, thy provide ideas and confirmation that indeed change can happen and affect the look and feel of cities with regard to architecture.

Similarities

All six of my case studies had different locations around the globe, however one thing they all had in common was that their locations were all in urban areas. This was helpful to explore since my proposed site in near an urban core. It would have been of no use for me to look into studies in suburban places or in rural areas as their character is of little interest to this study.

The studies that are presented all fit in unusually well with their social and regional context. Sometimes, I believe, buildings or developments get the reputation of being dropped in a place or having no contextual fit (which is what I'm aiming to solve), but all six of the case studies do a good job at solving this common problem. So in researching and diagraming these architectural and urban design cases studies, I've gotten some very useful and helpful information to help move my project along and guide in in becoming a sense of place giving entity.

Differences

The greatest thing giving each case study its individuality was the reason for design. In some cases the design came out of pure need for space or function. In other cases, such as the Chicago Avenue Corridor in Minneapolis, the reason for revitalization came out of the need for economic growth and expansion – to make sure one of the historic sites in Minneapolis no longer suffered or disintegrated completely. Looking at my study, it is important to make certain the reason for design is clearly stated and understood, as that will be the driving force along the whole process. From start to finish it will serve as a constant reminder of why this design is needed and what concepts fit within it.

fargo, nd
Historical Context

The history of Urban Design and Architecture in the City of Fargo is something I, as well as many of us I'm sure, may have taken for granted at some point. Fargo has been given somewhat of a bad reputation as a frigid ice box, with its sub-zero tepurates and howling wind. Some have even been overheard saying, "Why does anyone even live here?" Does that sound familiar?

The history of how the City of Fargo began and developed will shed a new light on an cold and aging city. Perhaps learning the history will even warm you up.

Diving into the reasoning, styles, and information about the evolution of Main Avenue, in particular, is quite interesting.

Background

The City of Fargo was found in 1871. The reason Fargo settlers chose this site for the city then is now the cause of many of our problems during the Spring – the Red River. (City of Fargo, 2011) The River meets the Northern Pacific rail line on the border of North Dakota and Minnesota.

> *"Railroads played a major role in the development of Fargo. In fact, the city was named for William G. Fargo, a director of the Northern Pacific Railroad, and co-founder of Wells Fargo Express Company."*
>
> *(City of Fargo, 2011)*

Fargo came to life built on shanties and tents. Its nightlife was thriving, much like recent years while college students populate the city. As Fargo grew, using up inexpensive and illustrious prairie land, the community developed from a rough crowd of about 600, to a thriving city of over 8,000 people.

Early Architecture

Wood framing took the place of the first ‘architecture’ made of tents. The city continued to grow, building up Front Street (now Main Avenue) and Sixth Street (now Broadway).

In 1893, on June 7th, Fire struck Main Avenue destroying over 31 blocks of infrastructure. Fargo faught back though, and in less than a year architects from across the region had designed and built 246 new structures; many of which are still standing.(Caron)

Fargo after the fire was built on more solid materials, creating a more substantial landmark with which to go forth. (City of Fargo, 2011) Brick was then a standard building material as it is less likely to fall due to fires. (Caron)

Urban Fabric

It might be shocking to some, but photographs and drawings alike show evidence of trolley cars. Trolley cars? In Fargo? Today it is hard to find someone who doesn't own a car, or two. The city buses are half-full at most on a regular day, since the use of public transportation is considered out of date, by today's standards.

Look back into the history of Fargo, though. The photos of Front Street alive and thriving built with a sense of style and place, also show people walking and using public transportation. It's quite a concept.

After the war, during the mid 1900's, there was a clear shift in the way downtown Fargo looks and feels. The automobile took over and trolley cars disappeared. Streets were widened and buildings pushed back from the street. Over time, Fargo grew into what it is today.

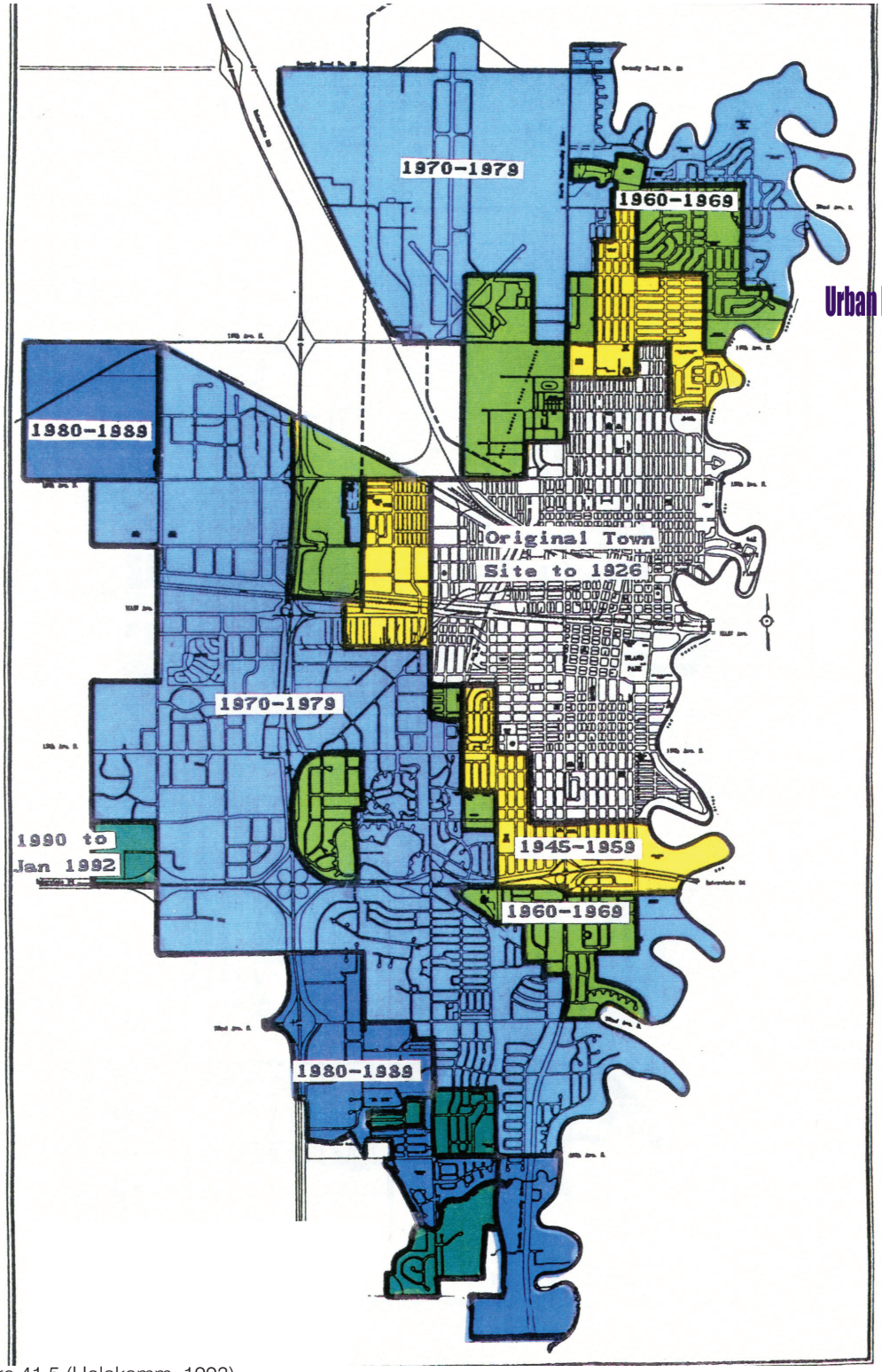
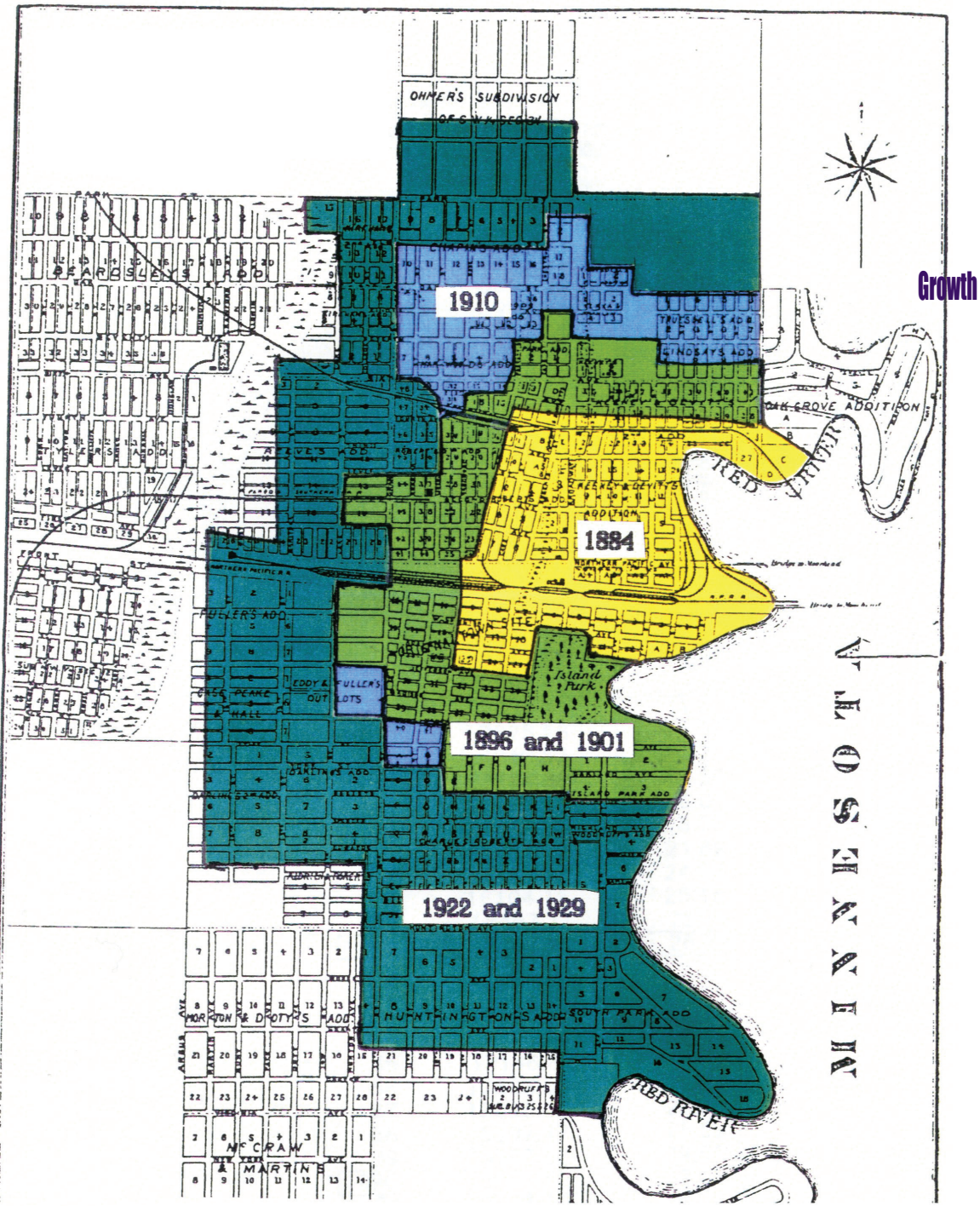


Figure 41.5 (Holakamm, 1993)

Urban Fabric

The city limits of fargo is another aspect that has changed dramatically over time. With the seemingly lititless amount of farmland to build on, Fargo went from a small downtown center, focused on rail and river trade, to the now privately focused suburban framework, expanding to the North and to the South.

The way in which Fargo expandedwas rather slow starting out. The maps to the left show the development of the city from 1884 to 1929. That region was very condensed as it only extends from 28th avenue north to 17th avenue south and from the red river, west to university drive. For approximately 50 years, the City of Fargo was able to focus on a very small area, the whole thing meshing with itself.



Growth

As years went on, small sections of the city were expanded. The area of focus – Main Avenue, West of University Drive and East of the Interstate – was developed, but only as a small pocket.

Then from 1970 to 1992 expansion spread like wildfire extending the city limits along the Red River from 40th Avenue North to 64th Avenue South, and from the Red River West to the City of West Fargo. (Holakamm & Dormanen, 1993)

There are some discrepancies between the two maps, but what is important to note is that for about the first 40-50 years of Fargo's existence, the city was very small. Then, from 1945-1992, another 47 years, the city added nearly 3-4 times it acreage to the city limits. And in those later years is when the Main avenue corridor was annexed to the Fargo.

Figure 41.5 (Holakamm, 1993)

Downtown Fargo Today

Figure 64.1 (Crutsinger, 2011)

Main Avenue and I-29 Today

Figure 64.2 (Osten, A., 2011)

Proposal

Could it be that the city was growing so rapidly that the area outside the already established downtown just got thrown together like a pile of bricks rather than being thoughtfully put together as a piece of the Fargo puzzle?

How did Main Avenue turn out like it did when Downtown Fargo has stayed in context with its place?

This thesis project will take a look at Fargo's plan; what it consists of, how it shapes the community, and how changes can be made to more clearly define a *sense of place* for Fargo.

Goals for the Thesis Project

Throughout the course of this year of study, I plan to develop a certain skill set, and discover things about my strategy of design. I also hope to learn more about the planning and developing process as it applies to architecture. Making a list of goals will ensure these 'hopes' get accomplished.

My goals for this thesis project fall into three categories: academic, professional, and personal.

Academic

I have already been exposed to so many new techniques and forms of showing my designs. Courses in hand drawing, computer aided design, and design studios have led to many presentations done in various ways. I've gotten the chance to learn from peers and professors alike, about how to best showcase my ideas.

With this thesis project, I hope to further that education on how to best communicate ideas, especially to the non-architect. With final presentation audience made up of fellow architecture students, friends, and family, my presentation will need to be specific enough to answer questions from interested peers, but clear enough to be understood from the average person. I've had many chances to come to a solution through practicing in all my studio courses, but this thesis will finally be the culmination of all that knowledge. I have high hopes for it to be the most cohesive and well thought out presentation of my career at NDSU.

Another goal I have for my academic career is to have a solid grip on a good number of computer design programs.

By pushing myself to be versed in programs such as AutoCAD, Revit, SketchUp, Photoshop, InDesign, Rhino, and 3ds Max, etc., I see lots of potential in composing some great final images that really speak to the design, and express my ideas quite thoughtfully.

Professional

This thesis project serves my intellect in many ways. The most intriguing to my right now, as an eager young person and future business person, is the professional sect.

Already touched on in the ‘academic’ portion, but qualifying here also, is the goal to expand my working knowledge and use of computer modeling, rendering, and [re]touching, as well as graphic presentation programs. Being marketable to a wide variety of firms is something many of us as students are striving toward right now. Not only will this knowledge increase my chances of getting a job in the field, but once I’ve found a position, I believe I’ll be of greater good to clients by being able to best bring their ideas to reality.

Personal

Arguably the most important branch of my goal statement for this thesis project develops in the personal area.

In the last four and a half years I've learned more about architecture, business, education, and myself, than I ever thought was possible. This Master's program is a whirlwind course in how to design, and in most cases, how to stay up all night. I've learned what it means to be an architect. I've also learned what I want to do in life. At the end of this project, one of my goals is to be able to market myself to a variety of scenarios and firms. Whether they be architecture, planning, or developing, I want firms to know what I'm interested in doing; how I'm interested in working with them. I don't want to work a job I don't like. If that means taking a non-architecture position for a while, that's ok. I'm going to interview firms just as much as they interview me. I believe both parties will be happiest that way.

… And I plan to have fun. This is the last year I'll be around all of my classmates. Let's live life to the fullest.

Arial Photo of Building Site: Main Avenue and 18th St.

Figure 68.2 (Google Earth, 2011)

Arial Photo of Main Avenue Corridor

Figure 68.2 (Google Earth, 2011)

Site Analysis

Qualitative Date

Site Analysis

The proposed site has two specific locations:

1. The Main Avenue Corridor – To be used as a study and test of urban design along a corridor.
2. Main Avenue and 18th Street Intersection – To be used as the building site as a study and test of architecture within an urban framework.

From several visits to the site, inferences were made. A list of explanations describes the site in detail.

On site; looking East

On site; looking West

Approaching building site from West

Figures78.1-78.4 (Osten, A., 2011)

Views

Views of the site are prominent from the East, South, and West, as the railroad track blocks view from the North. From East and West, one would be traveling down Main Avenue, and if coming from the South, along 18th Street.

Looking out from the site, there are clear views down Main Avenue to the East and West, and down 18th Street to the South. Looking North from the site one would see the Railroad if on grade, or over into the industrial block if on a higher level.

Along the corridor as a whole, the views looking East from the Interstate are what initially drew me to this site. The ‘entrance to downtown’ has been degraded, its buildings neglected, and its streets widened as a way for people to move more quickly. I personally like moving quickly through that space because there aren’t many pleasant views along the Avenue from the interstate to University Drive, and back again.

Plan

Also to the South, but behind a few buildings is a greenway that houses a drainage ditch and runs from a point just below the site, South through the city. If above the level of the buildings on the South side of Main Avenue, one could have visual access to that greenway.

There is a stoplight at the intersection providing the site with great vehicular access along the busy main road.

Main Avenue runs straight East/West with only minor bends in the road occasionally. The building site actually falls on one of those bends, opening is up and giving the opportunity for a wonderful sense of enfilade.

Section

The lay of the land is fairly flat, only decreasing slightly as one moves east toward the Red River. There is an embankment along the North side of the building site holding up the railroad tracks.

An elevation of the store fronts along Main Avenue would show multiple gaps in sequence, allowing for the ever prevalent parking lot and abandoned site. Sections looking down the middle of the street show the height to width ratio in the area is extremely high in most cases. Buildings are on average

Industrial Lighting

Figures78.1-78.4 (Osten, A., 2011)

Num ber and Size of Built Features

The building site is free of built features; it exists currently as a vacant lot. To the East and to the West are two buildings. The only other things on the building site itself are tall lamp posts. The site has been used as a vehicle sale lot.

Most built features along the Main Avenue Corridor are commercial buildings. Many businesses serve the public including grocery stores, several kinds of retail, building material suppliers, gas stations, and restaurant/pubs.

Light Quality

Light quality is great on the site; very abundant as the site is open to the south along Main Avenue. Two low rise buildings wall in the site to the East and West but aren't too much of an obstacle.

Light quality along the Main Avenue Corridor in general is very good. Fargo has never been known to have any large portion of air pollution, so getting light into built space is fairly easy.

Light fixtures on the site consist of light posts one might find in a car lot; tall and slender.

Little to no vegetation

Figures78.1-78.4 (Osten, A., 2011)

Vegetation

No vegetation exists per say on the building site. The site has been quite neglected. There is some sign of previous plant or grass growth along the train tracks.

There is a small percentage of vegetation along the some parts of the Main Avenue Corridor. This is one thing I would really like to improve with my design. I think there is much more room for greens along the throughway.

Water

No water was found on the site. In fact none was found along the entire corridor. I have witnessed street flooding during times of heavy rainfall, but that usually subsides within hours.

Wind

Fargo is known for its high winds and cold temperatures. This site is no exception to that rule. The site is open to the North and to the South. Winds are most prominent from the North and the Southeast.

Distress and neglect in the corridor: Main and 23rd St.

Figures78.1-78.4 (Osten, A., 2011)

Distress on the Building Site

Figures78.1-78.4 (Osten, A., 2011)

Human Characteristics

As for the building site, people can be seen walking along the southern border on the sidewalks, or driving along the southern border on Main Avenue. People have a chance to get a great view of the site if stopped at the stoplight in front of the site on Main Avenue and 18th Street.

The Main Avenue Corridor is (as mentioned before) one of the main entrances to downtown, thus many, many people drive down this road every day, during all times of the day and night. A good amount of people can be seen walking the sidewalks in the summer months. During winter months pedestrian activity decrease significantly.

Distress

Distress is one of the main reasons I'm interested in this site. Signs of distress are everywhere, and I'm looking to improve/correct that.

On the building site the asphalt is cracking and in need of repair. The lamp posts have signs of damage and wear. Utility hook ups are on the North side, just near the train tracks and are exposed/ damaged.

Along the corridor signs of distress are seen generally as buildings have been neglected and/or abandoned.

Site Analysis

Quantitative Date

Elevation: 750 ft to 1,250 ft above sea level

Landform

- Lake Plains
- Down-slope: concave

Soil

Area Composition Classification: Urban Land
Typical Soil Profile:
- Agricultural: Silty Clay Loam (0-60 inches)
- Engineering: Plastic Silt, Non-plastic Clay, Organic Clay

Frost Free days (annually): 110-135 days (average)
Gravel Rating: Not Rated
Potential for Frost Action: Moderate
Risk of corrosion:
- Uncoated Steel: High
- Concrete: Low

Water Table Analysis

Available Water Capacity: High (approx. 10.4 inches)
Depth to Water Table: 36-60 inches
Drainage Class: Well Drained
Depth to Restrictive Feature: >80 inches
(USDA Natural Resources Conservation Service, 2011)

Utilities

Water and Sewer are provided for all businesses in the Main Avenue Corridor, and are payable to the City of Fargo on a monthly basis. Garbage disposal is provided as needed and charged accordingly. Other site utilities are paid for through specials and property taxes and are included in the list below.
All Utilites located in the existing corridor site –

- Water
- Sewer
- Street lighting
- Garbage Disposal
- Storm Water Management
- Vacant Lot Maintenance
- Mosquito Control

(City of Fargo, 2011)

Totpgraphic Analysis

Slope: 3-15% (approaches 15% along railroad tracks)
(USDA Natural Resources Conservation Service, 2011)

Site Character

- Main Avenue Corridor
  - Large percentage of neglected store fronts

- Building Site
  - Empty parking lot
  - Little to no vegetation
  - Great potential for vehicle traffic (along and on intersection with core transit route)

Site Maps

The following pages illustrate the site analysis.

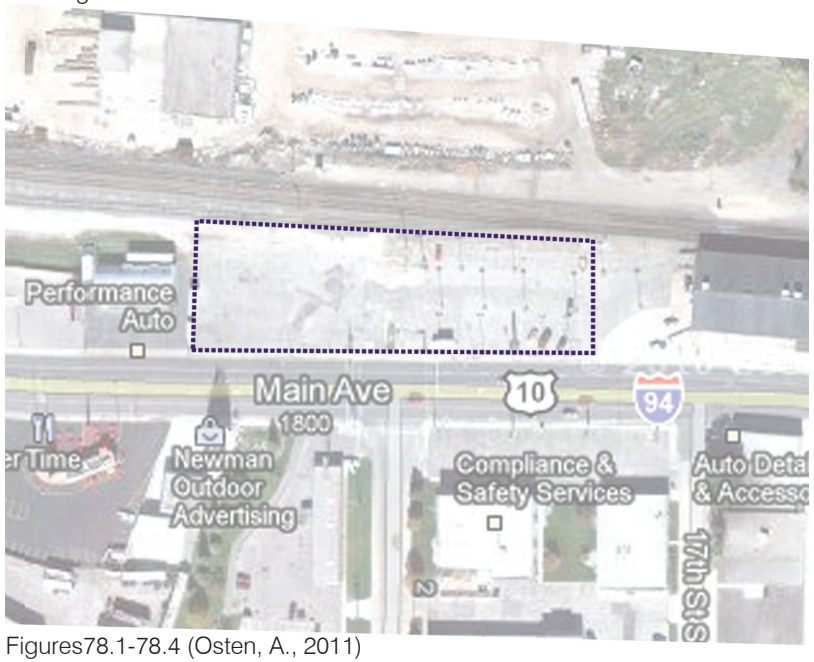
The building site is located on the North side of the intersection at Main Avenue and 18th Street in Fargo; Parcel #01-9200-00160-000. (City of Fargo, 2011)

The corridor boundaries outline Main Avenue and the connecting blocks in Fargo, ND.

Main Avenue Corridor Boundaries: 1”=900’

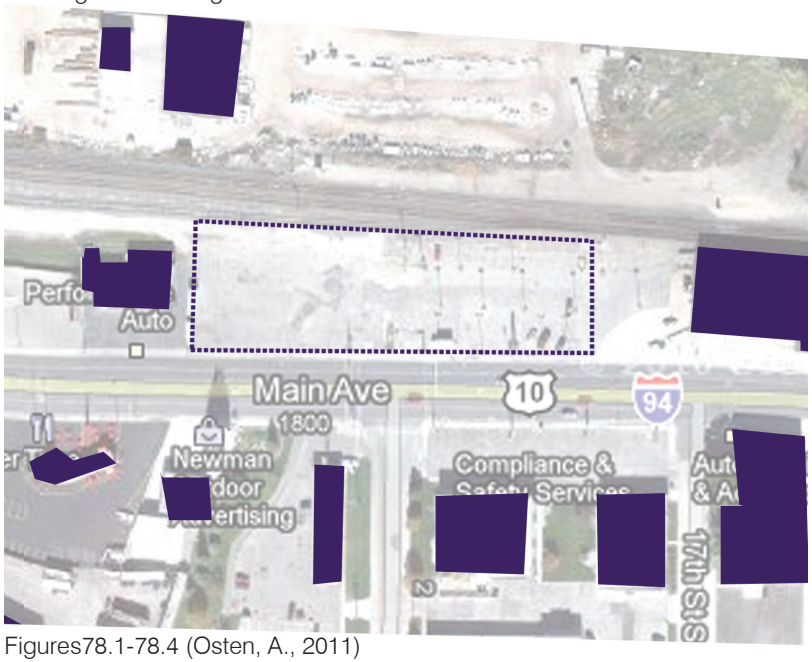
Figures78.1-78.4 (Osten, A., 2011)

Building Site Boundaries: 1”=200’



Figures78.1-78.4 (Osten, A., 2011)

Building Site Buildings

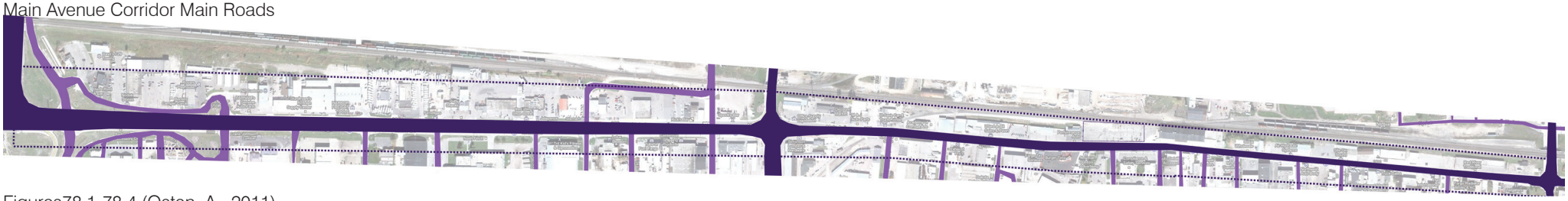


Figures78.1-78.4 (Osten, A., 2011)

Main Avenue Corridor Buildings

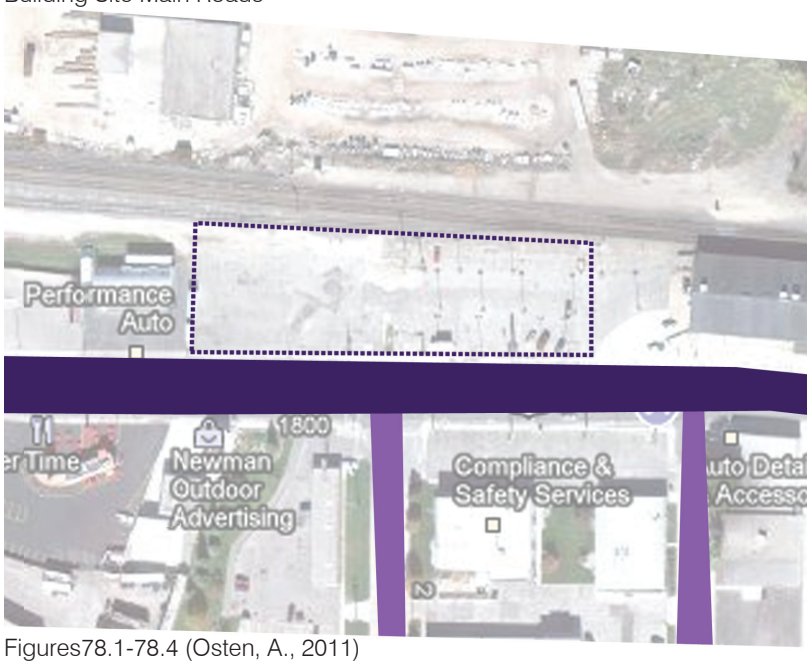
Figures78.1-78.4 (Osten, A., 2011)

Main Avenue Corridor Main Roads



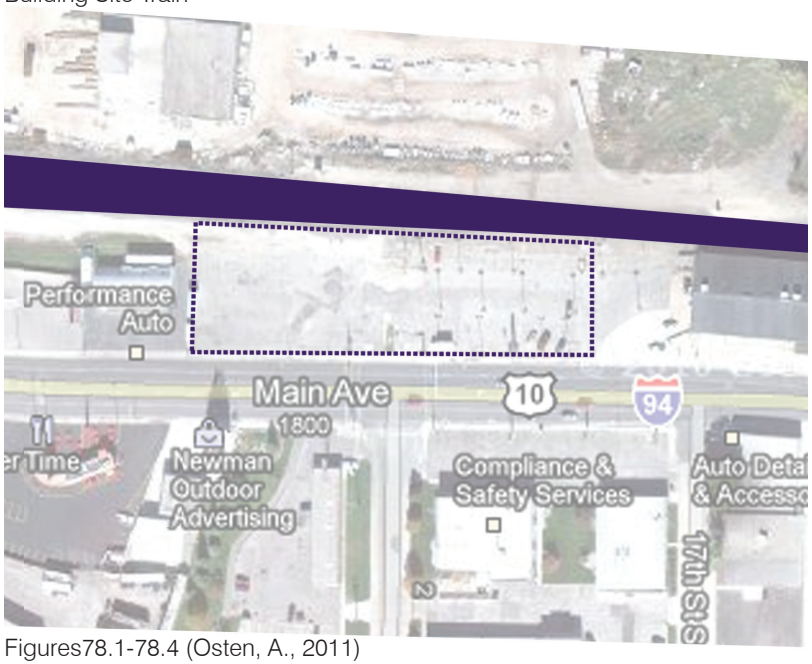
Figures78.1-78.4 (Osten, A., 2011)

Building Site Main Roads



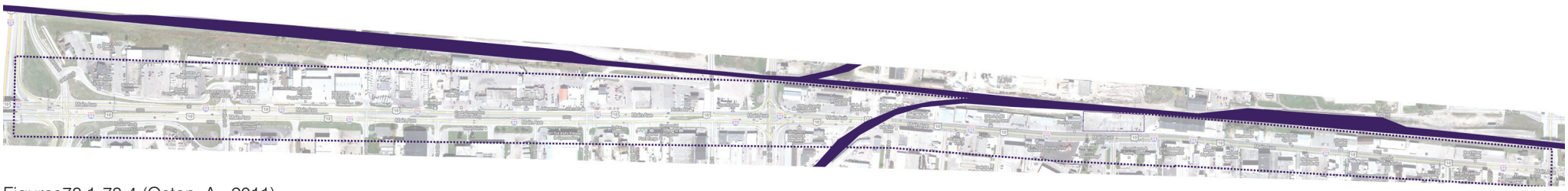
Figures78.1-78.4 (Osten, A., 2011)

Building Site Train



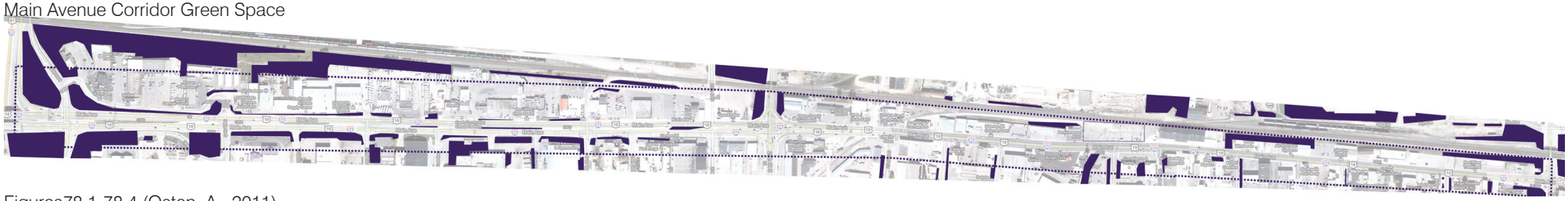
Figures78.1-78.4 (Osten, A., 2011)

Main Avenue Corridor Train



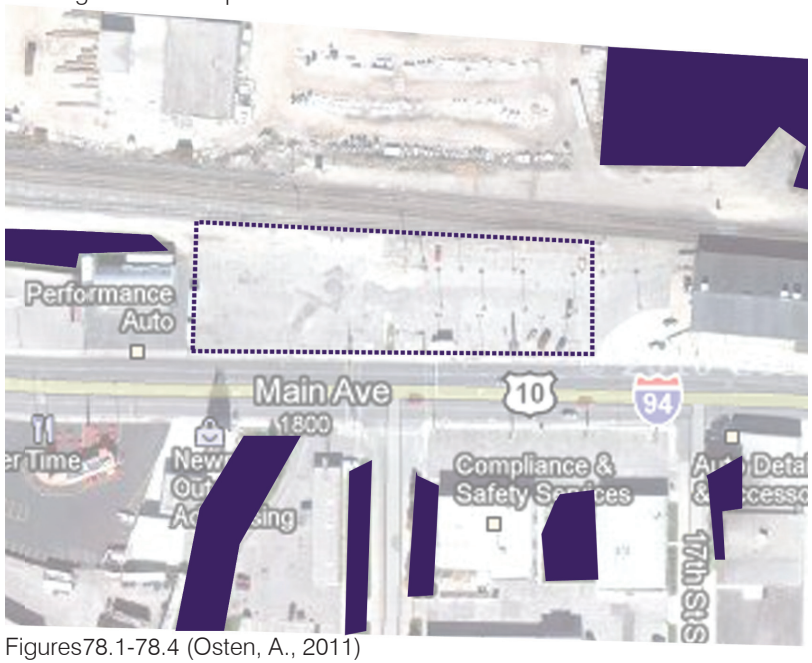
Figures78.1-78.4 (Osten, A., 2011)

Main Avenue Corridor Green Space



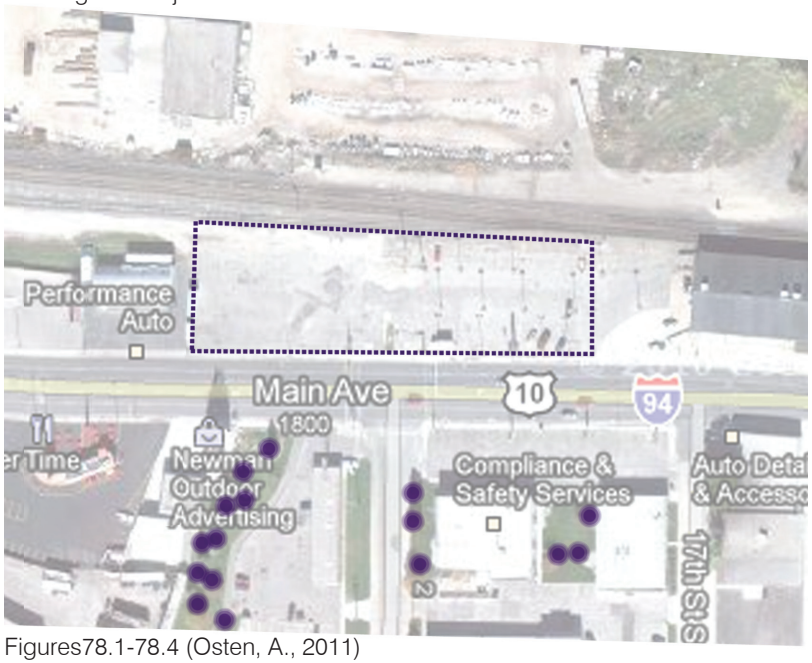
Figures78.1-78.4 (Osten, A., 2011)

Building Site Green Space



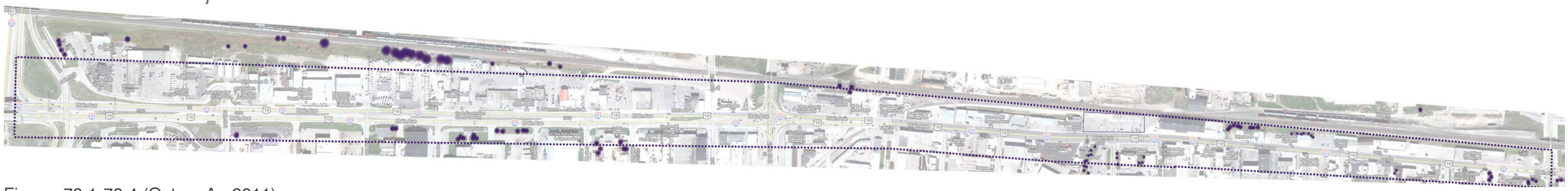
Figures78.1-78.4 (Osten, A., 2011)

Building Site Major Trees



Figures78.1-78.4 (Osten, A., 2011)

Main Avenue Corridor Major Trees



Figures78.1-78.4 (Osten, A., 2011)

Site Reconnaissance

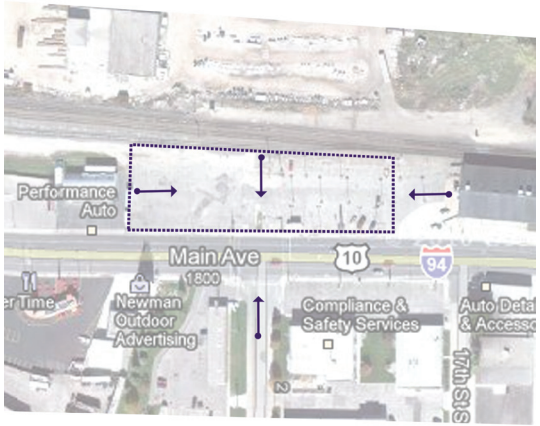
Looking North

Looking East

Looking West

Looking South

Photo Grid



Figures78.1-78.4 (Osten, A., 2011)

Climate Data

Fargo, ND

Fargo, North Dakota has become somewhat notorious for its climate and weather patterns. Located on the Eastern edge of the state, Fargo shares the border and the Red River with Moorhead, Minnesota. The two cities have battled record breaking flooding for the past 3 years.

In addition to the issue of flooding, Fargo has become known to many locals as a “tundra,” probably in regard to the extremely low winter temperatures and North winds blowing across the flat land.

In the late Spring through early Fall, though, Fargo really is a great place to socialize and take in a bit of the outdoors. Low humidity levels and sunny skies make the city a nice place to be between weekends at the lake (for most).

Topography

The topography of Fargo varies only very slightly, decreasing in elevation as one moves toward the red river.

The topography on the building site is fairly flat, increasing in elevation most dramatically on the North side, providing a buffer to the railroad tracks.

Main Avenue and 18th St Intersection Scale 1"=200'

Topographic lines occur at 1' increments.

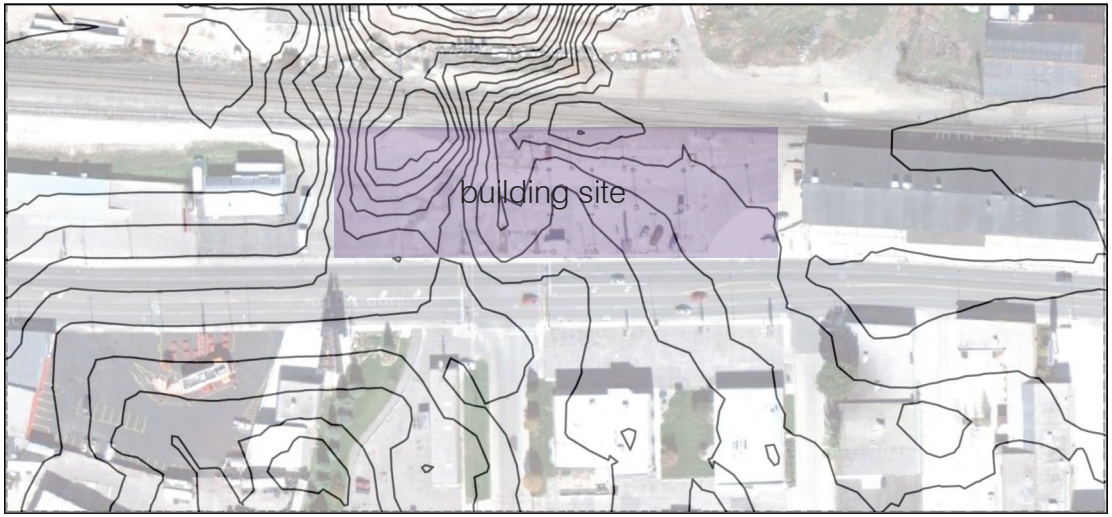


Figure 44.1 (Osten, A., 2011)

Main Avenue Corridor Scale 1"=500'

Topographic lines occur at 1' increments.

Figure 44.2 (Osten, A., 2011)

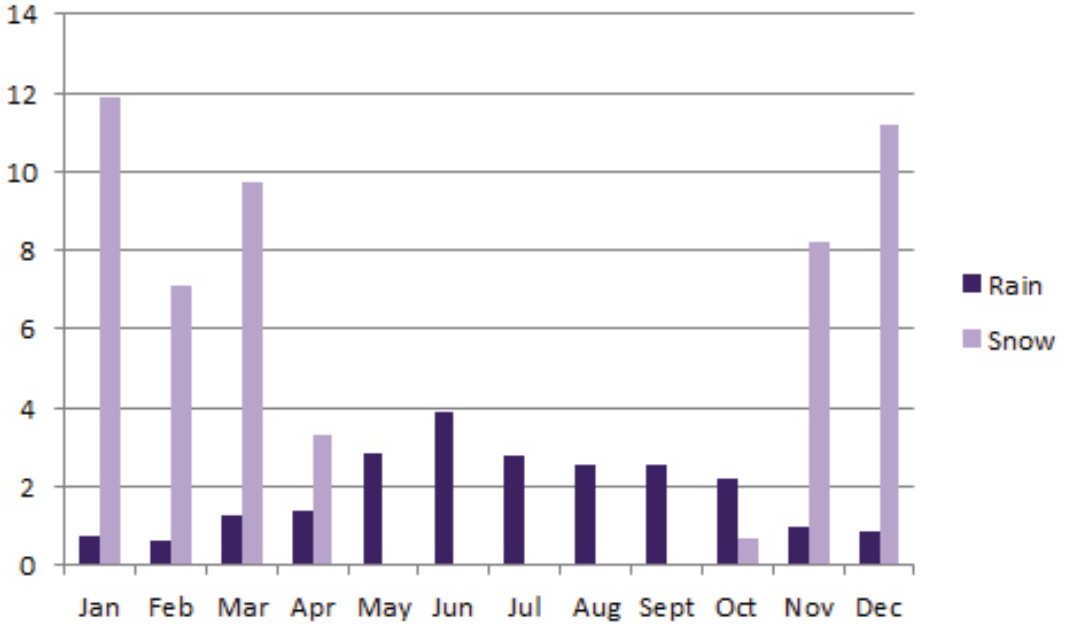
Noise

Figure 45.1 (Google Maps, 2011)

Shading

Figure 45.2 (Google Maps, 2011)

Average Monthly Precipitation (inches)



Area Precipitation and Humidity

Figure 46.1 (FGF Webmaster, 2011)

Relative Humidity

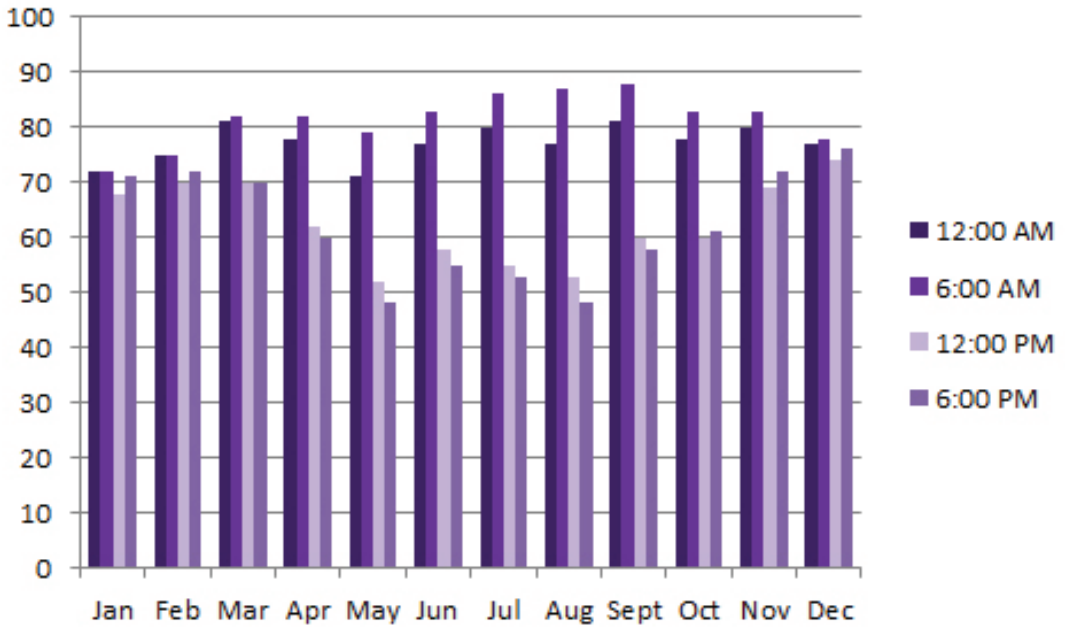


Figure 46.2 (Northern Prairie Wildlife Research Center, 2006)

Cloudiness (number of days)

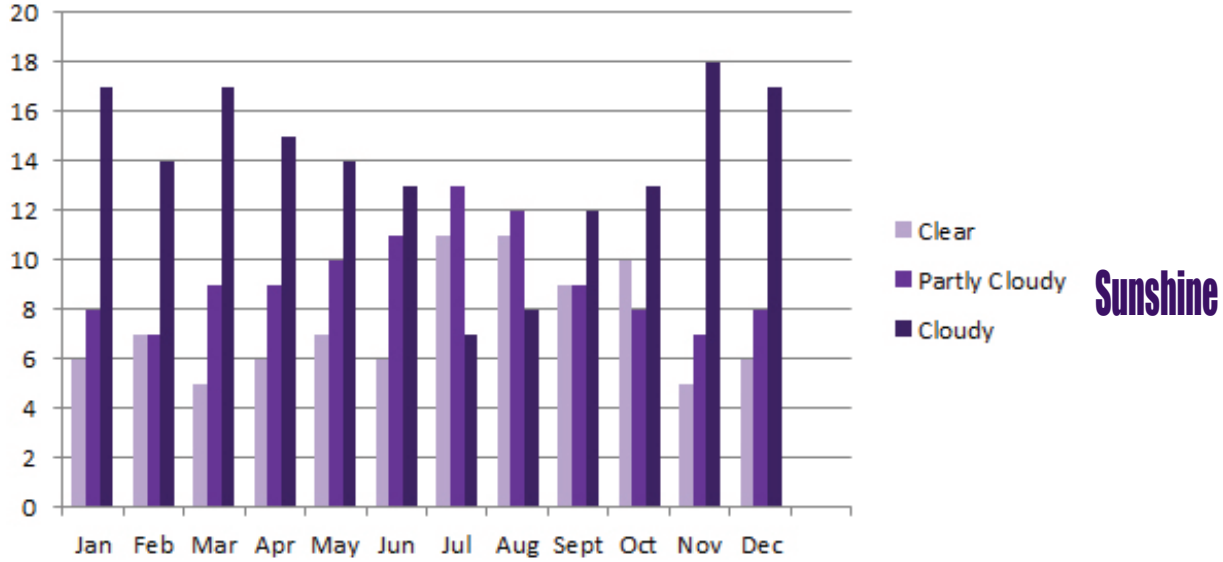


Figure 47.1 (Northern Prairie Wildlife Research Center, 2006)

Sunshine

Sun Path (46.87 N Latitude, 96.81 W Longitude)

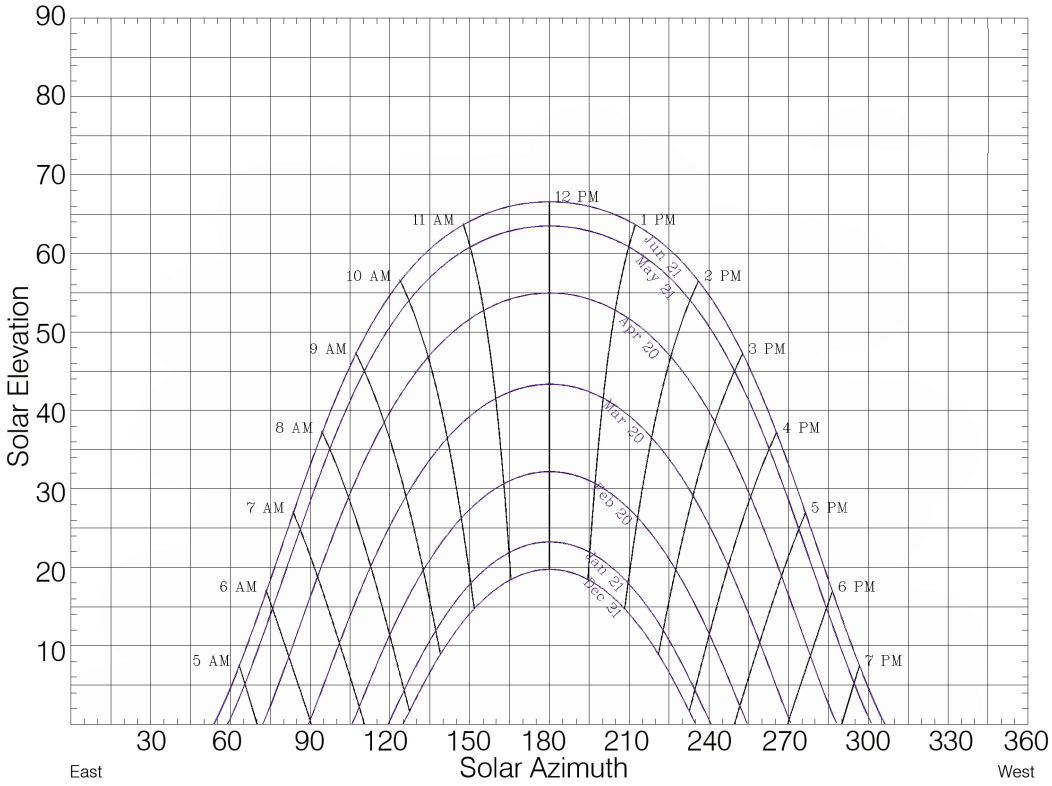
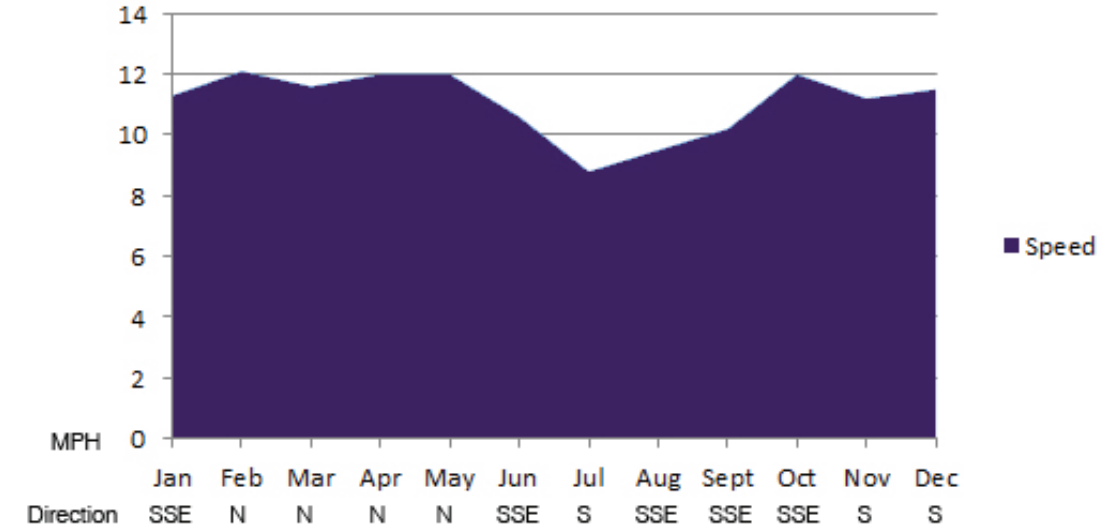


Figure 47.2 (UO Solar Radiation Monitoring Laboratory, 2007)

Average Monthly Wind



Wind and Temperature

Figure 48.1 (Godon & Godon, 2002)

Average Monthly Temperatures

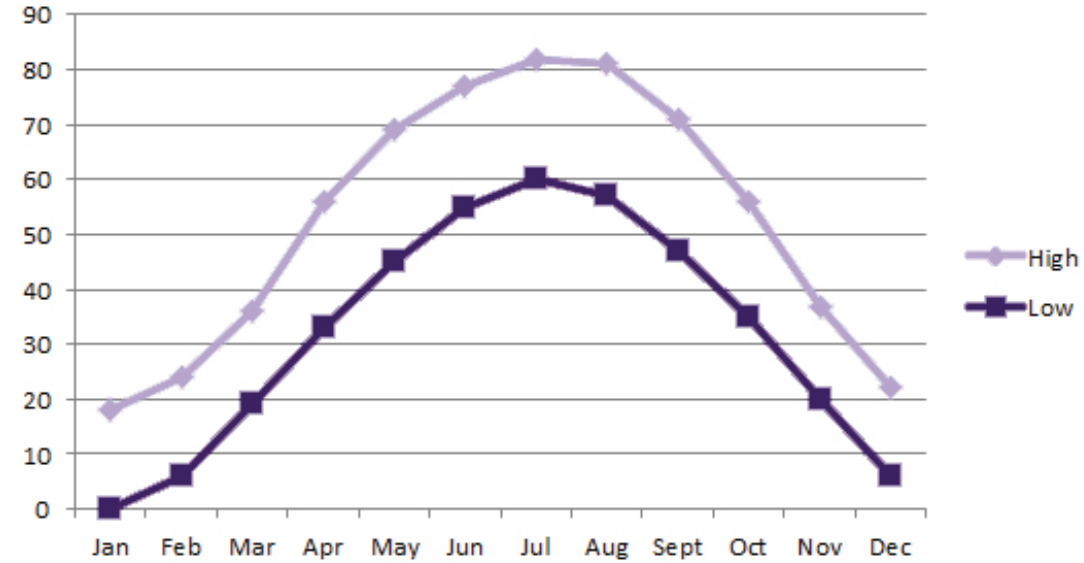


Figure 48.2 (The Weather Channel, 2011)

Program Requirements

The program will be mainly focused on the building site, as that requires specific calculations. Other spaces that will be developed are focused towards the corridor and will come as needed.

Main Avenue Corridor

Parking space
Green space
Space for pedestrian traffic
Space for vehicular traffic
Built space for public use and interaction

Main Avenue and 18th St Building Site

Building Site Total 51,750 sq. ft.

Grocery/Market: 30,000 sq ft
- Storage12,000 sq ft (40%)
- Loading/Receiving: 2,000 (6.66%)
- Public Grocery: 15,000 sq ft (50%)
- Administration: 1,000 sq ft (3.33%)

Retail
- Shops: 3-4x3,000 each=9,000-12,000 sq ft
  - Public Floor: 1,500 sq ft (50%)

Storage: 750 sq ft (25%)
- Administration/Office: 750 sq ft (25%)
- Eatery/Deli: 3x2,500 sq. ft. each= 7,500 sq ft
  - Public Floor: 1750 sq. ft. (70%)

Kitchen/Storage: 375 sq. ft. (15%)

Administration/Office: 375 sq. ft. (15%)

Small Business/Office Incubator: 10,000 sq ft total
- Office Space/Leasable: 8,000 sq ft (80%)
- Incubator Amenities: 1,750 sq ft (17.5%)
- Toilets: 250 sq ft (2.5%)

Green space

Park, plaza, fountain, etc: 4% of total space

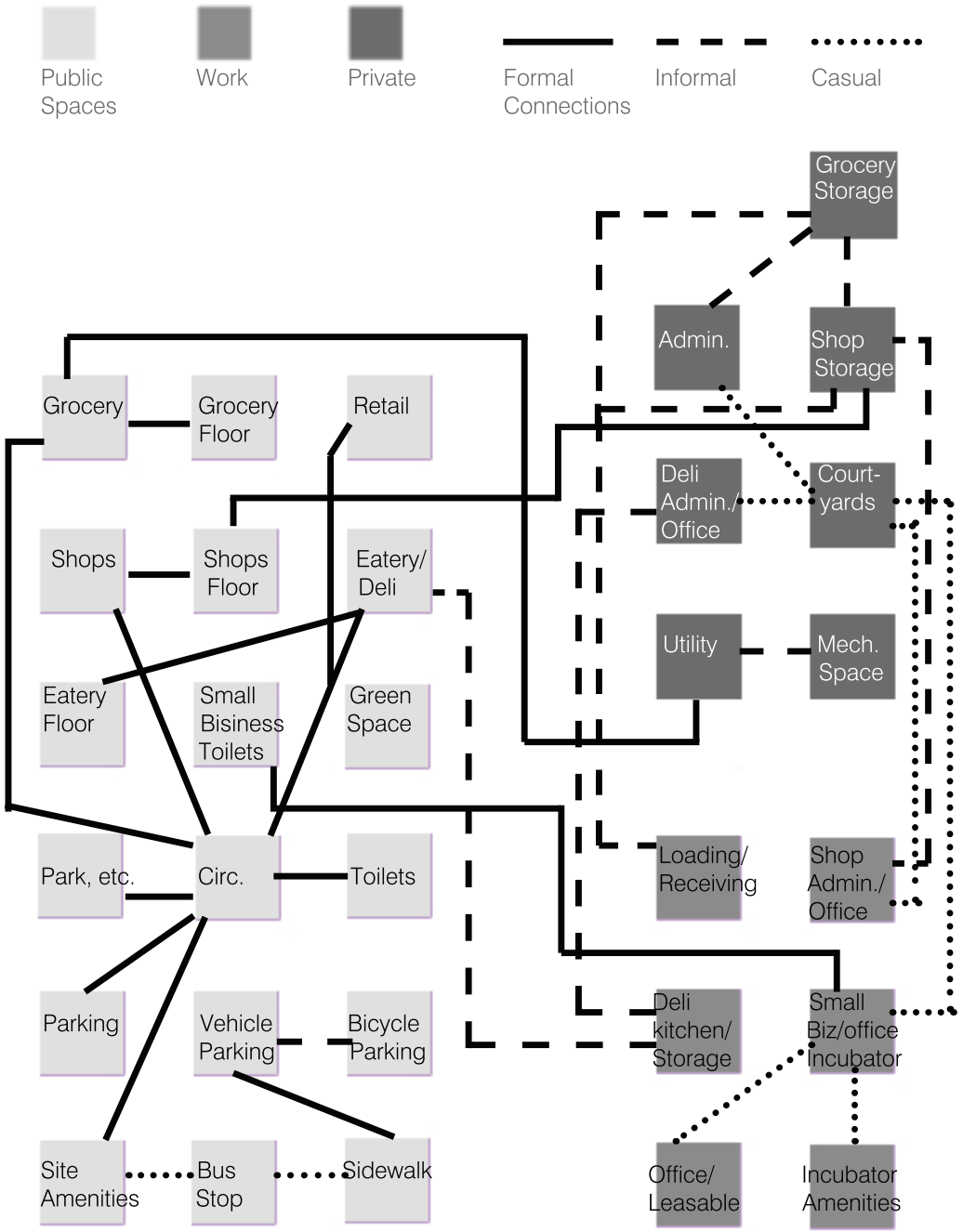
Courtyards: 4% of total space

Utility
- Mechanical Space: 5% of building total
- Circulation: 10% of building total

- Toilets: As needed

Parking
- Vehicle: 30,000 sq. ft. (~100 parking spaces)
- Bicycle: 500 sq. ft.

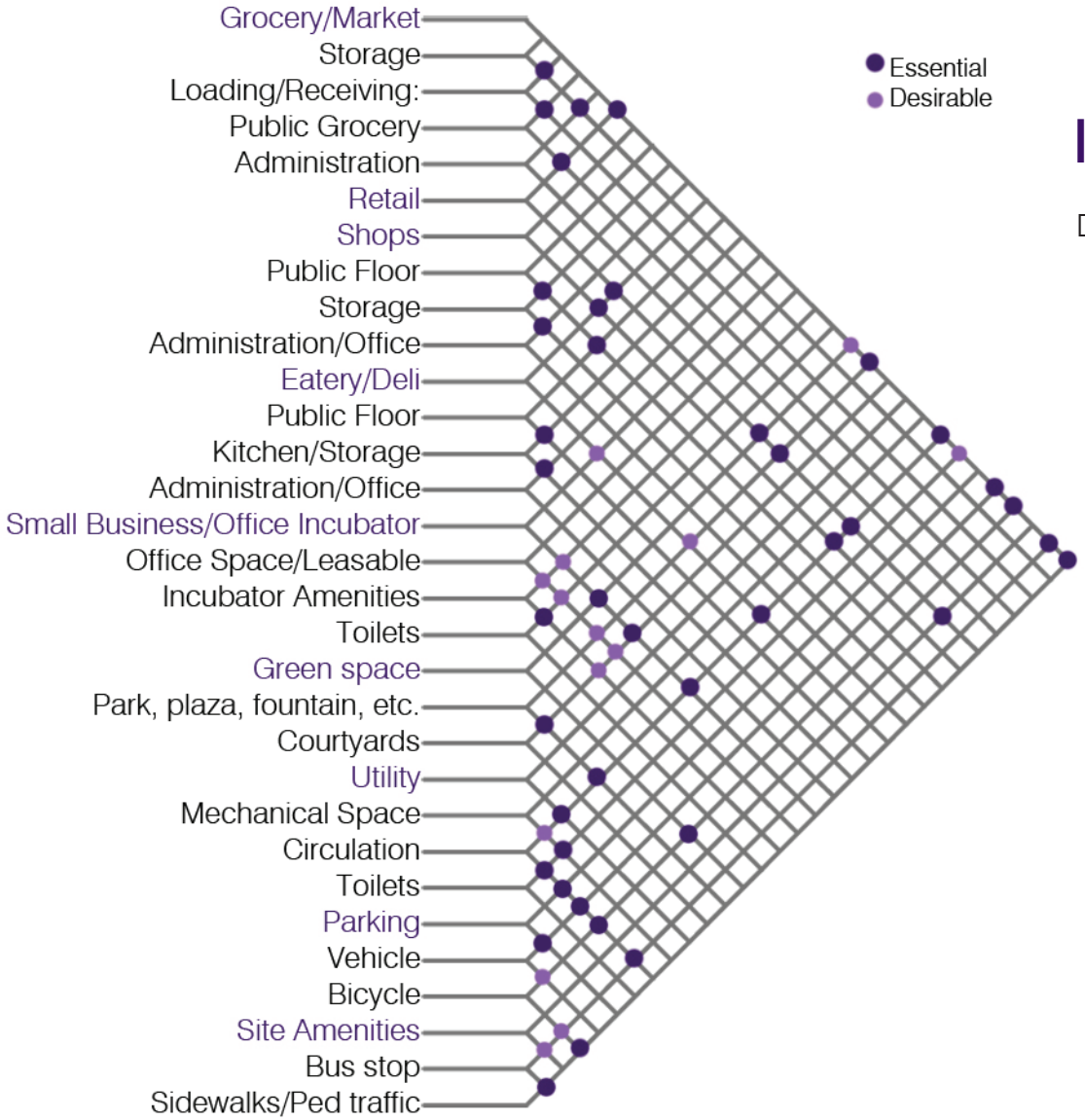
Site Amenities
- Bus stop: 300 sq. ft.
- Sidewalks/Ped traffic



Interaction Net

Demonstrates relationships

Figure 50.1 (Osten, A., 2011)



Interaction Matrix

Demonstrates proximity

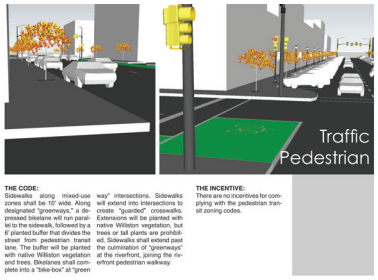
Figure 51.1 (Osten, A., 2011)

Process Documentation

Beginning; Inspiration

Ah-hah! Moment

Urban Design's Influence



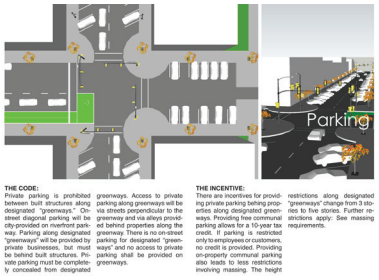


Figure 52 (Osten, A., 2011)

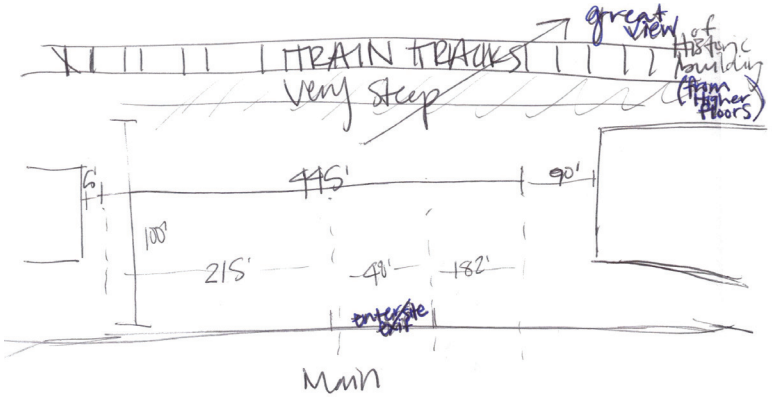
goal:

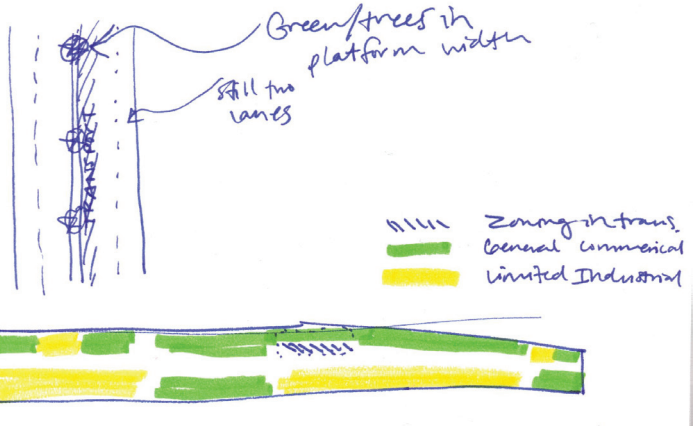
Bridge the disconnect between

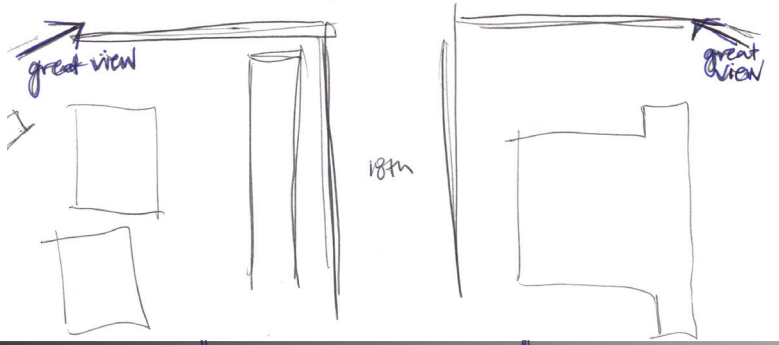
- Architecture
- Landscape Architecture
- Urban Design
- City Planning

How can this project be an example of place specific design in Fargo?

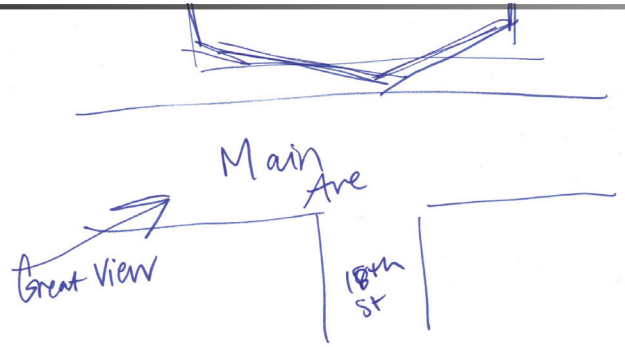
- Materials
- Form
- Function
- Connections

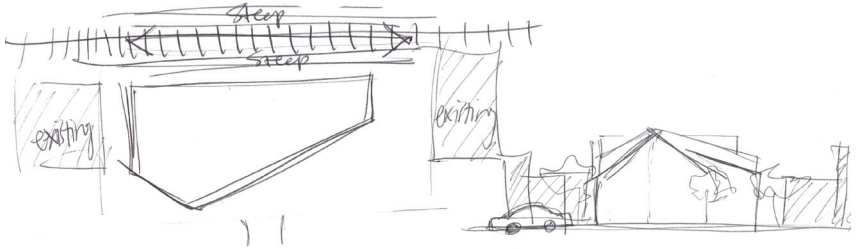






Social
- Run Down
- Little Pedestrian Flow
- Views
- Zoning
- Typology

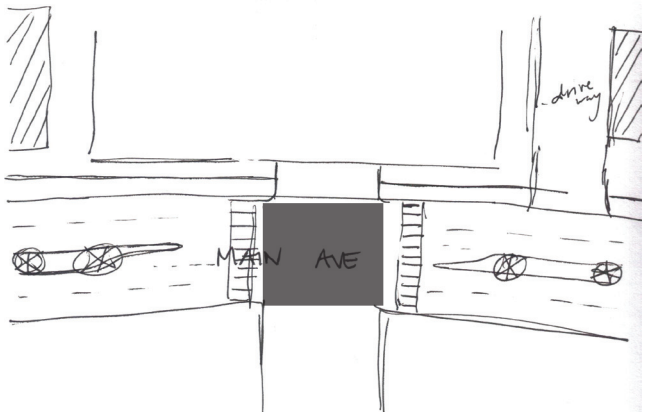


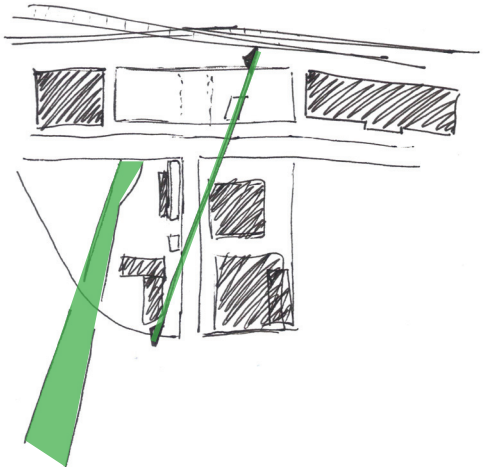


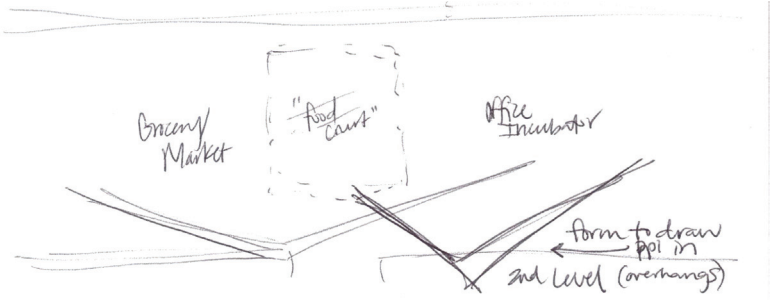
Madison/Unicorn park neighborhood

Figure 53 (Osten, A., 2011)

Reaction to Site







reaction:
- Public vs. Private
- Pedestrian and Vehicle Movement
- Entrances
- Focal Points [prow]
- Breaking the Mold

Figure 54 (Osten, A., 2011)

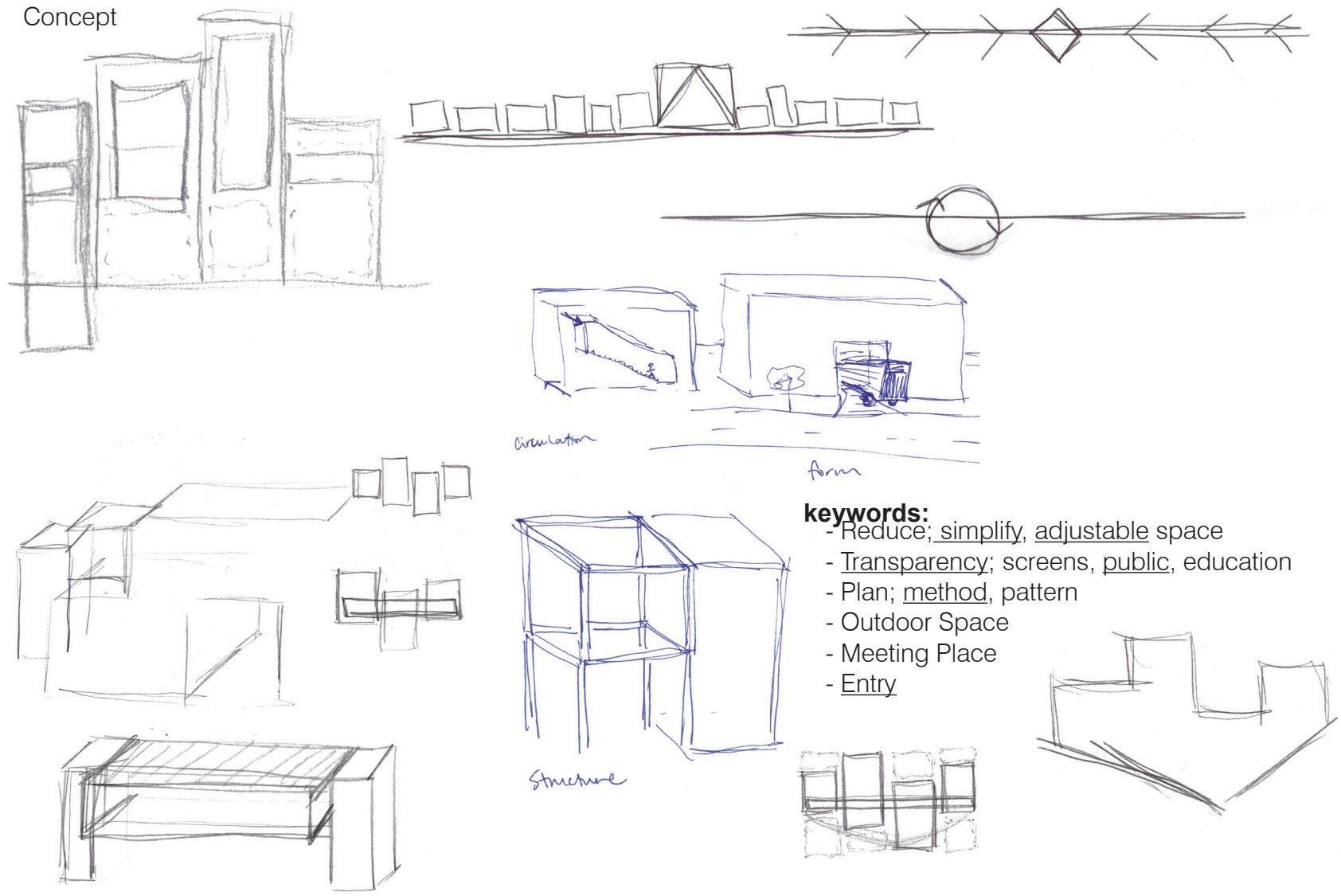


Figure 55 (Osten, A., 2011)

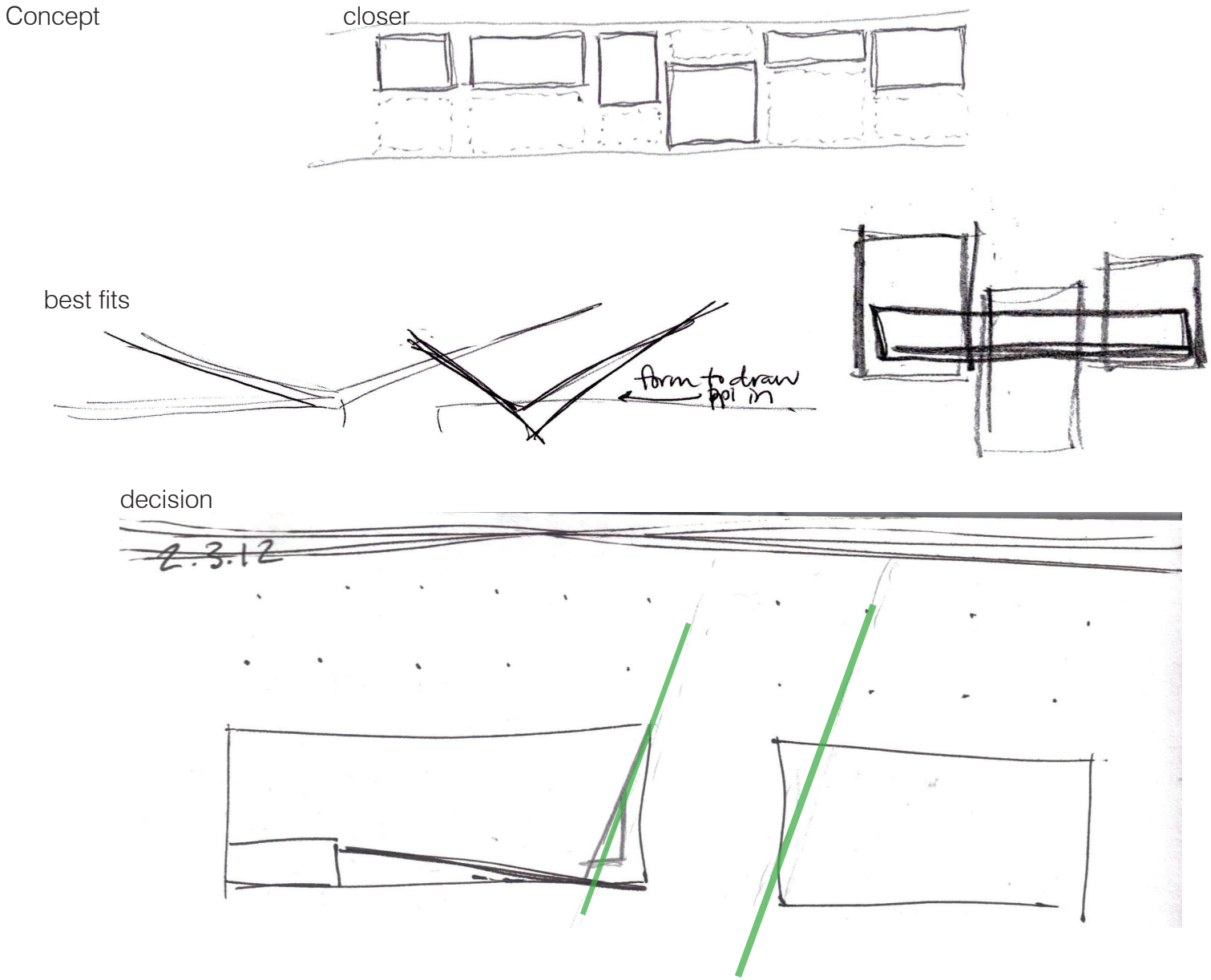


Figure 56(Osten, A., 2011)

Why Mixed Use?; What Does Fargo Need?

"Fargo will promote *infill development and increasing density and vitality* in its established neighborhoods"

(Fargo, 2011)

"Beautiful and socially functional environments attract both investment and in migration of talent. If we want to attract both, we will need to *beautify our main corridors...*" – 'Cat'

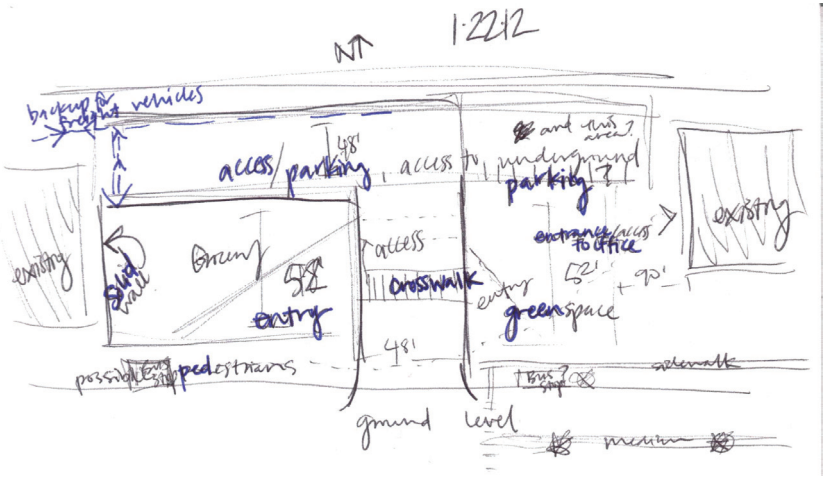
"What I would love to see is the *expansion of downtown Fargo*… most of this would have to happen *to the West.*" - 'Case'

"... gentrification usually works against successful downtown development. It seems counterintuitive, but *services* for the poor and working classes help downtowns thrive by keeping that group connected."- 'Drew FM'

"I think making these things less dumping grounds and *more service providers* is the way to go. Clean facilities demand their customers/clients act the same way."
-Drew FM

" *Parking* ramps are a necessity." – 'rident'

(Fargo, C. O., 2011)



- Zoning [light industrial, office, housing]
- Meeting Place
- Practical Identity
- Fulfilling a Need

Figure 57(Osten, A., 2011)

problem statement:
How does architectural space within an urban environment affect and/or change a person's sense of place?

Form; Initial

- Attention Getter that Fits Context
- Greenway
- Train
- Human Scale
- Access/Parking
- South Sun
- Intersection

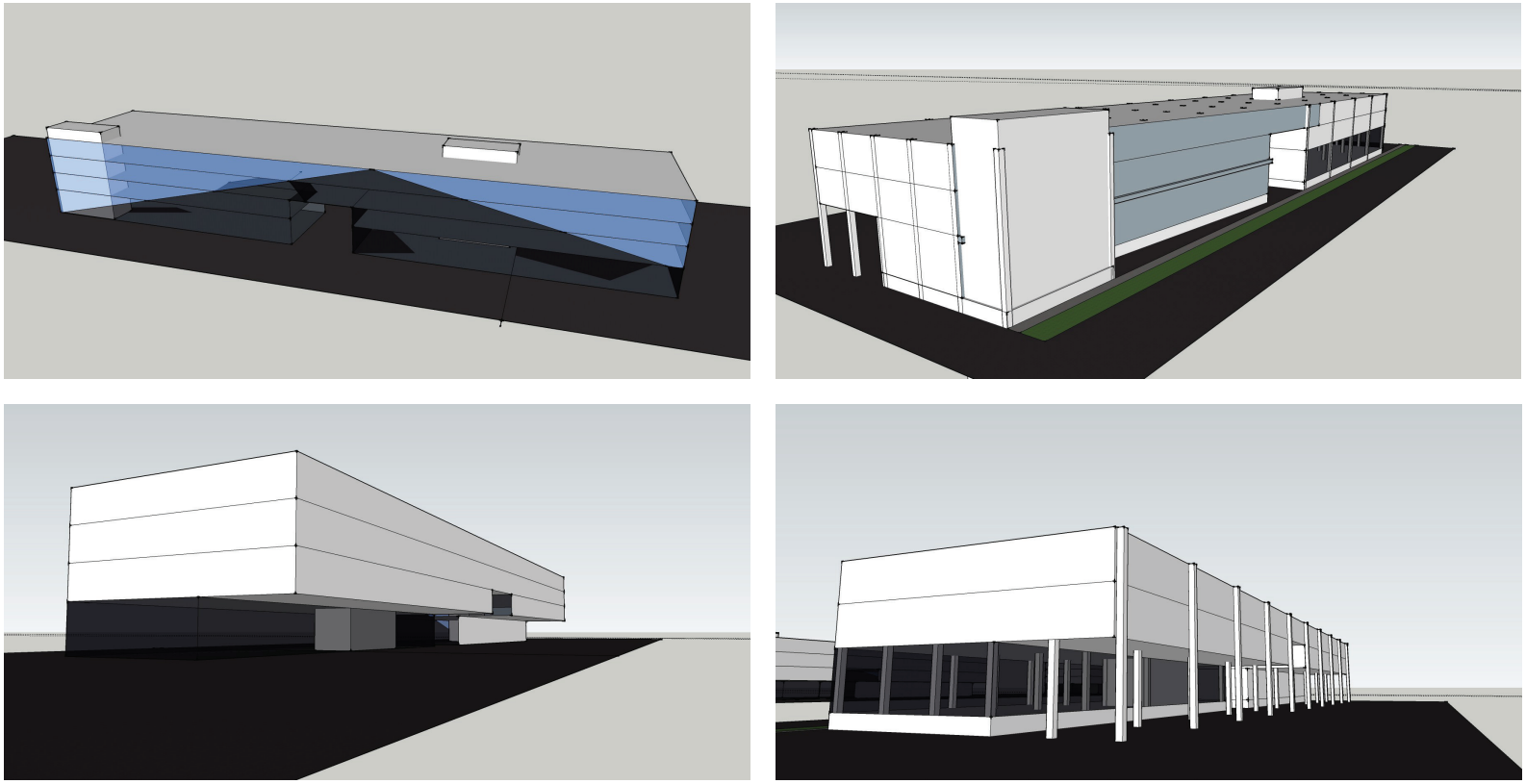
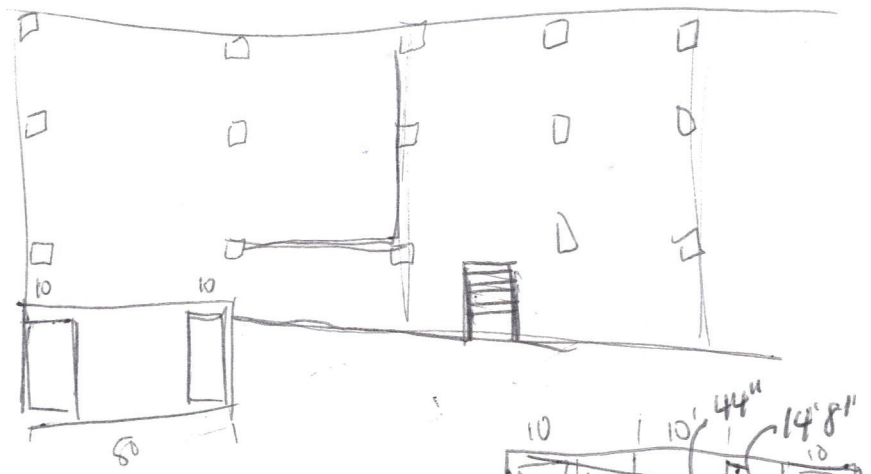
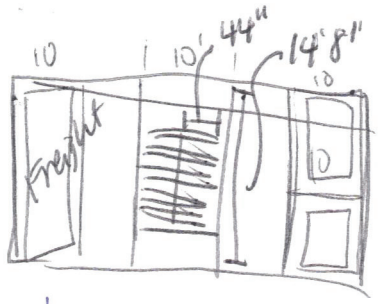
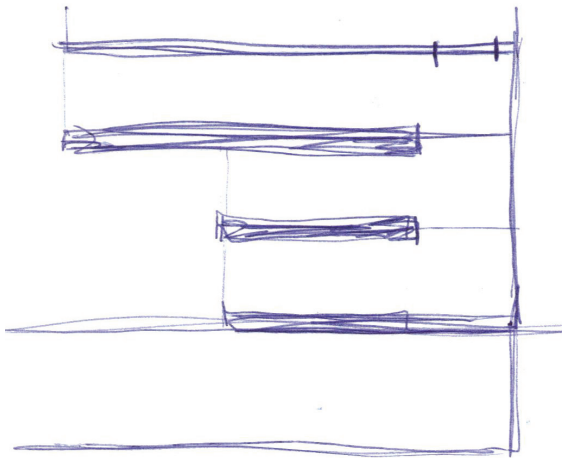


Figure 58 (Osten, A., 2011)

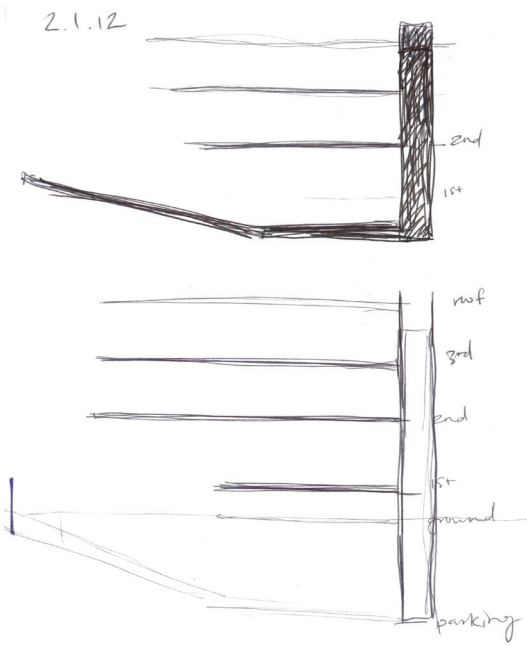
Structure







develop:
- open
- adaptable
- ease of movement



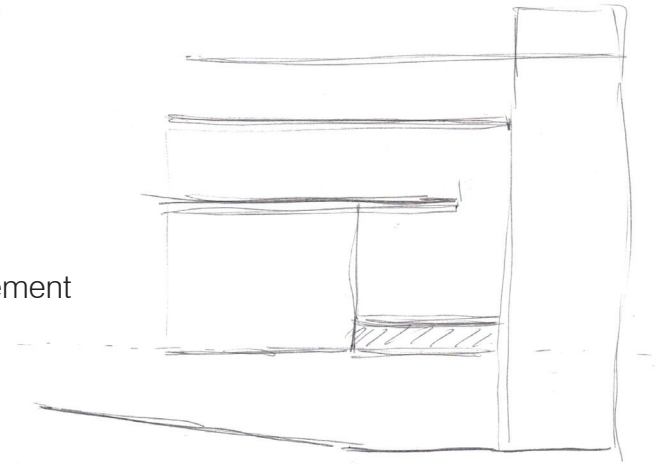


Figure 59 (Osten, A., 2011)

Organization; Plan

develop:

- Retail
- Grocery Store
- Inviting Entrance
- Public Uses
- Office Incubator
- Parking
- Green Space
- Activity
- Connection to the Site
- Transparency

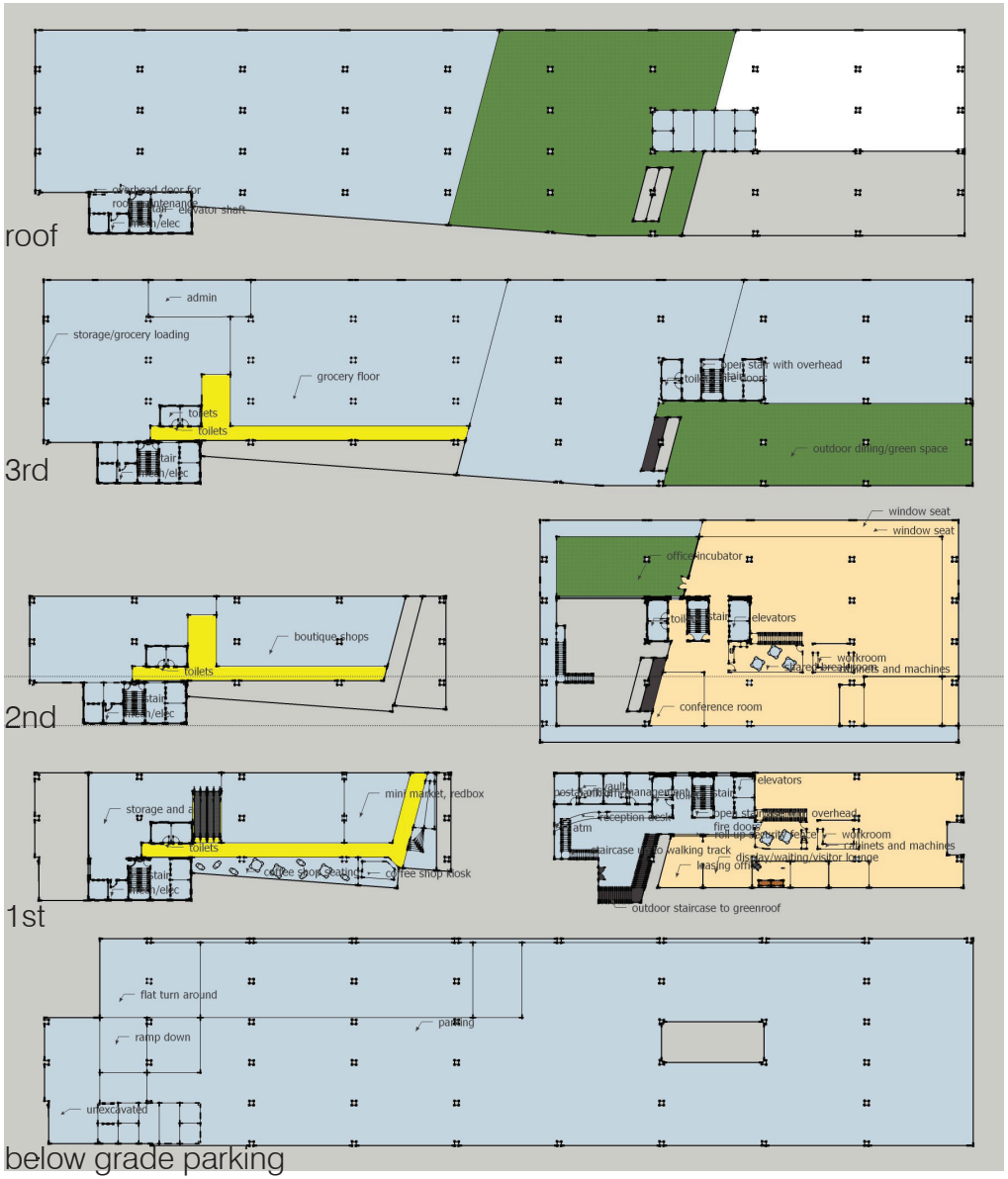
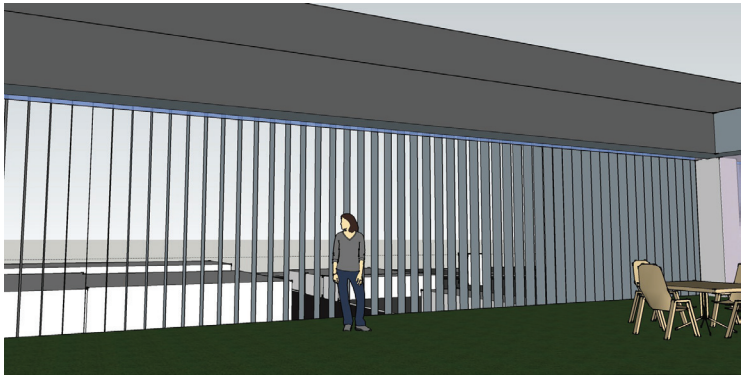
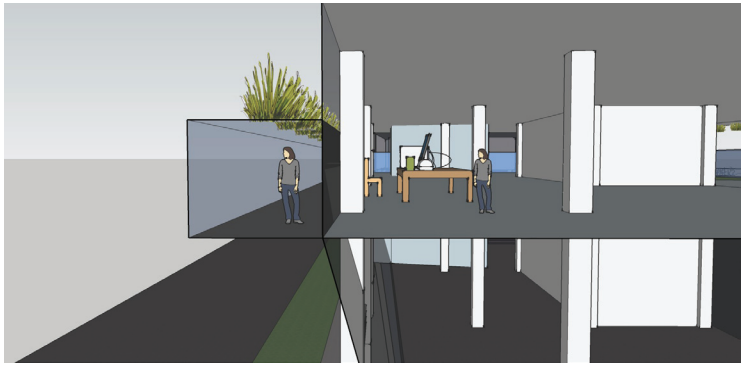


Figure 60 (Osten, A., 2011)

Organization; Modeled



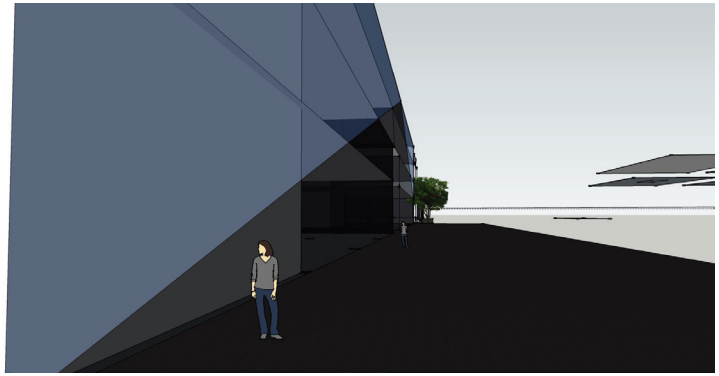


develop:
- walking track
- loading/receiving
- indoor/outdoor space

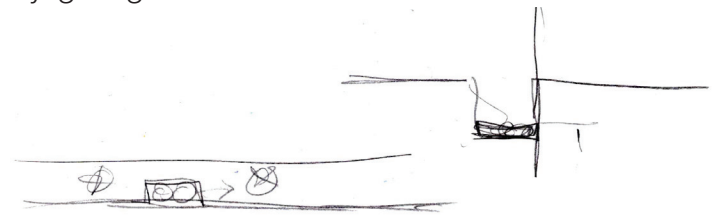
Figure 70 (Osten, A., 2011)

Perception; Form

Scale



Daylighting



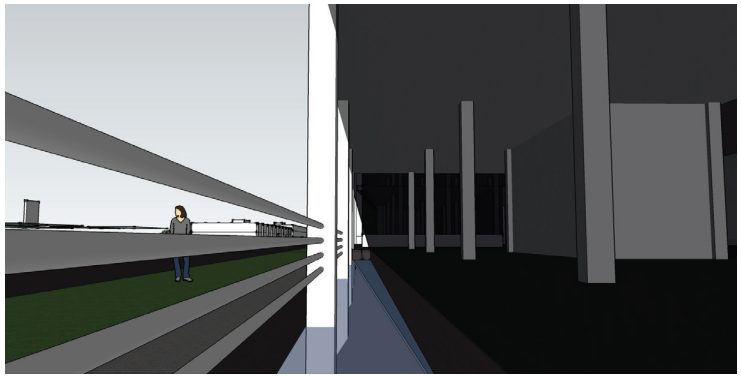
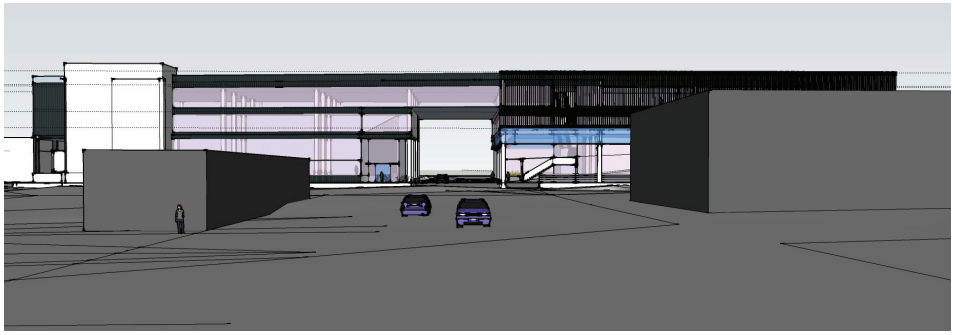
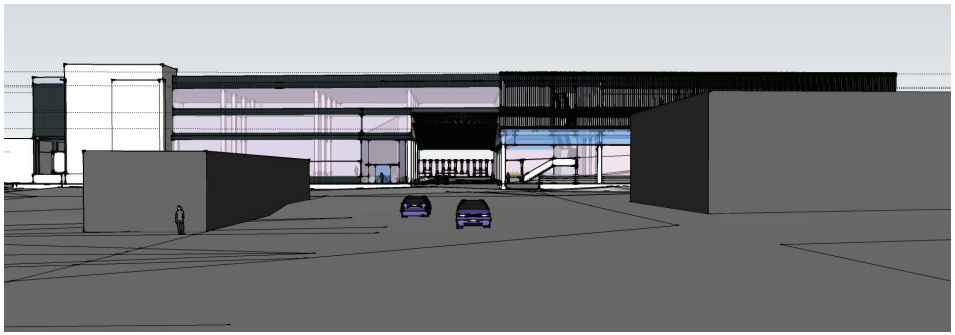


Figure 71 (Osten, A., 2011)

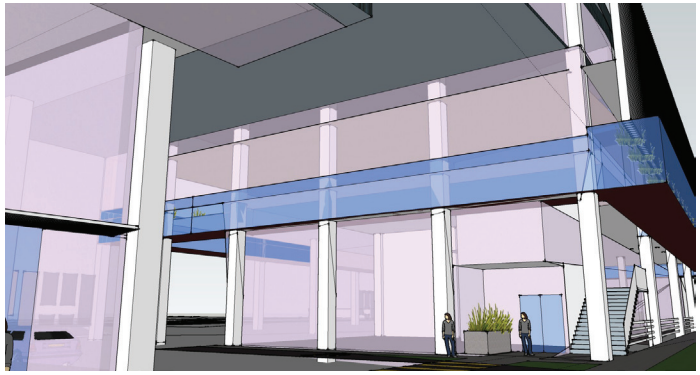
Perception; Entry

18th Street





Sidewalk



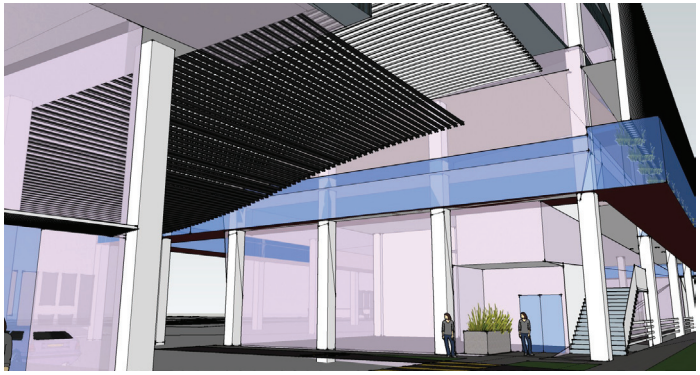
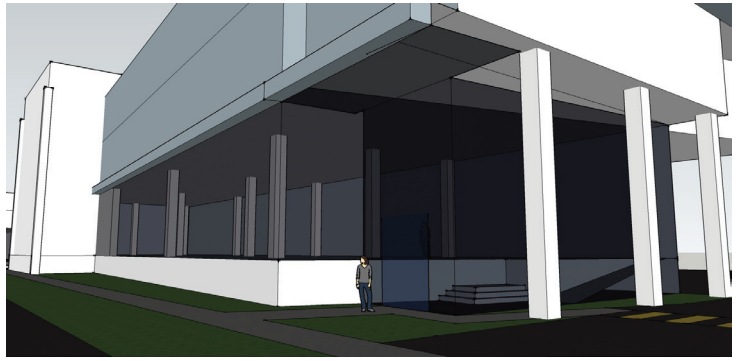
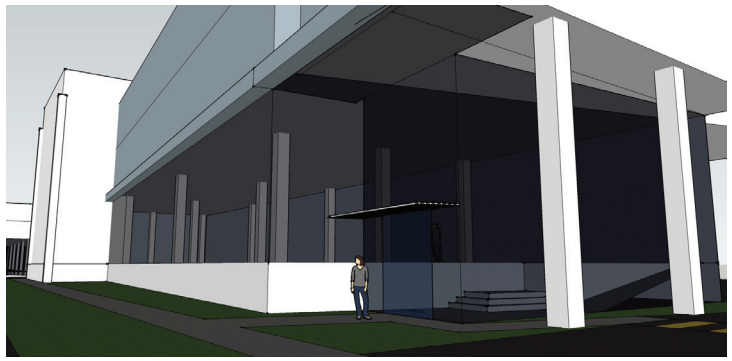


Figure 72 (Osten, A., 2011)

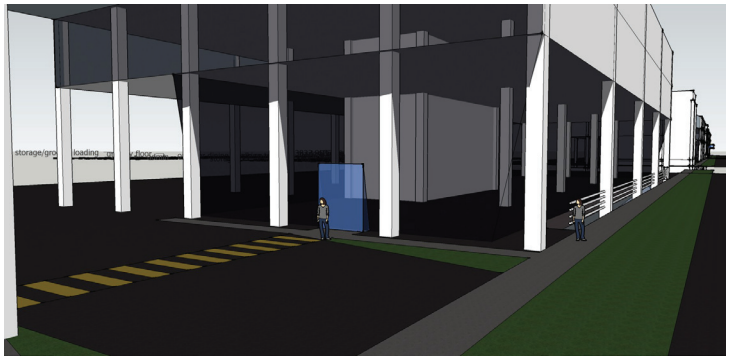
Perception; Entry

Scale





Placement



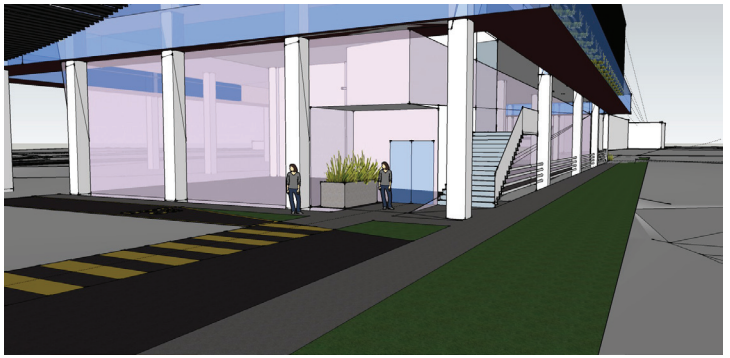
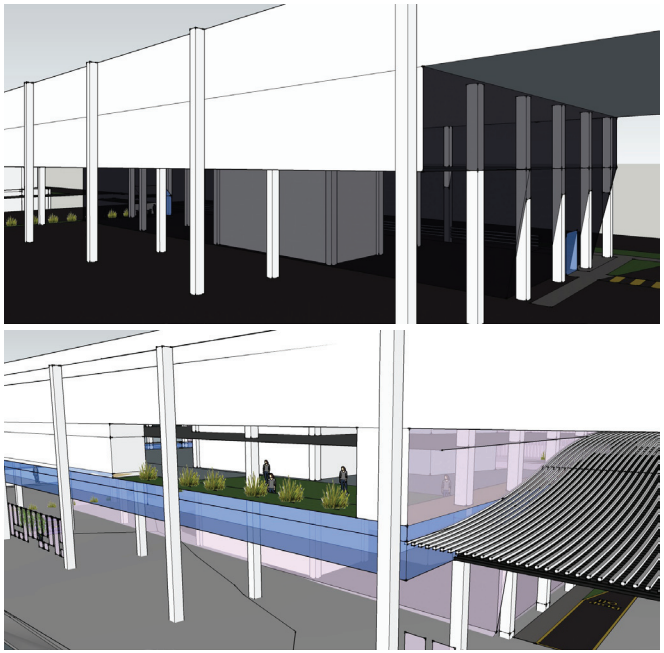


Figure 73 (Osten, A., 2011)

Perception; ‘Back’ & ‘Sides’

North Facade



North Panels

East Side/Office Entry

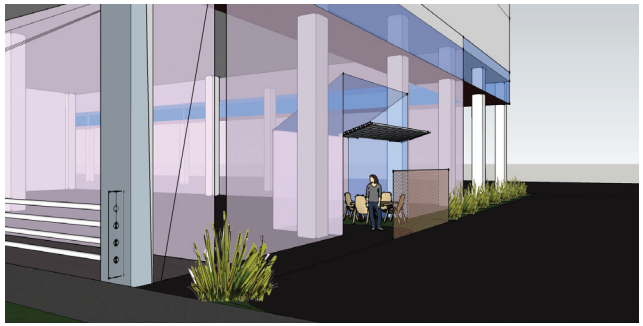
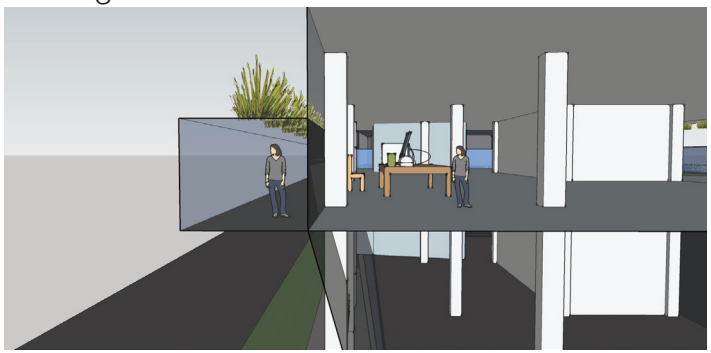
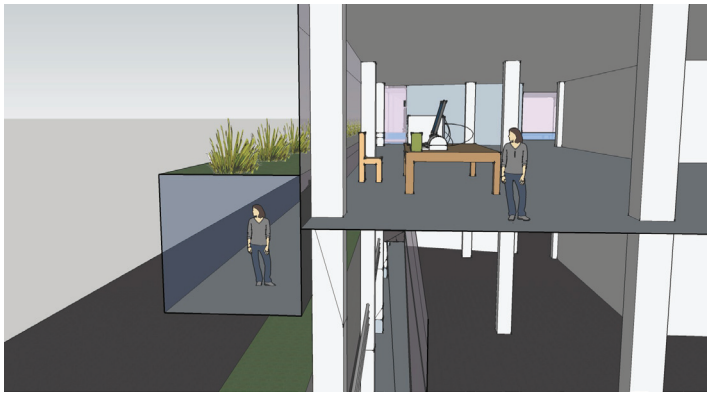


Figure 74 (Osten, A., 2011)

Perception; Views Outward

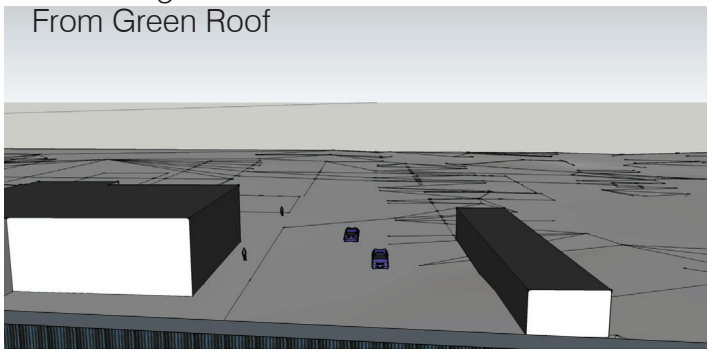
Walking Track





View of Fargo

From Green Roof



From Outdoor Stair

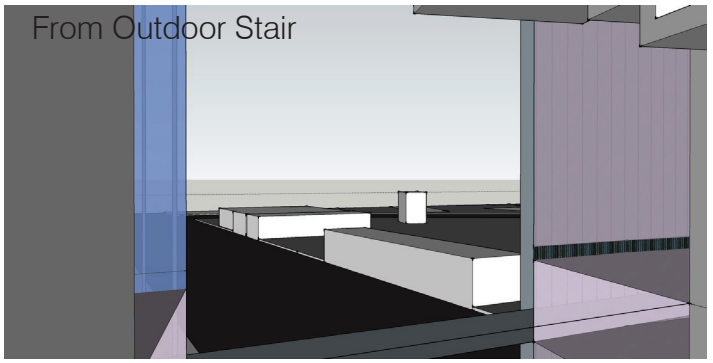
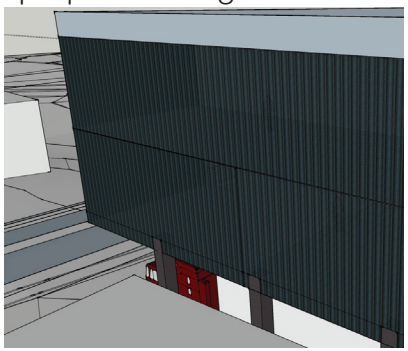


Figure 75 (Osten, A., 2011)

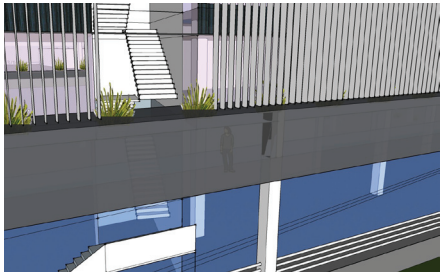
Materials

opaque cladding



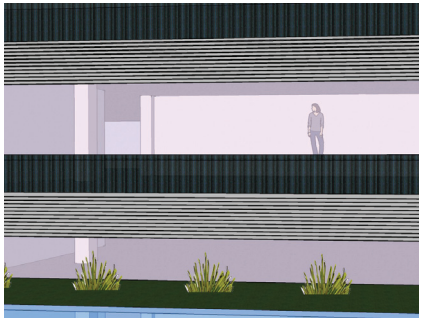
glass tubes

reflective glass

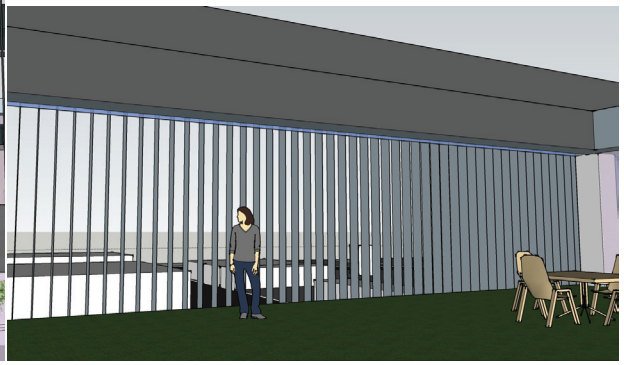


fritted & vision glass

shades



louvers



reaction to materials:

- Designate; service, public, office
- Place Specific
- Create Scale

Figure 76 (Osten, A., 2011)

Progress; Elevation

develop:

- Integration
- structure
- materials
- usage
- site

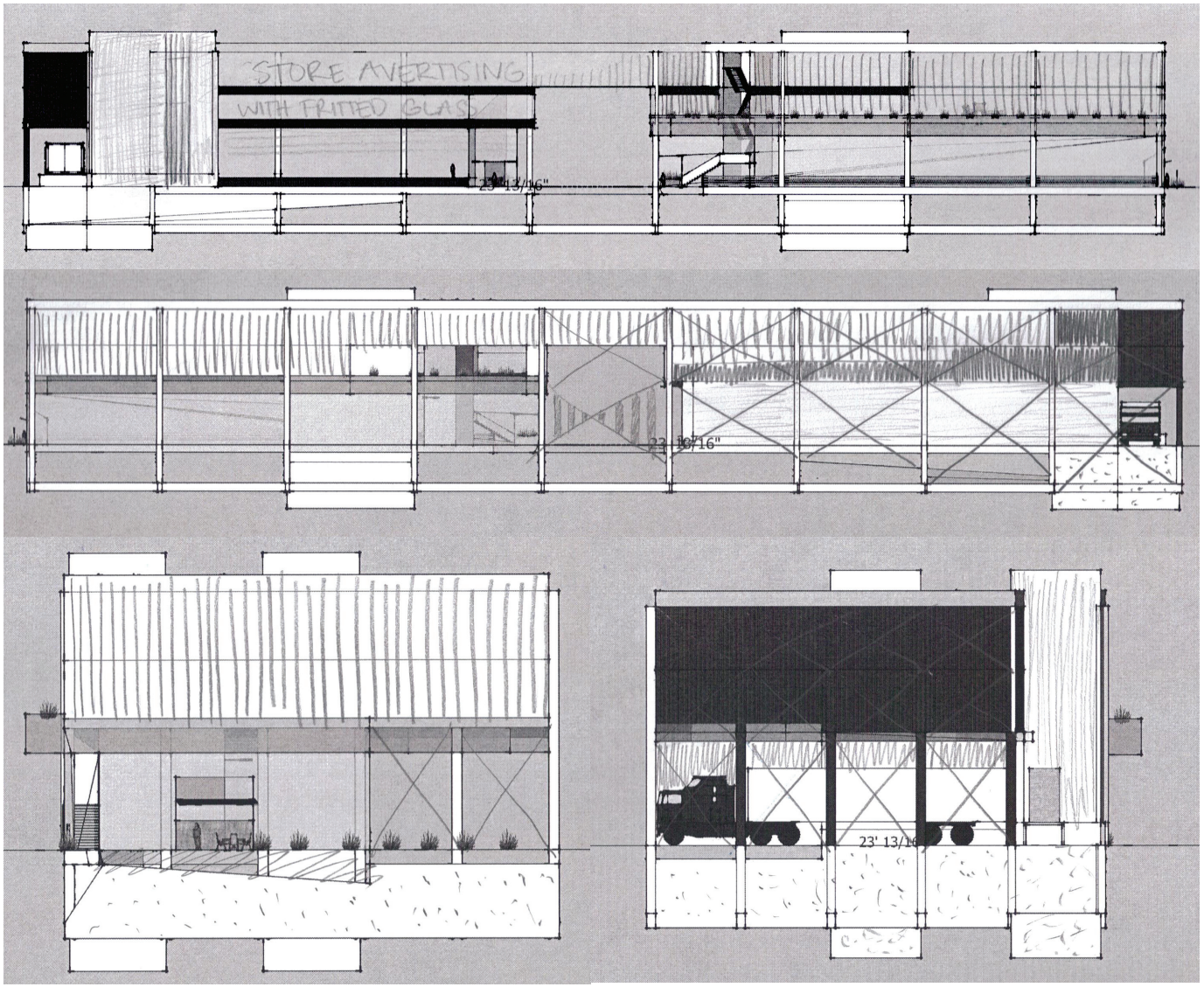
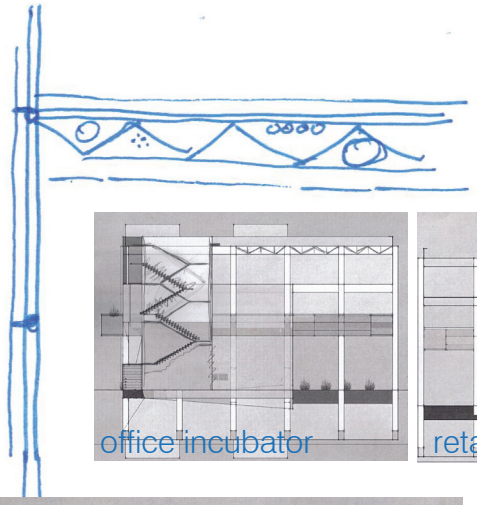
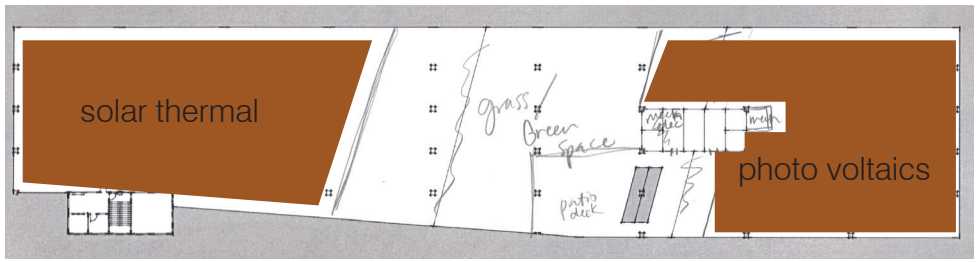
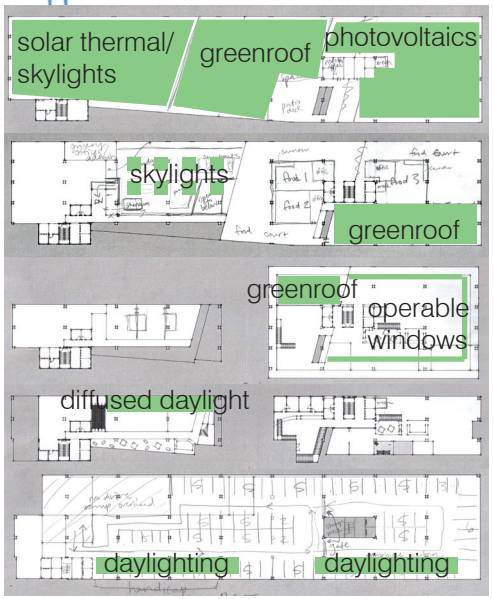


Figure 77 (Osten, A., 2011)

Progress; Systems







develop:
- structure
- materials
- mechanical
- electrical
- cores/facilities
- sustainable

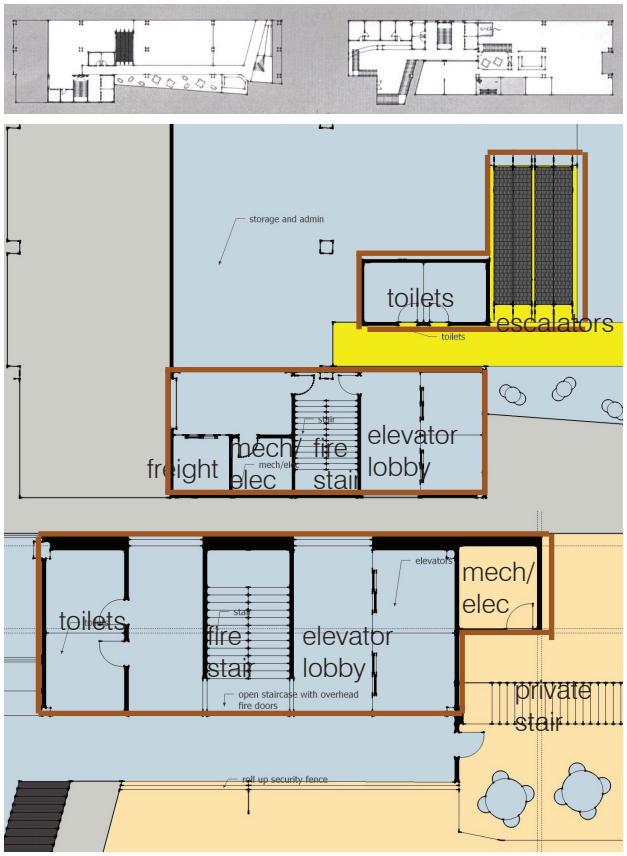


Figure 78 (Osten, A., 2011)

Figure 79 (Osten, A., 2011)

Skin:
Translucent Cladding
Insulated Vision & Fritted Glass
Reflective Glass
Insulated Vision Glass and Aluminum Louvers

Mechanical, Electrical, & Plumbing
50'x15'x13' Single Package Rooftop Air Handling Unit
280 sq. ft. Intake Louvers, 220 sq. ft. Exhaust Louvers
Forced Air Rectangular Ducts
150 sq. ft. Cooling Towers [2]
96 sq. ft. Water Pump Room
Solar Thermal Units [Rooftop]
Solar Electric Panels [Rooftop]

Circulation:
1000 sq. ft. Stair/Elevator Cores [2]
Escalators [1st-3rd Floor]
Outdoor Stair Tower

Floor Plates:
2" Corrugated Steel Decking
3" Poured Concrete Slab

Joists:
20'x2' Steel Open Web Joists [6' o.c.]

Beams:
10"x12" Steel I-Beams [20' o.c.]

Columns:
10"x12" Steel Columns [Interior]
2'x2' Concrete Columns & Column Caps [Below Grade Parking]

Foundation:
1' Poured Concrete Foundation Walls
2'x2' Poured Concrete Footings

Site Integration:
Sidewalks [Maintained] & Crosswalks
Landscaped Boulevards & Medians
Rain Gardens
Extensive Green Roofs & Growing Vines
Decorative & Protective Glass Panels
Skylights
Parking Garage Daylighting
Pedestrian Benches

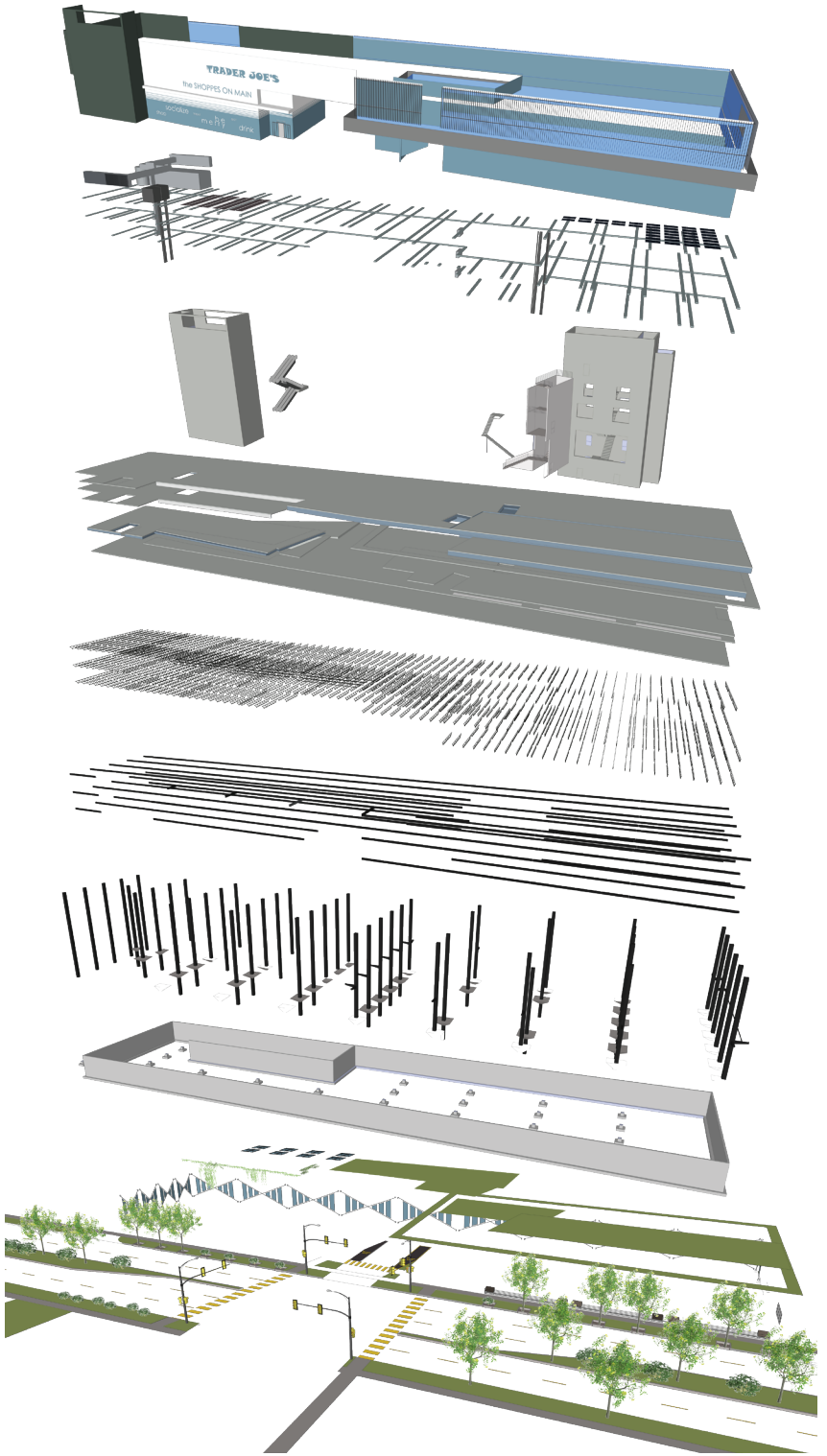


Figure 80 (Osten, A., 2011)

Organization; Put Yourself in ‘Their’ Shoes

Conscious design decisions have been made to ensure the comfort and ease of movement to all users. How do you want to use this building? How was the building designed for you? Perhaps one of these scenarios describes you and your journey through the space.

Parents and children going grocery shopping:
Below grade parking is accessible to the public. Elevators take users to their destination quickly and easily. Shopping carts are available right off the elevator lobbies and can be returned to corrals.

A pedestrian in search of a movie rental or coffee.
Crosswalks have been designed for the site, making safety a priority. Convenience retail is located on the first floor of the West portion of the building. Not only is convenience retail easily accessible for passersby, it also benefits shop owners by being an “impulse buy” on one’s way to the escalators.

Business person.
Turn lanes and stoplights make accessing the site quick and painless. On grade and below grade parking is available with the lease of individual or small business office space. Shared break and work rooms, and flexible conference/meeting rooms are available, and the third floor offers a quick bite to eat between business deals.

Someone out for a walk along Fargo’s greenway.
Landscape development along street boulevards makes transitioning from park to urban space a breeze. Cross walks and pedestrian cross signals benefit pedestrians and increase safety. The outdoor stair tower takes users strait to the rooftop garden/patio to enjoy views of Fargo, while passively illuminating the interior of the building.

1 RETAIL ENTRANCE
2 COFFEE SHOP
3 CONVIENECE RETAIL/REDBOX/ETC [1,2, OR 3]
4 STORAGE AND SERVICE
5 LOADING/RECEIVING DOCK
6 PUBLIC LOBBY
7 SATELLITE **POST OFFICE**
8 SATELLITE **BANK/ATM**
9 LEASING OFFICE
10 OFFICE INCUBATOR RECEPTION
11 SHARED BREAK ROOM
12 SHARED WORK ROOM
13 LEASABLE/FLEXIBLE OFFICE SPACE
14 OFFICE PATIO/GREENROOF
15 BOUTIQUE RETAIL [1,2, OR 3]
16 WALKING TRACK
17 ANCHOR RETAIL/GROCERY
18 FOOD COURT
19 LEASABLE FOOD SERVICE
20 EXTENSIVE GREEN ROOF/PATIO
21 MECHANICAL ROOM
22 SKYLIGHTS
23 SOLAR THERMAL UNITS
24 SOLAR ELECTRIC PANELS
25 RAMP DOWN
26 BYCYCLE PARKING
27 RESERVED PARKING
28 PUBLIC PARKING
29 ESCALATORS
30 FREIGHT
31 STORAGE/ELEC. PANEL
32 ELEVATOR LOBBY
33 SHOPPING CARTS
34 TOILETS
35 OUTDOOR STAIR

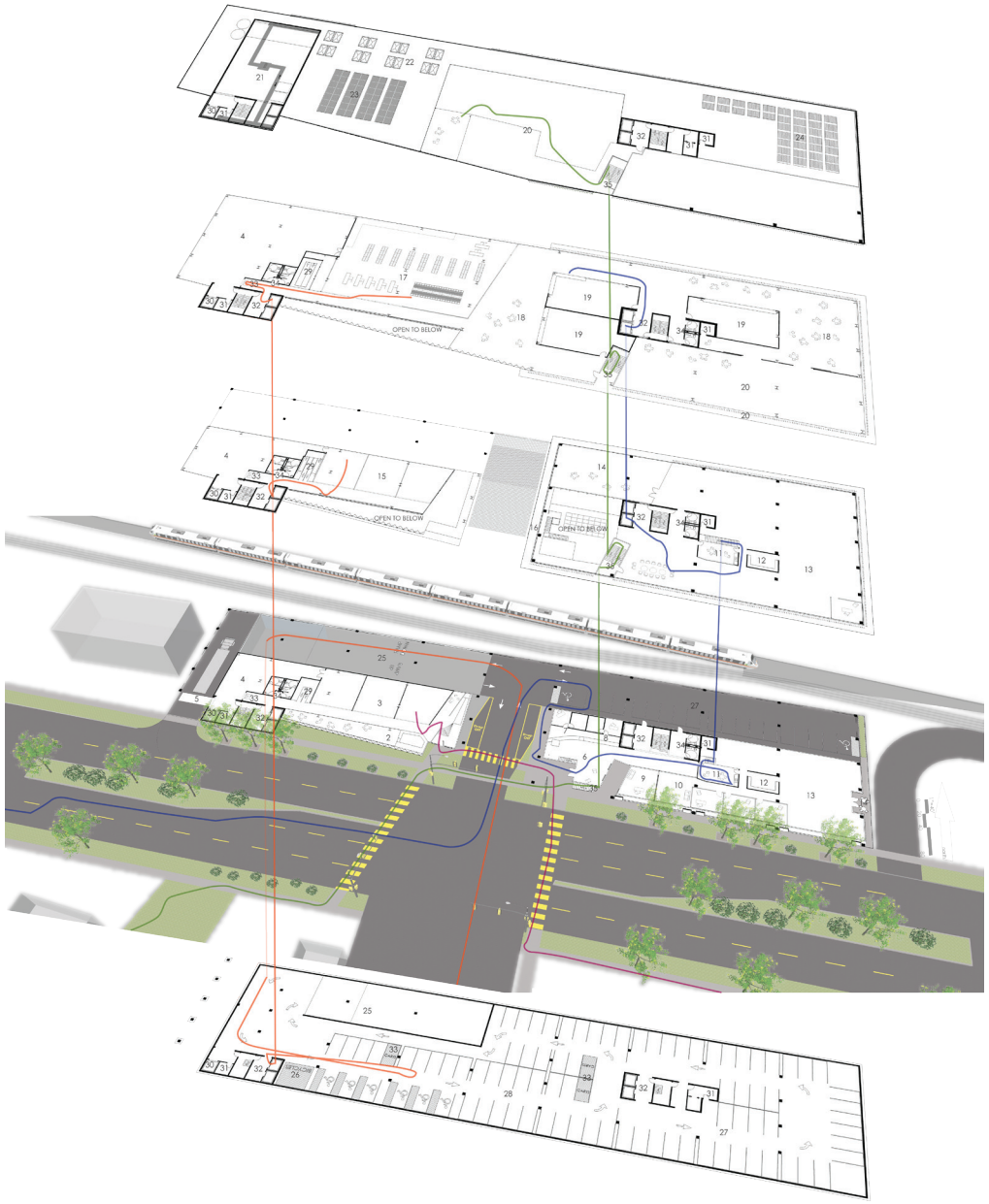
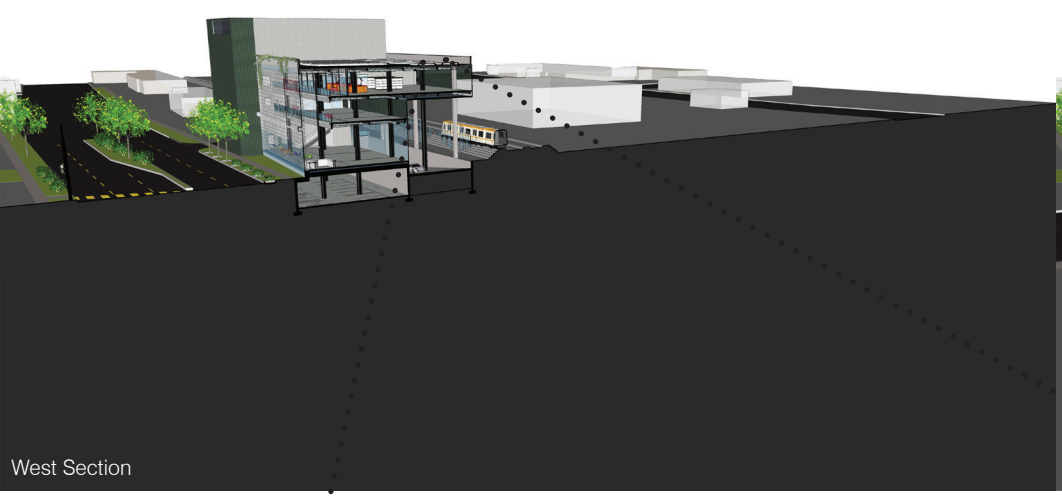


Figure 81 (Osten, A., 2011)



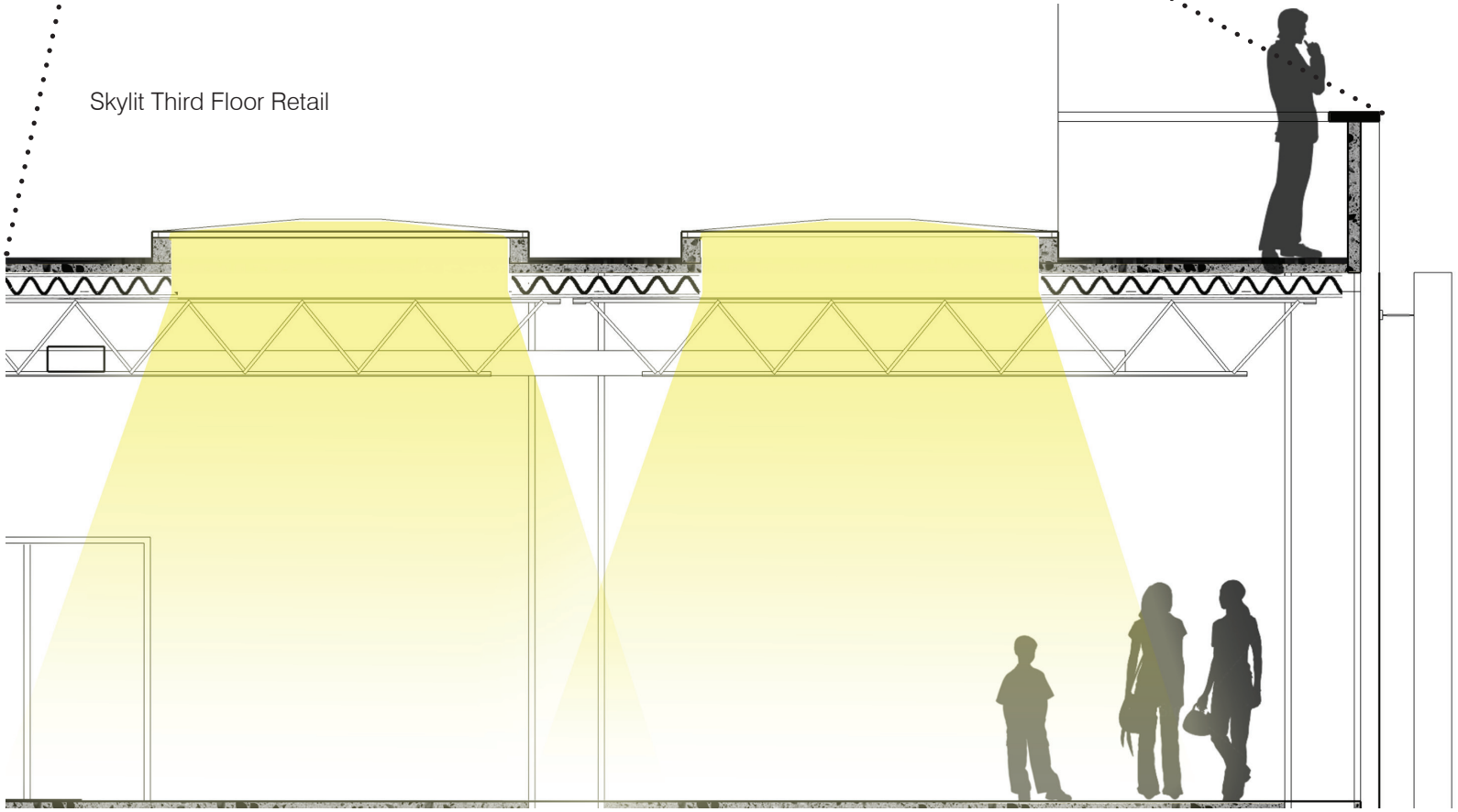


Figure 82 (Osten, A., 2011)

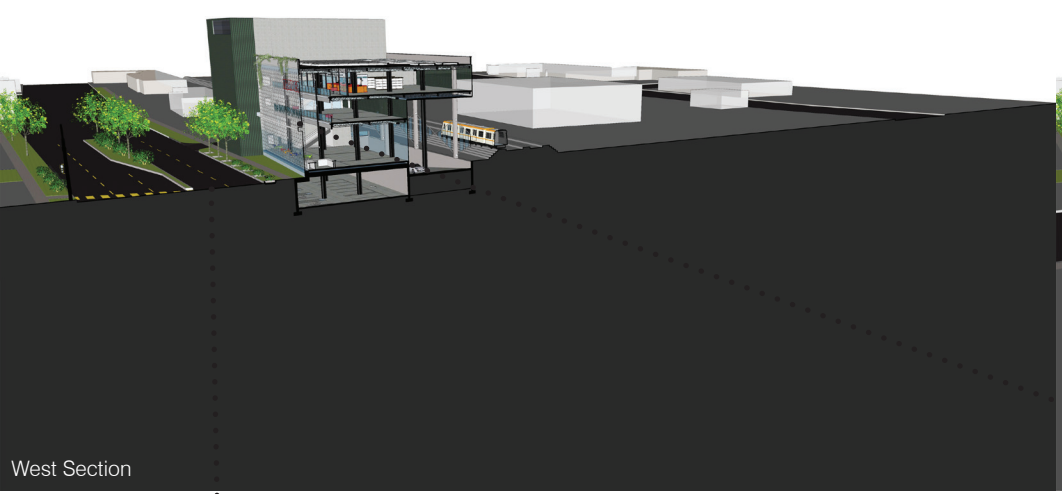
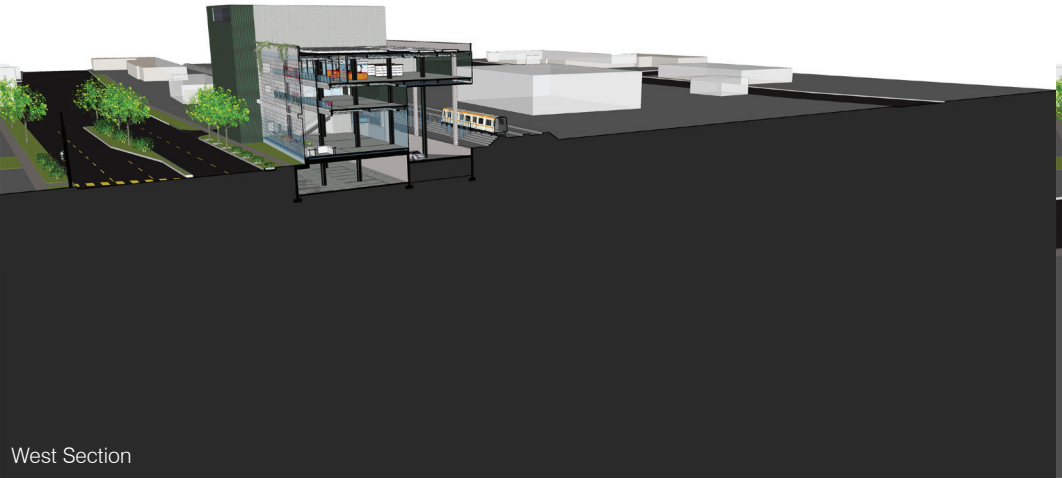


Figure 83 (Osten, A., 2011)



West Section

East Section

- Bench/Railings
- Daylit Parking
- Walking Track [lowered]

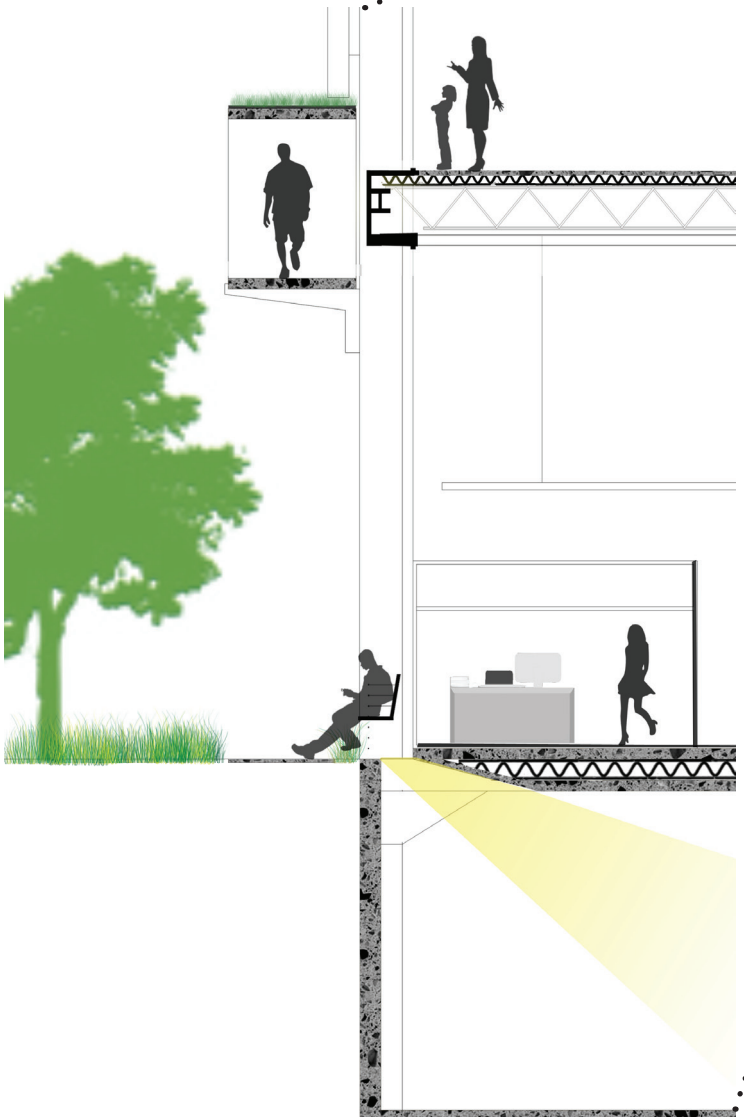


Figure 84 (Osten, A., 2011)

Figure 85 (Osten, A., 2011)

Entry From Crosswalk

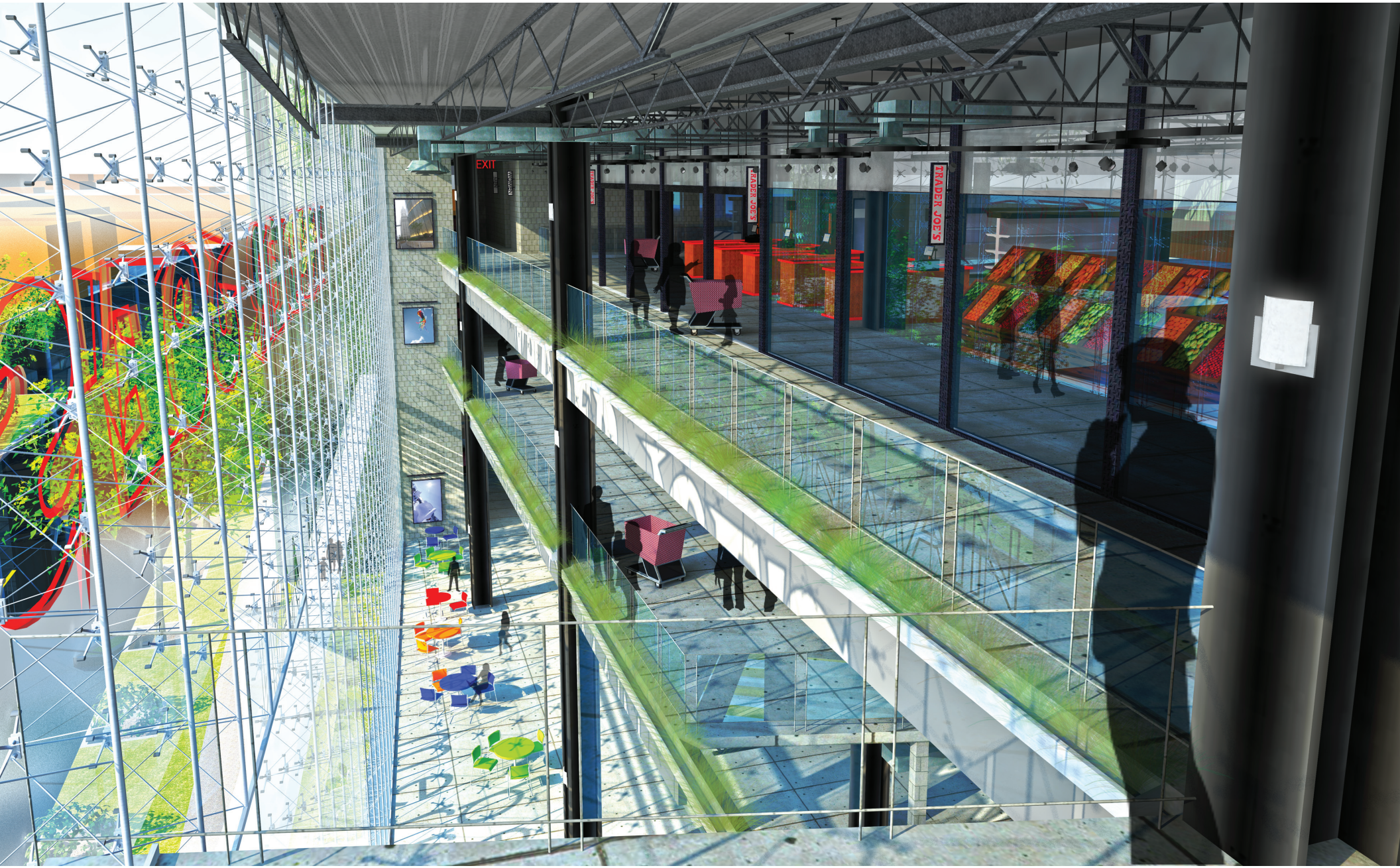
- Safety - Scale - Ease of Entry

Figure 86 (Osten, A., 2011)

- Materials - Daylighting - Flexible Office Space

Figure 87 (Osten, A., 2011)

Third Floor Retail



- Shading/Signage - Activity - Trasparency

Figure 88 (Osten, A., 2011)

Approaching from 18th Street on a Winter Night

- Lighting - Signage

Figure 89 (Osten, A., 2011)

Final Project Boards

Board One

Figure 90 (Osten, A., 2011)

Board Two

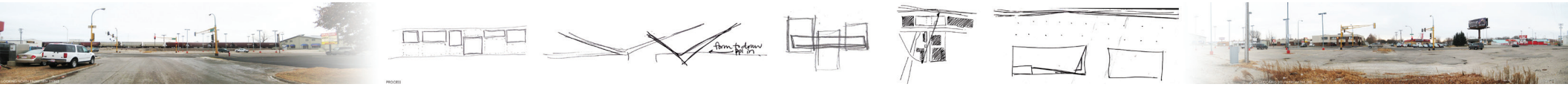


Figure 91 (Osten, A., 2011)

Board Three

Figure 92 (Osten, A., 2011)

Board Four

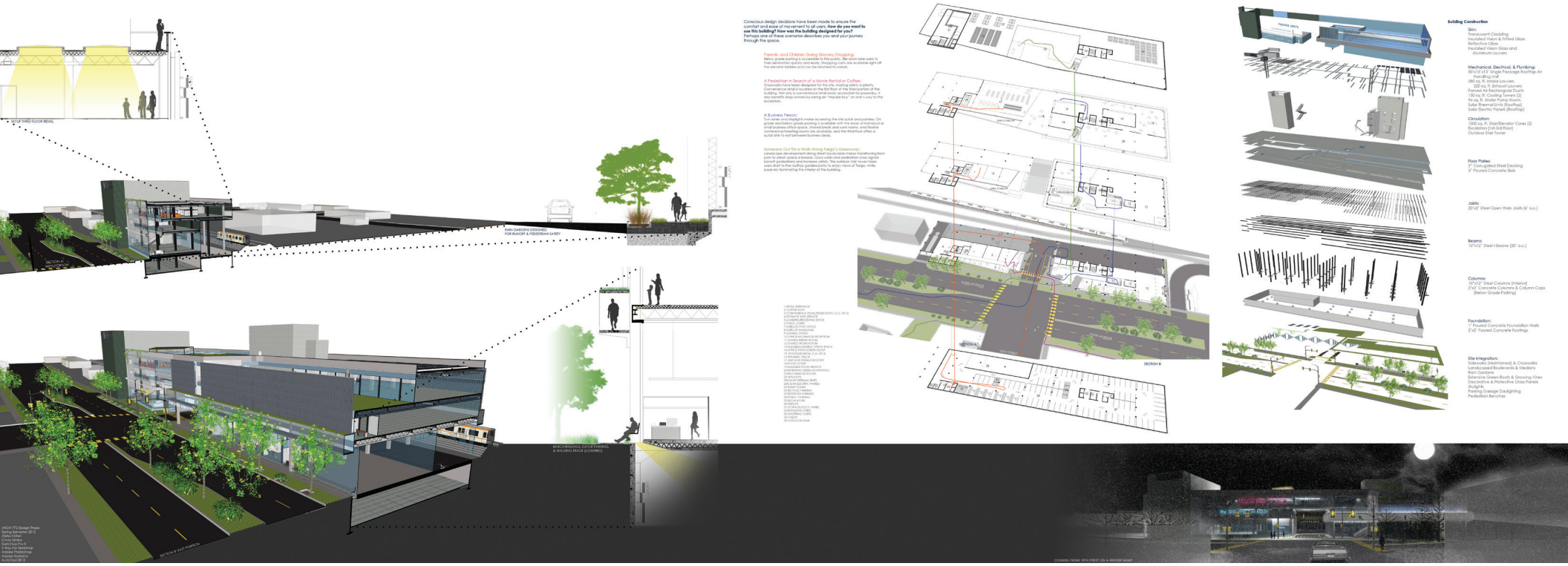
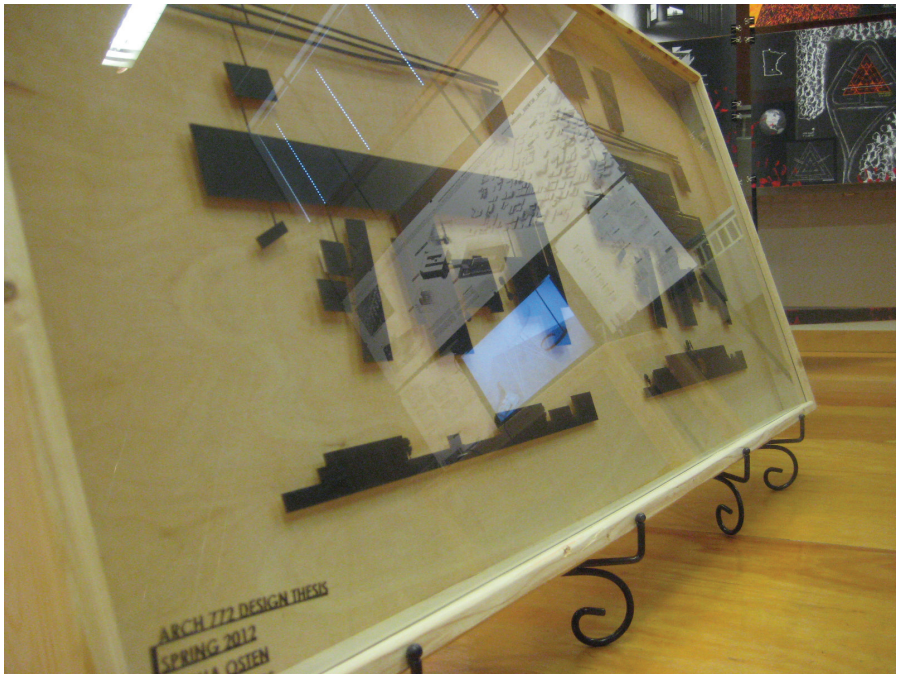


Figure 93 (Osten, A., 2011)

Figure 94 (Osten, A. 2011)



Final Project Model

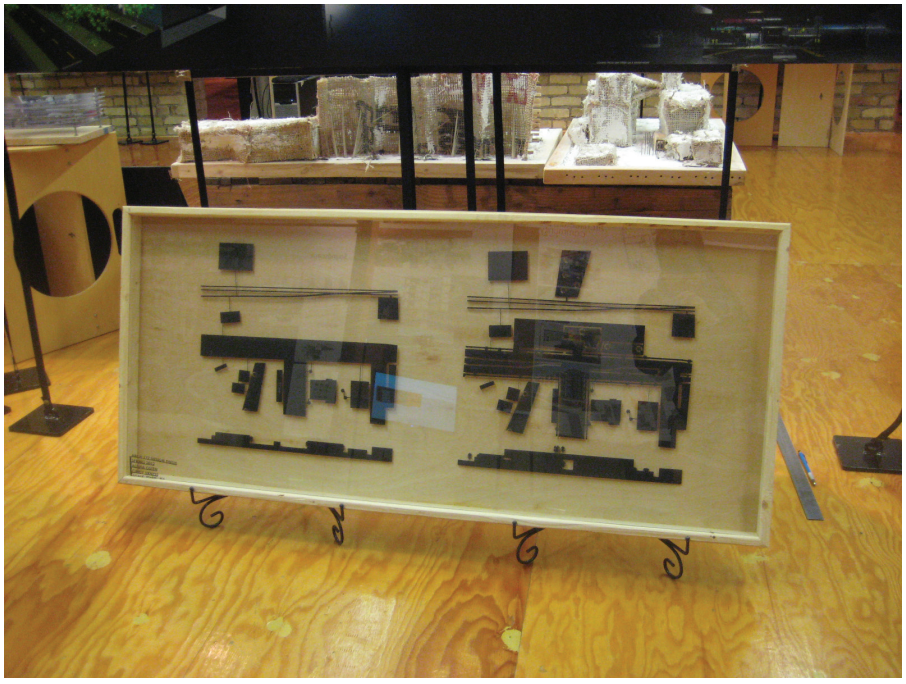


Figure 95 (Osten, A., 2011)

Project Installation

Figure 96 (Osten, A., 2011)

References

Alexander, C., Neis, H., Anninou, A., & King, I. (1987). A new theory of urban design. (Vol. 6, pp. 2-3). New York, NY: Oxford University Press.

Branch, M. C. (1975). Urban planning theory. (Vol. 15, pp. vii-viii). Stroudsburg, PA: Dowden Hutchinson & Ross, Inc.

Canadian Competitions Catelogue. (2009). Formshift vancouver: Primary. Retrieved from http://www.ccc.umontreal.ca/fiche_projet.php?lang=en&pId=2318&etape=1

Caron, J. (n.d.). Fargo, north dakota: Its history and images. Retrieved from http://www.fargo-history.com/index.htm

Case D. (2011, April 28). Downtown expansion. Retrieved from http://www.go2030townhall.com/what-is-your-vision-for-fargo/downtown-expansion

Chicago avenue corridor plan. (2010). Presentation of land use opportunities Meeting 2, Minneapolis, MN. Retrieved from http://www.ci.minneapolis.mn.us/cped/docs/cacp_meeting2_presentation.pdf

City-data. (2011). Fargo, north dakota. Retrieved from http://www.city-data.com/city/Fargo-North-Dakota.html

City of Arlington Virginia. (n.d.). Redeveloping columbia pike. Retrieved from http://news.arlingtonva.us/pr/ava/columbia-pike-202343.aspx

City of Fargo. (2011). A brief glimpse into fargo's early history. Retrieved from http://www.cityoffargo.com/CityInfo/FargoHistory/

City of Fargo. (2011). Gis map, city of fargo. Retrieved from City of Fargo website: http://gis.cityoffargo.com/FargoGIS/Default.aspx

City of Minneapolis, Minnesota. (2011, July 25). Chicago avenue (msa). Retrieved from http://www.ci.minneapolis.mn.us/public-works/cip/chicago14-28/index.asp

Crutsinger, M. (2011, February 17). Tax breaks make fed more upbeat on economy. Retrieved from http://www.usatoday.com/money/economy/2011-02-16-fed-outlook_N.htm

Department of Planning, Building & Code Enforcement. (2010, June 16). Vision north san hose. Retrieved from http://www.sanjoseca.gov/planning/nsj/

"Drew". (Photographer). (2010). Columbia pike streetscape. [Web Photo]. Retrieved from http://newurbannetwork.com/images/12580/columbia-pike-streetscape

Enlow, C. (2007, Oct-Dec). Alley24.Urban Land Institute, 37(20), Retrieved from http://casestudies.uli.org/CaseStudies/C037020.htm

Fargo, C. O. (2011). Community vision. Paper presented at Go2030, Fargo,ND. Retrieved from http://go2030.net/community-vision/

FGF Webmaster. (2011, October 18). Fargo monthly averages. Retrieved from http://www.crh.noaa.gov/fgf/?n=fargodailyaverages

fmmetroplex. (2011, May 15). Redevelop main avenue corridor [Online forum comment]. Retrieved from http://www.go2030townhall.com/land-use-and-urban-design/redevelop-main-avenue-corridor

Form Based Codes Institute. (2011).Sample codes. Retrieved from http://www.formbasedcodes.org/samplecodes

Form Based Codes Institute. (2011).Checklist for identifying and evaluating form-based codes. Retrieved from http://www.formbasedcodes.org/what-are-form-based-codes

go2030.net. (2010). Go2030: Fargo comprehensive plan. Retrieved from http://go2030.net/

Godon, V., & Godon, N. National Weather Service Eastern North Dakota, Grand Forks, North Dakota. (2002). Fargo, north dakota climate. Retrieved from Scientific Sevices Division website: http://climate.umn.edu/pdf/fargo_climate.pdf

Google Earth. (Photographer). (2011). Arial map fargo, nd. [Web Map]. Retrieved from http://www.google.com/earth/index.html

Google Maps. (Photographer). (2011). Fargo, north dakota. [Web Map]. Retrieved from http://maps.google.com/maps?hl=en&cp=19&gs_id=&xxhr=t&q=google maps fargo north dakota&qe=Z29vZ2xlIG1hcHMgZmFyZ28gbg&qesig=DnUPp31UwiqynlXUBwVmqg&pkc=AFgZ2tk5rfg_iMC2AfRWVgB3LvGAFzAfciiX-V6CuZc0kLtbxZi50GyV-dVrjl5aBuLf-DXzZg3Dbua1MgxHh7cRxVqLHVgM4w&pq=google maps&nord=1&gs_upl=&bav=on.2,or.r_gc.r_pw.,cf.osb&ion=1&biw=1440&bih=775&um=1&ie=UTF-8&hq=&hnear=0x52c8cb8d84677145:0x81aa30a52791aaca,Fargo, ND&gl=us&ei=JhbZTrS7CuWLsQLi-6SLDg&sa=X&oi=geocode_result&ct=image&resnum=1&sqi=2&ved=0CEYQ8gEwAA

Holakamm, T., & Dormanen, D. (1993). Fargo historic context study. Fargo Historic Preservation Commission.

Howard, S. (2009, March). Case study: Alley24 seattle, washington. GreenSource: The magazine of sustainable design, Retrieved from http://greensource.construction.com/projects/2009/03_Alley24.asp

Jacobs, A., & Appleyard, D. (1987). Toward an urban design manifesto. APA Journal,Winter(1987), 112-120.

Knox, P. L. (2005). Creating oridinary places: slow cities in a fast world. Journal of Urban De sign, 10(1), 1-11

The Land Information Access Association. (1999, April). A cooperative approach to discovering and preserving community character. Investigation summary Building a sense of place. Retrieved from http://www.liaa.org/downloads/bsop_booklet.pdf

Madden, M. E., & Spikowski, B. (2006). Place making with form-based codes. Urban Land Institute, September, 174-178.

Momentary city—cr land dongdajie sales pavilion: Vector architects. (2010, August). Architectural Record, August(2010), Retrieved from http://archrecord.construction.com/projects/building_types_study/commercial_buildings/2010/Momentary_City.asp?bts=COB

Moody, F. (2009, January 21). Alley24: Nbbj-seattle. Metropolis,Jan(2009), Retrieved from http://www.metropolismag.com/story/20090121/alley-24

Northern Prairie Wildlife Research Center. (2006, August 03).Climate of north dakota. Retrieved from http://www.npwrc.usgs.gov/resource/habitat/climate/sunshine.htm

Osten, A. (2011). “Graphic analysis.” [Photograph(s)] Fargo, North Dakota; Retrieved November, 4, 2011, From Alisha Osten’s Personal Collection

Osten, M. (2008). “Personal Photograph.” [Photograph] Fargo, North Dakota; Retrieved May, 18, 2008, From Michael Osten’s Personal Collection

Project for Public Spaces. Lighter, quicker, cheaper: a low-cost, high-impact approach [Web log message]. Retrieved from http://www.pps.org/articles/lighter-quicker-cheaper-a-low-cost-high-impact-approach/

Re-thinksurface. (2009). Design Competition Formshift vancouver: primary. Retrieved from http://www.ccc.umontreal.ca/fiche_projet.php?lang=en&pId=2318&etape=1

Saieh, N. (2010, January 04).Momentary city – cr land hefei dongdajie sales pavilion / vector architects. Retrieved from http://www.archdaily.com/45213/momentary-city-vector-architects/

Salah Ouf, A. M. (2001). Athenticity and the sense of place in urban design. Journal of Urban Design,6(1), 73-86.

Sturgess, J. (Designer). (2009).Winner primary pdf. [Web Graphic]. Retrieved from http://www.formshiftvancouver.com/files/winnerprimary.Pdf

Taylor, M., & Kohler, T. (2009, November). In P. Mogush (Chair). Memorandum. Memorandum by Email Chicago avenue market assessment and basic plan platform. Retrieved from http://www.ci.minneapolis.mn.us/cped/docs/cacp_rerc_assessment.pdf

UO Solar Radiation Monitoring Laboratory. (2007, March 5).Sun path chart program. Retrieved from http://solardat.uoregon.edu/SunChartProgram.html

Urban Land Institute. (2008). Alley24: Seattle, washington. Retrieved from http://casestudies.uli.org/CaseStudies/C037020.htm

Velasco, R. (2011, May 9). Architecture should create sense of place, not “flair”. [Online forum comment]. Retrieved from http://greatergreaterwashington.org/post/10334/architecture-should-create-sense-of-place-not-flair/

The Weather Channel. (2011, November 23). Monthly averages for fargo, north dakota. Retrieved from http://www.weather.com/weather/wxclimatology/monthly/graph/USND0115

Zurer, R. (Writer) (2011, April 26). Episode 47. Storyboard: Cityscapes shows how buildings shape culture. [Audio podcast]. Retrieved from http://www.wired.com/magazine/2011/04/storyboard-cityscapes/

(2004). Vision north san jose: Area development policy update. Retrieved from City of San Jose, California website: http://www.sanjoseca.gov/planning/nsj/presentation/NSJ_ScopingMeeting.pdf

(2005). Land use, zoning, & urban design. Retrieved from Arlington Virginia Columbia Pike Initiative website: http://www.arlingtonva.us/Departments/CPHD/forums/columbia/initiative/cpi_landuse.pdf

(2005). Street space cross sections. Retrieved from Arlington Virginia Columbia Pike Initiative website: http://www.arlingtonva.us/departments/CPHD/forums/columbia/pdf/lroundrevision_6-21-05.pdf

(2007). North san jose urban design guidelines. Retrieved from City of San Jose Redevelopment website: http://www.sjredevelopment.org/PublicationsPlans/NSJ_070421.pdf

Alisha Laverne Osten

Figure 141.1 (Osten, M., 2008)

address 507 11th St S #312
Fargo, ND 58103

phone number (218)329-8520

e-mail address alisha_osten@hotmail.com

hometown Barnesville, MN

quote NDSU is a great place to recieve a diploma.