DESIGN SOLUTION

spatial characteristics

The Courtyard
Located between each pod is a small courtyard that would provide visual relief between the interior spaces. It would be accessible from the main level as an intimate sitting space for employees or performers.

The Dressing Room
Located on the second level, the Dressing Room would occupy the 'pod' above the rehearsal hall. It would contain individual as well as communal dressing areas. Direct access to the stage would be provided by the stairway immediately adjacent to the area.

The Accommodations Wing
Located on the third floor, each 'pod' would contain four rooms holding two people each. The rooms could be used by traveling musicians, guest performers, or small performance groups as an added convenience.

The Amphitheater
As presented in my computer design, a dual purpose stage opens in the rear to an outdoor amphitheater. Informal seating would occur along three terraced lawns. The fountains which cascade along the west promenade would flow into a small interactive pool that runs along the rear of the amphitheater. Boulders form along the pool and could be used as seats during a performance or by adventurous children who like to climb them.

The Sculpture Garden
One additional idea was to create a sculpture garden in the same area that the amphitheater would be located. The garden would terrace down to the canal and provide areas for seating, plantings, and sculpture. The fly tower would become a backdrop for a dynamic fountain which could cascade along the sculpture garden and into the canal.
FINAL SOLUTION

entry facade

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FINAL SOLUTION

view to bell tower

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A.25
FINAL SOLUTION

amphitheater from canal front
FINAL SOLUTION

view to gallery and main street plaza from 331

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FINAL SOLUTION

performing arts center from east

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(redeveloping a post-industrial downtown)
FINAL SOLUTION

piazza from above

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FINAL SOLUTION

gallery detail

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A.30
FINA L S O L U T I O N
interior view to gallery from foyer

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FINAL PRESENTATION

massing model

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A.32
FINAL PRESENTATION

massing model

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PERFORMING ARTS CENTER
SECTION THROUGH AUDITORIUM
SCALE 1"=20'
PHOTO CREDITS

1. The Centre Pompidou, Richard Rogers and Renzo Piano

2. Berkowitz-Golds House, Steven Holl
   Yuko Fujigawa, GA Architect N. Steven Holl. 1993

3. British Pavilion Expo 92, Nicholas Grimshaw

4. Emery Performing Arts Center, Morphosis

5. Bright and Associates, Frank Israel.

6. The Greek Agora
   Rehband Center: Multi-Use Architecture in the Urban Context. 1985

7. Bricklayers Arms in London, David Richmond & Partners
   Alan Phillips: The Best in Mixed Use Development and Design. 1995

8. Thames Water Headquarters in London, Terry Farrell

9. David Waterloo Railway Terminal, Nicholas Grimshaw

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APPENDIX

A Little Added Bonus Extraneous Information About Jamie's Evolving Process

"Architecture can not be taught, only discovered."

J. C. R. Lick

When I began my thesis year, I struggled with what it was exactly I wanted to research. I did not know precisely what the issue was that seemed worthy of devoting an entire year to answering. One thing I knew for sure, I wanted to deal with housing in some way.

The thesis focus I had has always been housing, but has changed drastically. Just to clarify things for you, I did not know I would be getting involved with an interdisciplinary thesis, and was intending to create a more detailed look at a specific home.

However, my thesis focus of residential looks at a home as merely a means to allow people to be downtown and near the riverfront at all times, as well as, a way of improving the quality of life in a small town. The end focus shifted to urban design issues, mainly as merely a portion of the larger group work, and as James Howard Kunstler states, "The front of a house has no meaning, except as a relationship between two places."

ST. JOSEPH IRON WORKS
REDEVELOPING A POST-INDUSTRIAL DOWNTOWN
Architecture, through my eyes, is a great gift to people. It provides a means by which dreams can come true, a space for memories to occur, a chance to express one's self. In no way can these powers be harnessed so that their effects are seen more directly than in the creation of one's home.

It was at this point early in the semester that I began researching housing in various contexts in several Urban Planning classes while beginning my minor. I learned to really appreciate what housing meant in various contexts, and how the housing created represents a piece of society at that moment in time.

The biggest issue I saw was what appeared to be a “housing gap” in existence today. The look of our current housing stock is very outdated with respects to who will ultimately live within. The quarter-acre lots with the attached garage and the private drive surrounded by a white picket fence for Mr. and Mrs. American Whitebread, in a sense suburbia, was a reaction to the situation which existed in this country following World War II. The baby boom years saw the largest projected rise in families that this country has ever witnessed, hence the baby boom. The social acceptance of the American family was at its peak, women were traditionally still in the home (not to be served, just the facts) and raised the kids. Divorce and unwanted pregnancies were not looked upon favorably. As a result, families occurred. As soldiers returned from war, families and homes sprang up everywhere. What this country needed was many many homes as quickly as possible, and it has never stopped.

We live in a society today which is much more complicated. To begin, social acceptance has made leaps and bounds in all directions as to what is and is not accepted. As a result, the variety of households is much more intricate than the 1940s. Our housing market is much more diverse and complicated to plan for than we can keep up with, however, we still dominate our markets with the suburban ideals of those post-war times. Our markets are no longer dominated by families with children, but instead by single people and single-parent families. This means several things to me: simpler homes are desired, a greater flexibility in types are needed, proximity to support services is needed, smaller households, and more of them.

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redeveloping a post-industrial downtown
Following is a research paper I completed in my earlier research. I offer this in order to familiarize you with the body of knowledge I began with, as well as, present some facts which support my arguments for community and neighborhood design ideals and values as the theme went on.

What follows is a summarized and brief account of some of the research which I found to be absolutely invaluable in the conclusion of my thesis work. They are as follows:

The Path to the Housing Gap of Today
My research paper at the outset of the project which allowed me to understand the value of a changing society and the effects of housing on them.

"The Street, the Block, and the Building"
An essay written by architects Molecules and Polyglot about the New Urbanism Movement. This was my introduction to this new paradigm in architecture today, and really made me question how we approach community design today and in the future for the good of our towns. Annotated notes are supplemented by sketches of the main objectives for each section.

Abundance Principles
New Urbanism's "Bible" of principles. Know them. Learn them. Love them.

Final Thought...
Please read a book entitled *The Geography of Nowhere* by James Howard Kunstler, a newspaper journalist for the *New York Times*. You have probably noticed that he is referenced and quoted throughout this book by members of the entire team. It is just that the man makes so many great points, you can put them all into your book. This is perhaps the best design book I have ever had eyes upon. His knowledge and explanation of the built environment over time is simply staggering. Get it!
Appendix

James Cole Lake

The path to the housing gap of today
In 1949, while experiencing the ever-growing housing difficulties of a post-war America, the United States Congress passed the Urban Renewal Act. As it was stated, this landmark legislation took a vital step toward "The realization as soon as possible of the goal of a decent home in a suitable living environment for every American family." Have we come to this realization? I believe not. Furthermore, I believe it to be an impossible task given the current direction of the housing market today.

The world has changed so dramatically in the past forty-five years, and we can safely say that we live in better housing than the time of the needs of the Urban Renewal Act, however, the number of Americans who experience problems with finding adequate housing has changed very little. (Frank 1991). As a country who prides itself in its capabilities of forging ahead, why is it then that we can not seem to even grasp the problems of this country's housing? Perhaps it is because our definition of adequacy has changed dramatically over the past several decades. In addition, we truly have not come very far in this century in terms of realizing the actual needs of an ever-changing and complicated housing market. Similarly, it seems almost ridiculous that there exists only one traditional owned housing type, the detached home, whose standardization simply can not provide for the needs of such a diverse group of users.

The difficulty with the broad statement of the Urban Renewal Act of 1949 is that it, although not explicitly and perhaps not intentionally, makes assumptions as to what the "American Family" is comprised of and what is meant by a decent home and suitable living environment. I believe we can take it as fact that the housing we have seen as an immediate response to this enactment is merely the commonplace suburbia which has sprawled across our landscapes from our cities.

Our suburban identity of "dumped out" single-family dwellings creates the misconception that our country is in need of a seemingly endless mass of a standardized square footage and layout for a uniform national family composition. In fact, it is my belief that it is this lack of diversity in the housing supply of these times which has created and intensified the complicated demands for adequate housing today.

In addition, with a seemingly homogeneous housing supply, it is almost impossible for the variety of households which comprise today's market to find housing which they consider to be "adequate." Unlike the U.S. Congress, individuals measure the adequacy of a home based on their personal needs, and independent of the masses of the entire market. This is the fundamental cause of our housing problem today: the housing market has traditionally been seen as a single commodity with a uniform composition which will have the same problems and needs which can be solved by the creation of a mass of identical detached homes repeated over and over in a suburban setting. This may have been the answer to decent homes in the past, however, those responsible for the housing supply today need to redefine its approach to not better facilitate these in search of a decent home. Today, I would define adequacy as a home which meets the needs of a much more eclectic household makeup, in contrast to the traditional family of past generations.

Unlike the housing supply which has remained fairly constant over the past several decades, the demand for housing has changed radically. This is due to several factors which have complicated the needs of those who consume housing today.
To begin with, the household composition of today's society has changed dramatically in contrast to the much more uniform makeup which existed at the time of the Urban Renewal Act. The post-war world produced the image of the traditional family which characterized the 1950s and 1960s, a married couple with young children residing in their detached home of 850 square feet. The typical American family was composed of an employed father who earned the money needed to support the family, and a homemaker wife who cared for the house and kids. Although now seen as very anti-women in light of the Equal Rights Movement, it was however an ideal setting for the single-family home. Although typical of the times, this arrangement created the illusion that there existed only one ideal for housing needs. In other words, if you desired to own a home, regardless of the makeup of your household, you had only one type of setting from which to choose. Sherry Argaman relates to this fact by examining the layout of the typical home in New Households, New Housing.

Today's demographic realities are much more complicated than at any other time in history. The traditional married couple with children comprises only 21 percent of all households while other types account for the remaining 79 percent (U.S. Census, 1983). America's 85.8 million households are still influenced by the 50.3 million families maintained by married couples. Beyond this, the fastest-growing type of household is the single person living alone which comprises 24 percent of all total households (Oxford Analytics). In conjunction with the transformation of the family composition, financial pressures today are much different than from the past. The financial prosperity of the 1950s and 1960s has dissipated for most of our families, causing greater need for both parents to enter the workforce in order to support family and housing costs. In fact, the incomes of young couples with children, the backbone of the single-family detached home market, have declined approximately a quarter since 1980 (Frank, 1991). Currently, 60 percent of married women with children are in the paid labor force, compared to 38 percent in 1950. In addition, nearly 33 percent of married women under 35 are employed (Oxford Analytics, 1986). These numbers may not be surprising to us, however, the houses we build today do not seem to respond to this clear trend of more family members working in order to afford a house which they ultimately deem as inadequate to their daily and social needs.

Similarly, with a rapidly growing market of single-person households, the only choices today are to either accumulate a massive debt, give up single status and find someone to share housing costs, or to simply rent and forfeit your right to own. In fact, only 10 percent of all households today consist of the traditional employed father, homemaker mother, and children younger than 18 (Frank, 1991). I believe that the lack of choice has much to do with the unaffordability of housing, as can be seen in the case of a single parent or single person. Also, the financial realities of our world are only intensified by a lack of housing choice which fails to offer a variety of housing suited to the needs of the family makeup, and therefore does nothing to assist in the easing of financial pressures.
Another issue which must be addressed is the social-acceptance of who is actually deserving of a house. In retrospect, the 1950's were a time of extreme prejudice and moral judgement which had in itself a conception of who was perceived as worthy of attaining a house. To begin, the times clearly accepted only one choice of marital status: if one desired to own a home, the clear path was to marry and purchase a home already created by society in the suburb. As Richard Hatch states in New Households, New Housing.

"Except for the young, failure to establish a conventional family was seen as a kind of distance from society, justifying housing deprivation."

Today, 79 percent of all homes are deemed "nontraditional", a fact that should cause us to rethink the labels we bestow on the market. With a changing societal makeup comes changes which respond to the differing requirements of each group. These "nontraditional" households have needs and desires which differ from the "desired" choice of the detached home like all others. In a complicated and eclectic world like today, society has no choice but to provide housing which responds to the needs of all household types independently and without judgement.

In today's world, there exists a multitude of households which must be independently considered as to what their needs actually are so as to make a more educated determination as to what their most adequate housing may be. This stands in direct contrast to the approach of the post-war era, which called for the rapid creation of houses for families of returning soldiers. In light of a world which changes so rapidly, and with a housing market which becomes more and more complicated and diverse each decade, we have come to a time which demands that we rethink our housing needs for today's households. A limited number of precedents have proven successful in one way or another when dealing with alternative family makeups, and we must draw upon these successes and forge ahead so as to provide more of a choice and a better way of life for all who deserve the right to a place of their own to call home.
The Street 'pattern':

a single street is always part of a network
a series of ways is interconnected in a place, or disconnected as required

the street seems to be the dividing
fact of a place as they occasionally are,
are to be "transitional areas" and
pedestrian ways...

this is done by the breakdown of scale and reach potential impact,
they either lead to or are a
possibility of a green space or a
great community space for the
people there

trees and power poles replace
sidewalks
human scale and connection is a
move environmentally responsive
street exist

the trees is a passage for people
and car
is geared for the human scale and
not that of the car
the automobile is second and
known to be the intruder to the
space, not the pedestrian

"under no circumstances should a
street be abandoned solely for the
purpose of vehicular traffic"
The Street
"Hierarchy"
Module Polytypology

Streets are treated as a system containing a need for variety and hierarchy.

Hierarchy of streets is based on vehicular load, as well as the need for pedestrian passages and spaces.

distance between intersections favor walkability of streets as opposed to car travel within the community.

this limits the car flow internal in the neighborhood and allows for a more pedestrian and occasional use of the street as primary walk or bike, walking, biking, etc.

St. Joseph Iron Works
redeveloping a post-industrial downtown
APPENDIX

James Cole Lake
Street, Block, and Building

The Street
"Figure of Plan"

Movie Projector

The character of the streets are
located on their layout in both
plan and section.

Any street today is just a
straight line used to
connect two destinations
without thought to its lasting
effect on those who live or
travel on it. It is the
environment which may
produce its most

plan

straight

linear, closed, fast,
impediment, division,
segmentation,
line of demarcation

circular

around center
slow, easy,
expanse of "pockets"

web

nest of a network
between the constituent parts,
a variety of enclosure between
The Street:  
"figure of section"  
Mode: Polycentric

The character of our streets are based on their layout in both plan and section.

Pose your mind on the simplest map of how a street without thought to the other surroundings which should occur there, the strip of asphalt has no connections of division and restrictions which can be helped by rethinking its profile in section.

Section:
- of space...
  various levels of space for both pedestrian and automobile use in the spatial organization of the street;
- of function...
  the layering of use, function, and space creates a more vivid and exciting environment in the street,
- of identity...
  section creates have identity and number needed in order to balance traffic needs with pedestrian presence and right of way.

of scale...
- scale shots accomplished by a combination of building, landscape, and design elements

of building...
- buildings along the street should be proportioned to the right of way width of the street, rather overwhelming,
- the building could overpower the street and produce one sense of feeling in section
- the street could overpower the building and produce another sense of feeling in sections.

ST. JOSEPH IRON WORKS
redeveloping a post-industrial downtown
The street "detail" Mode: Property

A typical street in the traditional sense of linearity, it gains identity through geometry where it's for
and low-traffic traffic, it is
accommodated

A narrowing block width to slow
car traffic allows a potential for better and safer pedestrian
walking, no speed, regardless or flow.

Gated areas are made for
通行 access, shape of
excess for wheelchairs,
disabled and elderly;

sidewalk change to materials is

boulevard streets make it safer
for pedestrians, removing the
planning over Than existed with
existing between,
protection buildings between
lines without pedestrian path
and safety.

street parking access as a buffer
for pedestrian against traffic,
and prevent vehicle danger to
stronger edge and definition of use.
APPENDIX

James Cole Lake
street, block, and building

The Block "size"
Should Polygons

Historically a square block of 250' x 250'

This allows for a single building or a variety of densities to exist on the block and clearly reach the edges with respect to walkability.

This size also forces parking away from the sidewalk as seen in our suburban setting due to the lack of space for a series of pedestrian driveways, parking crevices along the street edge or isolated to a single location in the center of the block.

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redeveloping a post-industrial downtown

B13
The Block "configuration"

- All sides of a block should define public space or area, which is used by all persons of the community in common.
- Complete visual of the open area, blocking the block off as a collection of personal yards and passages.
- This allows all users of the block to become aware and meet, promoting and enhancing the sense of a place for community.

- Streets, alleys, green spaces, parks, passages, etc.
- Blocks can help absorb parking and traffic loads and help keep congestion from areas, streets and drains.
Appendix

James Cole Lake
Street, Block, and Building

- Street
- Sidewalk
- Park
- Back

Street, Park, etc.

ST. JOSEPH IRON WORKS
Redeveloping a Post-Industrial Downtown
B.15
The Block
"Streetwall"
Along Polygons

There should be a careful consideration when the block is to

Bonding height and mass
progression of buildings

These lower stories produce the street corner character, shape of
the street, and provide levels
of interaction between
neighbors, pedestrians, and
residents.

The buildings should add to
the scale of the pedestrian
along the streetwall by
breaking up its overall mass
both vertically and
horizontally by use of

chimneys
shutters
balconies
shades
shingles
shutters
windows
eaves
cornices

ST. JOSEPH IRON WORKS
redeveloping a post-industrial downtown
The Block "parking"
Made HivelyJones

Parking is best along the street edge with a buffer between pedestrians and protected edges of traffic flow.

Mid-block parking may be possible in generally compatible locations on all blocks and advisable to increase access, pedestrian safety, and walkability.

Underground parking allows for a space above which may aid as a public green space or park, parking to reduced below space and out of sight.

When blocks are invariable, they should double as green spaces and buffers to protect framed spaces from the street.

Buildings should not be more than a block back for a public space of space, such as streets.

Building base should contribute to the block and be respectful to its scale and character of its surroundings.

Should be able to extend to the middle use if deemed necessary in the future.
The building "form" must reflect the values of the community in which it is located. The form should be designed to enhance the sense of place and the overall character of the neighborhood. Buildings should be designed to be visually appealing and to complement the existing architecture. They should also be designed to be functional and to meet the needs of the community.

In addition to the buildings that are part of the development, there are also open spaces that should be designed to enhance the sense of place and the overall character of the neighborhood. These spaces should be designed to be visually appealing and to complement the existing architecture. They should also be designed to be functional and to meet the needs of the community.

The design of the streets and alleys should also be considered. The streets should be designed to be visually appealing and to complement the existing architecture. They should also be designed to be functional and to meet the needs of the community.

The design of the buildings, streets, and open spaces should all be considered together to ensure that they complement each other and create a cohesive and visually appealing neighborhood.
APPENDIX

James Cole Lake

ohwattnee principles

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Redeveloping a post-industrial downtown

B.20
Ahwahnee Principles...
for resource-efficient communities

Existing patterns of urban and suburban development impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements in roads and public services, the inadequate distribution of economic resources and the loss of a sense of community. By drawing upon the best from the past and the present, we can, first, within existing communities and, second, plan new communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to the following principles.
APPENDIX

James Cole, bike
sustainable principles

Community Principles

All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to daily life of the residents.

Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

As many activities as possible should be located within easy walking distance of transit stops.

A community should contain a diversity of housing types to enable citizens from a wide variety of economic levels and age groups to live within its boundaries.

Businesses within the community should provide a range of job types for the residents.

The location and character of the community should be consistent with a larger transit network.

The community should contain a center focus that combines commercial, civic, cultural, and recreational spaces.

The community should contain an ample supply of specialized open space in the form of squares, greens, and parks whose frequent use is encouraged through placement and design.

Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

Each community or cluster of communities should have a well-defined edge, such as agricultural green belts or wildlife corridors, permanently protected from development.

Streets, pedestrian paths, and bike paths should contribute to a system of fully connected and intersecting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees, and lighting, and by discouraging high-speed traffic.

Wherever possible, the natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within the parks.

The community design should help conserve resources and minimize waste.

Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.

The street orientation, the placement of buildings, and the use of shading should contribute to the energy efficiency of the community.
Regional Principles

The regional land-use planning structure should be integrated within a larger transportation network built around transit rather than freeways.

Regions should be bounded by and provide a continuous system of greenbelt / wildlife corridors to be determined by natural conditions.

Regional institutions and services should be located in the urban core.

Materials and methods of construction should be specific to the region, exhibiting continuity of history and culture and compatibility with the climate to encourage the development of local character and identity.

Implementation Strategy

The general plan should be updated to incorporate the above principles rather than allowing piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill, or redevelopment will be allowed to occur.

Prior to any development, a specific plan should be prepared based on these principles. With adoption of specific plans, complying projects could proceed with minimal delay.

Plans should be developed through an open process and participants in the process should provide visual models of all planning proposals.
APPENDIX

James role lake
final boards
APPENDIX C

urban catalysts

In addition to the theories of good urbanism, Atlee and Logan set forth the characterizations of urban catalysts.

Adapted to describe the urban design process, catalysts may be characterized as follows:

1. The introduction of a new element (the catalyst) causes a reaction that modifies existing elements in an area. Although most often thought of as economic (investments beget investments), catalysts can also be social, legal, political, or architectural. The potential of a building to influence other buildings, to lead urban design, is enormous.

2. Existing urban elements of value are enhanced or transformed in positive ways. The new need not obliterate or devalue the old but can redeem it.

3. The catalytic reaction is contained; it does not damage its context. To unleash a force is not enough; its impact must be channeled.

4. To ensure a positive, desired, predictable catalytic reaction, the ingredients must be considered, understood, and accepted. Cities differ; urban design cannot assume uniformity.

5. The chemistry of all catalytic reactions is not predetermined; no single formula can be specified for all circumstances.

6. Catalytic design is strategic. Change occurs not from simple intervention but through careful calculation to influence future urban form step by step.

7. A product better than the sum of the ingredients is the goal of each catalytic reaction. Instead of a city of isolated pieces, imagine a city of wholes.

8. The catalyst need not be consumed in the process but can remain identifiable. Its identity need not be sacrificed when it becomes part of a larger whole. The persistence of individual identities—many owners, occupants, and architects—enriches the city.

Diagram of the catalytic process (catalytic reactions can take several forms)

(Atlee p. 77)

SJOSEPH IRON WORKS
redeveloping a post-industrial downtown

C 1
APPENDIX C
urban design objectives

Considering the concepts of urban catalysts, authors Wayne Alloe and Don Logan define the values of good urbanism, which our group tried to accommodate:

"We do not argue with existing European-based concepts, in fact we recommend, pragmatically, adopting many European urban values. But note: it is the values, not the forms associated with them, that we commend. The following values derived from European cities and European-based urban design theories constitute the givens of good urbanism, not only in Europe but in America."

1. Mixed activities are basic to cities.

2. Buildings (and the spaces they form) are natural increments of urban growth.

3. New urban growth must recognize the context provided by past construction.

4. A major goal of urban design is the shaping of public open space, including meaningful street space.

5. Streets must accommodate various forms of transit and enhance pedestrian activity and movement.

6. Transportation systems should be rational.

7. Urban places should be varied to enhance the activities associated with them—housing, neighborhood shopping, major retail, civic, and so forth.
The previous section presented Mishawaka and the Michiana area as seen through the eyes of city officials, developers, and citizens. This perspective of Mishawaka is helpful in the process of determining development opportunities. It is, however, equally important to look at the City of Mishawaka and the larger impacted areas through statistics of the population and its characteristics. A statistical analysis provides a complete view of the area. This socioeconomic overview addresses the statistical characteristics of the South Bend area of dominant influence, the South Bend Metropolitan Statistical Area, Mishawaka, and the area of Mishawaka immediately surrounding the Uniroyal Property.

The South Bend area of dominant influence (ADI) consists of eight Indiana and two Michigan counties. The Indiana counties are St. Joseph, Elkhart, St. Starke, Marshall, Pulaski, Fulton, Kosciusko, and LaGrange. The Michigan counties are Berrien and Cass. An ADI is determined by the geographic area the media of a metropolitan center encompasses. South Bend is the largest city in the ADI and thus its television and press coverage determines the size of the ADI. The ADI is important because it determines the size of a market that is served by a metropolitan center. It is important in this report because it shows the size of the population and their respective characteristics that are impacted by activity happening in the South Bend area.

The South Bend ADI population was 820,606 people in 1994 making it the second largest in the state of Indiana and eighty-fourth nationally. The population increased almost 2% percent from the 1990 census when the population was 805,288. In addition the number of households in the ADI increased over 2% percent in the same time period from 296,354 to 302,500. The household income was $37,473 in 1994 while the per capita income was $13,818. Although this is slightly below the state per capita income of $15,830 it still represents a considerable amount of money available in the area (South Bend Tribune, 1994).
Appendix D

Statistical Characteristics

The South Bend-Mishawaka Metropolitan Statistical Area (MSA) encompasses St. Joseph County. The population of the MSA, according to the 1990 Census of Population, was 247,052. The breakdown of this population is presented in the population pyramid on the bottom of this page. It reveals that the baby boom generation is now beginning to reach the 45-54 age bracket. The brackets below this are fairly consistent since they represent this boom in the birth rate in the United States between the years 1945 and 1965. This bulge in the pyramid reveals a larger percentage of people in the older age categories in the coming years as this group of people ages. The category for people under the age of fifteen reveals a higher percentage but this is mainly due to the fact that this category contains people in fifteen age categories as opposed to only ten categories for the other cohorts. All together this population pyramid does not reveal any characteristics which would be considered unusual. The population is steadily growing older as the baby boomers age and the number of women in the population is slightly higher than that of men.

The characteristics of the population of Mishawaka do begin to reveal a few interesting concepts. The population of Mishawaka according to the 1990 Census of Population is 42,608. This is an increase of slightly more than 7 percent from the 1980 Census of Population when there were 39,760 people in Mishawaka. The 1990 population is nearly 26 percent larger than 1970. The 1970 Census reported 33,512 people.
The interesting aspect of the population is revealed when analyzing the population pyramid. The most obvious characteristic is the bulge in the pyramid at the 25-34 cohort. This represents a larger percentage of people living in Mishawaka born between 1955 and 1965. There also appears to be a slight contraction in the pyramid at the 15-24 cohort. This reveals that most of the younger population are moving away from the area once they reach the age when they start to get jobs. This is a threat to the future of the city. If large numbers of young people move away from the area the population will continue to age and fail to replace itself.

Another interesting characteristic of the population of Mishawaka is the population projections. The population estimates in the year 2000 for the city range from 43,285, which would be a less than a two percent increase in population, to 45,910, which would be close to an eight percent increase. The variance is due to different methods of calculating the projections. The low projection was developed using State of Indiana estimate of statewide growth. This projection is a risky form of projection because it implies that the entire state will grow at the same rate. The higher estimate was derived using the trend extrapolation method of population projection. This is a relatively simple method for population but generally yields similar results to more complicated methods (Mishawaka 2000, p. 141). Two other methods used to project the population yielded numbers between the high and low estimates. The exponential curve projection method projected 43,623 people and the cohort survival projection estimated 43,617 people (Urbana, 1992).

These projections lead to the assumption that the City of Mishawaka will continue to grow during the next ten years. A growing population would signify that the economy of the area would increase and the necessary support services for a larger population will have to be provided for.
The housing characteristics of the South Bend-Mishawaka MSA and the City of Mishawaka reveal some interesting relationships. The City of Mishawaka contains 19,028 housing units. Fifty-six percent of these are owner occupied, 38 percent are renter occupied and 6 percent are vacant. Fifty-nine percent of the structures were built between 1970 and 1979. Twenty-six percent were built before 1939 and 15 percent were built after 1979. The median value of the housing units is $46,800. The MSA has some significantly different percentages compared with Mishawaka.

There are 27,856 housing units in the MSA. Sixty-eight percent of these are owner occupied, 26 percent are renter occupied, and 6 percent are vacant. These numbers show a considerably higher percentage of owner occupied units in the MSA compared with Mishawaka. One of the main reasons for this is the Granger area. Granger is the new suburban residential area within the MSA. Over 95 percent of the housing units in Granger are owner occupied. Although Mishawaka has the lowest percentage of owner occupied housing units, (South Bend is 61 percent owner occupied) Granger may be responsible for distorting the MSA number somewhat. The other characteristic Granger appears to distort is the median value of the housing units in the metropolitan statistical area. The median value of housing units for the MSA is $30,600. This is slightly higher than Mishawaka's median value of $46,800. The median value of a housing unit in Granger is $105,000. A simple comparison will show a large variance between Granger's value and Mishawaka value. The City of South Bend has the lowest median value at $40,300. This reveals that although Mishawaka has a higher percentage of owner occupied housing these units are generally worth more than those in South Bend.

In the South Bend MSA there were 1,489 new residential units built in 1990. (Indiana Fact Book) Of these new residential units nearly 52 percent were single family dwelling units. Forty-five percent of the new units were located in a building which contained five or more units. The remainder of the units were two to four family units. This number is significantly different from the state total. In the state 77 percent of the units built were single family homes while only 18 percent were units in structures with five or more units. This reveals a strong
New Residential Construction
Building Type

[Graph showing the percentage of single-family, 2-4 family, and 5+ family homes constructed in South Bend/Mishawaka metropolitan area for multifamily units.]

In order for a development project to be successful it is imperative that there be people in the area with incomes allowing consumption of the product. This section of the characteristic overview looks at the employment trends in the area as well as the incomes of people in the area.

The employment rate in South Bend Metropolitan Statistical Area has been relatively low over the past twelve years compared with the State of Indiana and the United States. In 1994 there were 134,900 people in the MSA labor force. Of these people only 3.8 percent were unemployed. This compares with 5.0 percent for the State of Indiana and 5.6 percent for the United States. Although the Metropolitan unemployment rate was slightly higher in 1994 at 5.8 percent, the rate was still lower than the state which had a 7.1 percent rate and the national average which was 7.5 percent.

Throughout the recent history of St. Joseph County there has been a wide range in the unemployment rate. The highest unemployment rates occurred during the recession of the late 1970's and early 1980's. The interesting trend is that for a while the unemployment rate in St. Joseph County was generally higher than the national and state averages. However, during the past decade the unemployment rate has consistently remained lower in the South Bend Metropolitan area. This can be interpreted to imply that the local economy is stronger than the state and nation translating to more and better opportunities for the local citizens.

Similar to the unemployment rate for the South Bend Metropolitan Area, the per capita income has remained stronger than the state. In 1971, the local per capita income was $8,235 (adjusted to 1994 dollars). This compares with a state average of $11,891. In 1983 the local per capita income increased to $11,246 while the state average only increased to $11,711. In 1990 the State of Indiana did gain some ground as its per capita income increased to $17,724 while the metropolitan area increased to $19,742. This strong and increasing per capita income implies the local population has money to spend on opportunities other than the basic necessities.
The MISHAWAKA ENTERPRISE

Ball State Students to Study Uniroyal Site

ST. JOSEPH IRON WORKS
redeveloping a post-industrial downtown
Different uses of Uniroyal property envisioned

By WILL MACKIE

(Uniroyal properties - Some possible uses - A summary of the plans that have been proposed)

A summary of the plans that have been proposed for the Uniroyal properties in the downtown area of Syracuse is presented herein.

The property is located on the east side of the city, bounded by Main Street, Clinton Avenue, and Onondaga Street.

The plans include the development of a mixed-use project that incorporates residential, commercial, and office space.

The project also includes the preservation of the historic buildings on the site.

The developers plan to work closely with the community to ensure that the project meets the needs of the residents and businesses in the area.

The project is expected to be completed within the next five years.

For more information, please contact the project team at (505) 555-1212.
Future use of Uniroyal site?  
Students to assess potential

BY MARILYN HUGHES

MISHAWAKA -- What could be done with the Uniroyal facility if it wasn't a factory?

Even though Uniroyal Technology Corp. still is in business downtown, Ball State University students plan to look at what could be done with the downtown facility in the future.

The students, scheduled a news conference this morning to ask for community assistance and input, according to City Planner J. Christopher Huff.

Uniroyal Technology Corp. employs about 300 people in a large, old factory on the south bank of the St. Joseph River. For at least five years, company officials have talked publicly about the need to reduce operating costs in Mishawaka.

Last month, a Uniroyal Technology official announced plans for greatly reducing the amount of space the company leases in its Mishawaka complex. Uniroyal Technology leases about 7.7 million square feet of space and has renegotiated lease terms to reduce that to 700,000 square feet.

The Mishawaka complex is owned by Uniroyal Plastics Inc., a predecessor company, which is involved in a Chapter 7 bankruptcy case. Uniroyal Technology was formed in 1992 from remnants of the bankrupt company.

George J. Zulanas Jr., vice president and chief financial officer of Uniroyal Technology, said last month there are plans to turn some of the building back to a court-appointed trustee in the bankruptcy case.

Because the fate of the building is far from being settled, the students are interested in looking at ideas for redeveloping the downtown property.

"The Ball State students chose the Uniroyal site because of a common interest in the land use problems associated with vacant or underused industrial sites that many cities in the United States face," Huff noted in a written report.
Study: Uniroyal site potential

Building is up by $14 million

ST JOSEPH IRON WORKS: redefining a post-industrial downtown
Possible future uses of Uniroyal site discussed

Penn Township is free of fire debt


APPENDIX F

charette materials

1. The City of Rochester

1. Have a map for a visual aid, maybe see the streets of Rochester.
   Blue, red, green, yellow, etc. in the left and right area, maybe you are
   so important in what people

2. What are the goals of Rochester going into the future, etc.?
   People need what you want to see in the city in the
   future.

3. What are the problems of the city? (Redevelopment plans that are not
   working the same, etc.)
   Make the plan for the problem or what you want to get out of
   them and because

4. The U.S. Business District
   What are the boundaries of the downtown?

5. Address the major streets of impact and the downtown.
   Streets, intersections, opportunities, etc.

6. What are the goals and objectives for the downtown? - 10/20/2000
   Design, sustainability, green, etc.

7. What are the values to the city, what's the city's future?
   What's the city's future.

8. How do you see the downtown connected to the town, etc.
   What's the current and how does the downtown

9. The Transportation
   What's the role of transportation on the city, etc.

   SL JOSEPH IRON WORKS
   redeveloping a post-industrial downtown
APPENDIX F
charrette materials

ST. JOSEPH IRON WORKS
redempting a post-industrial downtown
December 16, 1974

Jamie Sahn
1335 West Mockingbird
Monroe, IN 47562

Dear Jamie:

Thank you for your letter of December 9, 1974, outlining your plans to employ the industrial property in Mishawaka for your proposed glassware-manufacturing project. We are pleased to hear of the positive response from your office, City Planner Charlie Haff, and I will be happy to assist and cooperate with you. As far as I know at this time, the January 3, 1975, date is unacceptable for community meetings.

Your letter invited me to indicate my willingness to assist you. There is every hope that Seabury Technology Corporation will work on the important corporate citizen that provides more than 600 manufacturing-related jobs to our community. I would note that the proposal to change the purpose of redeveloping the facilities into offices being considered in the development area is the site.

We would consider the facilities improved for this use with the original plans. In any event, it is clear that there would be a large site that would need to be cleared of all existing buildings and infrastructure for redevelop and habitat use.

I look forward to meeting you and discussing all these matters in greater detail.

Sincerely,

Robert C. Doubleday

City Planner

City Hall - 400 East Fourth Street - P.O. Box 560 - Mishawaka, IN 46544-0560
Telephone (219) 258-1601  Facsimile (219) 258-1724

ST. JOSEPH IRON WORKS
redeveloping a post-industrial downtown
BIBLIOGRAPHY


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Building Type (if applicable):

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Proposed A. Thesis

Revised Date: 4/6/85

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