FESTIVAL PLAZA

FORT WAYNE, INDIANA

ARCHITECTURAL THESIS

j. hoch
This architectural thesis is dedicated to my wife, Cindy, who put up with all the late nights, stapling, press typing, and all those other thankless tasks architects know all too well. And to my mother and father who have always been there when I've needed them.
INTRODUCTION

Architectural Thesis
Fall & Winter Quarter 1983-84

This two-quarter thesis looks at a portion of Fort Wayne, Indiana, with open eyes and great faith and once done so sees a vast amount of potential. The statements, suggestions, and conclusions reached are well-founded on the knowledge of city planners, government officials, and on my own insights and intuitions as a designer/architect and as one of the people of Fort Wayne.

I began this project and now begin the documentation of it with the sincere hope that this thesis might spark a continued growth and development, no matter how small, to the urban core of Fort Wayne and its people.
Thesis Statement:
The statement is to apply and to develop more fully the statements at hand to a chosen site. To investigate the site and determine what building type would be best suited for the area and develop that typology under these guidelines.

Goals:
To develop more fully my philosophies concerning architecture.
To enable the architectural typology to directly relate to the site.
To address the psychological and emotional issues of architecture.
To provide an impetus for future development of the urban river system of Fort Wayne.

The Site:
Located in Fort Wayne, Indiana.
Immediate access to three rivers.
Directly adjacent to the urban area.
Bordered by a river.

Close proximity to the intersection of three major rivers.
At the inception of my schooling in architecture my personal attitudes towards design were quite different than those of today. Throughout the educational experience I gradually became aware of what seemed to be relevant and irrelevant to me as a designer. In short, the process had begun. I began to develop individual theories and philosophies concerning architecture and design.

It is assumed that the thesis year should be more than simply "designing another building". It should be a developmental year, a summation of all past philosophies and efforts expressed in a final production.
It only seems appropriate that the thesis should be a statement of these philosophies and ideas, a gathering together of my education in design as a whole, a synthesis of design.

It is strongly considered that the synthesis of design should be forcefully exhibited and more thoroughly developed. The development and extensions of philosophies will be based on examples from past movements in architecture. There should also be an investigative effort concerned with the masters of past movements in architecture and how they directed their efforts towards the architectural questions of the day.

Perhaps more importantly the development of philosophies will be based on a personal work ethic.

1.) RESEARCH

A gathering of architectural, sociological, psychological, political, physical, etc. information and combining this knowledge into a useful tool.

2.) A DEVELOPMENT OF A SITE PSYCHOLOGY

Is it not true to say that a type of architecture is generally chosen for a particular site. In short, the architecture is chosen and implanted upon the site. True, there are times when site considerations do alter the image of the building.
But what would be the case if the site would dictate the building
typology. It is all to often that we as designers begin with a pre-
determined program and make those program guidelines fit on the site.
The architecture should reflect the site and likewise the site should
reflect the architecture. From a standpoint of "site psychology" the
building typology is undetermined until the site and its surrounding
areas are thoroughly diagnosed.

3.) INNERMOST AND OUTERMOST ENVELOPES
There occur many building envelopes
within a piece of architecture. The
physical exterior walls of a build-
ing may mean to some the actual
building envelope when it is actually
only the most outer portion of the
interior architecture. The site
itself becomes an extension of the
architecture and simply becomes
another interior space. Only do the
surrounding site boundaries become
the first "sub" exterior envelope
with the elements surrounding the
site itself becoming the true exten-
sions of the architecture.
4.) AN ARCHITECTURE OF FEELINGS:

A PERSONALIZED APPROACH

Fundamental to the success of architecture is the realization that it must meet the emotional and psychological needs of the users. Architecture must exhibit a feeling, it must provide a source for a set of emotional values.
[Preface]

Fort Wayne is a city with great potential. It is a city of three rivers. It is a city with a festival which has its theme as the three rivers which attracts 2.5 million visitors in a ten-day span. It is a city which once had a thriving urban center with an almost unmatched trolley car system and direct urban access to the Erie and Wabash Canals. Fort Wayne has always been a city of three rivers. It has always been the city that once heavily relied upon the rivers as a source of trade, commerce and survival.

A great deal of my life has been spent in Fort Wayne, Indiana, and the St. Joseph, the St. Marys and Maumee Rivers have always been a symbol of Fort Wayne and its heritage.

The rivers are just now beginning to be utilized with the implementation of the river greenway system which somewhat links outer-lying parks and residential areas to the urban core. This is a tremendous step in the development of the river system and its integration with downtown Fort Wayne. We have seen in the past few years a tremendous growth in downtown redevelopment. Let us not forget the tremendous potential the river system could play in this new rebirth.
This architectural thesis project is a two-phased approach to the redevelopment of downtown Fort Wayne. The first phase being the reunification of the river systems with the urban center itself; the proper acknowledgement of the river system as a whole and how it directly relates to the urban fabric in the area just north of the "C.B.D.", Central Business District, (known as the thumb area).

I propose to study and develop strategies for the "thumb area" and how such obstacles as the Norfolk & Western elevated railway can be penetrated psychologically as well as physically to allow growth and urban contact at rivers edge. There will be an investigave in-depth look at the elevated tracks which actually act as a wall inhibiting any urban growth beyond it. I will investigate the elevated rail system from Harrison Street east to Lafayette Street and develop strategies that will link the urban core with the thumb area and thus the river system.

The second portion of the two-phased thesis will be a detailed development of one "portion" of the elevated rail system. The second portion of the two-phased thesis will be the development of a small...
piece of this urban wall. It will be the actual reunification of the city side of the "wall" with the river side of the "wall".

I am proposing to bring the urban core of Fort Wayne to the recreational as well as aesthetic values of the river system and the rivers to the urban core.

This development will take place on the northwest corner of the block bounded by Harrison on the west, Superior St. on the north, Calhoun on the east and on the south by Water St. This city block contains the historic downtown district known as the landing. Proposals that unite the landing (a center for night life and retail store) with the thumb area and nearby residential areas as well as the city core will be investigated.
I am proposing to create a place for people to meet, A Festival Plaza. A place where people can be alone or in groups. An area for recreation and for cultural activities. It will be a place for shopping, a place for children, for business men on their lunch hour, for students, for visitors to old historic Fort Wayne. It will be a place for the citizens of Fort Wayne.

Festival Plaza will be an extension of the city towards the rivers. It will be the "gateway to the city", a green place with many happenings.

Festival Plaza will be the gathering spot for the 3-Rivers Festival. The plaza will act as a major gathering area for the festival with many activities occurring in it. It will enable the festival to grow and prosper, allowing further growth and development. It will act as the hub for all the city parks located on the river system linked by the river greenway system. It will become the hub of the city itself.
Past History

Fort Wayne actually began as Fort Miami, an outpost for the U.S. Army in 1794. The city's three rivers, the St. Mary's, St. Joseph, and Maumee, served as a major transportation route. The meeting of the rivers became a very important geographical area, allowing either passage to the south via the St. Mary's, Wabash River, Ohio River or to the northeast via the Maumee to Lake Erie.

In 1830 the construction of the Wabash and Erie Canal, the world's longest canal, transformed Fort Wayne the fort into Fort Wayne, the city. The population grew from 300 residents in 1829 to 2,080 people in 1840. Columbia Street (now the Landing) and Water Street (now Superior) flourished as the commercial centers of the city. The courthouse square (position of today's courthouse) was opened by the city's first council with a parade and banqueting, and the center of Fort Wayne became the official gathering place for the citizens and the seat of the city's affairs.

In the 1850's, railroads moved westerly and reached Fort Wayne; the transportation business quickly moved from the rivers and canals to this new and more exciting scene along the train tracks.
Industries and new businesses followed, calling for more workers and growth of the city. Factories were established and Fort Wayne boasted a brewery, a piano factory, train car company, mills, a gas light company, a cannon factory and more. At this time Fort Wayne's first newspaper was started.

Through the Civil War years, the city continued to flourish. The evolving needs of daily living along with a growing city's image developed into an intense, compact and bustling city center with grocers, tailors, shoemakers, free schools, churches, a cathedral, the city's first college, saloons and bars, land set aside for an old fort park, a municipal beach, to name just a few of the activities.

In the 1920's Fort Wayne saw itself become more heavily industrialized. The east end industrial park was opened and the city established itself as a major hard goods manufacturing center. Some of the local firms included: General Electric, International Harvester, International Telephone and Teletype, Aluminum Company of America, Magnavox, Central Soya, Falstaff, Phelps-Dodge, Bowmar, Tokheim, Fruehauf, Dana, Zollners--an
impressive list to say the least and the town began spreading out. Downtown commercial service lost attention to successful business ventures located north and south of the inner city—suburbanization had begun. The steady flow of merchants relocating to the more accessible suburban shopping centers had begun. The city center lost its vitality and pulse of excitement. Soon people weren't travelling to the inner city, they were travelling through it to points located outside of it.

Fortunately, several of the city fathers saw this rapid decline of the downtown area and began improvements and plans to rectify the situation and a downtown revitalization plan was adopted.

Following is an impressive list of developments located in the inner city that has, and in the future will, spark great interest towards the downtown area.
### SUMMARY

#### Completed Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Total Investment</th>
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<tbody>
<tr>
<td>One Summit Square</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>Embassy Theatre Restoration</td>
<td>1,320,000</td>
</tr>
<tr>
<td>Holiday Inn Downtown</td>
<td>5,000,000</td>
</tr>
<tr>
<td>Civic Center Parking Garage - 1</td>
<td>2,700,000</td>
</tr>
<tr>
<td>Renovation of Landing</td>
<td>150,000</td>
</tr>
<tr>
<td>Senior Citizen Center</td>
<td>1,955,000</td>
</tr>
<tr>
<td>Edsall House</td>
<td>3,500,000</td>
</tr>
<tr>
<td>Journal-Gazette Building Restoration</td>
<td>1,200,000</td>
</tr>
<tr>
<td>Plant Conservatory</td>
<td>5,750,000</td>
</tr>
<tr>
<td>Art Museum</td>
<td>3,300,000</td>
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<tr>
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<tr>
<td>Calhoun Street Mall</td>
<td>3,950,000</td>
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**Total Completed Projects** $81,425,000

#### Projects Under Construction

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated</th>
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<tbody>
<tr>
<td>Centrium</td>
<td>19,100,000</td>
</tr>
<tr>
<td>Alley Mall</td>
<td>8,600,000</td>
</tr>
<tr>
<td>Civic Center</td>
<td>10,000,000</td>
</tr>
</tbody>
</table>

**Total Projects Now Under Construction** $37,450,000

#### Projects Now Being Financed

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated</th>
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</thead>
<tbody>
<tr>
<td>Mid Town Office Building</td>
<td>5,200,000</td>
</tr>
<tr>
<td>Civic Center Hotel</td>
<td>19,000,000</td>
</tr>
</tbody>
</table>

**Total Projects Now Being Financed** $24,200,000

**TOTAL ALL PROJECTS** $143,325,000

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Completed Projects

PROJECT
One Summit Square

DESCRIPTION
This was a private development of the Corporate Headquarters for I & M Electric Company and People's Trust Bank of 350,000 square feet. This project is a major cornerstone for the downtown revitalization. The construction of One Summit Square was predicated upon the City's providing a parking garage.
(Phase I Civic Center Parking Garage)

INVESTMENT
$50,000,000

PROJECT STATUS
Completed in 1981

PROJECT
Embassy Theatre Restoration

DESCRIPTION
The embassy Theatre is a historic landmark theatre which was originally constructed in 1928 with a seating capacity of 2,700. It has been completely restored to its original condition through exhaustive volunteer efforts as well as financial contributions from the Redevelopment Commission and the City. The Theatre serves as the focal point of many cultural & entertainment activities and will serve as the auditorium for the new Civic Center complex.
INVESTMENT

$1,320,000

PROJECT STATUS

Theatre restoration completed. Private redevelopment of adjoining hotel is pending.

PROJECT

Holiday Inn

DESCRIPTION

This project was the complete renovation of a hotel that had previously been vacant for five years. The project culminated in a first class facility in the Central Business District and has become the focal point of a number of activities in the downtown area.

INVESTMENT

$5,000,000

PROJECT STATUS

Completed in 1980.
PROJECT
Civic Center Parking Garage, Phase I

DESCRIPTION
The first phase of the Civic Center Parking Garage complex was developed by the Redevelopment Commission and the Board of Works to provide parking for One Summit Square. Through negotiations, the developer of One Summit Square committed to build in the Central Business District provided that the City would provide the required parking. The garage currently houses 435 spaces and is totally leased.

INVESTMENT
$2,700,000

PROJECT STATUS
Completed in late 1980.

PROJECT
Renovation of Landing

DESCRIPTION
This was a cooperative effort between the City and property owners to restore the downtown area's most prominent historical street. The project entails new street construction, new sidewalks, new street lighting and tree planting.

INVESTMENT
$150,000

PROJECT STATUS
Completed in 1978.
PROJECT

Civic Center Parking Garage, Phase I

DESCRIPTION

The first phase of the Civic Center Parking Garage complex was developed by the Redevelopment Commission and the Board of Works to provide parking for One Summit Square. Through negotiations, the developer of One Summit Square committed to build in the Central Business District provided that the City would provide the required parking. The garage currently houses 435 spaces and is totally leased.

INVESTMENT

$2,700,000

PROJECT STATUS

Completed in late 1980.

PROJECT

Renovation of Landing

DESCRIPTION

This was a cooperative effort between the City and property owners to restore the downtown area's most prominent historical street. The project entails new street construction, new sidewalks, new street lighting and tree planting.

INVESTMENT

$150,000

PROJECT STATUS

Completed in 1978.
PROJECT

Senior Citizen Center

DESCRIPTION

The Senior Citizen Center was built in 1977 by the City of Fort Wayne to serve as a community center and focal point for activity of Fort Wayne's Senior Citizens. The Senior Citizen Center was developed in conjunction with the Edsall House Senior Citizen's Housing Complex.

INVESTMENT

$1,955,000

PROJECT STATUS

Completed in 1977.

PROJECT

Edsall House Senior Citizen Housing Complex

DESCRIPTION

This is a 203 unit senior citizen housing complex developed by Gene B. Glick of Indianapolis as a HUD Section 8 project. The Edsall House Complex was built in conjunction with the Senior Citizen's Center.

INVESTMENT

$3,500,000
PROJECT STATUS

Completed in 1979 and fully occupied.

PROJECT

Journal Gazette Building

DESCRIPTION

The Journal Gazette building is being restored as a first class office space by a private developer. The building is being restored to its original condition and is a prime example of Fort Wayne's rich architectural heritage.

INVESTMENT

$1,200,000

PROJECT STATUS

Completed in 1982.

PROJECT

Plant Conservatory

DESCRIPTION

The Conservatory project is the construction of a two (2) block long permanent botanical display of plant life from around the world. The Conservatory is the only known facility of its type to be located in a Central Business District in the entire country. It is expected to have a dramatic impact on not only the aesthetics of the downtown area, but also have a driving attraction to the downtown area.
INVESTMENT
$5,750,000

PROJECT STATUS
Completed in mid 1983.

PROJECT
Art Museum

DESCRIPTION
The new 30,000 square feet Fort Wayne Art Museum will house a collection worth in excess $1,000,000 and was constructed totally through private donations.

INVESTMENT
$3,300,000

PROJECT STATUS
Completed in 1983.

PROJECT
Civic Center Parking Garage Phase II
DESCRIPTION
Phase II of the Civic Center Parking provides 600 spaces to meet the parking needs of the Civic Center, the hotel, the plant conservatory, the Embassy Theatre, the Alley Mall, as well as additional parking needs in the downtown area. This garage ties in directly to the Phase I garage and will eventually have a connecting crosswalk to the new hotel.

INVESTMENT
$2,600,000

PROJECT STATUS
Completed in September 1983.

PROJECT
Calhoun Street Pedestrian/Transit Mall

DESCRIPTION
This is the reconstruction of seven (7) blocks of Calhoun Street (the main downtown commercial street) to improve the integration of the public transportation system with downtown activities. The project includes a two (2) block transit mall for buses only and two (2) off-street facilities for transferring bus passengers.

INVESTMENT
$3,950,000

PROJECT STATUS
Completed 1983
PROJECTS NOW UNDER CONSTRUCTION

PROJECT
Centrium

DESCRIPTION
The Centrium is the proposed development of a currently vacant 240,000 square foot department store into a dramatic office and retail complex that will involve two (2) phases with a total of 400,000 square feet of office and retail area, in conjunction with parking facilities.

INVESTMENT
$36,000,000

PROJECT STATUS
Expected UDAG approval December, 1982 and construction to start Spring, 1983. Completion date for Phase I, Fall, 1984.

PROJECT
Alley Mall

DESCRIPTION
The Alley Mall is a unique proposal for the development of an enclosed retail and office complex utilizing existing buildings and a network of interconnecting alleys. This project will allow for the reuse of over 200,000 square feet of currently vacant space in the middle of the downtown.

INVESTMENT
$8,600,000
PROJECT STATUS

Public sector financing currently being finalized. Architect being selected and anticipated start, Summer, 1983.

PROJECT

Civic Center

DESCRIPTION

The Civic Center will be a 95,000 square foot meeting and convention facility to be constructed in the heart of Fort Wayne's Central Business District. This project is the key to a number of downtown revitalization projects and is expected to draw many people into the downtown area as well as cause spinoff development.

INVESTMENT

$10,000,000

PROJECT STATUS

Construction to begin early Spring, 1983.
Completion Summer, 1984.
PROJECTS NOW BEING FINANCED

PROJECT
Mid-Town Office Building

DESCRIPTION
This project calls for the construction of an 80,000 square foot office building to be located immediately to the West of the City-County Building.

INVESTMENT
$5,200,000

PROJECT STATUS
Currently under construction.

PROJECT
Civic Center Hotel

DESCRIPTION
The construction of a first class 250 - 300 room hotel is currently proposed immediately adjacent to the Civic Center. The hotel will be constructed by a private developer and serve as a focal point for increased downtown traffic and activity.

INVESTMENT
$10,000,000
PROJECT STATUS

Project to begin construction late 1984/early 1985.
As one reads through the list of these impressive developments it can be seen that there had to be and was a great deal of planning to see such projects become reality.

What is beyond 1984-85? It can be said that there are some goals in the planning stages of development. A river greenway system has been undertaken which will most certainly make the rivers edge more accessible; but this occurs on the northern edge of the river system, not the city side edge.

A feasibility study has been directed towards the "thumb" area of the city (one of the major concerns of this study). Such development along these lines can only substantially improve the inner core of the city.

And this brings me to the basis of this thesis, the study of the "thumb" area and the interaction of the area with the urban core and the interaction with the linear element existing in the elevated rail track system.
The following text is an investigative design approach studying the areas that I have mentioned.

Urban Study

First of all, before an in-depth study takes place a proper understanding of the area at hand must be obtained. Through the use of such base map data a very real understanding of the area is achieved. In the following pages an in-depth urban analysis is presented.
offices

FESTIVAL PLAZA
FORT WAYNE, IN.

architectural thesis
1984
industrial/warehouse

FESTIVAL PLAZA
FORT WAYNE, IN.

architectural thesis 1984
governmental/cultural
project goals

- To preserve and promote the natural beauty of the river system and the connection of this system with the urban center of Fort Wayne.

- The promotion of an integrated shopping entertainment and recreation area for visitors and the people of the city to the end that public welfare will be promoted and advanced through the preservation of property values and the resulting benefits to the economy of the city flowing from promotion and maintenance of Ft. Wayne as a leading attraction for tourists and visitors.

- To act aesthetically toward the current thrust of development in the urban core and to extend this thrust to the rivers edge with full acknowledgement of the natural and environmental aspects of the area.

- To bring the rail system in touch with the urban fabric.

- To bridge or link the urban core with river.
To develop the area north of the "tracks" into a suitable area that respects both the river (environmental/recreational) and the urban core.

To provide an urban continuation to the river-front

To provide a smooth transition from rivers edge to urban core

The integration of river/park/greenway into this new extension of urban fabric is essential - this will be achieved through vistas, views, architectural elements, integration of green-space and water onto the site.

Utilization of rail system in this continuation of greenway

To utilize the rail in a commercial retail fashion that ties the city together in a cohesive way on an east west axis.
To dissect a particular "piece" of the rail and fully develop it with the before mentioned concepts that actually link the two sides of the rail together.

To tie independent elements that occur along the rail together in a way that adds cohesiveness and vitality to downtown Fort Wayne as a whole.
Historically, Fort Wayne urban center has been located south of a major dividing line which bisects the urban area into two distinct entities. This division first took shape as the Erie and Wabash Canal, completed in 1843. The urban "wall," today takes shape in the form of an elevated rail system. Urban development has occurred south of this rail system thus a strong barrier has been reinforced further by development.
Located north of the rail system is a series of river systems, St. Mary's R., St. Joseph R., and the Maumee River, which all converge upon each other very near the urban core of the city. Integration of this water system into the urban core has not occurred, and such integration is further troubled by strong barriers such as the rail system and developments bordering it.

Looking back, the barrier (rail) was essentially a linear one but one which could be easily bridged (speaking of the canal).

In recent times the canal has been filled and the elevated tracks or rail system has taken its place. The rail system now creates a visual as well as a physical barrier identifying what potentials exist beyond the rail system. It is one that brings about great excitement. The value of such a piece of real estate, located so close to the urban core that has a metropolitan population of nearly 300,000 people is very high to say the least. The aesthetic values of such a property as well as
THE MONETARY VALUES ARE VERY
MUCH A SIGNIFICANT ISSUE TO
THE PEOPLE OF FT. WAYNE.

WHEN CLOSELY EVALUATING THE
GROWTH OF THE URBAN CORE
ONE CAN SEE THAT A SOUTH
to NORTH THRUST OF DEVELOP-
MENT IS TAKING PLACE. THE
MAJOR THRUST OCCURS ALONG
CALHOUN STREET WHICH TERM-
INATES AT THE RIVERS EDGE,
NORTH OF THE URBAN WALL.

SINCE THE THRUST OF THIS
NORTH-SOUTH DEVELOPMENT
MAKES CONTACT WITH THE
ELEVATED RAIL SYSTEM IT EXPANDS
OUTWARD ALONG THE RAIL IN AN
EAST-WEST FASHION.
The major problem occurs at the urban wall, "how to bridge it," is the major question. How to visually penetrate the wall and how to physically penetrate it as well are also major questions. There also is a problem with the "wall" becoming a physical entity of the existing urban fabric. These are the major questions at hand.

The remaining questions are what architectural statement should occur beyond the "wall"? What architectural development will add to the vitality and integrity of the city? What statement and development will ensure a link to the river systems to the near north? What will bring the two together as one whole. These questions must also be answered. Also the general character must be looked at as a whole and respected and the design must radiate this character. One must also ask in what was will these architectural statements affect public welfare and aesthetics.
PRELIMINARY DESIGN THOUGHTS.

* Public facilities situated on river's edge — utilize all potential amenities especially the rivers and views to them.

* Expansion of river greenway system to southern borders of the rivers -- links to the city.

* A network of river-walks that act as flood protection integration of vegetation to both solidify and beautify river edges.

* Amphitheater to act as levy while in non-flood times as gathering spot on river's edge — oriented so that uses come from

A possibility to utilize the old site of the Erie Canal.
Both sides of the river can occur. Situating the theater at the northern edge of the "Thumb" area will allow views from across the river. Lawton Park is situated here—a natural green space that is very well maintained.

* Opportunity to bring water into Thumb area. Diversion of river water so as to create ponds and bodies of water throughout the site.

* The river greenway system should be utilized and respected.
A link with Old Fort Wayne which is directly across the river from the Thumb area that now exists should remain. A careful study of the area may provide insight into what actually occurred on the site in early times — references to this past history has strong potential in relation to theme park ideas.

A major problem of this area will be flood control. Structures situated within the flood plain must be flood proof or have the ability to withstand flood waters. A good example of this is the use of the Amphitheater which acts as a flood protection device in high water times and as a recreational facility in normal periods of river depth.

A loop system may be set up to link the Thumb area with the downtown area. This loop could run along Calhoun and Barr Street. Trolley’s may be a potential mode of travel.
BORDERING THE "THUMB" AREA THERE EXISTS MANY POSSIBILITIES FOR IMPROVEMENTS AND INTEGRATION INTO THE AREA ITSELF.

THE VALUE OF THIS "THUMB AREA" IS INCREDIBLE WITH PROPER DEVELOPMENT THE DOWNTOWN CORE WOULD PROSPER INCREDIBLY FROM THIS DEVELOPMENT.
THE ARCHITECTURE FOR THE THUMB AREA.

- The building types which will be developed for the site should:
  1/ provide an identity for the Thumb Area.
  2/ provide an identity for Ft. Wayne.
  3. attract people to the downtown area at all times of the day and evening.
  4/ public building status to attract all of the city.
  5/ should wisely incorporate landscaping and utilization of the river system.

6/ should recognize the need for a mass transit system which operates directly from nearby areas.
   Perhaps the area for a trolley car system could become a pedestrian mall or perhaps a limited traffic area, but it should be said that the space will be designed by and for pedestrians.

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A river walk system on the south end edges of the knaps, could possibly act as both recreational and protective element. A dual function.

Perhaps a series of retail shops that would be located along the river walkway system and running into the building, give stairs or escalators that you can climb up to the first floor which has found uses directly within the structure that will have to be considered accordingly.
CONSTRUCTED OUT OF CONCRETE OR SUSPENDED DECKS ON PILES MADE OF PRESSURE TREATED HARD WOODS THAT ACT AS DIAPES COULD PROTECT THIS AREA.

*LOOK AT EXISTING EXAMPLES: CINCINNATI, DAYTON, PITTSBURG, NEW ORLEANS.

THE CONCEPT THAT THE FILL EXCAVATED FROM THE OLD CANAL SITE COULD BE USED FOR FILL ON THE SITE.

FESTIVAL PLAZA  FORT WAYNE, IN.
architectural 1984 thesis
The river acts as the physical barrier which separates the city users from the city itself or more simply put the residential from the urban.

Lunden Park, north of the river, acts as a transition upon entering the river area. This park or greenway concept should continue along the river's edge.

Utilize the river system to attract, distribute, convey, transport the users or potential users. The idea of expanding the river system to the exterior portions of the city to bring in and attract people (users) to the interior urban environment.
LINEAR DEVELOPMENTS ALONG SIDE THE RAIL SYSTEM.

The configuration or shape of the architectural development will not take the commercial retail shape or follow the structural bay system which commercial retail is inaugurated by the rail system.

But can one ignore the strong implications which lie within the structural bay system of the rail I don't believe so. There exists strong possibilities that this system is extended and interpreted in a

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What is it that makes the site take on increasing importance to the river.
The historic value of the river.
The gateway to the city which is created by Clinton Street (with its vehicular congestion) when crossing the river and turning to the city.

River acts as a barrier from the outside to the city. A transition is needed to the city. The river creates a feeling of arrival.
VEHICULAR PENETRATIONS

The very fact that Clinton Street bisects this proposed area of development adds another visual physical barrier on the site. Treatment of land forms very near this barrier is essential.

A depression of the actual pedestrian walk, which runs parallel with the vehicular route, that has a small berm & soil shielding it from the route both visually and physically, and audibly.

The creation of vistas along this route will also take one's senses away from this route - also a sense of security permeates from a situation as this.
• The integration of river/park/greenway into this new extension of urban fabric is essential. This will be achieved through the use of vistas, views, architectural elements, integration of green space and water into the site.

• Utilization of rail-system in this continuation of greenway should be investigated.

• To develop the "links" that need to exist in order to bring together both sides of the rail system. One of these links will most certainly exist at Fremian Square.

• To develop a node at the "tip" of the peninsula and smaller nodes placed throughout the "peninsula" to enable and promote foot pedestrian movement.
Levels of Transportation

- **Road level** - below street level, views to the city and very good ventilation from street level.
- **Street level** - most traffic moves here, both pedestrian and vehicular.
- **Rail level** - chance to develop existing rail system into potential people-moving system in/out and only.
- **Bus level** - use of rail system as an upper deck space, direct pedestrian walkway.

Hill to the left of the level system.

Maps of lines that contribute to the overall movement of the city.
* Problems exist with the absence of sunlight due to shading from buildings.
* Must create space that feels off and "punch" of buildings (were originally the fronts of buildings which faced onto the canal).
* Create linchpin block to block -

* Problem exist with the bridging and Calhoun and Chilton streets.
* Create canal level street which acts as this connector of blocks.
* Looking at 2 levels of circulation (possibly)
* street level and rail level.
* What are the possibilities of B & O moving out of Downtown Fort Wayne?
* How busy are the tracks today?
* What links if any do the perform? Chicago - Buffalo?
* What are possibilities of hooking up with New Lenox?
* What are possibilities of tracks being utilized elsewhere in the city - Blue line, Penn Central line.

FESTIVAL PLAZA
FORT WAYNE, IN.
architectural 1984 thesis
The areas at which the "rail plaza" interact with the major north-south vehicular routes will be a major location as a feeder to the plaza as well as a major area of concern as to how pedestrians will negotiate such vehicular traffic. One such solution would be a series of pedestrian foot bridges that would span major vehicular routes - mainly Calhoun Street and Clinton Street.

Penetration through the rail could occur at this point also. Problem exists through

*Possibility & Circulation

The diagram

Utilize this barren barren lot as a Burke with the lending and the railway plaza.

Festival Plaza
Fort Wayne, IN.

Architectural thesis 1984
Much study must be undertaken just to see what will be the most feasible, aesthetic, and functional way to get pedestrians across Calhoun and Clinton Streets.

- Possibility to stagger traffic flows so as to promote foot traffic to both sides of street.

- Is a simple pedestrian footbridge the most practical way to get people across the busy intersection?

- Is the most feasible solution simply keeping the pedestrians on the street during peak traffic hours, simply allowing people to cross the vehicle tracks by foot.

FESTIVAL PLAZA
FORT WAYNE, IN.

architectural thesis
1984
To keep the railway plaza continuous, there must be a continuous mode of foot traffic between the landing and the Culture area to the East.

Problem areas exist at Calhoun and Clinton Streets.

A possible means is the adaptation of the plaza extended onto the streets (Calhoun & Harrison).

Putting pavers on the vehicular routes at crossing intersections to differentiate between the two allowing the motorists to be warned by paving elements as well as signage and speed limit.
With the recent development and revitalization of the urban center, many questions about the future of Fort Wayne arise. As one looks closely at recent development, a strong urban thrust exists on a North-South axis bordered by Calhoun St. on the West and Clinton (and in some cases, 1 block East of Clinton) on the East. With a multiple-set development existing along main street, bordered by the Norfolk and Western Elevated track system. This multilevel evidence of the thrust being completely shut-down and lifted. What exists beyond this rail system, this urban wall at some spots is perhaps the most valuable piece of real estate in the down-town area. Beyond this wall exists a...
The fact that this natural amenity exists so close to the urban center (it is actually located within the urban center) presents a possibility unforeseen by the people of Fort Wayne.

• Views: onto the rail phase should be made up of many experiences such as the "promenade," the long vistas which have short distance goals that are easily within visual reach and contact; these visual contact points should "play" on the east-west axis as well as axis, set up with shops and "people places" that should produce results on several axis.

FESTIVAL PLAZA
FORT WAYNE, IN. architectural thesis 1984
Fort Wayne's downtown has become a recent developer's paradise. With the construction and development of Summit Square, the Convention Center and its adjoining hotel, the Botanical Gardens, Calhoun Transit Mall, new offices located south of the landing, and the new Centrium office building, the Alley Mall along with recent developments adds up to new potentials for Fort Wayne.

But...
Who will utilize these new developments?

- Who and what will be the people generating for the downtown area?
- What recreational values have been added to the downtown area?
- What link with the river has been developed?
- What link with recreational/park has been developed?

- What has been said of the urban park being created in the urban center of Fort Wayne?
- What has been said of the railway system at all?

- What has been said of this railway system being the catalyst for future development to the river's edge? The opening up of this real estate to the north bordered by the rivers