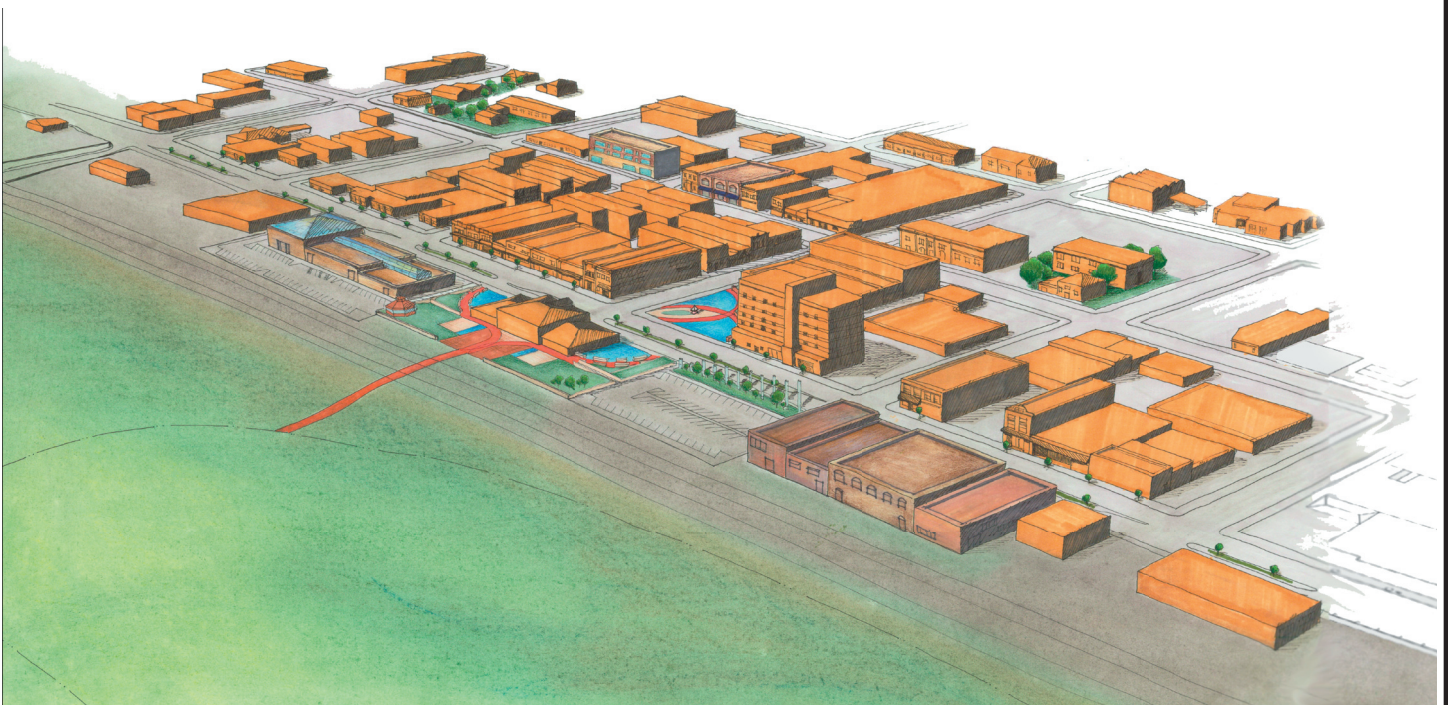# Fundamental Urban Features Utilized By Small-town America

The Revitalization of Small-town America Through the Implementation of Urban Fundamentals Used In Large Cities

Undergraduate Design Thesis By Traci Fisher

FUNDAMENTAL URBAN FEATURES
UTILIZED BY SMALL-TOWN AMERICA

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

By

Traci Fisher

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

_____
Cindy Urness - Associate Professor
Primary Thesis Critic

_____
Don Faulkner - Associate Professor
Thesis Committee Chair

Table Of Contents

Design Thesis

Project: - **The revitalization of small-town America through the implementation of urban fundamentals used in large cities.**

Project Location: - Dickinson, ND

Project Typology:

As designers we are forced to look at problems within our society and examine ways to overcome them. Many times these problems are found in single buildings or structures. However, sometimes we must look at a larger aspect of our society; our environment as a whole. How are we evolving in our built lives as our society expands? Are we correctly designing for the needs of our communities? This project focuses, not on a singular aspect of a community, but on the community as a whole. This thesis is a progression of what communities are doing as they expand. This is an urban design project rather than a specific type of building. This project will look at both the large urban scale and also the small rural town. Focusing on the fundamental aspects of urban design and how they are implemented in large urban areas, this thesis will find ways to bring them to a small town scale. After the research study of these cities, I hope to be able to hypothetically redesign a downtown area of a town utilizing these fundamentals found in the big city. Chicago, IL be used as the focus town of urban design and will be used to design Dickinson, ND.

Theoretical Premise:

The thesis will examine the fundamental urban features that are shared by the largest of cities and the smallest of towns, focusing on human scale. Design metaphors, analogies, and or tectonics will be developed from the examination.

Project Justification:

By studying how to recapture the 'city center,' the designer can find ways to halt or reverse the effects urban sprawl. To create a unified character for a community will give the community a sense of place.

Proposal

Narrative:

An inevitable truth about our society is that we are growing and expanding. As designers we are then obligated to find ways to design for this expansion. Urban sprawl has become an unavoidable facet of our lives. However, the way we are handling this aspect may or may not be the most effective approach. Growth within cities is creating extensive commuting time and an absence of a center to our cities. Although not all cities are undergoing such a large scale of expansion, many of them are losing the element of downtown, or 'city center'. Many of the towns throughout America have a downtown rich in history and beauty. However this notion is becoming a lost entity. Why is it that people are moving away from the city center and moving out to the suburbs? Why must the heart of the city become lost against strip malls and 'big box' stores? How do we as designers face the challenge of receding city centers and expanding suburbia in large towns, and the dwindling downtowns of small town America?

Facing these questions is the underlying idea of this thesis project. Taking a look at Urban America to research how large cities are handling urban sprawl and also considering Small Town America and how sprawl is affecting them, is the underlying aspect of this project. Downtowns were once thought of as the 'heart of the city'. This interpretation has become lost. I want to find ways to bring back the 'heart of the city' through restoration and design. However, that is not always the easiest or most effective solution. We must look at large cities and the problems they have faced and what they did to solve these problems. How can we bring these aspects to small towns that are also being lost in this idea of 'bigger and better'? Creating centers for work and play for the community should be brought to them, instead of this creation of uninviting areas such as strip malls and big box stores. By focusing on the community as a whole, we can find ways to once again have a central and unifying core that can be used and appreciated by its occupants.

As time has moved on, our way of life has evolved. Technology and experience have shown us new and improved ways of life. This process of evolution has brought with it many successful changes. However, we

must also look at the negative changes it has created. Cities have grown as the population has expanded. Therefore, the built environment has also expanded to accommodate this. This expansion was set to the pace of society, which boomed in the early 1900's. This growth spurt caused cities to grow outward at a rapid pace, accommodating for the large population, creating suburbs surrounding our cities. This sprawl of our cities was an effective way of creating rural neighborhoods near the urban city, but as time has progressed further, these suburbs are becoming a separate entity from its original center. This has also affected smaller rural towns. The sprawl has not necessarily affected them, but rather the separation from their center into newer, more modern neighborhoods. Today this separation has caused a loss of the quality of a city or town. Downtowns were once a hub of commercial business and retail, an area for people to occupy their days, whether it was for work or play. Without these centers, or downtowns, these cities would not exist. This is why we need to harness these precious commodities. We need to revive them into what they once were, the heart of the city.

Design is a large part of all of our lives. Without the creation of new buildings and places, we could not evolve as a species. But we cannot forget our past in the process. These cities are made up of an unsurpassable amount of history and design. Why not harness these treasures instead of destroying them. By using them as a centerpiece, let us design a city that encompasses its downtown instead of overlooking it. Recapturing the strength and design of these buildings should be a major aspect of any city project. However, enhancing these areas to keep up with time and technology is also important. Making these centers a place people want to occupy once again, and how to achieve this, is the overall proposal of this thesis.

Proposal

A User/Client Description:

This project is designed for more than just a certain number or group of people. This is an urban design project, which means that it is designed for an entire community. The people that use this space are the people who live and work within its limits. The business and neighborhoods help to shape the city, but are all held together by its center. The design incorporated existing buildings, and also proposals of new buildings or neighborhoods. Creating a space within which people want to inhabit is the ultimate goal of a city. All of its users are important and are taken into consideration.

Most city centers have become commercial hubs of the community. Therefore the circulation and needs of these occupants bear a large weight. Also, bringing other occupants into these spaces become a large focus of the design. Ease of circulation, sense of place, and quality of space for these users is also a concern. Pedestrian circulation, vehicular circulation, ease and comfort of space are all concerns that will be looked at for the design of this project.

Proposal

Major Project Elements:

During the research of the project I will look at different examples, both good and bad, of downtown developments and urban design. Through this I will establish several main elements for both the large and small scale city:

1. Key Elements of Downtown:
I will find the elements of a downtown that make them successful and also things that make the unpleasant. I will establish what needs to be contained within a downtown, businesses, parks, etc., and how to unify them.

2. Wants and Needs of Users:
I will research what the users of the space use and what they avoid, what makes a space pleasant and what doesn't, and why other cities have failed in their attempt to revitalize their city.

3. Circulation:
Pedestrian and Vehicular traffic are a large component in a city. These aspects need to be thought out to create a successful and safe aspect of the city.

4. Green Spaces:
Parks and outdoor areas create places of leisure and relaxation for the user. Placing these areas in high usage spots is particularly important. Also creating spaces people want to occupy and feel comfortable in is exceptionally important.

5. Renovation:
Historic buildings are a part of all our communities. Renovation and reuse have become a motivating factor for some communities. Finding ways to restore our history is a feature that we must not overlook.

6. Development:
Although restoration is a large commodity in a city, development cannot be forgotten. New facilities must be introduced as our society evolves. Finding the correct places to build these facilities, and making them a part of the city itself must also be looked at.

Proposal

Site Information: Macro to Micro Scale:

This project focuses on an entire city or town and how it must be designed to revitalize its center. Due to the fact that I will be looking at the entire cities, there is no specific site to be aware of. Two towns are the focus of my project, one which will act as a basis of urban fundamentals, and one that will be redesigned implementing these principles. These cities are Chicago, IL and Dickinson, ND. I will look at the overall layout of these towns, good and bad aspects of the cities, things they have attempted in the past, and ways that they could be improved.

Project Emphasis:

Throughout the project, several things will be emphasized. The importance of the city center will become the main focus throughout the project. Downtowns are a central foundation for all cities. This aspect needs to be understood and incorporated in the design. Also I wish to emphasize the importance of the overall layout of a city. To throw together a city would be like designing a building without knowing how its structure is going to work. If one of the pieces is missing or misplaced, the whole thing will fail. Designing a city without knowing how all of its pieces work together will create a city that fails.

Proposal

A Plan for Proceeding:

October 27	Last day of AR 561
October 28-November 1	Studio Refinement
November 1 – 10	Research/Case Studies
November 11 – 28	City Make-up and Research
November 19 – 23	Program Document
November 24 – 27	Site Visits/Analysis - Chicago
November 28 – December 7	Organization/Finalization of Program
December 8	Program Document Due
December 13 – 16	Finals Week
December 17 – January 10	Site Visit –Dickinson/Preliminary Master Planning
January 11 – February 10	Transportation and Green Space Research and Design
February 11 – March 5	Finalization of Master Planning
March 6 – 10	Mid-semester Review
March 11 – April 10	Supplementary Design, Preliminary Presentation Design
April 11 – April 23	Finalize Presentation
April 24	Thesis Projects Due and 4:30pm
April 27 – May 4	Final Thesis Reviews
April 25 – May 10	Thesis Document Organization and Finalization
May 11	Thesis Document Due at 4:30 pm
May 12	Commencement at 5:00 pm

Design Thesis

Previous Studio Experience

2nd Year
    Fall: Bakr Aly Ahmed
        Form and Space Studies
        Daycare/Preschool
        NDSU Cultural Housing Development

    Spring: Vince Hatlen
        Outdoor Plaza Park, Downtown Fargo
        Sustainable Housing Development
        Branch Library, North Fargo

3rd Year
    Fall: Steve Martens
        Golf Course Clubhouse, Dickinson, ND
        Groen Hoek Boathouse Competition, Manhattan, NY

    Spring: Harold Jenkinson
        Rabanus Community Center, South Fargo
        F-M Human Society Animal Shelter and Clinic, North Fargo

4th Year
    Fall: Cindy Urness
        Synthesis of Parts
        Nolli's Figural Space
        Spatial Sequence
        Role of the Block
        Riverfront Redevelopment, St Paul, MN

    Spring: Mark Barnhouse
        FLAD Highrise Competition, San Francisco, CA
        Marvin Windows Competition, Fargo, ND

5th Year
    Fall: Vince Hatlen
        Fargo Public Library

    Spring: Cindy Urness
        Redefining and Redeveloping the World's Downtowns

Proposal

References:

Barnett, J. (2003). "Redesigning Cities. Principles, Practice, Implementation." APA: Chicago, IL.

Ford, L. (2003). "America's New Downtowns, Revi talization or Reinvention?" John Hopkins Uni versity Press: Baltimore, MD.

Paumier, C. (2004). *Creating a Vibrant City Center: Urban Design and Regeneration Principles.* Washington, D.C.: ULI-the Urban Land Insti tute.

What is Urban Design?

The design of a city is a concept that has stumped people throughout time. Urbanization has caused us to once again look at city design. The idea of urban design was created in the 1950's as a way to look at city design as an architectural problem. Throughout these last fifty years we have been looking at what urban design is and how it can be beneficial. However, the drastic rate at which our country is growing is causing this idea of city design to be unused (Rowley 1994). Suburb areas are wreaking havoc on urbanization. Our urban world has moved out of the city and into the suburbs. While doing this it has left the city centers abandoned.

The concept of urban design has experienced it's own evolution over the years. In the 1970's urban design went through a declination. It became an idea of theory instead of existence. Many designers felt that it had already failed. Bentley wrote of urban design as

> "…emerging as part of a critique of the contemporary urban situation: a critique of the urban environmental product, a critique of the process of development by which it is brought about, and a critique of the professional roles involved in controlling it." (Bentley 1976)

The idea of urban design has therefore changed to encompass any aspect of designing a city. It includes the design of building facades and environmental improvements to the design of an entire settlement. What urban design actually is has become vague and loose term. Many urban design problems have such extensive bases that it becomes difficult to define. We do know that it is not singularly architecture or city planning; it is design and perspective. (Rowley 1994)

So why do we use urban design? What is the purpose of this idea of design if we can not even define it. Alan Rowley uses two contrasting definitions in his article in the Planning Practice and Research Journal. He uses Gibberd and Buchanan's definitions of the purpose of urban design to emphasis the diversity of urban design.

13

Theoretical Research

"The purpose of town design is to see that (the urban) composition not only functions properly, but is pleasing in appearance." (Gibberd, 1953)

"Urban design is essentially about place making, where places are not just a specific space, but all the activities and events that make it possible." (Buchanan, 1988)

Both of these definitions use their own ideas to explain why they feel urban design is used. You can see that one defines urban design as an emphasis on the visual quality of space, while the other focuses more on the idea of a 'sense of place'. Both of these views describe urban design, but limit it to their ideas. Everyone has his or her own idea of what urban design actually is. It is this fact that must be realized when doing a project based on urban design. It has no concrete definition and therefore is left to the designer for what the outcomes will be.

Economics:

The idea of urban sprawl is one that we deal with more and more everyday. Our cities are growing, many faster than people predicted. It is understandable that people still want space therefore build in the outskirts of town. However this is creating long commuting times, large freeway expanses, and declining inner cities. The cost for both developing and using of these large freeways is expensive and increasing every year. We need to focus on finding a solution to this cost issue.

This project focuses on the deficiency of the hearts of our cities. Economically, what we are doing currently to our cities is not the optimum choice. Urban sprawl is costly both to initially build and for everyday use by its occupants. In an article in the Economist covering western sprawl, we see that additions of more freeways and light-rail systems are expensive. The article covers the commuting issue in both Phoenix and Denver. Both cities are expanding every year and the need for more transportation options continually arise. Both cities suffered road congestion delays of approximately fifty hours for the year 2003 (Economist 2005). That is over two days of the year that drivers spent in their car sitting on the freeway. Also, the cost of congestion for each traveler at peak hours in Denver was $865 in 2003 while Phoenix was $831 (Economist 2005). Almost nine hundred dollars spent sitting in their car for more than two whole days out of the year.

It is apparent that cities are getting bigger and solutions need to be produced. We also know that nothing is free. However, if we did more to reduce sprawl we may reduce the huge need for all of this travel. If we keep people in the city we wouldn't have to worry about expanding an already existing concrete jungle. More roads mean more destruction of the natural environment. It's bad enough that people move out of the city so they can have a lawn, but now we will have to drive fifty hours a year in nothing but concrete as far as the eye can see.

Theoretical Research

How is urbanization affecting us?

Everything we do in our lives as an affect that follows it. These affects create both positive and negatives in our lives. So when it comes to urbanization, we should be prepared for the affects it is going to have on our lives. But what are these affects and what are we doing to get rid of the negative affects? Urbanization is not going to change anytime soon, but we as a society need to find ways to make it better than it is now.

Many people believe that if we continue our lives the way we are, in the middle of this century our habits will have altering affects on the world's weather. We are currently changing the world's atmosphere. Much of the concern lies in local air quality, potential climate change, and ozone layer depletion. All of these are affected by urbanization. We all know what smog and acid rain are. Things like this are caused by human activities; primarily automobile exhaust excreted during our long commutes from the suburbs to the inner business districts. Greenhouse gasses have been an issue over the last several decades. Increase Greenhouse gasses affect the actual climate of the world. Ozone layer depletion affects our health and well being through radiation. So what exactly are we doing to help solve this problem?

Several plans have been implemented by towns around the world to help limit the affects urbanization has on the world. The "no regrets" policies for reducing green house gases are inexpensive and significant. Cheap energy –efficient measures are said to cut 10 to 30 percent of global energy consumption in the next decade (*Economist* 1997).

Over 170 municipalities are developing local strategies to reduce energy consumptions and carbon dioxide emissions. Many of these cities have goals set within the next decade to reduce emissions by a certain percent. These cities are implementing ideas, such as newer fuels, sustainable designs, modified land use patterns, and improved waste management (ICLE 1990).

One of the most drastic, comprehensive, and expensive plans to improve air quality was taken on by the area of Los Angeles. They placed restrictions

on the time allowed in personal vehicles to reduce CO_2 emissions. They converted a large percentage of their public transportation, city vehicles, and private vehicles to cleaner fuels. Finally they anticipate the total prohibition of gasoline fuels in automobiles by the year 2007. This plan has large emphasis on the redirection of development patterns, employment and housing locations, and the reduction of travel time from homes to work. (Cone 1997) All of these aspects of this plan were set in motion to help California reduce its CO_2 and greenhouse gas emissions.

These plans have been set into motion over the last decade. A lot of them do not take much action to be successful. It is just a matter of helping out. Urbanization has become a growing monster that we cannot halt. However, we need to do our share to make life better.

Theoretical Research

Historic Preservation:

Every city across the country contains buildings that offer so much history about its town. Many of these buildings are now being looked at as if they are not worth as much as they once were. The development of modernism has hindered the sentiment about these wonderful structures.

In the past several decades, people have been fighting to help preserve these buildings before new modern ones are allowed to take them over. After World War II, much of our cities were taken over by modernism. However the ones that attempted an urban renewal became sterile urban designs because most of them lacked any indication of the past (Barnett 2003). The idea of historic preservation became an issue in the 1960's after the demolition of the Pennsylvania Station in New York City. This building became an icon of what historic preservation was to do, protect pieces of history from being destroyed by modernism (Barnett 2003).

Another form of historical preservation came with the Main Street Program, an idea originated by the National Trust for Historic Preservation. Overall, the idea is meant to help with the success of local businesses, but also the preservation and restoration of historic districts (Barnett 2003). This program provides funds for a full-time manager to set up and manage the Main Street process in each community through four stages: organization, promotion, design, and economic restructuring (Barnett 2003).

The program was started in three communities as demonstration sites. This included Galesburg, IL, Madison, IN, and Hot Springs, SD. Through the use of a manager along with many volunteers the program creates ways to promote the intended area of town through street fairs and holiday celebrations. Architecturally they create a design that implements existing strengths of the city. It will also attempt to gain approval for a listing of a historical district, so the beauty that already exists in many cities will not be destroyed. Street landscaping and even street furniture are designed to bring it all together. Throughout the life of the Main Street Program, only 17 percent of the cities that attempted the Main Street Program failed.

Recent studies show that over 45 communities have succeeded in their use of the program (Barnett 2003).

Along with historical preservation came several other aspects of urban design, including street-front retail and the incorporation of the natural environment. Both of these aspects have brought people in through the pedestrian level. It is no longer a matter of commuting and parking. We now allow people access through the pedestrian level through green spaces and parks, bringing them to retail and businesses at their own pace.

Overall, the idea of preserving what already exists is not a new idea. People have had these same feelings for a long time. So why are we not following them? Why are we still allowing are historic downtowns become run-down slums? Why are we allowing them to become desolate and isolated from our real community? Taking one step forward is better that taking two steps sideways. We must learn from what we have done in the past and find even better ways to implement them. Those 17 percent of failures should just become examples for us of what not to do. They shouldn't discourage us from still moving forward.

Place: Portland, Oregon
Population: 529,121

Overview:

Occupying a cozy site between the West Portland Hills and the Willamette River,
Portland offers many characteristics, which make it a good example of downtown. A strong sense of city center is emphasized with nodes and plazas, and is easily accessible due to the street grid and transit malls. Also, renovation of older buildings has been successful in the downtown area. However the strict limitations on this compact city have caused expansion to reach out of downtown and across the Willamette River. A secondary ring is in the progress of being developed with residential areas, however, maybe trying to replicate the better qualities of the core would help to emphasize its greatness.

Physical Site and Sense of Place:

In the late 1960's, Portland began an effort to regenerate the city center by creating a dynamic urban core. The beginning of their plan included the removal of a major highway along the river to create a riverfront part. The connection between the downtown core and the Willamette River was created through the Tom McCall Waterfront Park. Also, a number of buildings were removed to construct the Pioneer Courthouse Square, a central gathering space. The city of Portland felt the river provided aesthetic and functional diversity and a sense of history; therefore they wanted to utilize it.
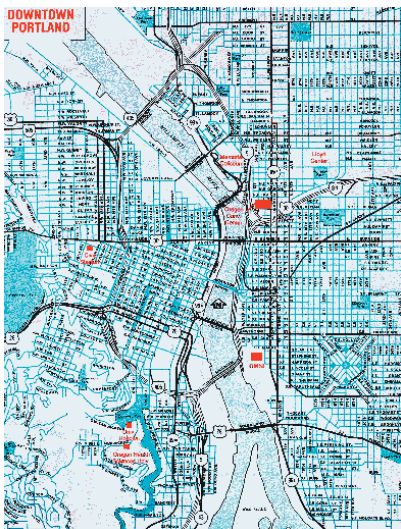
Street Morphology:

Portland offers a good example of the grid system for streets and blocks. It has a clearly defined separate grid for the historical district. Also, they provide distinctive "major streets" for bus malls and light rail systems. However, Portland lacks any real "green streets" or grand boulevards although they do incorporate street trees, bus shelters and "street art". One of the major downfalls to downtown is the separation from the secondary district by freeways and bland highways. Also, the Willamette River acts as a barrier to downtown expansion and unity.

Civic Spaces:

The inviting public spaces along the Willamette River along with public park blocks around Government Buildings provide good focus areas throughout the core. The street trees, murals, and sculptures contribute to the cities sense of pride, including the controversial "post-modern" statues on the Portland Building. The major plaza in the center of the Retail district, the Pioneer Courthouse Square, serves as a major meeting place a central core to the city.

Quality of Office Space – Variety and Amount

The downtown financial district of Portland is not the best feature of the core. The towers are poorly grouped, and only three of them reach over four hundred feet. Of these three, only one, the mixed use Koin Center, has its own personality. None of these towers are older, but there are several large and well-maintained older office buildings, which create a good character to the street level. It also creates a good sense of mass and housing for the office spaces. There is an abundant amount of trees and required street-level retail that helps to soften the bustling of the financial core.

Downtown Retail, Convention Centers, and Major Attractions:

The Pioneer Courthouse Square creates a compact retail node with new and old department stores along with the two square-block Pioneer Place Mall. Due to the city requirement of street level retail on several streets there is a variety of specialty shops along with traditional stores. This central retail area tends to diminish outward from the central core. Across from downtown, over the Willamette River, is the main convention area. This creates a separation from the core, however the light rail links them. As for major attractions, Portland's downtown brings in many people, but offers very little. The Rose Garden and the Oregon Museum of Science are both located across the river from downtown. In the core attractions such as the Oregon History center, The Portland Art Museum, The Police Museum, and the Oregon Maritime Center and Museum, along with the river and its offerings, help to keep people in the area. Portland State University is also located near the center of downtown, which helps contribute to the life of downtown.

Historical Landmarks, Preserved Districts, and a Sense of Place:

In the 1940's much of the historical waterfront was destroyed to construct a highway. The waterfront park has now replaced that highway, however the history is still lost. To the north the warehouse district is being revitalized with lofts and new apartments. Portland has done an excellent job of recycling early 20th century office buildings, and the core seems much more diverse and textured than other cities. Massive urban renewal in the 1960's has created some nicely restored buildings on the downtown campus of Portland State University.

Downtown Residential Areas:

On three sides of downtown, residences are beginning to arise. Apartments are being created as part of an urban renewal project which started in the 1960's, along with newer residential areas with a traditional neighborhood atmosphere. With a population of about thirteen thousand, residential areas are continuing to be wanted and needed.

Downtown Transportation Options:

Portland, being the first city to remove a freeway from its downtown, has created an excellent and varied transportation system. Bus malls, light rail systems, and short distance transit accommodate for the retail and entertainment that the downtown has to offer. Some negative impacts arise from freeways and ramps, along with bridges which sometimes dominate some areas. The downtown is compact and image able with well-defined nodes, paths, and edges.

Summary:

Portland becomes a wonderful example of the main focus of this project. You can create a thriving city with all the necessities without getting rid of the past. The ridding of the highway through downtown was an excellent idea for Portland. Pedestrian traffic has a large impact for a downtown and for them to have a space like the park along the river makes them more comfortable and content. The preservation seems to be successful where it has been utilized. It is understandable that expansion has caused the jump across the river; they just have to remember what they have been doing and not lose it.

Place: Cleveland, Ohio
Population: 478,403

Overview:
Cleveland has a core that has a lot of work to do. Abandoned ghetto housing and obsolete industrial districts dominate the "inner city". Support is lacking from surrounding neighborhoods for attractions and hospitality for the core. Office towers, retail malls, historic entertainment districts, theatres, and museums all help to make downtown Cleveland vibrant, although linkage and development are needed for residences. More integration is needed to make Cleveland a better city with a better core.

Physical Site and Sense of Place:
During the late 19th century, downtown turned is back on the waterfront and moved eastward along Euclid Avenue. Although things are being implemented currently to reverse that, much of downtown is still disconnected from the lakefront. The lakefront is now being reconfigured as a recreational "harbor", but acts as a barrier to downtown expansion.

Street Morphology:
The constrained site of Cleveland creates an isolated downtown with mismatched grids with streets fanning out towards the east. The large public square, which provides a sense of focus, along with Euclid Avenue, a "great street", helps to improve Cleveland's confusing and awkward core. The freeways and bridges become too dominate in the core and hinder it from the rest of the city.

Civic Spaces:
In the 1930's Cleveland created one of the best examples of a civic mall, with good public buildings and a new library. A good linkage is created between the core and the waterfront by parks and walkways. The public square has become a major focal point for the city, but is almost too small for everyday life.

Quality of Office Space – Variety and Amount
Buildings of different eras line the skyline creating a strong center of offices, housing nearly twenty-two million square feet. The towers are nicely clustered around the public square, which is reinforced
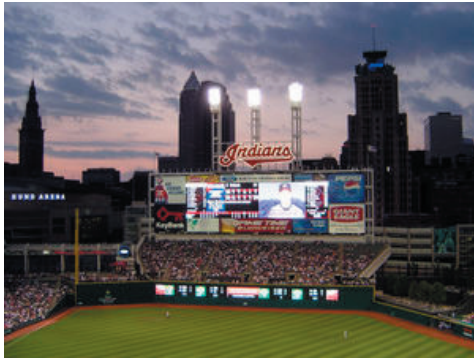
by a basement-level light rail train station. Two of the country's tallest towers reside here: the Terminal Tower and the Key Bank. There is also a good supply of older, historic buildings for conversion and remodeling. Some of these buildings have been saved and renovated, which adds to the urban character of Cleveland.

Downtown Retail, Convention Centers, and Major Attractions:

The main retail destination in downtown Cleveland is the Avenue at Tower City Center, which is tied to a traditional department store. A few blocks away is a smaller, two-level mall called the Galleria. Specialty shops are located in the Cleveland Arcade, one of the country's first arcades. A boom in sports arenas and museums downtown has tried to help the dilapidated core reach out more towards tourists. The Rock and Roll Hall of Fame, designed by I. M. Pei also draws people downtown along with places like the Great Lakes Science Center and Jacobs Field. Other attractions, such as the world famous art museum and symphony are located several miles away from the core of downtown.

Historical Landmarks, Preserved Districts, and a Sense of Place:

Downtown Cleveland not only has most of the usual features associated with urban preservation but it has also preserved some of the best downtown "industryscapes" in America. Much of the renovation has been done in the Flats, were old factories have been converted into restaurants, comedy clubs, and condos. The Warehouse District offers loft housing which helps to reinforce the historic industrial character of the west side of downtown. Renovated theatres are now used for live productions, while a number of older buildings have been converted into sports bars and cafes. The eastern side of downtown, however, has been wrought with decades of decay and urban renewal.

Downtown Residential Areas:

With approximately five thousand people living downtown, residential developments are not in high desire. Several loft housing and apartment developments are located in the Flats and the Warehouse District. A ghettoscape of commercial, industrial, and residential abandonment predominates much of downtown.

Downtown Transportation Options:

Several rail systems serve downtown Cleveland. A rail terminal, located below the Terminal Tower, acts as a core for the transit system of the downtown core. Light rail systems link downtown with the waterfront and also many attractions. Enclosed walkways connect several of the shopping centers with offices and arenas. Highways encroach the entryways to downtown, but do not seem to cause too many problems.

Summary:

Cleveland is both a good and bad example of city core. It has a very run down and decrepit area which needs to be looked, be also has done wonders with its historic buildings to create usable structures. The idea of preservation shines in this city core, with both residential and commercial aspects present in their renewed lives. But as I said before, Cleveland needs to also worry about the industrial park which seems to have fallen into disarray. A city is not great if only parts of it are good. We need to make the whole city have the same appeal as the core does.

Place: Baltimore, Maryland
Population: 651,154

Overview:

Overall, the downtown of Baltimore falls short of success compared to the revitalized Inner Harbor. Urban renewal projects of the 1950's have not been able to hold their own, and people continue to move east towards the water. To help halt this trend, a cultural district is being strengthened on the northern edge of downtown, although linkage between it all is very weak. Even though central Baltimore offers a lot in entertainment, the financial core is not succeeding up to its standards. Diversity is offered throughout this entire area, but something must be done to create its former "great" status as a city core.

Physical Site and Sense of Place:

In the late 19th century and early 20th century, Baltimore's "main street" moved the core away from the harbor due to the industrial district arising there. In the 1960's and 1970's the harbor, still thriving industrially, became an extension of downtown. Historic "waterfront" districts are springing up as the downtown wraps around the harbor. Because of this, the downtown that was created away from the harbor is suffering neglect.

Street Morphology:

Downtown Baltimore is based on a grid of small blocks and streets, surrounded by another smaller grid. Super blocks created by urban renewal projects, however, interrupt the grid. Separation is also a problem for Baltimore, created by a highway between Harbor Place, and Freeways to the south. The "main street", Charles Place, is becoming underutilized as life moves back eastward towards the harbor.

Civic Spaces:

The Waterfront acts as both a major commercial and cultural attraction, and an excellent public open space. Parks and green spaces almost surround the inner harbor with large promenades intermingled with interesting nodes. Although there are attractions throughout the entire downtown, like the Washington Monument on the north end, they seem to get lost due to the focus on the harbor. Many of the public spaces

created during early urban renewal projects have become abandoned and sterile. Overall, this downtown creates an enjoyable space for pedestrians.

Quality of Office Space – Variety and Amount

Overall, Baltimore has a modest mass and height in its skyline. There are five towers over four hundred feet, and they are all arranged neatly. There is a nice mix of old and new towers, which accommodate for the 14 million square feet of office space. The oldest building is the Maryland National Bank which was built in 1929.

Downtown Retail, Convention Centers, and Major Attractions:

At Harbor Place you will find the more pedestrian mall and marketplace, with musicians, street stands, food carts, and more. It is at the Gallery, a 3-story vertical mall, that provides a wide range of retail, but no major anchor stores. Because Baltimore has become a part of greater Washington, D.C., it focuses mainly on the tourist aspect of life, and leaves the business to Washington. Camden Yards and a large convention Center are located near Harbor Place to help bring in tourists. Besides the attractions at Harbor Place, Baltimore offers Oriole Park, the National Aquarium, the Maryland Science Center, the Baltimore History Museum, the Civil War Museum, and the Public Works Museum. Several historical and cultural attractions are also available in the area.

Historical Landmarks, Preserved Districts, and a Sense of Place:

Baltimore is an old city with lots of brick row houses and old commercial districts. Preservation planning is attempting to enhance the waterfront, which has suffered massive clearance from the renewal of downtown. Much of the center of the core was cleared out during the urban renewal of Charles Center, but several old buildings still stand. The northern part of the core contains older structures, including the Washington Monument. The ethnics and culture are a large part of Baltimore, and are still stated, even if the structures are no longer standing.

Downtown Residential Areas:

Although downtown Baltimore lacks housing,

at least four interesting neighborhoods surround it. Old row houses, public housing projects, and new residential structures to the north, residential towers to the south, and restored houses and apartment buildings to the northwest create inviting areas and link them to the core. However to the southwest and northeast, major highways cut off downtown from other neighborhoods. Public housing projects reside in the "inner city" so high housing costs will not impact the core as much as other cities. Housing sixteen thousand people in the downtown area in conjunction with those in surrounding areas help to bring people into the core of Baltimore.

Downtown Transportation Options:

Both subway and light rail systems serve the core of Baltimore. The subway connects downtown with the low-income neighborhoods to the east and west while the light rail links major downtown attractions. The harbor is served by a variety of water taxis and harbor shuttles. A railroad station links Baltimore with nearby cities. On the south and east of downtown lies a tangle of freeways that cut off Baltimore from the rest of the city.

Summary:

Although Baltimore is a thriving city, it encounters some problems that I feel need to be looked at. The removal of the core from the waterfront a century ago really made a large difference on the present day core of this city. I feel that trying to retie these to entities back together would strengthen this city both physically and economically. The loss of history in this city has a negative aspect on my opinion, although it becomes difficult to reverse mistakes made be our predecessors, especially ones at such a grand scale. My focus is mainly on harnessing the idea of a central core, something that Baltimore seems to be lacking. They seem more interested in the harbor and the tourism that it brings in, rather than what would be better for its residents.

Place: San Diego, California
Population: 1,223,400

Overview:

Although San Diego has emphasis on many things, it lacks the characteristics of a traditional, strong city core. Many of the large attractions and arenas are located outside of the core, and there is a lacking of grand civic spaces. Emphasis is laid upon recreation and residences, however, with the development of Seaport Village, the Gaslamp Quarter, and Horton Plaza shopping center. Residential developments are ongoing in downtown, but much of the new units are underutilized due to the overheated market. The stalled baseball project has hindered downtown for several years. Continuation of the park and also linkage between it and the rest of the downtown is greatly needed.

Physical Site and Sense of Place:

Historically, the core of downtown was disconnected. However, it is gradually moving in that direction with projects such as Seaport Village and Marina Park providing areas for leisure and recreation. To the south much of downtown is cut off from the rest of the city through freeways, light rail tracks and an ongoing convention center expansion. To the north, however, Balboa Park reinforces the edge and also helps discourage sprawl.

Street Morphology:

San Diego's core offers a simple grid with small blocks and narrow streets. There is a separation created from the core to the waterfront by Pacific Highway, and also an inner belt separates the North and East sides of downtown from the rest of the town. Large super blocks interrupt the grid and form intra-downtown barriers in several places. They have also attempted to incorporate "green streets" in the area of downtown, but they are at a lesser degree of success than some cities.

Civic Spaces:

The only grand civic space that has been attempted is the County Building along the waterfront. Several nice parks line the marina, but they are isolated from downtown by the large convention center, which

has become a sterile super block in downtown. Several of the major buildings, such as the main library, have become outdated, and others, such as museums and theatres are located outside of the core in the Balboa District.

Quality of Office Space – Variety and Amount

Although there are six towers that reach over four hundred feet, much of the skyline is dominated by condos and hotels. Of the six towers, only two are exclusively for office space, the others being residential and mixed use. Although downtown offers a sense of a financial district, it seems to mainly be focused on recreation. The two large super blocks promote the diluting of the downtown core.

Downtown Retail, Convention Centers, and Major Attractions:

In the heart of the former skid row lies one of the most famous and successful examples of whimsical postmodern design in America, the Horton Plaza Shopping Center, which was built in 1985. It was designed to look like a jumble of open structures that appeared to have collapsed gradually over time. Character is given to much of downtown through Mediterranean architecture and historical preservation. Interfering with this character is the large convention center that hinders the linkage between downtown and the waterfront. Many of the major attractions for San Diego are located on the northern border of the core in Balboa Park. Several museums and a library are located in the core, but much of the visitors prefer the waterfront and Balboa Park, which tends to draw people out of the core.

Historical Landmarks, Preserved Districts, and a Sense of Place:

The downtown core of San Diego moved from its initial site in the early 1900's so much of its historic buildings are still standing. The urban renewal trend of the 1970's did not touch the original district, so this part of downtown has become the historical district. An eight-block section of Fifth Avenue now constitutes the core of this historic Gaslamp Quarter. Recently preservation has spread further from the core for lofts and galleries. Although some of the older buildings have been destroyed for the baseball park, much of

the history still stands. Preservation projects have succeeded in making old landmarks economically viable, such as the U. S. Grant Hotel and the Speckles Building.

Downtown Residential Areas:

While being one of the most heavily populated idle-sized downtowns in the country, San Diego has emphasized the construction rehabilitation of a wide variety of housing and neighborhood types. Developments include luxurious condominium towers, loft structures, single-room occupancy hotels, elderly housing, and low-rise market-rate apartments and condominiums. Areas of Cortez Hill, Gaslamp Quarter, and Little Italy have all been converted into housing. An estimated population of twenty million residents in the downtown area creates a need for more low- and moderate-priced housing. Excellent walking-distance connections throughout downtown make for a wonderful living environment.

Downtown Transportation Options:

A light rail system successful connects much of the downtown core to the rest of the city. Also a downtown train station offers several daily trips to Los Angeles and Orange Counties as well as to the northern suburbs. A ferry service to Coronado, and water taxis help to link much of the harbor. A motorized trolley also loops through the central city to connect to many attractions including Balboa Park.

Summary:

I understand that San Diego comes across as a recreational town. However, it is still a city that must thrive both physically and economically. Residences need to be developed for needs, not for the real-estate market. The developments that are going up are not even being used. How about building something affordable that people could actually use. The Gaslamp Quarter does a wonderful job at preservation, but we can not limit to one or two districts. Too many of our historic buildings get destroyed for stupid reasons. I understand there is a need for ballparks, but we must not just get rid of everything else just to put one up. Bringing people into downtown is what our main focus is, we just have to remember the correct way to do it.

Place: St. Louis, Missouri
Population: 348,189

Overview:

Although there have been attempts at urban revitalization, St. Louis still lacks some characteristics to make it a successful downtown. Open fields create a feeling of isolation in downtown. However, the downtown core has tremendous potential. Major civic spaces and amenities, along with major attractions and historical structures fill downtown. Now there must be a focus on the residential aspect of this area. Much of the area needs to be renewed and the gaps between districts and major foci must be closed up.

Physical Site and Sense of Place:

St. Louis once had a thriving downtown along the Mississippi River, but in the late 19th century it moved away from the river, leaving behind a historic and decrepit skid row. Most of this area was cleared in the 1960's for new architecture, leaving it underutilized and disconnected from the current downtown core. As the downtown thrives in its current site, it remains physically separate from the original site, although the connections with this historic district are increasingly improving.
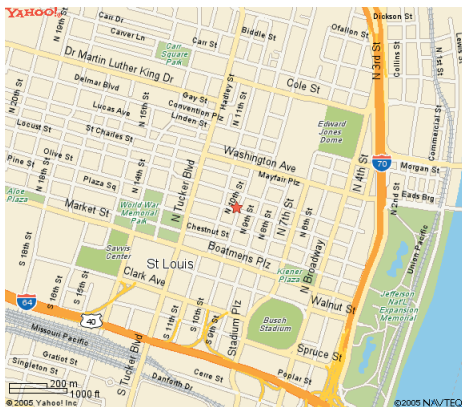
Street Morphology:

A sense of congestion is created by the tall buildings enclose the tiny lanes of the small grid of the core. The outward leading streets suggest movement outwards instead of inter core interaction. There are attempts to create grand streets with monumental vistas but they are very underutilized. Super blocks created by arenas and convention centers break up the core, along with highways that cut off the core to the south and from Lacede's Landing.

Civic Spaces:

There are many impressive civic monuments in St. Louis; the courthouse, Old City Hall, grassy malls, the Riverfront Park, the Library, and more. However, there are poor connections between these public spaces due to their large size and lack of enclosures. This makes them too passive and bit too empty to contribute to a vibrant downtown setting. Although there are many grand vistas and public spaces, lively

infill around the open spaces would help to provide urban foci.

Quality of Office Space – Variety and Amount

Throughout the core of downtown St. Louis you will find a variety of old and new buildings, but often times the older buildings are semi neglected, which can dilute the sense of this financial district. With five towers rising above four hundred feet, there is plenty of space for the approximate fourteen million square feet of office space. Some of the older buildings in downtown are available for renovation, but the majority of the buildings are put to good use, and are well integrated into other downtown activities. Along with these towers stands the Gateway Arch, which towers at 630 feet.

Downtown Retail, Convention Centers, and Major Attractions:

Union Station, once one of the nations largest railroad terminals, houses one of the largest festival marketplaces in the world. Laclede's Landing district, along the Mississippi, offers a variety of specialty shops and restaurants, while the St. Louis Center offers more shopping, with two large department stores. Some street-level retail is offered, but nothing significant. Much of the northern part of downtown is taken over by a large convention center connected to the TWA Dome which attracts many tourists. Two other stadiums, Busch Stadium and Kiel Arena, help to draw in people, but their large scale tends to hinder people from delving further into downtown. Culture is lacking in St. Louis due to the major cultural attractions being located outside of downtown.

Historical Landmarks, Preserved Districts, and a Sense of Place:

St. Louis's downtown is one of the oldest, largest, and most congested in the United States. Time, urban renewal, and disinvestments have taken a toll. Most of the downtown core has been cleared for street widening, civic structures, sports arenas, highways, and the Gateway Arch. Laclede's Landing, a historic remnant of the waterfront warehouse district, was the focus of most downtown preservation activity. A loft district has been created along Washington Street and massive warehouses are being renovated on the southern edge of the core. Union Station is one

of America's grandest preservation successes.

Downtown Residential Areas:

Although there is a lacking of residential areas within downtown, efforts to utilized old buildings for loft apartments are already being developed. The potential for neighborhoods within the downtown are great, they just have not be utilized yet. Townhouse developments have begun to replace underutilized public housing towers. Smaller developments around the core have begun to occur, but many of them are poorly connected to downtown. Approximately sixty-five hundred people live downtown, but there is still much nearby abandonment.

Downtown Transportation Options:

One light rail system links downtown with the western suburbs, as well as many major attractions in downtown. Free buses encourage downtown movement, although large major streets leading out of town discourage it. A freeway separates downtown from the Gateway Arch and much of the city.

Summary:

Historic Preservation is presented well in St. Louis. However, the city seems to be too focused on arenas and monuments than the people that live and work in it. I have been to the top of the Arch, and it shows what the city is all about. But they need to create a city that shines, so people want to look out those windows. Most of what you see now is open space. You do not get a sense of place, you just get a view of what they think a city should be; big buildings and big arenas. Creating a city that people want to live in and enjoy is what's important. The historic preservation that has been done is very successful, it has just somehow gotten lost. They need to find it again.

Place: Durango, CO
Population: Approximately 16,000

Overview:
People of all types and ages will enjoy the rich history of the Durango area. Its long and interesting past has shaped Durango into an interesting and authentic destination. Areas such as Mesa Verde National Park and the Durango and Silverton Narrow Gauge Railroad add to the appeal and enchantment of this old and beautiful town.

Physical Site and Sense of Place:
Located in La Plata County in the southwest corner of Colorado, Durango is nestled in the Animas River Valley. It began as a hub for the Denver and Rio Grande Railroad to transport ore from the mountains to the settlers of Durango. Like many mountain towns, the railroad built up the city, and is still a large part of its life today. The town has grown around this rail system, and many of the buildings it helped to build still stand today. The overall feel of this town, surrounded by the magnificent San Juan Mountains, is one of pure exasperation and wonder.

Street Morphology:
Durango is a typical railroad town, everything is built around the rail. Even though the rail system is only used for tourism, this aspect is still prominent. Like many small towns, Durango established a grid system when it first began and still follows it today. However, as the town has expanded it has had to define itself around the Animas River and also the mountains within which it resides.

Quality of Space Downtown:
Durango's past has helped to shape the town in which it has become. Many of the original buildings still stand. The Downtown has become a bustling entity to this town. Retail and Commercial areas line the street, along with motels and residences. Their importance as a business, political and educational center has grown through the years. Acting as the county seat of La Plata County has made it a focal point for both tourists and residents. Durango is also the home to Fort Lewis College, a four-year state supported liberal arts school.
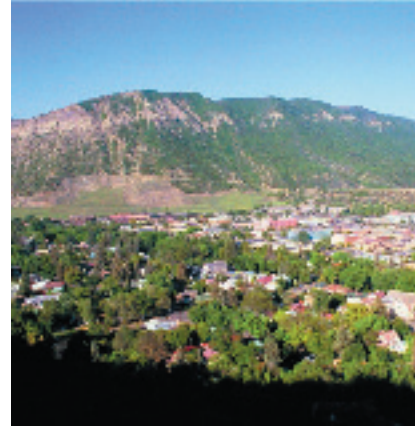
Map of Durango

Historic Landmarks, Preserved Districts and Sense of Place:

Much of the attraction of Durango comes from their wonderful historic nature. Born during Colorado's gold and silver rush, Durango brought in many miners and prospectors when it first started. Many of these settlers realized the potential the town had and established it as their home. The buildings the built up still line the streets of Downtown Durango today. Two historical districts are laid out, both Main and Third Avenues. Durango has done a lot to keep their town up to the potential that its settlers had. Renovations and restoration projects have become a vital part of their lives, renewing old buildings into new, inviting lodges for visitors.

Downtown Transportation Options:

Durango offers a wonderful public transit system with a bus line that runs throughout the town. It is available to anyone at any time, and even makes special runs to the historical areas of town for the visitors. However this system is not open everyday of the year, it is open on weekends and nights.

Overview:

Durango is a town full of life and history. Its residents have worked hard to make it a destination for people all over the world. It is so rich in history and the people have made this the focus of their town. Not only that, but it is done in a way that does not just make it a tourist trap, even its residents love being within its walls.

Case Study Analysis

As we have seen in these case studies, there are many similarities between different cities. We have also seen the similarities between large cities and small towns. I have covered the main aspects which make up these cities to show what I will focus on in my project. Urban design has many factors that need to be looked at. Although I am not going to cover all of these aspects, I must still know what is going on throughout the entire town so I know how everything will work together. My project is basically going to utilize Chicago as its main case study, but I have not covered it here because that will be discussed in the design process of my project.
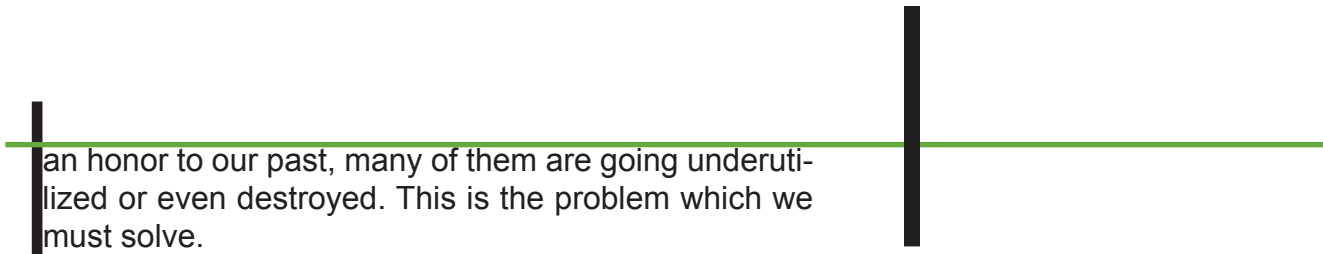
Historical Context

Many issues arise throughout our lives as designers. We face questions about society, economics, the environment, life, and structure. We look at all these aspects and find ways to solve problems within them. The question I asked myself deals with a larger scale problem; what are we doing to our cities as a whole to make them both efficient and effective? Each day we live in a world where we all try to be successful and happy. Are we doing the right things to make this happen? Are we doing the right things as a society to make our cities a wonderful place to live? What could we change about the choices that we have made and those we will make in the future? This project focuses on urban design and the decisions we make for the towns and cities in which we live.

First we must look at urban design and what it really is. In the 1960's designers came up with the term "urban design" as a word to describe the design of a city. It focused on the ways to layout a city to be efficient. However, over time that definition has changed. We are not starting from scratch. We are working with towns that have been developing for centuries, in some cases. Urban design is no longer the design of a city, but rather the redesign. It focuses on every aspect of a city; from the height of its buildings to the furniture with which we line our streets. Urban design has become our cities. It is everything we do to improve our lives as they progress. It is the environment in which we live and also the one we will leave for generations to come.

Redesigning cities can be a strenuous and meaningful job. As designers we must take into account all of the users of the space along with the economics of the city. Every aspect of the city and its users are important. So why are we ruining the base of our communities for sprawl? Society always thinks the newer and bigger is better. However, the basis of our cities created what we have today. We need to find these bases and give them life again.

Preservation is a rising issue in the design world. Many of our most beautiful buildings were created decades ago, and they must be revived, not destroyed. These buildings act as a monument to our past. They were built strong and sturdy, and can be used for years to come. However, even though these buildings stand as

an honor to our past, many of them are going underutilized or even destroyed. This is the problem which we must solve.

As we saw in the case studies, many cities are doing their part to renew and reuse these buildings. However, many of them either fail or are not at a grand enough scale. The idea of preservation must be used on both the small and large scale. We also must look at the latest trend of urban sprawl. We are moving out of our downtown core, and taking over the land which surrounds our cities. We are taking over precious land because we are worried about space and leisure. In the process, however, we are trashing our environment and making life more difficult than it needs to be. By asking for more space we are creating lives in which we live in our cars. Is it really worth it? Downtowns were once thriving cores in our societies. Why move away from the center to a world in which we are unhappy and our cities are unsuccessful?

Project Goals

- To create a project with a clear and concise theoretical premise, which will provide the driving, force for the research.

- To have a well-defined typology, which will be established through research and case studies.

- To create a clear-eyed description of the social, political, and economical aspects of urban design and preservation and the affects it has on society.

- To develop a complete and well-organized thesis program.

- To have a well thought out and presented schedule.

- To utilize a well thought out means of collecting and analyzing information pertaining to my theoretical premise and the process of design.

- To develop a well though out and meaningful oral presentation.

- To have a superior design and graphics which portray the idea of downtowns and their importance to our cities and towns.

- The completion of a project that will give me a sense of personal and professional satisfaction throughout by impending future.

- To create a project that stimulates the mind.

- To further understand the idea of urban design and the effects it has on its users.

- To come up with a solution that clearly conveys the information I have gathered and analyzed to the best of my ability.

Site Overview

Located in southwestern North Dakota, Dickinson was established along the NP rail line in 1882. Like many of the towns around it, the railroad played a large part in Dickinson's development. The depot became a centralized structure that held the town together.

Villard Avenue, which runs along the tracks, thrived as businesses and industries grew along it. Today this commercial area still exists, creating the central core of the town. But like many towns, time and development have changed this area from what it once was. Expansion to the northern part of town has taken away from much of the newer commercial development, and industries have migrated to the outer limits of the town. Over the years attempts at reclaiming this area have been implemented, but most with no prevail.
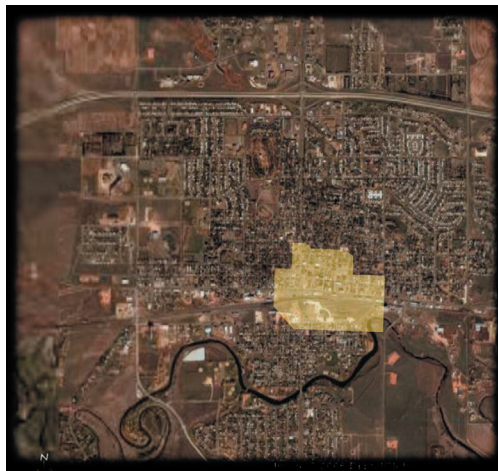
This project has taken into account the area surrounding the depot from 4th Street North to Broadway Street, and from about 5th Avenue west to 4th St East. Most of the commercial area is located in this area, which was the main focus of this project. The area on the south edge of Villard Avenue has become dilapidated over time, consisting of vast expanses of parking lots, which are underutilized.

Much of the businesses lie along the northern edge of the street, with both old and new development. First Avenue North has become a secondary commercial drive and plays a large role in the core of Dickinson.

Like many small towns, the majority of the original town buildings still stand, but have either deteriorated or have been overlaid with faux exteriors. The streets are wide and accessible for vehicular traffic, but little has been done for the pedestrian. A park/plaza was incorporated on the corner of Sims Street and Villard Avenue but the lack of use has made it ineffective. Over time, street trees and concrete benches have been added to several of the streets, especially around the business area, but these too have had no success.

Design Process

To fully understand my project, you first have to understand urban design and the fundamentals that make it up. You can not just decide to design, or redesign a city without knowing the pieces that put it together. Also, you must look at the principles of regeneration and how one must go about bringing a city back to life. The following is some research I covered in this path to my design. This information will later clarify the ideals of my project and conclude my final design decisions.

Design Implementation
Historically
- Accessibility
- Diversity of Uses
- Concentration and Intensity of Use
  (Streetscape, Human scale)
- Organizing Structure

Regeneration Principles
- Promote Diversity of Use
  - Variety of Business and Leisure
  - Office, Residential, and Entertainment
  - Linkages
- Encourage Compactness
  - Critical mass of activity easily accessible by foot
  - Fill in gaps, even relatively small ones
- Foster Intensity of Development
  - No ambitious development projects
- Ensure a Balance of Activities
- Provide for Accessibility
  - Wide walkways
- Create Functional Linkages
  - Parking lots in back/Street Facades
- Build a Positive Identity

Framework
- Build On Existing Assets
  - Build on city center's existing physical assets and special visual qualities
- Take Care Of The Pedestrian
  - Water features, sculpture, café's and entertainers

The next step in my process was to take a look at Chicago and research what the city had done to become as successful as they are today. Chicago offers many things to its inhabitants and its visitors. It is full of culture and entertainment, along with architecture and history. They have developed a town that works well in both economics and leisure. However it offers more than that to its users. It offers a safe and comfortable area with many amenities. The following the main aspects of this city that I felt were the most important to look at. They present a culmination of the city itself and what makes it such a wonderful place.

Chicago Boulevard System

In 1907, Chicago's legislation implemented a comprehensive park system that would improve the "City in a Garden". Street boulevards became an integral part of this plan. These wide, straight roadways, bordered or centered with grassy medians and formal tree alleys, were planned to connect projected parks on the South, West, and North sides forming a "greenway" completely encircling the fast-growing city. Intended to provide orderly circulation through the city as well as corridors of light and space, these boulevards remain some of Chicago's principal roadways as well as a remarkable urban amenity.

1100 S Michigan Ave
Then and Now
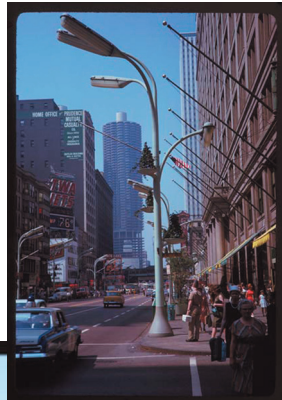
State and Washington
Then and Now

47

In the late 19th century, Reformers argued that open space and fresh air were essential to childhood. They also regarded green spaces as necessary quite refuges for adults bombarded with the noise and clamor of city life. The most visionary of these park plans was Burnham's plan of 1909 which integrated all elements of the growing city as well as the region if affects. It sought to comprehend the entire region as an interrelated system of built-up and open spaces.

Michigan and Randolph
Then and Now

Historical Preservation

Historic preservation gained popular support in Chicago in the 1960s when public concern over massive and indiscriminate destruction of Chicago's built environment developed in response to three trends: (1) government-sponsored "urban renewal," (2) construction of high-speed, limited-access expressways financed largely by federal highway funds, which slashed through neighborhoods; and (3) the real-estate boom in response to the demand for increased office space in the Loop.

With increasing understanding that historic preservation is a way to connect the present with the past, more individuals and communities are undertaking their own preservation projects. Aging downtown areas have been rejuvenated by the restoration of an old theatre or by the development of a district of nineteenth-century houses.

100 N State Street
Then and Now

Design Implementation

Renovation at the Corner of 1st St N and 1st Ave W
Proposed Main Level Retail and Upper Level Residential

Renovation at 38 West 1st St
Proposed Rentable Residential Units

This design focuses mainly on Villard Avenue and the area which encircles the depot. This building is a benchmark for the town of Dickinson, and therefore needs to be incorporated into its development. The depot has been renovated to serve as a Museum for the town of Dickinson, allowing people to learn more about its foundation. The area around the depot was designed specifically for the pedestrian traffic that comes to this area. Outdoor plazas and green spaces surround the building, helping to create a place of serenity and relaxation.

The park area is continued across Villard Avenue into what is the existing plaza. The original idea for this plaza was well-intentioned, but not executed. In my design I have designed it with the idea of a "Central-Park," to help tie this intersection together. This area will be used as a central display area for local artists, along with a place for public and private gatherings and city displays.

The main street was reconfigured by removing a lane of parking and adding a boulevard strip down the center. This will help to bring the extremity of vehicular traffic down and create a more comfortable pedestrian space. Street trees and furniture were implemented to help create a calming and enjoyable experience along this main drag.

A large pedestrian mall is designed for the area to the west of the depot. This element was added for several reasons. First is to bring commercial and retail life back to this main street. Over the years businesses have migrated out of this area, leaving it depleted, but not without potential. This mall is an indoor mall with the ability to open up during warm weather and create an open space for pedestrians to enjoy.

On the east side of the depot infill buildings were added to help close in the vastness of the south side of Villard Avenue. With a mixture of retail and residential units these buildings will also help bring people back downtown. Also, the incorporation of fine art and visual art studios in this area will bring both entertainment and beauty to this area. Display areas for art are available in the plaza areas surrounding the depot.
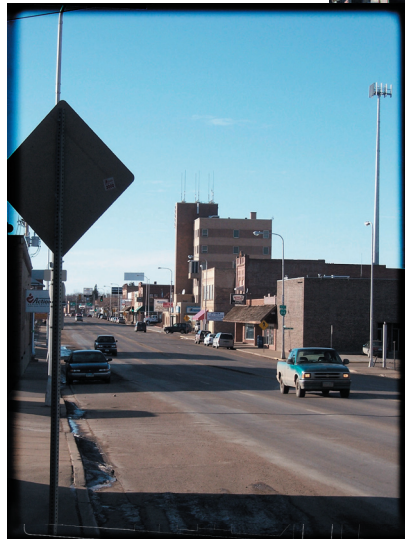
Boulevard Along Villard Ave

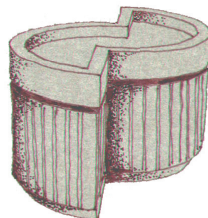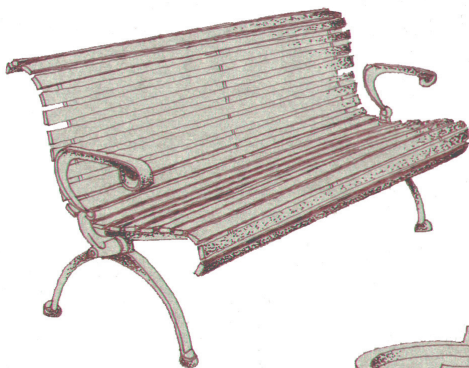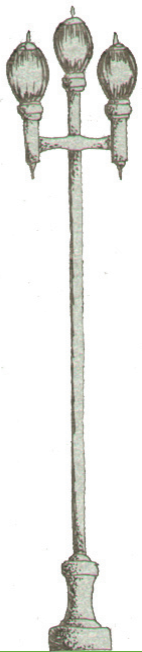Design Plan

Pedestrian Mall and Park

Park/Plaza

Infill Buildings along Villard and Boulevard System

Designed Street Furniture

Bibliography

Barnett, J. (2003). "Redesigning Cities. Principles, Practice, Implementation." Pp. 32-36, 196-197. Chicago, IL.

Bentley, I. (1976). "What is Urban Design? Towards a Definition." Urban Design Forum. Pg 35. Oxford Polytechnic.

Buchanan, P. (1988). "What City? A Plea For Place In The Public Realm." Architectural Review. 1101, Novemeber, pp. 31-41.

Cone, M. (1997). "California Takes Smog Fight Home." Los Angeles Times. Reprinted in Vancouver Sun, May 23, 1997, pp. A1.

Economist, The. (1997). "Warm Words." Economist 343 (8021). June 14, pp. 89-90.

Economist, The. (2005). "The Octopus and the Tortoise." Economist 377 (8451), pp35-36.

Ford, L. (2003). "America's New Downtowns. Revitalization or Reinvention?" The John Hopkins University Press: Baltimore.

Gibberd, F. (1953). "Town Design." Pp. 10. Architectural Press: London.

International Council For Local Environmental Initiatives (ICLEI). (1990). "The Urban CO2 Project Proposal." Cambridge: Mass.: ICLEI.

Rowley, A. (1994). "Definitions of Urban Design: The Nature and Concern of Urban Design." Planning Practice and Research 9 (3). Pp. 179-198.

"What's money? A man is a success if he gets up in the morning and goes to bed at night and in between does what he wants to do."

- Bob Dylan

Thank you to everyone who stood by me throughout this whole process. I wouldn't have made it with out you.

Traci Lynn Fisher