The structure of a city and its balance with its surrounding metropolitan area is the foundation for discussion of suburban landscapes. Beginning with the city; a city is intended to be the hub of the metropolitan area. The place where one works, is entertained, where masses of people live, where people socialize, and where people buy and sell goods. This concept of a healthy and functional city has been lost since the post WWII era, the 1950s when housing shortages in urban areas pushed people out of the city and new homes built by the thousands pulled returning GIs and their young families to the suburban landscape. Homes were available quick and cheap, but many were not designed just for these families, but for these families and their most prized possession and status symbol: their car. Transportation allowed people to move out of the city. Suburbs provided a new home. But what was missing was the connection one has with the landscape. This void remains in suburban landscapes today. It is the belief of the author that people are subconsciously searching for ways to meet this need, a direct connection with nature. To see nature, or to interact with nature. It’s instinctual and an essential quality of an appropriate human landscape.

So people moved out of the city into suburbs to escape the city’s blight — crowded, dirty and unnatural. American culture--- the 1950s pursuit for the American Dream, the ideal nuclear family, outdoing the neighbors, and the convenience of the automobile has influenced our landscape. Our culture has created the current suburban landscape. Today much of it is as bleak as the urban environment. Those who are able to move out of established communities to the new subdivisions do so thinking that they are getting closer to the American Dream; happiness. BUT WHAT IS THE UNDERLYING THEME HERE? When Americans are unhappy with the landscape they move out into a previously underdeveloped sect of land and start again. Watching this cycle repeat itself, the author seeks a better way, a solution that improves current suburban landscapes. Today many cities are being revitalized, but the same effort has not reached the suburban landscape. The solution to this suburban declination is an act of preservation regarding the rural landscape and an attempt to improve the quality of life for people living in suburban landscapes.
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Much of suburbia in America today is in dire condition. This current state is the result of poor planning that has been designed for the convenience of the automobile and the economic benefit of large commercial corporations. The current layout of the suburban commercial strip is the cause for human dissatisfaction with suburban living.

The suburb of Oregon, Ohio is a prime location to study this circumstance. Oregon is the largest suburb of Toledo, Ohio located adjacent to Toledo’s East Side. Although Oregon is adjacent to Toledo and the suburb of Northwood, it also stretches out to a Bay of Lake Erie and out into farmland. Development has long been established in all of these areas, but currently growth is occurring in two hot spots. The first is the stereotypical suburban strip of Navarre Avenue. Navarre has for many years been the center of activity in Oregon containing several strip malls, fast food restaurants, large chain discount stores, a hospital, and other healthcare facilities. Recently a widening project has begun to increase Navarre Avenue to a five-lane road. The other growth spurt is happening on the easternmost side of Oregon into its farmland and near the popular MetroPark, Pearson Park where large subdivisions and condominiums are quickly being built.

Although Oregon may see its growth as positive and necessary, it is obvious that much of the land utilized along Navarre Avenue has been underdeveloped and not designed for use by pedestrians. The continuation of such growth will not lead to proper town structure or the happiness of its residents. The current layout of Oregon poorly utilizes land and provides a generic aesthetic that does not create any sense of character connected to the history of Oregon or to the personality of its residents.

Stepping back and making an effort to see Oregon for what it is, was the first step in finding a solution for the current dominance of vehicular traffic and lack of character. Pedestrian connections along Navarre Avenue from residential areas to commercial zones were created to link residents from their homes to the services provided along Navarre. A new MetroPark was sited along Navarre Avenue to bring the natural environment that Pearson Park provides to the heart of Oregon and closer to its current residents. More importantly, the layout of Navarre Avenue was redesigned into districts to better orient the users to access commercial zones and natural settings on foot, bicycle, or vehicle. This change satisfies the human need for a natural setting, thus lessening the desire of suburbanites to move further out into surrounding farmlands in search of a natural environment. Also, the organization of services provides a higher quality landscape for suburbanites because it provides an easier method of way-finding that is less stressful and aesthetically pleasing.
At the state perspective, the site is located in North West Ohio in the Toledo Metropolitan Area. It is in Lucas County in Oregon, Ohio focused on a specific section of Navarre Avenue. The Navarre Avenue Strip, as it is locally known as, is bounded by its intersections with Wheeling Avenue and Coy Road.
Many urban centers of America are under revitalization processes which are bringing activities including services, businesses, and entertainment back into downtown areas. This shift back to the urban environment provides an opportunity for suburban communities to reclaim poorly developed commercial zones to be used as open space and recreational areas for the community. The alteration of current suburban land use is an opportunity to prevent further misuse of rural landscapes for large trophy homes and subdivisions.

Current suburban landscapes are inhuman. They are bleak and bland landscapes that are mentally depressing places to reside. Pedestrian access and connections are few and neglected. Large planes of asphalt cover the land disconnecting residents further from the natural environment.

It is important that the psychological needs of suburban residents currently living in suburban landscapes are satisfied. Discovering and designing to meet the needs of people living in suburban landscapes will discontinue the psychological desire of able homeowners to escape to rural landscapes to meet his/her need for relaxation and connection to nature.
Additional problems concerning this topic deal with the position of the automobile as the main source of transportation in American culture. Many elements of the common American suburban landscape are centered around the automobile. For example, the size and height of streetscape signage, street widths and radii, and an overindulgence of surface parking spaces and lot size have all contributed to the lack of human interaction in such busy thoroughfares.

Because of the great visual shock of the Las Vegas-like suburban strips and the lack of human interaction and community, the suburban landscape is not the retreat from urban blight as it was originally intended, but in some cases it is worse. People residing in over-paved, monotone, and over-processed landscapes wish to have something more. They wish for a basic, but not so common, connection to nature. Natural landscapes are a soothing element in a hectic artificial world that is taken for granted by much of the American public.

The most difficult, but a significant problem concerning this study is human reasoning. The decision-making process is fueled by many different stimuli. For example, a person may decide to move to a new neighborhood or into a secluded wood lot for privacy, status, or because of personal needs, taste, convenience and/or desires. Although there are many theories why the residents of the Toledo Metropolitan Area may choose to move to one place or another, it is virtually impossible to determine any consistent reasoning. However, it is logical to believe that the majority of people who move, do so to meet needs that are important to them and that may not have been met in their previous location. It was noted while studying the landscapes of the Toledo Metropolitan Area, that many residential neighborhoods are located near a commercial area that is similar to the landscape described in the earlier paragraphs in this section. This shared fact may be related to the human reasoning process concerning relocation from such landscapes.
The alteration of suburban landscapes is a need that is far past due since the rapid infiltration of suburbs in the post World War years including the 1950s. The planning of suburban landscapes throughout the years has included little about the well being of humans as individuals. The focus of many developers was family life and the needs of a nuclear family as a whole. Because little thought was geared toward community and individual development, the suburbs of the past are haunting the present. Lack of community and connection to neighborhoods has created a negative product of human nature. There is an abundance of crime and millions of unhappy people in suburban landscapes today. It is shocking to many because the suburbs are supposed to be a haven from the barbaric world in which humans must function to be profitable and sustain families. What everyone forgot over the past fifty years is that no one can function as a member of a family or community, if one does not first take care of oneself. The suburban landscapes of America today do not provide opportunity for individual development. Simple solutions can be applied if Americans would halt interest in poorly designed commercial zones that are unrelated to human scale. The quality of commercial zones designed in the late 20th century is not worth any service it could provide. It is time for each American to take a time out, enjoy the passive, natural world that is all to often an afterthought in suburban design. It is the challenge of the future to grab the attention of the American people to encourage an elimination of the oversaturated commercial pool, so that each person has the opportunity to sit under a tree, walk to the market, and take time to be a more complete person. Where people live, how people live are predicated only by the quality of life. This concept as simple as it is may be the nuclei of human well being and happiness, and perhaps a balance between human profit and environmental expense.
Where people choose to live has a direct effect on the landscape. How the landscape is developed is closely related to the happiness of the people who live there. If human physical and psychological needs are not attended to in the design of the landscape, humans will not be happy with their landscape. The suburbs of today do not meet the needs of the humans who reside in them, thus people who can afford to migrate further into the countryside do so to escape urban blight.

Today suburbs are as much an urbanized environment as the cities humans once abandoned in the mid-20th century. This urban growth has occurred with little regard to the longevity of the rural landscape, the pull factor of suburban development. Suburbanites want a beautiful green landscape surrounding their “dream home” to satisfy the human need for natural elements within reach or glance.

Innovative landscape design and planning principles can be applied to configure contemporary neighborhoods and communities in existing suburbs. This inventive alternative results in a reversal of negative, disconnected land use trends of the past and in recent urban sprawl patterns. Suburbs that meet the physical and psychological needs of humans will benefit suburbanites by increasing quality of life.
Aspects of this design problem that will not be addressed include the design of urban elements that would further the release any responsibilities of suburban landscapes to service its residents. This means that design improvements assigned to the suburb of Oregon will be made based on the assumption that the city of Toledo has been revitalized to the point where it can function as an adequate center place of social, commercial, recreational, entertainment, and occupational activities. The design of this thesis project rests greatly on the idea that a city is the center of activity and its suburbs are an additional space for people to live and form communities that support the urban environment. Thus the suburbs will only provide supplemental and immediate services and activities to its residents, and the city will serve as the place of destination for primary services and activities for the Toledo Metropolitan Area.

In addition, this project will not suggest any addition or subtraction of residential zones located outside of the stated perimeters of the site (see Site Location page 4). The idea of the project is to prevent further expansion of residential neighborhoods into the rural landscape that are currently being used as farmland.
Community: Environment in which all members of neighborhood can feel comfortable and actively participate in the growth of neighboring residents' relationships. Members of a community may watch out for a neighbor, thus creating greater safety and security in the neighborhood. In a community all members are interested in a greater quality of life and happiness for fellow residents and may band together forming carpool groups, neighborhood watch groups, as well as recreational activities. A community is an essential element of the lifetime journey towards self-actualization.

Community connection: The feeling a person has that is shared collectively with his/her fellow neighbors where one is emotionally linked to his/her home, neighborhood, and the entire town. The feeling of community connection is related to feelings of pride and patriotism for one's hometown. Although community connection is a feeling, this term may be used to describe a design element that has been created to help promote the feelings involved with community connection.

Human needs: The elements of life that are necessary for humans to have to be able to reach the psychological goal of self-actualization. These needs range from very basic; food, clothing, and shelter, to complex and misunderstood including safety, security, self-esteem, and personal success. Although one may not be aware of the psychological effects the landscape can cause and nurture, it is necessary for the good of the human population to design with these needs in mind to create an environment that enables all humans to reach self-actualization.

Place of destination: A point in the landscape where many people would like to travel to receive some kind of benefits. This benefit may include a shopping center, a neighborhood park, or some sort of entertainment facility.

Proper town structure: The manner in which a community is developed where its residents are able to meet their personal needs because the layout of the community is designed to provide access to places within the means of each resident. Elements that must be included are manageable walking distances, access to some sort of natural environment, places to gather, and clear way finding.

Revitalization: The resurrection of a deteriorated landscape where abandoned and neglected structures and landscapes are remodeled for a new use that will attract people creating vitality and activity in a previously repudiated place.
From Webster's Third New International Dictionary, unabridged, 1993:

**Suburb:**
1: an outlying part of a city or town: a smaller place adjacent to or sometimes within commuting distance of a city.

**Suburban:**
1: of, relating to, inhabiting or located in the suburbs
2: characteristic of life in the suburbs: a: Dissolute
   b: lacking in finish or elegance: Provincial
c: blending of the urban and rural

**Reclamation:**
1: the act of making a claim or protest
2: the act or process of reforming or rehabilitating
3: the act or process of restoring to cultivation or use
In studying suburban landscapes, the primary focus of design includes issues concerning streetscapes. How to alter the infamous suburban strip into a pedestrian friendly environment? Linked to this aspect is the issue of commercial land reclamation to be used as public open space. The land once used for commercial space will now be used locally to provide a place of destination for neighboring residences and a visual relief for people walking and driving to the remaining commercial facilities. Regionally, the land reclamation will add to the city’s existing MetroPark system creating a ban of green, like the Emerald Necklace of Boston.

The site and context chosen to study is the suburb of Oregon, Ohio. Oregon is a largest suburb of Toledo, Ohio located on its east side that stretches out to the corporation limits of the suburban town of Northwood, Ohio, to the shores of Lake Erie bay and into rural farmland. Although Oregon is large and spread out, there are certain areas within its corporation limits that are especially interesting when studying the suburban strip. The spine of Oregon is Navarre Avenue, a suburban strip containing large discount stores, several fast food restaurants, strip malls, car dealerships, a hospital, and gas stations.

Navarre Avenue is especially well suited to seek answers related to this thesis problem because there is an overabundance of commercial opportunities, but an under-abundance of recreational activities within the walking distance of the majority of suburban residences. The MetroPark, Pearson Park is heavily used by residents of Oregon, as well as by members of surrounding communities. It is obvious that park and open space is greatly desired, but the people residing in established communities do not see how it is possible to change their immediate landscape to provide these needs. The current answer to the problem is to move further into the countryside. This solution is poor at best because the land is developed without planning, assuming that no other developments will surround the new housing divisions. However, if history reveals any sense of reality, one must realize that the new housing divisions will be surrounded by others, thus ruining the rural and natural character that was once the attraction beginning the circle of dissatisfaction once again. This study develops answers to this problem related to sprawl and human dissatisfaction within the suburban landscape.
Site selection began over the past summer while the author was involved in an internship experience in Toledo, Ohio. The firm was exiting, interesting, and an enjoyable place to work, which stimulated an interest in how Toledo was changing, growing, and becoming a viable place for young professionals to reside. The amount of development that has occurred in Toledo over the past five years has been noticeable and well received. With access to information about upcoming projects, listening to newscasts, reading newspapers, and listening to the gossip of what’s to come for Toledo, the author knew that a service needed to be provided to help the metropolitan region of Toledo grow in a positive manner; applying human needs to the landscape. While weighing locations the author decided to tackle her homefront, the place she has known and loved for years, to make improvements locally as well as in the field of Landscape Architecture.

The decision to study suburban reclamation instead of urban revitalization brings in a new set of personal interests. The author is a history minor who thoroughly enjoys the history of the landscape and the human changes upon it. For a research project in a history class, the author chose to study the film "Invasion of the Body Snatchers" because it takes place in a small town in the 1950s. It was interesting because in the 1950s the suburban explosion took place. The increase of suburban homes skyrocketed to meet the housing needs of returning GIs from WWII and for the families who finally had their feet on the ground financially after the Depression. Suburbia was booming, but yet a movie about the invasion of pod-like creatures that rid humans from any emotions took place in a small town and not the prevalent suburban landscape? The conclusion of the research paper was that although many Americans live in a suburban neighborhood in real life, when it comes to entertainment or nostalgic thoughts, the American person thinks longingly to yesterdays in a small town which contained community, ample fun, leisure activities, and destination places.
The issue of human needs has always been of interest to the author because it is very important that each person has the opportunity to meet their psychological needs. The author believes that many people as well as society as a whole would be healthier if people took the time to nurture themselves.

When the author returns home to the sleepy little town of Millbury, she sees that not everyone is sleeping. Some people are building, a lot, fast, and in a manner that is disconnected to the town. This is upsetting, and the author is driven to do something about it. The problem is in the deterioration of the hierarchy of the city, the suburbs, and small towns and farmland. If the city were strong enough to support the suburbs and small towns, the growth of suburbs into the rural landscape would slow down and be done in a well thought out manner. If people were happy in the suburbs, then developers wouldn’t be able to sell homes in the country. Studying the suburbs and experimenting with its modification would highly benefit the American people and the American landscape.

Oregon, Ohio is a prime example because of its stereotypical suburban landscape. There are countless residential developments and a large, overdone, and saturated streetscape that virtually holds most of the commercial activity of Oregon in one wide strip. These two things are so ill planned that they only relate to one another with the help of an automobile. Taxes, water, and electric bills are expensive. There is no outstanding amenity linked to Oregon that is worth paying more and getting less. But what if that changed? What if Oregon was an awesome place to live? What if it was easy and pleasurable to walk to places throughout the town? What if the barren land between K-mart and MacDonald’s was used by businesses, that are currently located 100’ from the road, to create a condensed and pedestrian friendly environment and a large community park right in the middle of it all?
The site of this thesis study began as the Toledo Metropolitan Area, which includes Lucas, Fulton, and Wood Counties. Knowing that such scale would be too big to accomplish anything worthwhile, the author quickly began to think about the growth and development known of due to personal connection with this site. Although there were several areas that could have been chosen to study based on information including maps and the comprehensive plans of Toledo over the years, the author has chosen to focus on the area she knows best. The area between Oregon, Ohio and Millbury, Ohio is the zone that the author is most familiar with because while growing up, Oregon was the place where the author’s family did most of its shopping and several of her family members have lived within the corporation limits.

Oregon is the home of the favorite MetroPark, Pearson Park. Oregon is surrounded by farmland to the north and east. To the south it borders another, but smaller suburb named Northwood. To the west, Oregon is bordered by Toledo. Within the boundaries of the specific area of Oregon that will be studied, there are multiple fast food restaurants, grocery stores, banks, small businesses, large paved parking lots, gas stations, a hospital, apartments, multiple family homes, single family homes, churches, a library, and car dealerships.

Eastward view of Navarre Avenue Strip

View of typical Pearson Park trail
The users of the site are best described as American suburban dwellers, but sometimes includes their friends, as well as the interested outsider from an adjacent town who loves visiting Oregon to relax in the open space, and shop in the pedestrian friendly shopping center. These users are young and old, male and female, teenagers, parents, pets, bankers, and merchants. Creating a place if destination that helps people is a place of destination that is going somewhere.
Psychological integration
Design thinking of people in the environment, not people and the environment.

Environmental considerations
Illustrate the benefit of natural landscapes for the mind, utility relief, and community aesthetic.

Social interaction
People watching, people talking, people smiling, people living together

Triangulation
People, activity, and reoccurring visits

The program included the following elements:

- An alternative form of street and development sign ordinances, other than the current tall, big lit sign
- Pedestrian walkways, promenades, and corridors
- Neighborhood access to open space and commercial facilities
- Street trees
- Places of destination within the walking distance of residents
- Pedestrian crosswalks
• **Create** opportunities for suburbanites to have a more intimate relationship with their community

• **Promote** physical, mental, and emotional health for members of a suburban community

• **Make** the commercial zone a pleasant place to utilize for all users

• **Create** a suitable character for this suburban culture that spurs an appreciation for a well-designed public space

• **Attend** to the overlooked needs of human beings regarding sense of place, discovery, and mystery

• **Provide** a circulation system that correlates with the senses of pedestrians
It has been assumed that:

- Toledo, Ohio has undergone a successful urban revitalization process
- Residents of Oregon, Ohio are enthusiastic about this project and agree to implement it
- The residential pool of Oregon is stagnant and because of this design project it will no longer continue to grow further into the rural landscape
- The merchants of Oregon agree to move and implement design decisions
- When Oregon, Ohio is referred to, it is assumes to mean the immediate area surrounding Navarre Avenue, not any of its townships or outlying areas, unless otherwise specified.
The patterns of growth and deterioration of the Toledo Metropolitan Area were studied and interpreted by analyzing comprehensive plans, traffic patterns, and growth patterns to determine direction of future developments. This information was accessible from TMACOG and the professionals at each of the County Planning Commissions within the Toledo Metropolitan Area.

The established growth patterns of Oregon, Ohio were assessed and analyzed with the help of figure ground studies, comprehensive plans, and zoning patterns. The plans and zoning information were attained from the Lucas County planning and auditor’s offices, while the figure ground study will be derived from an aerial photograph of Oregon and the Navarre Avenue strip. Dimensions of performance, derived from Kevin Lynch’s 1983 book A Theory of Good Urban Form, were used to determine the quality of the current landscape and existing structural forms within the landscape in relation to its users. Further explanation of this methodology is located on pages 28-31.

Alterations that are feasible and innovative, produce long-term improvements to the landscape, and are sensitive to people as well as to the environment were developed. These ideas were shared with present and previous residents of Oregon to get their opinions, as well as with the professionals at The Collaborative Inc and the persons in charge of planning and development for the City of Oregon for further feedback and suggestions.
Dick Meyers and the professionals @ The Collaborative Inc 500 Madison Ave, Toledo, OH

Arno Wittig, Dean of Honors College and professor of Psychology
765-285-1024  2000 University Ave Carmichael Hall Muncie, In 47306

Tom Lemon of Toledo-Lucas County Plan Commission
419-245-1200  One Government Center Jackson Street, Toledo, OH

Dave Miesmer of Wood County Planning Commission
419-354-9428

Steve Brown of Fulton County Planning Commission
419-337-9214

Paul Cathcart of TMACOG
419-241-9155  415 Emerald Ave, Toledo, OH

German Cruz of Ball State University
Landscape Architect

Nina Mjacik of Ball State University
History professor
September October November December January February March April May

Topic Selection
Problem Statement
Literature Review
Program Statement
Goals and Objectives
Site Selection
Proposal
Inventory and Analysis
Conceptual Design
Schematic Design
Final Design
Production
Documentation
Presentation
To find how human needs are in relation to the landscape, research turned to environmental psychologists. From the book, “With People in Mind” by Kaplan, Kaplan, and Ryan, these images were found and results from several studies were provided.

The top and middle image portray the preferences of humans regarding the landscape. Kaplan, Kaplan, and Ryan find that dense vegetation and obstructed views (top image) are landscapes of low preference because there is an unclear focus and for many people, suggests confusion and the idea of becoming lost. The middle image shows spaced trees and smooth ground. This is an image of high preference in several studies. The quantity, size, and type of tree is not as important as long as they are present and the type of groundcover is also unimportant as long as it is relatively smooth. It is highly preferable when a combination of groundcovers is provided creating a spatial configuration and interest in the landscape. Scenes of natural setting with clear human influence (pictured in the bottom photograph) received the most favorable ratings in many of the studies considered by Kaplan, Kaplan, and Ryan on people’s environmental preferences.

The science of environmental psychology is a strong tool in organizing a mixed residential/commercial zone because these studies can be applied in a suburban environment. The ideas of way-finding, enhancing familiarity and understanding of the landscape, creating positive/negative feelings of users while using the services is vital in creating a landscape that with sustain itself and deter the unhealthy growth that metropolitan areas have taken in the past.
The "wild" nature (left scene) was frightening to many study participants who were unfamiliar with such settings. By contrast, the "tame" nature (right scene) feels safer to many people.

Human sign that makes one cautious.

from With People in Mind by Kaplan, Kaplan, and Ryan, 1998.
The mown edge along a native grassland trail gives cues about human care (right) that are lacking in the scene on the left.

A small park can create a much needed oasis from busy downtown streets. A few canopy trees can provide separation from an urban environment as well as a restorative natural setting.

from With People in Mind by Kaplan, Kaplan, and Ryan, 1998.
To create an objective means of judging how the landscape functions and measuring the quality of place, the author looks to Kevin Lynch, and his book, “A Theory of Good City Form” for guidance.

Lynch defines good city form:

“It is vital (subtenant, safe, and congruent); it is sensible (identifiable, structured, congruent, transparent, legible, unfolding, and significant); it is well fitted (a close match of form and behavior which is stable, manipulable, and resilient); it is accessible (diverse, equitable, and locally manageable); and it is well controlled (congruent, certain, responsible, and intermittently loose). And all of these are achieved with justice and internal efficiency.”

Lynch dedicates an entire section, seven chapters, to the concepts conglomerated and titled Dimensions of Performance. In his definition of good city form, all of the five performance dimensions are mentioned: Vitality, Sense, Fit, Access, and Control. These dimensions are regulated by Justice and Efficiency, the meta-criteria. The meta-criteria are distinct from the five criteria that precede them, but the five criteria are meaningless until costs (efficiency) and benefits (justice) have been defined. These meta-criteria are involved in each of the five criteria and are not independent from them. Questions one should ask when measuring a place with each of the five dimensions are: What is the cost (in terms of anything we choose to value) of achieving this degree of vitality, sense, fit, access, or control? and Who is getting how much of it?
DIMENSIONS OF PERFORMANCE *defined*...

- **VITALITY:** the degree to which the settlement supports vital functions and biological needs of humans.
  
  **SUSTENANCE, SAFETY, CONSONANCE**

- **SENSE:** the degree to which the settlement can be clearly perceived and differentiated in time and space by its residents and the degree to which that mental structure connects with their values and concepts.
  
  **IDENTITY**

- **FIT:** the degree to which a settlement matches its spatial and temporal pattern with the customary behavior of its inhabitants.
  
  **DIMENSIONS AND USE**

- **ACCESS:** the degree to which the settlement affords access to other people, human activities, material resources, places, and information.
  
  **ACTIVITIES, ENRICHMENT**

- **CONTROL:** the degree to which the use and access to spaces and activities, and their creation, repair, modification, and management are controlled by those who use, work, or reside in them.
  
  **CONGRUENCE**

**Meta-criteria:** the inclusive measures of settlement quality

- **EFFICIENCY:** the cost (monetary and moralistic) of creating and maintaining the settlement.
  
  **SUITABILITY**

- **JUSTICE:** the way in which environmental benefits and costs are distributed among users.
  
  **BALANCE**

Derived from *A Theory of Good City Form* by Kevin Lynch.
To apply the information provided by Kevin Lynch appropriately to this project, a numeric value system was created to display the functional and aesthetic qualities of the landscape in an objective manner. The system that was developed granted five points for each dimension of performance and each meta-criteria. This provided a thirty-five point maximum score.

The process of evaluation began by selecting the three intersections along Navarre Avenue within the site boundaries: Navarre Avenue and Wheeling Avenue, Navarre Avenue and Issac Street, Navarre Avenue and Coy Street. The purpose of evaluating the three intersections is threefold: To notice any change in character for the west to east (urban to rural), to assess the quality of the driving/walking experience along Navarre Avenue, and to identify the hierarchy of intersections. The findings and thoughts of improvements were documented in field notes and the points were given on site. The point information has been arranged into charts and placed on the following page with the field notes. The guidelines for scoring are reproduced below.

Scoring was devised by the author based on personal feelings, but strongly influenced by the writing of Kevin Lynch.

Score:  
1 point = Poor, not expectable.  
2 point = Bad, needs a lot of improvement.  
3 point = Average, to be expected, but there is room for improvement.  
4 point = Good, quality is at an acceptable level.  
5 point = Best quality, no need for improvement.

An ideal score range is between 25 – 32 points per intersection.
### Navarre Avenue and Wheeling Avenue

<table>
<thead>
<tr>
<th>Score</th>
<th>1. Vitality</th>
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TOTAL = 20/35

### Navarre Avenue and Issac Street

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TOTAL = 20/35

### Navarre Avenue and Coy Street

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TOTAL = 14/35
Navarre Avenue and Wheeling Avenue  20/35

To increase the score of this intersection, improvements need to be focused primarily on the Sense, Control, and Justice criteria.

Sense can be increased by proving a gateway into the primary commercial zone that is located between Wheeling Avenue and Coy Street along Navarre Avenue. Some indication of place and signage informing people of the nearby I-280 and State Route 2 would be helpful in orienting travelers through this important intersection.

The low score for the Control criteria can be easily raised if buildings, sidewalks, and plantings were given better maintenance. The issue of maintenance needs to be worked out with the City of Oregon, the property owners, and the tenants to provide a quality landscape.

Justice is a major issue at this intersection. First, the road widening project has increased the width of the road to eight lanes. This is great for vehicular traffic and traffic flow, but the pedestrians of this intersection have been left out. Providing a median to reduce walking distances when crossing the street and traffic signals to direct pedestrian traffic will greatly improve this intersection. Also, sidewalks need to be as well-maintained as the road system is to equally disperse circulation improvements. The environment is not benefiting from the 95% asphalt of concrete groundcover provided at this intersection and its adjacent land.
Navarre Avenue and Issac Street  20/35

To increase the score of this intersection, improvements need to be focused on the Sense, Access, and Justice criteria.

Sense can be increased by proving some indication of place and signage informing people of the infrastructure of the roads in the commercial zones bordered by Navarre Avenue and Dustin Drive to the south would be helpful in orienting travelers through this secondary intersection.

Access is the most important issue at this intersection because the opportunity to walk on the sidewalk is not available in all places. This issue is also a matter of Justice because vehicular traffic is not treated in this manner.

The Control criteria score could be nearly perfect if the incompleteness of sidewalks and plantings was corrected. The issue of sidewalk and planting completeness needs to be worked out with the City of Oregon and the property owners.

Justice is an issue at this intersection that must be addressed. First, the road widening project has increased the width of the road to eight lanes. This is great for vehicular traffic and traffic flow, but the pedestrians of this intersection have been left out. Providing a median to reduce walking distances when crossing the street and traffic signals to direct pedestrian traffic will greatly improve this intersection. Also, sidewalks need to be as well-maintained as the road system is to equally disperse circulation improvements. The environment is not benefiting from the 95% asphalt of concrete groundcover provided at this intersection and its adjacent land.
Navarre Avenue and Coy Street 14/35

This intersection needs many improvements, but above all the Vitality, Sense, Control, Efficiency, and Justice criteria need help.

Vitality is a major concern because this intersection is not safe. Exposed electrical wired need to be properly enclosed form the access of passersby. Also, this intersection has a low amount of activity to maintain interest and promote community involvement.

Sense can be increased by proving a gateway into the primary commercial zone that is located between Wheeling Avenue and Coy Street along Navarre Avenue. Some indication of place and signage to provide way-finding strategies to travelers would be helpful at this intersection that links this commercial area to residential zones.

The low score for the Control criteria can be easily raised if buildings, sidewalks, and plantings were given better maintenance. The issue of maintenance needs to be worked out with the City of Oregon, the property owners, and the tenants to provide a quality landscape.

Efficiency was given a poor score because this intersection is not suitable to the needs of the users. The widening project has not helped much at this intersection. Turning left is still a hassle from Coy Street to Navarre Avenue. In this instance, the widening project was money well spent.

The issue of justice is a big issue at this intersection. As mentioned before, this intersection is not safe for pedestrians, it is not suitable to the traffic flow onto Navarre Avenue, and the quality of the structures and amenities are the worst within this one mile stretch of Navarre Avenue. Many improvements must be made to increase the score of this intersection.
When addressing the human experience through an urban landscape, the example of Lawrence Halprin is an un paralleled source. Examples include: Freeway Park in Seattle, Washington, the F. D. Roosevelt Memorial in Washington D. C., and Nicolet Mall in Minneapolis, Minnesota. Although all projects of Halprin are designed for all possible users and are excellent sources of creative triangulation techniques, the design for Nicolet Mall is the best precedent to support this Navarre Avenue project. Its attention to streetscape design and creating spaces for human interaction to occur within an established community serve as an inspiration.

Retrofitting the concepts of Nicolet Mall into a suburban landscape is imaginable. It is known that suburban landscapes have more available space to develop than urban landscapes, so the idea of comfortable sidewalk widths, sidewalk cafes, lush street trees, and community connection elements are all feasible. These elements help the residents of Oregon create community by providing a sense of place.

The curvature of this main street evokes curiosity to users in a car, on foot, or in the surrounding buildings. Its shape also creates nodes that can be developed into cafes, park-like environments, and places of interest while creating shorter distances in which a pedestrian can more easily cross this thoroughfare.
These selected article studies have assessed in establishing the following principles that have been utilized to direct this study:

- The idea of community in a suburban development to create a sense of connection between residents and their neighborhood.

- How a community is formed and the premise by which a community is shaped.

- The inclusion and consideration of all clients in a neighborhood/streetscape design.

- The use of history as a indicator of failure and the source of answers in design.

- Utilizing case studies to create a dos and don’ts list for design decisions.

From each article specific ideas, facts, and stimulating thoughts are highlighted to reveal the scope of information that the author gathered and used to develop sound design solutions for the City of Oregon and the Navarre Avenue residential/commercial zone.

The 1990 census revealed that more than a third of American suburbs face problems typically considered urban including eroding tax bases, declining house values, and increasing poverty and crime rates. William Lucy, a professor of urban planning has found, in his studies of 506 suburban landscapes, that among the 25 largest metropolitan areas many inner-ring communities are deteriorating quicker than the mother city.

Projections of many interested professionals are bleak, and quite depressing. Peter Francese, editor of American Demographics, suggests that one should buy up land 100 miles away from the center of cities that attract young college-educated people because properties in that circumference will soon be in high demand the way demographic trends are moving...farther out into the countryside. A four-part article written in the Chicago Tribune in the fall of 1995 intimately discusses the declination of the Chicago suburbs. The main cause of decline is blamed on old housing, exacerbated by racial change and an atomized political structure.

Several examples of good change is further explained including two suburbs of Atlanta, Sandy Springs, GA and Mountain View, GA and two suburbs of Washington D.C., Alexandria, VA and Arlington, VA. Each case study is different, but all have a common theme: how can a community be ignited in a neighborhood? A sense of place and resident interaction must be evoked to create viable, livable neighborhoods where people feel at home, safe and connected.

ON THE FOLLOWING PAGE IS A GRAPHIC THAT WAS DISPLAYED WITH THIS ARTICLE. IT PROVIDES AN INTERESTING SET OF GUIDELINES FOR COMMUNITY AND NEIGHBORHOOD DESIGN.
GUIDELINES FOR COMMUNITY AND NEIGHBORHOOD DESIGN.

The metaphor "Boogie-Woogie" refers to the popular blues piano style that was prevalent in the 1930s and 1940s. This style of music is fast moving, inspired by the sound of a train. The dancers and musicians expressed themselves in a responsive action forming a conglomeration of rhythms and motions all related to each other, yet unique and structured based on their own abilities and perspectives. This style creates a vibrant composition that is constantly changing while maintaining a unique identifiable character. This idea can be translated to terms that may be used in an effort to alter neighborhood structure for better use by its communities.

Landscape Architects need to take the meaning behind the Boogie-Woogie philosophy and use it to merge commercial strips and residential environments. The author suggests that this may be accomplished by focusing on spatial interventions and pedestrian connections. This conclusion is drawn based on evidence that shows that residents of suburban communities which have a commercial strip mall as a nearby neighbor, feel that the commercial strip is part of their neighborhood. It is consequently, a place for community interaction. The commercial strip in suburban communities is the location where one would say hello to a neighbor, run into community officials, and go to be in a public space. Neighborhood strip malls are where youth interact, spend money, and sometimes cause havoc. This activity is occurring not because strip malls are well designed or oriented towards pedestrian and community interaction, but because they are located within the comfortable walking distance of a quarter of a mile and conveniently accessible to the suburban necessity, the automobile. Commercial zones that were designated only for commercial purposes by the jurisdiction officials, are being used by the neighboring communities as much more. In a sense, commercial strips function as town squares, recreational parks, and the identifiable icon for the community, but they are not designed to do so.

Because this neighborhood icon is designed to suit one purpose, business, but is being used as a multipurpose amenity problems arise. The community is not satisfied. Why would a concrete and asphalt plane accented with small trees, neighborhood cars, and skateboarders satisfy the community's need to interact? People that have moved into suburban landscapes have done so to escape the realm of the dire city. So why have our suburban landscapes become even direr? Convenience? One may hypothesize that it is the fault of the retched automobile, but is it wise to lay blame on a sole fault, not to mention a fault that dominates our present society's means of living and a fault that is not easily eliminated? Why not look beyond the surface?
Why are suburban communities, the once glorious escape from the urban environment becoming just what society wished to escape?

Now the move reaches further into our landscape. People that could afford to live in suburban communities realize that the suburban community is not meeting their needs so they move further away from the city, further away from the suburban pseudo-city, and they expect to find happiness in rural landscapes. Happiness in a plot of land surrounded by similar homes, and similar people. Farther away from where they work, where they play, and where they interact with the community. Is this logical? Does this sound like a warranted and just solution? Happiness, but for how long? It is important to realize why people are unhappy to design for their satisfaction.


Urban and community planning issues contrasted by examples of the idealized village life of early America with modern suburban sprawl. Alternative suburban communities such as Columbia, Maryland and Radburn, Virginia suggest that these planned communities are better alternatives than older establishments such as Levittowns. Although the communities of Radburn and Columbia are better planned for human interaction and contentment, they do not make an effort to control the sprawl of urban society, but only suggest comfortable bedroom communities. This concept of community in a suburban development is helpful information to use for suburban reclamation. For example, separating pedestrian/vehicular circulation by designing entries to the community park as an underpass for pedestrians while cars travel above. In broader terms, successful urban design addresses higher levels of human psychological needs including security and self-actualization.


Details on History of Suburban Development and Psychology of its Inhabitants:


The aerial photograph displayed on this page clearly displays the distribution of land densities in the East Toledo Region. The author has roughly outlined where the urban, suburban, and rural landscapes begin and lead to the other respectively. This image demonstrates what is known as urban sprawl. The definition of a suburb is graphically displayed: the blend of urban and rural landscapes. In this photograph it appears that the suburban landscape is an appropriate transitional space between urban and rural landscapes. However, the photographs on the following pages display another definition of suburban landscapes: lacking in finish or elegance, demonstrating that suburban landscapes are poor transitional spaces that require reevaluation and modification to better blend the urban and rural landscape with grace and elegance.
Pictured is a closer view of the homes called out in the map above. These developments are typical of suburban development beginning in the 1950s. Human need for natural elements in everyday life is obvious considering this new development is purposely located adjacent to Pearson Park and farmland. However, lack of planning will eventually lead to a loss of the farmland, the controlled natural landscape humans desire. The park will survive, but residential access across Navarre Avenue (State Route 2) is difficult without the use of a vehicle.
Skyline looking from the farmlands of Oregon towards Toledo. The blue rectangle is located in downtown Toledo and the silver water tower is located along Navarre Avenue. The homes in the foreground are the developments located adjacent to Pearson Park and farmland mentioned on the previous page.

Navarre Avenue amongst its widening project during 1999. This photograph is taken at the easternmost section of the site, Navarre and Coy intersection. Pictured are two gas stations, a large discount store, and a water tower. The discount store is part of a long linear strip mall with a very large parking lot from the roadside to the building front. A third gas station has been placed in part of the parking lot.
The division of vehicular and pedestrian traffic is approximately 1-2 feet. The division is made by curb designed for runoff drainage control and not for pedestrian safety. It is hard to distinguish where the road begins and the sidewalk ends. This existing condition is one of the reasons pedestrians do not travel here.

Narrow walks lined with telephone poles and tall business signage are intimidating for a pedestrian walking next to traffic traveling 35-45 mph. For a pedestrian the walk is dangerous, yet boring because one is traveling at approximately 3 mph. Change and mystery are not existent in this landscape.
The transition from St. Charles Hospital to its surrounding environment consists of flat asphalt pavement, few evergreen trees, and light poles. The pedestrian is refused passage across these vacant lots due to a steel fence. A lack of connection between places of destination is an additional cause for lack of community in this city.

The widening project created more lanes that pedestrians must cross. Sidewalks have been provided, but they are narrow and are directly adjacent to busy traffic. Pedestrians have not been given an equal opportunity to exist in this environment, which is the primary cause for the lack of community.
A need for separation between vehicular and pedestrian traffic is not provided. Along the Navarde Avenue strip the landscape layout is proof that pedestrians were not in the design process. The only requirements revealed in the landscape are safe widths and clear visibility for vehicular traffic. What was not considered was how this flat and blank landscape makes people feel. This is a *formula landscape* designed to suit any geographic location. However it is known that *formula communities* do not exist. Thus true and meaningful communities have a slim chance of forming in this sterile environment. The landscape is a direct reflection on the people who reside within it.

Looking southward from Navarde Avenue, one can see a gap in the sidewalk connection. It is apparent that pedestrians are not welcomed here.
The ratio of parking lot size and building height is far too vast for comfortable use by a pedestrian. The height of the existing architecture is complimentary to the height of a typical human, which creates a sense of ease to people entering such a building. However, the extremely vast asphalt planes, or parking lots, create a sense of discomfort to the pedestrian.

Often this ill-proportioned scale creates a sense of urgency in vehicular travelers to get the nearest parking spaces to the building to minimize walking distances. This behavior is a menace to society having caused numerous accidents and illegal parking. This behavior also takes away from the leisure of errand running, shopping, and community socialization. This behavior is caused by inappropriate landscape treatment and can be corrected by appropriate landscape strategies.
Open space is a barrier between Navarre Avenue and a neighboring residential neighborhood. This land could be used to improve the livelihood of Navarre and include neighboring pedestrians directly to the heart of the Navarre Avenue corridor.

This drive is insensitive to the needs of the pedestrian because its spatial definition is weak. There is no division between areas of parking and the driving lane. The lack of enclosure and spatial definition promotes an environment where vehicular traffic feels free to travel at quicker speeds than is safe for a mixed pedestrian and vehicular zone.
The Oregon skyline is defined by telephone poles and electric wires, a water tower, business signage, vernacular architecture, and a few trees. In the immediate foreground is the ever-present asphalt plane.

This photograph reveals the predominant visual relief across the plane of asphalt: fast food restaurant landscaping. Lighting treatments are used not only as a form of security in the night, but as a minor, but permanent barricade for vehicular traffic.
Past the drive to a rear parking lot, lies a residential development. Possible connections could be made to link residents to the Navarre Avenue corridor to minimize the local residents need to drive to establishments located within a short walking distance.

Open space is a barrier between Navarre Avenue and a neighboring residential neighborhood. This land could be used to improve the livelihood of Navarre and include neighboring pedestrians directly to the heart of the Navarre Avenue corridor.
Utility access is an afterthought along Navarre Avenue. Newly poured sidewalks have been ripped open for service and the concrete has been replaced by asphalt. This change in texture on the ground plane is a constraint for disabled pedestrians and ruins the aesthetic of the work that the City of Oregon has just recently completed.

Signal lights swing wildly in the wind. A canopy of wires is not a comfort to a pedestrian who dares to cross this wide intersection. Telephone poles although functional make a poor promenade for pedestrians who may walk along the Navarre Avenue strip.
The suburban landscape of Oregon, Ohio has many facets that do not encourage pedestrian circulation, community interaction, or human psychological satisfaction. The previous photographs have revealed the problems that Oregon, Ohio has, and the following pages provide a solution. An attempt to correct 50 years of unplanned design will take at least an additional 50 years to correct. The plan that this project offers is not a plan for today, on the cusp of the 21st century, but for the year 2040. It is vital that today’s reader look beyond the view shed that the American psyche has molded from the past and look openly to the future. It should not be assumed the thoughts and issues concerning Americans in the past and in the present will be the same ideas that Americans have today. It is presumable to believe that Americans will still have the same psychological needs, however, for these instinctual compulsions are what guide all humans through life. Design must take this path to ensure a higher quality of life for all people. A higher quality of life is directly related to the landscape. It’s diversity is human diversity. It’s sustainability is human sustainability. It’s quality of life is human quality of life. Suburban landscapes must undergo reclamation to preserve rural landscapes and return dominance to the urban landscapes, the cities. This is the goal for the future. This is the goal for an interconnected and everlasting interdependent relationship between man and nature. This is 2040.
“Park” way
Pedestrian Plaza
Pedestrian crossing
Possible residential connection
The first concept derived from research, site analysis, and evaluation of the users needs led the author to develop several pedestrians plazas where shopping areas could be modified to better suit the scale of pedestrians. This concept further examined the needs of pedestrians by locating pedestrian crossings at the three current intersections along Navarre Avenue. However a new pedestrian crossing would be added to accommodate the large amount of users in the pedestrian plazas. It was envisioned that the width of the road would vary to meet the needs of the pedestrians. At the pedestrian crossings the medians would widen to lessen the distance pedestrians needed to walk at the mercy of vehicular traffic. The footprint of Navarre Avenue would look a lot like Nichollett Mall by Lawrence Halprin (see page 31).
Concept two focuses on alternative modes of transportation, bicycles and on foot, and a different road pattern, a parkway. Also this concept looked to create a new concept of commercial areas. The purple bubble is an inclusion of all the orange pedestrian plaza bubbles in concept one, but the idea is a naturalistic shopping center with pedestrian connections to other important facilities within the site, like the Post Office. An additional pedestrian crossing was placed between the park setting commercial zone and the Coy Street intersection with Navarre Avenue. This concept hoped to in-fill vacant parking lots with natural amenities for recreation, shopping, and the psychological benefit of vehicular traffic. An extension of the existing bike lane system north of the site was proposed to encourage an integration of recreation and the commercial zone.
After review of the previous concepts and careful consideration of the project's goals, the author reconsidered the conceptual strategy and sought to create an idea that reached out to the entire site, not just the middle or the commercial zone, but the entire site. Studying various cities, especially Paris, it was learned that it is common to nickname certain parts of the city a "district" labeled after what that district is famous for. For example, in Paris there is a garment district, jewelry district, and a fine metal working district (Slack, 2000) all named after their known trades. It is this infamous precedent that lead to the final concept of this project.

The districts are color coated to display each one's location within the site. The districts that were chosen to be created within this site were café, healthcare, MetroPark, entertainment, government, professional services, residential, and dining and grocery. Each district was chosen specifically to meet the needs of the residents of Oregon, Ohio. All of the districts have been designed to accommodate a large amount of people, parking, and various activities with room to grow and change. Many spaces between structural footprints remain open to the interpretation of the residents and owners of the future.

The use of districts solves the problem of the typical suburban strip. High and lit advertising signage is not longer a priority in the skyline of this suburban landscape. Since the site is clearly broken into districts that are well supported by several new roadways, travel through the site has become easier with more intersections to turn on and off and no private drives to halt traffic suddenly. Also local lanes are provided to separate the traffic from through highway transit creating a more likely opportunity that driving in and around Oregon is a pleasurable experience.
The Healthcare District is located in the southwest corner of the site. It contains a variety of healthcare facilities, the majority of which are owned by St. Charles Hospital. This district has not been modified since its 1999 (existing) footprint, but it is the suggestion of the author that improvements be made. Ideas include, but are not limited to: therapeutic gardens, pedestrian linkages congruent with the rest of the site, a medical campus, and an increase in canopy cover over the parking lot areas.
The formation of districts provided an opening in the suburban landscape along Navarre Avenue. This opportunity became the Black Swamp MetroPark. The Black Swamp MetroPark is located to the east of the Healthcare District, south of the Café District, west of the Entertainment and Government Districts. Its location is convenient to the majority of the districts and residential areas. It is bordered by Navarre Avenue, Issac Street, and Black Swamp Drive while it is bisected by Dustin Drive. The southern border has not been determined by this project, but left to the discretion of the City of Oregon, the MetroPark system and St. Charles Hospital that owns property to the south of the site. It is the suggestion of the author that careful discussions take place to best utilize the MetroPark for the future. As trends appear now, a need for therapeutic gardens may become popular for healing illness, and preventing it.
In 1999, the City of Oregon had no centralized government area. All public services were stretched out throughout the city. For the 2040 plan of Oregon, the public services that could be relocated (not necessary to locate near water or out of public eye and danger) were moved to the southeast corner of the site. This location was chosen based on the existing locations of the library and post office. These structures are most two of the newest and most aesthetically pleasing structures on the site. The post office has been remodeled to change its orientation from the street towards the mall and to accommodate the increase of residents that will need post office services in Oregon in the year 2040. These buildings will not exceed their life expectancies by 2040 because they are publicly owned and operated, thus they will be better maintained. These two buildings will be the anchors for a mall of governmental and public service buildings. The location and use of these buildings are labeled below:

- Fire
- Police
- Court
- Museum
- Post Office
- Library
- Mall
- City Hall
- Memorials
The Professional Services and Finance District, located on the southern side of the Navarre Avenue and Coy Street intersection, is where residents and users of Oregon 2040 will find businesses like banks, dentists, architects, accountants, and web page designers. These business expect a lot of in and out business from their customers, so surface parking was provided. Entry drives into these businesses will be shared with the neighboring building to minimize the quantity of paving in this district. The businesses are required to configure their parking in an interesting manner that hides parked vehicles from Navarre Avenue. The city of Oregon must devise a zoning code that restricts the planting medium, colors, and hardscape materials to complement that other businesses creating a congruent landscape throughout the district and throughout the site.
Located on the northeast corner of the site, the markets and dining district provides grocery stores, markets, fast food restaurants and fine dining establishments. Throughout this district a pedestrian path system is located to allow separate access to businesses for pedestrian and vehicular traffic. Surface parking is provided at the grocery store area for the convenience of the customers.
The residential districts are located primarily in the center of the site away from main intersections. The residential area in the northwest corner is not located on site, but is denoted because of the pedestrian link and open space area that connects this residential area to the site. The residential districts to the north of Navarre Avenue are existing leaving the one new area of residential development. Parking that is provided for residential areas has been defined by using this formula: 2 parking spaces for every 1000 square feet of apartment space.
The open space and pedestrian linkage are key to ensure the success of this site. In 1999 the area now utilized as the pedestrian linkage was an open unused grassy field. In 2040, this area serves as a connection to the site for the residents living to the north and a small playing field for children of the neighborhood. The transition from the linkage to the Café District is gradual and subtle, an opening for residents from the north, but not alluring for users of the fountain and plaza. This creates a connection for residents while maintaining a sense of privacy for the neighborhood that is adjacent to the path system.
This image is a blowup of the pedestrian linkage and open space provided for the existing neighborhoods to the north. Simple and uniform, the pedestrian linkage is in keeping with the mall of the Government District.
The Entertainment District is centrally located along Navarre Avenue and is accented by the pedestrian bridge that connects it to the Café District. As one comes off the pedestrian bridge and enters the Entertainment District, one enters a courtyard surrounded by businesses. Shopping, theaters, and vendors are located throughout the district. Parking is provided by surface parking, underground parking, or by nearby parking garages. An array of landscape amenities adorn the Entertainment District including two water features and the bottom half of the landscaped circle that surround the primary icon of Oregon, the pedestrian bridge area.
The café district begins at the intersection of Wheeling Avenue and Navarre Avenue and stretches across the northern half of the site. The intersection with Issac Street and Black Swamp Drive are two of the opportunities for people to enter and exit the café district. Although crosswalks are provided across Navarre, the pedestrian may wish to cross Navarre Avenue via the pedestrian bridge. Also in this vibrant district of Oregon is an amphitheater, a fountain, a plaza, a marketplace, and ample parking (determined by counting 4 parking spaces per 1000 square feet of gross leaseable area); including surface parking and underground parking.

A café district was chosen for this prime location and excellent amenities because in studying the City of Paris, the author believes that sidewalk cafes have much to do with the comfortable and charming personality of Paris. The purpose of the café district is to incite the long-lived traditions of Parisians; people watching, relaxing in a café enjoying coffee and something sweet while talking with a friend, arguing with a lover, writing a poem or novel, or listening to a struggling musician practice to perfection. These are moments that promote cultural growth and encourage a community bond. These events are far more valuable in building happy residents of a neighborhood than an annual festival. Daily activity that is easily available will birth a community strong, proud, and understanding of each other.
The images on this page best describe the typical activities in the café district. The author has created several openings between structures that may be utilized in many different ways at anytime. The left photograph shows on-street parking while the left photograph shows a sidewalk café. These images and their dimensions are similar to what is found in Mountain View, California (Jacobs, 168-169).
To create a rustic atmosphere while creating interesting methods of pedestrian circulation patterns in the café district, the author looks to Allan B. Jacobs, the author of “Great Streets” for inspiration. These alcoves are typical of the Piazza di Porta Ravegnana area of Bologna, Italy. The left alcove is typical of the Strada Maggiore, while the right image is a modification alcoves on Via Zamboni and Via Santo Stefano.
A sketch of the typical view along Navarre Avenue in the café district between Wheeling Avenue and Issac Street. Variations may include a sidewalk café, an outdoor sale at one of the many boutiques in the district, seasonal changes including festive decorations.
This detailed master plan is found on the master plan precisely at the location of the red box in the reduced copy of the master plan to the right.

From right to left, the section begins with a 10' sidewalk area, 10' median area, 12' westbound local lane, 10' median area, 24' two lane westbound state highway, 24' median/curb area, 24 two lane eastbound state highway, 10' median area, 12' eastbound local lane, 10' median area, and 10' sidewalk area.
To make a circulation necessity an art form is a probable solution to the utility problem described on page 49. In 2040, traffic signals are located inside of a sculptural landmark found at intersections. If one were traveling east, the eastbound traffic signal would be located over each eastbound lane and over the westbound traffic lane would be signage is nestled within the art piece to orient travelers through Navarre Avenue and its districts. This would be the opposite for westbound traffic with signage being located over the eastbound traffic. To counteract the opposite traffic lane signage is highway information above each lane directing each individual lane to its destination. For example, if one were traveling along the highway section of Navarre Avenue (State Route 2), one may see a sign directing traffic to merge right or U-turn left into a local lane. This signage system functions as an art piece, a traffic signal, an information source for travelers, and the entry nodes for the Wheeling Avenue to Coy Street intersections of Navarre Avenue.
The difference between the figure ground studies from 1999 and 2040 is the ratio of asphalt to green space. Without precise numbers it is easy to see that in 1999 the majority of open space consisted of asphalt parking lots (purple shading). In the 2040 drawing the asphalt parking is marked in a pinkish-purple color. This illustrates the modification of open space from desolate asphalt (refer to photographs on pages 43-45) to a useable open space like; a marketplace, a new MetroPark, medians for pedestrian circulation and vehicular division, wood lots, an amphitheater, a courtyard, and entry zones for identification of space.
The reconfiguration of structures marked in black display an organization of buildings into districts. The grey colored figures represent existing structures. All existing structures have been eliminated except for healthcare facilities, apartments, the library, and the post office. The post office has been expanded to accommodate the projected residential growth within the city limits and additional apartments have been sited to accommodate that need.
After comparing the figure ground studies of 1999 and 2040, it is important to reflect upon the research done prior to the design. Refer back to page 27 for the Dimensions of Performance charts created based on information from 1999 for the three major intersections of Navarre Avenue. In the field notes provided on pages 28-30, many comments are made about the quality of the architecture, landscape treatments, utilities, and equality of users in the landscape. The design provided by the author attempts to correct these each of the problems noted. Based on the drawings and supporting text of this design, the imagination can begin to see how this suburban landscape has been modified to receive higher dimension of performance scores. It was noted on page 26, that an ideal score should range from 25 – 32 points.

On the following pages are the Dimensions of Performance scores for the 2040 design, based on the intent of the designer. It should be noted that predicting the success of the design for the future is not possible, but time will tell. Before any preconceived notions cause doubt, consider this: Did Henry Ford ever think that his invention would be an indirect cause of many of the planet’s wars? and the first consideration in a developer’s suburban housing development? or the reason most of the suburban and urban foot prints consist of asphalt and concrete?
<table>
<thead>
<tr>
<th>Score</th>
<th>Navarre Avenue and Black Swamp Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. Vitality</td>
<td>5</td>
</tr>
<tr>
<td>Sense</td>
<td>5</td>
</tr>
<tr>
<td>Fit</td>
<td>4</td>
</tr>
<tr>
<td>Access</td>
<td>4</td>
</tr>
<tr>
<td>Control</td>
<td>4</td>
</tr>
<tr>
<td>Efficiency</td>
<td>5</td>
</tr>
<tr>
<td>Justice</td>
<td>5</td>
</tr>
<tr>
<td>TOTAL</td>
<td>32/35</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Score</th>
<th>Navarre Avenue and Opportunity Boulevard</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Vitality</td>
<td>4</td>
</tr>
<tr>
<td>Sense</td>
<td>5</td>
</tr>
<tr>
<td>Fit</td>
<td>4</td>
</tr>
<tr>
<td>Access</td>
<td>4</td>
</tr>
<tr>
<td>Control</td>
<td>4</td>
</tr>
<tr>
<td>Efficiency</td>
<td>4</td>
</tr>
<tr>
<td>Justice</td>
<td>5</td>
</tr>
<tr>
<td>TOTAL</td>
<td>30/35</td>
</tr>
</tbody>
</table>
The difference between 1999 and 2040 is made clear by the Dimensions of Performance charts on pages 77 compared to page 27. The Navarre Avenue and Wheeling Avenue score increases 10 points, Navarre Avenue and Issac Street score increases 9 points, and Navarre Avenue and Coy Street score increases 17 points. Specifically looking at each dimension of performance one can begin to realize how effective this research and its application are to design.

<table>
<thead>
<tr>
<th>Navarre Avenue and Wheeling Avenue</th>
<th>1999</th>
<th>2040</th>
<th>+/-%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Score</td>
<td>20/35</td>
<td>30/35</td>
<td>+ 10</td>
</tr>
<tr>
<td>Vitality</td>
<td>3/5</td>
<td>4/5</td>
<td>+ 1</td>
</tr>
<tr>
<td>Sense</td>
<td>2/5</td>
<td>4/5</td>
<td>+ 2</td>
</tr>
<tr>
<td>Fit</td>
<td>4/5</td>
<td>4/5</td>
<td>+ 0</td>
</tr>
<tr>
<td>Access</td>
<td>4/5</td>
<td>5/5</td>
<td>+ 1</td>
</tr>
<tr>
<td>Control</td>
<td>2/5</td>
<td>4/5</td>
<td>+ 2</td>
</tr>
<tr>
<td>Efficiency</td>
<td>3/5</td>
<td>4/5</td>
<td>+ 1</td>
</tr>
<tr>
<td>Justice</td>
<td>2/5</td>
<td>5/5</td>
<td>+ 3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Navarre Avenue and Issac Street</th>
<th>1999</th>
<th>2040</th>
<th>+/-%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Score</td>
<td>20/35</td>
<td>31/35</td>
<td>+ 11</td>
</tr>
<tr>
<td>Vitality</td>
<td>3/5</td>
<td>5/5</td>
<td>+ 2</td>
</tr>
<tr>
<td>Sense</td>
<td>2/5</td>
<td>4/5</td>
<td>+ 2</td>
</tr>
<tr>
<td>Fit</td>
<td>3/5</td>
<td>4/5</td>
<td>+ 1</td>
</tr>
<tr>
<td>Access</td>
<td>2/5</td>
<td>5/5</td>
<td>+ 3</td>
</tr>
<tr>
<td>Control</td>
<td>4/5</td>
<td>4/5</td>
<td>+ 0</td>
</tr>
<tr>
<td>Efficiency</td>
<td>4/5</td>
<td>4/5</td>
<td>+ 0</td>
</tr>
<tr>
<td>Justice</td>
<td>2/5</td>
<td>5/5</td>
<td>+ 3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Navarre Avenue and Coy Street</th>
<th>1999</th>
<th>2040</th>
<th>+/-%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Score</td>
<td>14/35</td>
<td>31/35</td>
<td>+ 17</td>
</tr>
<tr>
<td>Vitality</td>
<td>2/5</td>
<td>4/5</td>
<td>+ 2</td>
</tr>
<tr>
<td>Sense</td>
<td>1/5</td>
<td>4/5</td>
<td>+ 3</td>
</tr>
<tr>
<td>Fit</td>
<td>4/5</td>
<td>5/5</td>
<td>+ 1</td>
</tr>
<tr>
<td>Access</td>
<td>3/5</td>
<td>5/5</td>
<td>+ 2</td>
</tr>
<tr>
<td>Control</td>
<td>1/5</td>
<td>4/5</td>
<td>+ 3</td>
</tr>
<tr>
<td>Efficiency</td>
<td>2/5</td>
<td>4/5</td>
<td>+ 2</td>
</tr>
<tr>
<td>Justice</td>
<td>1/5</td>
<td>5/5</td>
<td>+ 4</td>
</tr>
</tbody>
</table>
Focusing on the Navarre Avenue and Wheeling Avenue intersection, the most improvement took place in the Justice, Sense, and Control criteria. Justice was increased +3 points because pedestrians were provided a method in which to cross the street safely, with crosswalks, medians, and pedestrian traffic signals. Sense increases because of the added signage in the traffic signal landforms mentioned on page 72 and the sense of entry it provides to travelers along Navarre. Control increases because there is a better connection between the owners and the upkeep due to the fact that more people are in the area 24 hours a day.

At the Navarre Avenue and Issac Street intersection, the Justice and Access criteria improved most because pedestrians were allowed access and vehicles are less congested because of the division of local and highway traffic. This is the reasoning for the Access score improvement also.

The intersection of Navarre Avenue and Coy Street sees the most improvement of all the intersections. Justice being the most improved and Control and Sense falling just below. As mention in the 1999 assessment, this intersection was not acceptable concerning public safety and landscape quality. A conglomerate of the prior intersection makes Navarre Avenue and Coy Street a suitable intersection.
With considerable thought of all the information collected, utilized, and applied the process of balancing a city can be imaginable. The convincing of the people what is required now. Provided to them is a summary of human needs, a method of determining the quality of a community, and vision of protecting the future. It is important for humans to realize that humans cannot protect the Earth from her demise, but it is possible for humans to control the quality of life of all persons. Change is happening constantly, consistently. Think not what will happen if humans do nothing. Think of what could happen if humans do something. Rural landscapes are not American land reserves waiting patiently to be developed, but they are our assets, not to be spent impassively.