IDEAS ON COMMUNITY DEVELOPMENT IN AN INACTIVE URBAN AREA

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ABSTRACT

The main thrust of this study is stopping the growth of the inactive area around the central business district (C.B.D.) by developing a residential community in this area. This new housing would be used by the increasing white collar workforce of the C.B.D. and stop the deterioration of the existing residential areas around the inactive zone. This new housing would be higher in density than the more traditional residential communities that make up a city.

The research contains information on what is important to create a new residential community and how these elements work in an urban environment. To test the validity of the research a site has been chosen in Louisville, Kentucky to develop along these guidelines. Two basic approaches were taken in the design process. The first was to study the history and transitions that had already occurred on the site. This study was done in order to develop a better understanding of why things were done and their relevance to the present and future. Second, the basic elements of the urban fabric were studied independent from a total context to develop a vocabulary in dealing with the design problem.

The final design resulted in the production of a master plan for the site which designates basic building forms and use to the entire site. One block was also developed with considerably greater detail to demonstrate the actual possibilities of the environment.
To all who I know and all I have read both past and present. For while I take nothing at face value, everything has been remembered and therefore part of me and what I am.
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THESIS POSITION

BACKGROUND:

Most of the major cities in the Midwest were designed to function to different sets of social, economic, and technological standards than are in use today. Socially we have changed from a society of large stationary families a few decades ago to one of small mobile groups of individuals. It was once thought that it was possible for cities to expand forever without restraint, but with rising land and transportation costs, this unlimited expansion is no longer feasible. Our ever changing technology has enabled us to circle and dissect our cities with major transportation systems, often isolating areas into islands within the city. The Central Business District (C.B.D.) of the American city was once thought to be in jeopardy due to urban sprawl. Planners were afraid that the main stay of the urban center, major retail stores and small shops, were following the people to the suburbs and the enclosed shopping malls. As the major commercial and pedestrian
businesses started to move away from the C.B.D. cities began to worry about maintaining the downtown area. The most common solution to the problem was the developing of the pedestrian mall.

Fortunately about the same time that America's cities were building pedestrian malls down main street our society started to change from one of predominantly manufacturing to one that is mainly service or business oriented. Since the late fifties and through the present there continues to be more and more office or white collar jobs in this country.

This increase in white collar employees has helped to stabilize the C.B.D. since it has always been the heart of the business community. So today, as always, the C.B.D. occupies the most important real estate of the American city.

**PROBLEM:**

Most major cities in the U.S. have developed and maintained a strong C.B.D. consisting of office towers, financial institutions, and department stores. Even though the C.B.D. is a strong and active area, it is unfortunately surrounded by a ring of inactivity or a dead zone consisting of mostly parking, warehouses, and light industry all of which are intertwined and overlaid with various transportation corridors such as railroads and expressways. While the C.B.D. remains active almost twenty-four hours a day the area surrounding it is in sharp contrast, being inactive or dead almost all of the time. What is referred to as "activity" is the presence of people in any form such as pedestrian and automobile traffic, open shops and restaurants, or entertainment activities. The other side of this inactive zone is sometimes bordered by large
industrial parks but is most often bordered by housing. These neighborhoods are of various social classes and income levels. While the existence of an inactive zone poses no real physical threat next to the C.B.D., the passage through the inactive zone to the C.B.D. does tend to discourage some people from patronizing the downtown area. However, more importantly, the inactive area has a definite negative effect on the surrounding neighborhoods, causing lower property values and disrespect for one's neighborhood along the adjacent edges. This further deterioration causes an increase in the size of the dead zone and a slow deterioration of the adjacent neighborhoods. Another cause of further deterioration is that the industry and warehouses in the area were developed when the railroads were the main source of transportation. However today seventy-five percent of shipping is done by truck. Many businesses that require a large amount of shipping are moving to the outskirts of the cities where land is inexpensive and interstate access is easy. By taking the few remaining workers in the area with them, the leaving industry have deprived the area of its last "active" inhabitants, allowing the inactive area to slowly turn into nothing but parking, storage, and abandoned railroad lines.

POTENTIAL:

This inactive zone is not without hope. Our ever changing society has provided us with needs that can be met through the redevelopment of this dying area. The children of the postwar baby boom are now the main working force of the C.B.D., commuting regularly into the heart of our cities. Fortunately these people are
beginning to realize that our
downtowns are not "dangerous"
and "dirty" as they were taught
in their youth, but rather fun
and full of life.
The increase in the C.B.D.'s
work force and their positive
attitude toward urban life has
created a need for a middle to
upper-middle class housing
community near the center of the
city. This housing community
can be the catalyst to spark
life back into an area that has
none. A spark can only be
generated if the right catalyst
is placed among the existing
materials. The same is true of
bringing life to the inactive
zone. A housing community must
be designed with sensitivity to
both its users needs and its
surrounding districts in order
to be a success. I do not refer
to housing as a housing
community that is typical of
today: secluded, cut off from
the city, catering to the
automobile rather than the
pedestrian; but I refer rather
to a housing community that
relates to the city intermixed
with small businesses,
pedestrian traffic, and public
spaces.
There are almost an infinite
number of factors that could be
taken into consideration in the
designing of a project of such a
major scale. In organizing these
factors a designer ranks their
priority and importance
according to his or her own
beliefs and morals. Even though
I believe that a good architect
never ignores anything that even
remotely relates to his or her
design, here by focusing on
social factors I have made a
research decision to ignore some
others such as zoning laws,
economic feasibility, and
political ramifications.
The priorities of my research
are developing a sense of
community, connecting the
central business district with
the rest of the active parts of
the city, and introducing a
catalyst of life into an
otherwise dead zone. There appears to be a greater desire for a "sense" of neighborhood and community among today's society (young, middle class, white-collar workers) due to mobility, causing the lack of nearby family and neighborhood ties. I have explored what is needed to create an environment that will evoke unity and pride among the persons that work and live in the neighborhood. I have proposed here a solution that will link the central business district with outlying communities. This rejoining is accomplished by blending into the urban fabric at both extremes of the dead zone, not by blending the city into a homogeneous texture, but rather into an environment of a variety of textures. The north end consisting of dense commercial activities and the south end containing predominantly residential structures.

When I speak of a "catalyst of life", I mean to say that if the results of my exploration were implementated, they could bring new life to the dead rings of our cities by starting new trends in urban development and create new edges of urban growth. The life that I propose to introduce into this inactive area is both human and economic, human in the people that will inhabit this area and economic in the money that it will bring back to the area in both revenue and land values.

What I have done has not resulted in a specific building but rather an urban design for the test site and a kit of parts for redeveloping an urban dead zone. This design includes a number of layers of design development, such as housing, commercial space, and traffic patterns. For instance pedestrian circulation is developed to one level of complexity and the housing units are at another.
PROGRAM

To test the results of the research community district has been designed to provide housing close to the C.B.D. This district will link the outlying communities with the city center. This community includes both housing and commercial space in order to relate to the surrounding area.

A master plan has been developed for the entire site and surrounding edges. It defines what is to be constructed on each piece of land. The entire site should be developed to a level where all areas are designated to a use and building scale, so that the overall plan of the area and the relationships involed are fully examined. This includes the basic building forms recommended for each block on the site and the surrounding area.

One block has been developed further to show the potential of the area in more detail. Here we see some examples of what can be done with certain typical structures and spaces.

The site for this project is in Louisville Kentucky. It has been chosen because it has a typical example of the dead areas I have discussed. It is in the process of deteriorating into parking and is starting to spread into the surrounding areas. At the same time there are a wide variety of elements and activities in and around the site that create many different situations that are found throughout the dead zone.

PROCESS

I began the design process with two basic approaches or philosophies for generating ideas and concepts. First I believe that there is an immense amount of information to be learned from examining the historic development of an area, site, or building type. In this case one must understand why the dead zone developed physically, politically, and socially in order to design an environment that will have any beneficial long term existence. Second that by identifying the physical components that the design problem is concerned with and examining each one separately, I would have a better understanding as to how they work and there potential in this situation.
SITE ANALYSIS

Description of Boundaries:
The site chosen to test the results of the research is located in Louisville Kentucky. It is located between the C.B.D. and a residential community. It consists of eight city blocks just south of the C.B.D. The site is bordered on the east by a south bound one way street(Third Street) and low income housing, on the west by a north bound oneway street(Fifth Street) and a mixed assortment of office buildings and vacant lots, on the north by a main east/west street(Broadway) which maintains several businesses and public buildings, and on the south by a west bound oneway street(Saint Catherine Street).
Site Inventory:
The following inventory is a brief block by block description of the existing site. Each existing structure was evaluated as to the significance in or asset to the area. In addition to the personal judgement of the designer, the criteria used for comparison were:
1) Use. If a structure or parcel of land was being used and/or maintained and had no detrimental effect on the proposed community it was considered to be an asset.
2) Landmark status. If an element was a city landmark or monument in the established urban fabric it was considered an asset.
3) Economic Value. If an element was either economically succesfull or economically impossible to consider removal it was left in the area.
4) Architectual Significance. If a structure was of historic architectural significance it was considered to be beneficial to the site.
The blocks:

Block One consists of nothing valuable except Monsarrat School. Monsarrat is one of the oldest school structures in Louisville and is on the National Register of Historic Places. It has recently been converted to condominiums.

Block Two is dominated on the south by Central Library, a building with two fronts. Facing south is the original Carnegie Library in the Beaux Arts Style. The newer addition to the north of the original is of modern design. On the north west corner of the block is the Heyburn building, a twenty story office tower. Both the Heyburn Building and the original Central Library are on the National Register of Historic Places.

Block Three is active along Fourth Street with the 800 Building - a twenty three story apartment building - to the north. Just south of the 800 Building is a former retail structure built in the thirties that has rehabilitation possibilities. It is presently being used as storage by Spalding College. The next structure south, also owned by Spalding College, is a three story classroom building in good condition. On the south west corner of the block is Lampton Baptist Church which was finished in the Greek Revival style.
Block Four consists of three churches and their parking lots. Two of the churches are in Gothic style and the third is a Greek Revival. On the south end of the block are four structures belonging to Spalding College. The two facing Fourth St. fit in well with the other historic structures in the area. However, the two facing Third St. are poor examples of modern architecture and completely ignore the street.

Block Five contains mainly apartments. On the north end is a 1920's court style three story apartment building. There are two church sponsored retirement homes along Fourth St., one being four stories and the other eleven, and one along Fifth St., also eleven stories. Covering the entire south end of the block is the city owned Memorial Auditorium which is well maintained though seldom used.

Block Six contains four Victorian homes spread out across the block.

Block Seven consists of three Victorian homes and a 1920's courtyard style apartment building.

Block Eight contains fifteen Victorian homes some of which have had their facades altered to accomodate businesses. On the north west corner of the block is a Greek Revival style church.
BRIEF HISTORY OF THE SITE

LOUISVILLE
Louisville Kentucky grew from around a major transportation node, the falls on the Ohio river, in the 1770s. The grid of the city relates to the locks and docks along the river. The main roads then radiate out from the center of the city to the surrounding towns. Originally the businesses were mainly trade and shipping oriented and were located along the river. The housing then was located around the outskirts of the business district. As time went by the city developed and grew in size, commerce, business, population and wealth. As this growth occurred the original wood homes were taken over by the expanding business district as it moved from the riverfront up into the city. This movement caused the the development of subdivisions in the form of housing districts around what were then the city limits.

The area immediately south of today's Central Business District (C.B.D.) is now known as "Old Louisville". It originally was bounded on the north by Broadway. At its greatest point of development it extended south from Broadway to University of Louisville's Belknap Campus and stretched from Seventh Street on the west to Preston Street on the east.

The actual development of this area began in 1823 with the death of Thomas Bullitt and the subdivision of his property by his sons. At that time a large percent of the area south of Broadway to what is now Park Street was divided into residential lots. However, the land between Broadway and Breckenridge was left underdeveloped so it could still be used as a park and picnic ground as had been the custom. Public transportation first entered this area in 1864 in the form of trolleys. The main line went north and south along
Fourth Street. This established Fourth Street as the north south axis of the area and the city. Fourth Street presently no longer enjoys the prominence that it once did, especially since the development of River City mall along Fourth St. north of Broadway has rerouted most of its automotive traffic to Third and Fifth Streets.

HOUSING
The average home in the area is a Victorian town house built in the mid 1800's and reflects one of the various architectural styles of that period. The homes are usually placed close to the lot lines with as little as ten feet between structures to allow access to the rear and light to the sides. The typical house is set back from the street about forty feet. The street is usually bounded by a limestone curbing which contains a strip of grass six to ten feet wide against a sidewalk, which varies from three to ten feet in width. Where the property line for the housing lot occurs there is a one to two foot stone retaining wall, which is often ornamented on top. The house then sits back another twenty feet up on a distinct platform of earth above the street. Behind the house is a private yard usually surrounded by a high fence or wall for privacy. The rear yard is seperated from the ally by a carriage house. The carriage house then opens directly into the ally. The earth podium that the house sits on is terminated in the rear by a retaining wall or the carriage house. This pattern is well maintained today in the existing residential areas but deteriorates as one moves north into the dead zone.

CENTRAL PARK
Central Park was originally a money making venture. It opened in 1871 and offered such thrills
as balloon assentions, fireworks displays, and band concerts. After the Southern Exposition the owners offered to sell it to the city. The city refused the offer until 1904. At that time the remaining buildings were torn down and the park was redesigned by the landscape firm of Fredrick Law Olmsted.

THE SOUTHERN EXPOSITION
The biggest boost to development in the area was the Southern Exposition, which opened its doors in August of 1883. The Southern Exposition was an international exhibit offering ten acres of floor space on forty-five acres of land south of, and including, Central Park. The exhibition featured art, industrial and agricultural machinery, and other exhibits. Two of the most popular displays were the electric lighting system and the electric train that ran around the grounds and through a man made tunnel lit by electric lights. Both of these were designed by former Louisvillian Thomas Edison. The Southern Exposition ran until 1887 and attracted as many as a million persons a year. The Southern Exposition served as a catalyst for home construction in the area, with as many as 260 new homes being built a year during the five years of the show. The closing of the Southern Exposition left a vacancy in an area surrounded by Louisville's finest homes.

SAINT JAMES COURT
The most important result of the closing of the Southern Exposition was the development of Saint James Court in 1890 by William H. Slaughter. Most of the land was slowly bought, cleared, and built on as needed. However, Mr. Slaughter acquired the two city blocks immediately south of Central Park on the idea of developing a unique and luxurious neighborhood. The land was subdivided into sixty three plots. Slaughter laid out
the the land with a boulevard between the two blocks and the St. James fountain from the Southern Exposition in the center. Slaugter also implemented deed restrictions to insure that all the homes were made of either brick or stone. Saint James Court quickly became the most prestigious neighborhood in Louisville, and has maintained that reputation until today. The area has served as a model neighborhood to Louisville since its conception. Many other courts were developed and built in the same style, but none ever matched the grandure or status of Saint James.

THE DECLINE
Old Louisville's glory years started to wain right after the turn of the century. There was no one specific cause or incident, but rather a series of occurrences that worked together. The rise of the personal auto is almost directly proportional to the decline of this area. As people found the freedom to commute farther distances, they moved from the city to newer housing developments away from the city center. The auto also brought with it the need for businesses to provide areas for customers to park. This contributed to the break down of the urban fabric. In the early 1900s the first highrise apartments and businesses started to appear along Broadway. The single family homes quickly lost their appeal as the taller structures started to change and dominate the skyline. During World War I and II the factories to the west of Old Louisville created a need for a labor force which needed to be housed in the area. This caused the subdivision of many townhouses into apartments. The government encouraged this by providing low interest loans and mortgages to owners. The large size of many of the houses made them almost
impossible to maintain without a servant staff. The great depression forced many people to give up their servants and eventually their homes. The two wars caused a manpower shortage and the depression caused a high cost of labor. Together, these factors forced many residents in the area to leave their large city homes for smaller residences away from the city center. The rise in America's standard of living after World War II helped lure people out of the city to the suburbs. This caused many buildings in the inner city to be converted to low income housing or be left vacant.

THE COMEBACK
The area was slowly left to decompose at its own rate until the 1960's, when several blocks of homes were destroyed either to make way for the interstate or in the name of urban renewal. The cries of anguish from the last of the concerned home owners attracted the attention of the media and thus the public. People started looking back at the city of their parents from their ranch style houses in the sprawling subdivisions. They began to see the history and beauty in this Victorian neighborhood. A few individuals started rehabilitating homes and fighting to save others from urban renewal. The heart of this campaign started around Saint James Court and Central Park and has spread throughout the district from the University of Louisville on the south to Saint Catherine Street on the north. Today this area is stable and on the rise. The traditional feel of the Victorian neighborhood has returned intact. However, from Saint Catherine Street north there are not enough of the original structures remaining that might interest people looking for houses to salvage. The feel of a neighborhood is
gone. It has been replaced by parking lots and old car dealerships. It is in this area that the design project focuses. Developing a strong healthy link between the C.B.D. and the outlying neighborhoods is the goal of this project.

LOUISVILLE TODAY
Louisville as a city radiates from the C.B.D. and the Ohio river. The main transportation corridors fan out from the center of the city like fingers with the recreational and residential areas between. Louisville neighborhoods are known by their parks. When people are asked where they live they more often than not give the name of a park as a reference rather than a street. Most of the parks in Louisville are too large to evoke a sense of community. However, there are several fine examples of spaces creating a sense of community, one being Saint James Court. In historical areas of Louisville apartments are intermixed with private homes, with the exception of some lower middle class neighborhoods. The people of Louisville patronize the neighborhood bars, which are usually located on the outskirts of the neighborhoods along the main transportation corridors.

This history of the site is included here in the site analysis because, as stated earlier, one must look at the history of a site in order to fully understand why the site is in its present state.
SITE RELATED GOALS

The examination of the site produced a more specific list of needs for the area. Here are the basic goals of the design project based on both the actual site conditions and the research.

1) Provide More Housing. Housing is aimed at that young professional that works in the C.B.D.

2) Plan for growth and development. The city is made up of concentric circular zones with axes radiating out from the center. This community occupies the dead zone next to the C.B.D. and is located between a major and a minor vehicular axis. In this area a variety of situations occur that are consistent throughout the inactive area. This new neighborhood represents the potential for this zone and can act as both a catalyst and an example for growth and development here.

3) Restore the residential neighborhood. Bring people back to the area by providing a desirable neighborhood with activities and commercial necessities within walking distance.

4) Create a variety of housing types. Apartments and townhouses of various sizes and functions should be included. While the main thrust of the housing is aimed at the young professional, housing for the elderly and various income brackets should also be provided.

5) Conserve existing amenities. The city is made of and exists for housing and businesses. Yet it is defined and accentuated by the monumental buildings and spaces. These must be considered and/or planned for when working with the urban environment.
6) Increase residential related businesses. This new housing development will need the supporting commercial and retail services such as; pharmacies, cleaners, restaurants, etc....

7) Increase safety. In addition to the presence of people, the physical design of an area can help create a secure zone. This security can be accomplished by positioning a building so that views to potential trouble spots are maximized.
DESIGN
The first step in the actual design process was to identify the basic elements or components that would be used in creating the new environment. These studies enabled me to better understand how these elements worked both individually and together in the urban context and to create for myself a new vocabulary for working with the urban environment.

Circulation:
First the circulation patterns were examined. The existing vehicular patterns were examined and found to be serving the area well, and therefore left alone. There was little or no pedestrian circulation on the existing site. The few existing patterns are noted in the master plan. These two elements are fully explored in the master plan.
Alleys:
The next element to be examined was the alley. The alleys work as a secondary circulation system for vehicles. They often have names like streets and are predominantly used by residents and service vehicles. This secondary grid they superimpose on the urban environment helps to break up the large blocks into smaller units. These studies show several ways that an alley might divide a block.
Massing:
Massing studies of the structures on the block were done to explore how the space could best be divided with a structure. These studies yielded some of the forms of the final master plan.
Corners:
The corners of blocks are important in defining the urban environment. Each corner is a unique element in the urban fabric. Corners with strong identity and/or activity usually mean a strong neighborhood. Unfortunately, the opposite is also true.
Here the corners were examined from both inside and outside of the block. At the same time studies of how the linear forms could be punctuated and articulated are shown.
Streetscape:
The streetscape, or the way different structures and forms meet the street and the image that is created, was also examined. Different ways of articulating the section of the building was the generating image in these cases.
Facades:
The facade is the most sophisticated element explored in these studies. The facade is the node where the individual structure meets with the street, the pedestrian, and the streetscape and becomes part of the total environment. The facade studies began by dividing the facade into three basic elements; the doorway or entry, the window or puncture, and the structure. However, a fourth element was soon discovered, the setback or indentation such as a balcony, arcade, or lightwell. These elements and the way they are articulated create the patterns and rhythms of the street. The structure is the most dominant because it determines where the others can go. The window is second most feature giver due to the amount of glazing in both commercial and residential structures. Entries and setbacks if plentiful establish rhythms, but more often are limited in number and become accents.
THE SITE PLAN

This design is the master plan for the zoning of the area. It contains descriptions of the overall concepts of the plan, transition zones within the site, the proposed elements of the site, and the traffic patterns of the area.

CONCEPTS

In order to have more control over the site the scattered Victorian homes were relocated to the southern blocks of the site. This move established a firm edge to the existing Victorian neighborhood to the south.

Commercial structures were added along Broadway to reinforce the edge of the C.B.D. Behind this addition along York St. a park or green belt has been established to reinforce the between the C.B.D. and the new residential district. This area had been a privately owned park up until the turn of the century when it was subdivided into commercial lots.

The block containing the elderly housing (block five) has a semi-private park in the center to provide the retired residents a more secure open space. This area is connected to a more public space on the north east corner of the block.
TRAFFIC PATTERNS

Existing situations:
The existing roads on the site are in good condition and serve the area well for both through traffic and traffic within the site. There are traffic lights at every intersection that are timed to the daily levels of density. In the timing of the traffic lights Broadway and Third have the highest priority and Fourth the lowest. Third Street on the east is one way south bound and carries about 13,000 vehicles every twenty four hours. It is four lanes wide and allows parking along both side lanes. Parking is controlled by both meters and posted time limits. There is no parking allowed in certain areas between three and six p.m. Fourth Street runs north/south through the site carrying about 5,000 cars a day, both north and south. Parking is allowed in the outer two of its four lanes. Parking is regulated by meters and posted time limits. Fifth Street bounds the site on the west. It is north bound only and carries about 6,500 vehicles a day. It is four lanes wide and parking is allowed on the outer two. Parking is controlled by both meters and posted time limits. Broadway on the north is one of the main east west routes for the area, carrying over thirty thousand cars past the site each day. It is seven lanes wide with parking along both sides. There are limited left hand turns to control congestion at traffic lights. One block south of Broadway we have York Street which is west bound only between Third and Fourth Streets, and east bound only between Fourth and Fifth Streets. It is three lanes wide one of which is parking. York Street carries a minimum amount of traffic. The next street south of York is Breckinridge. It runs one way
to the west carrying a moderate amount of traffic. It is four lanes wide and allows parking in the two outer lanes. Next we have Kentucky which runs one way to the east. It has moderate traffic loads and is also four lanes wide with two lanes of parking. Saint Catherine Street is one way west bound and borders the area on the south. It is four lanes wide where it passes by the site allowing parking on the south side only. It carries up to eight thousand cars a day and has restricted parking between six and nine in the morning.

Conclusions:
The current vehicular traffic patterns in the area are to remain unchanged. Presently there are no major problems with the layout of one and two way streets. Third Street's high traffic volume creates an environment more conducive to the development of commercial space. This atmosphere can be developed by creating business space at ground level facing the street, with residential units above. The business space along this corridor would be pedestrian oriented. The street itself would act as a boundary to the neighborhoods on either side. Fourth Street's lower volume traffic and institutional development work together to create a street that is conducive to residential living. This environment can be reinforced in the design by discouraging activities that require automotive traffic and by emulating the previous existing residential community. Fifth Street does not have as heavy of traffic load as Third Street, however it still should have a greater amount of commercial space than Fourth. A major consideration along this street will be developing a transition from the existing bank tower at Broadway to the small residences at Saint
Catherine.
Broadway will become a
reinforcement of the C.B.D. By
accenting the C.B.D., Broadway
will create a firm boundary to
the business district. There
will be strong commercial spaces
developed along the street that
distinctly meet the street and
contain elements that start the
transition to a residential
environment in the rear.
York Street is to become a
transition point and boundary by
development of a public park
that will extend from the
Central Library east and west.
Breckenridge will serve as the
border between the institutional
structures and the denser
residential blocks. Kentucky
will serve as the transitional
node between the dense
residential areas to the less
dense traditional neighborhoods.

Pedestrian Circulation:
Public movement is to be
encouraged along the streets and
public spaces. Most of the
nonresidential traffic will
occur around the institutional
area. The majority of persons
come from Broadway to the park
and library. These people also
might patronize the shops along
Third and Fifth streets.
While the students at the
college are not residents, they
do spend a good deal of time in
the area. Many use Central
Library, which is open until
eight p.m., three nights each
week, as a place to study
inbetween classes. Thus the
development of a midblock
walkway that connects the
college with the library is
proposed. This element also
serves to help link the block's
various elements and their
parking lots.
The residents in the area move
not only along the street but
also within and through the
semi-private areas. Circulation of this type mainly occurs when one enters or leaves a residence. However, where there are courtyards or sufficient open semi-private space, residents often use this space for more than just circulation, such as when a central courtyard occurs in the middle of a block.

Nodes:
A node is a term that is used to refer to a point of transition. Nodes occur in the urban environment where two or more like or different elements meet, creating a change. Nodes occur in circulation as significant points such as landmarks, intersections, corners, and entrances. The design of a node can influence the circulation of an area. It can become a drawing factor by attracting a person’s attention either visually or emotionally toward a point or place. The opposite is also true that a node can be created so that a person will not approach or enter an area. There are several places on the site where pedestrian movement is to be discouraged from entering a semi-private area from a public one. Here are shown the significant nodes were there is a transition between public and semi-private spaces.
ZONING

Zoning is used in this study to categorize the land use in the site area. There are several levels of zoning used. On the broadest level we have the Central Business District (C.B.D.), the inactive or "dead" area surrounding the C.B.D., and the residential districts beyond the dead zone.

On another level, the dead zone can be characterized by the zones of transition that occur on the site between the C.B.D. and the existing residential district. They are; Commercial, Institutional, High density housing, and Low density housing.
Commercial:
The commercial zone, or district, proposed for the area is located along Broadway and consists of predominantly business, retail and office space. This area is zoned primarily commercial to reinforce the edge of the C.B.D. and to create a definite edge to the neighborhood. The commercial area along Third Street is on a smaller scale and serves both as a divider and a link between neighborhoods rather than as a transition from the C.B.D. to residential. This area acts like a zipper between the two residential areas along either side, creating a recognizable boundary that serves as an adhesive between the neighborhoods on each side.

Institutional:
The institutional zone is created by the presence of the civic and public elements in the area. These are the churches, the library, the school, and the public parks. This area signals the end of the commercial core of the city and the beginning of the residential districts by reinforcing the change in scale and activity in the urban fabric. The institutional zone in this case acts as a vehicle in the blending of the different characteristics of the commercial and dense housing areas.
High Density Housing:
A high density of living units per acre is encouraged, thirty or more living units per acre, in this zone. This is to provide the people needed to create a vital, secure community and continue the consistancy of the streetscape. This area relates to both the institutional areas and the less dense housing district to the south. This zone covers most of the site and is the major thrust of the project.

Low Density Housing:
This zone is primarily residential and continues to south. This is the final transition from the C.B.D. Here the urban fabric changes to the low rise low density housing that makes up the residential areas of the rest of the city.
Finally, each plot of land is zoned or categorized to best benefit the area. Here we are looking at religious, civic, commercial, public open space, semi-private open space, educational, parking, high rise high density housing, low rise high density housing, low rise low density housing.

High rise high density housing: Structures of this type are over four stories in height and contain a high number of residential units per lot size. The majority of structures of this type in the area are church-run retirement homes. They tend to create social, urban, and environmental problems. They discourage neighborhood interaction and self-monitoring by residents. Urban towers do function well as housing for elderly and young couples in very dense urban populations, such as found in the C.B.D., because of their lack of maintenance and their physical ability to provide security. High density is considered to be forty or more dwelling units per acre of land. The existing high-rise structures on the site have a density of up to eighty dwelling units per acre. No new structures of this type are proposed for the site.
Low rise high density housing: This housing form is the primary element in the site. They are residential units under four stories in height that maintain a density of thirty dwelling units per acre. Housing of this type can be apartments with shared access or single unit entrances in the form of row structures. Areas zoned for low rise high density housing are proposed to be of mixed use with some commercial activity along the street.

Low rise low density housing: This type of housing consists of unattached single unit, duplexes, or small apartment structures. In this situation they create a density of eight to ten dwelling units-per-acre, compared to that of three to five found in our ideal American suburb. There is no new housing of this type provided on the site. It is used specifically to reinforce the established neighborhood to the south of the site.
Public open space:
This refers to parks, plazas, and walkways that are available for the public to use at all times. These spaces are pedestrian oriented and are usually maintained by the government.
A major park space has been proposed along York street to work with the library in reinforcing the edge of the C.B.D. and the start of the residential community. This space can be used by both employees in the area and residents.
A pedestrian walkway is proposed that would start from in front of the library and run south to the business college. This open space is to provide the students with an outdoor space that they can use between the college and the library for sitting or studying.
The proposed park at the corner of Breckinridge and Fourth adds to the community by working as a transition node between the elderly housing, college, and low rise residences.
Semi-private open space:
Semi-private spaces are areas that are accessible to the public, but are controlled by private individuals or groups. These areas are usually owned and/or maintained by persons whose presence controls the space. Semi-private spaces are accessible to anyone, but public use is discouraged through the use of circulation barriers. Semi-private spaces usually are used as transition areas between public and private spaces. Some examples of semi-private spaces are open and shared yards, residential walks and drives, and porches and stoops. The semi-private areas created here serve as spaces away from the public and the street for the residents.
Religious:
Structures of this type are churches and their surrounding related buildings. Most of the churches have been established in the area since it was predominantly residential. Most are in good financial health and keep their property well maintained. No new religious structures are proposed for the area. Yet their property is respected and taken into consideration in the design.

Civic:
These are the public buildings owned and maintained by the city. The civic structures on the site are Central Library and the Memorial Auditorium. Central Library keeps late hours four nights a week and is used by many of the students from Spalding College as a place to study. The auditorium is well maintained yet seldom used. The existing civic structures are to remain though no new ones are recomended.
Educational:
This is property owned by Spalding College. Spalding College is an education-for-profit business school. They are presently occupying several buildings in the area and are trying to develop in the same area to create more of a sense of campus. The majority of the classes are held at night so there is little competition between commuters and students. The college maintains its buildings and grounds, however some of the structures are unsympathetic to the proposed environment. The area designated for the college's use is already owned and/or occupied by them. In this proposal the land presently owned by the college has been developed to create a campus among the structures with definite boundaries.
Commercial:
This can be restaurant, retail, or office space. The commercial space is considered to be in mixed use with residential in this study with the exception of the areas facing Broadway. The space along Third and Fifth streets is to be made up of mainly community service type businesses such as restaurants, groceries, cleaners, or retail stores.
Parking:
The surface parking shown here is off-street parking that is designated for a specific use. Surface parking is usually located next to the structure which it services. This parking should be controlled through permits to keep residents from competing with commuters. While ideally this new community would be independent of personal automobiles it is still necessary to plan for them in existing terms. Parking should be provided at a minimum of one space per residential unit. Parking structures are provided for commuting drivers and are predominant on the northern end of the site with the exception of one near the college.
BLOCK STUDY

The block bounded by Third and Fourth Streets on the east and west and between Breckinridge and Kentucky on the north and south was chosen for further study. This block was chosen because it was the most desolate yet had a variety of activities surrounding it. The ally was changed to help break the block into smaller areas and to provide more parking and service to the residents. Following is a brief description of the elements within the block.

The structure to the north serves as a termination to the pedestrian walkway and acts as the south edge of Spalding College. It is predominantly classrooms and office space with space for retail on the east and west corners. Possible occupants of these spaces could be student oriented businesses such as bookstores, copiers, or fast food stores. The edges that wrap around the corners have commercial space on the first floor and one and two bedroom apartments on the upper floors. The parking structure behind this building provides more than six hundred parking spaces. It contains five levels of parking for commuting students and patrons of the businesses along Third St.

The two structures along Third Street provide commercial space on the street level for neighborhood related businesses such as cleaners, pharmacies, restaurants, markets, etc.... Housing is provided on the second and third floors. These one and two bedroom units are entered from a central corridor that is reached from a lobby located in the center of the building. The basement of the structure is devoted to
mechanical equipment and storage for the residents. The first floor has a high ceiling to handle the systems for the apartments above.

The structures along Fourth Street contain one and two bedroom apartments that are grouped around a central stairway. With each stairwell serving around twelve units, they form a series of row houses with parking in the rear. The first floor is raised to provide privacy from the street. Balconies are provided to the units on the upper floors.

The structures on the south corners are identical with commercial space provided on the first floor along the north/south streets with residential units above. The court yards facing south are two and three bedroom residential units with every six units having a shared entry. Surface parking is provided behind these structures for thirty cars on each side of the alley.

The buildings surrounding the central open space are mostly two and three story townhouses with some apartments (more than one unit sharing an entry). Each dwelling has an entry to the central open space in front and to the parking in the rear. Access to the open green space is provided through the structure on three sides.
CONCLUSION

During the course of this study I have reconfirmed some of my preconceived ideas while disproving others. I also have discovered many concepts and ideas and observations. Unfortunately, I am unable to fully explain everything I now believe as a result of this study. In the following text I will discuss briefly what this project has taught me.

First, the average major North American city is unique from the European city for several reasons. American cities generally developed for economic reasons rather than political ones. Most of our cities developed on major transportation nodes and have experienced steady growth since their founding. Land has never been a concern in growth or planning. There was never any need for fortification to be a consideration in the urban design, since the cities usually grew after any threat of attack was gone.

For these and other reasons we cannot see the several thousand years of European city planning as literal examples to be copied here. We, as a society, are culturally young and do not have the traditions and customs of Europe. This is not to say that we must ignore what has gone before us. Rather we must question the cultural impact of what works there and why, and then compare it to our own situation.

By working with the basic parts that make up a city, I have gained a better understanding of how these elements work independently and with each other. Each part of the urban fabric contributes something to the environment, either positive or negative, but never indifferent.

It is important to maintain the basic context of the city. To seriously alter the city by changing traffic routes or destroying entire sections can cause irrevocable results. So one must be confidant of the end result, confidant enough to accept the responsibility for both successes and failures. For the designer is the only one who can be held responsible, not the contractor, nor the politician, nor the financier.
When working with the city one cannot design for the present, for the time involed implimenting projects is so great. So as an urban designer one must be willing to take risks, for we cannot change, and therefore improve, the urban fabric building to suit the needs of the present.

A lowrise manifesto:
Waive parking requirements in residential areas.
Preserve the urban context.
Intensify use in appropriate areas.
Create architecturally unified facades.
Create pleasant public spaces.
Provide pedestrian shopping areas or marketplaces.
Create small community type settings for housing.

In the urban environment there are three scales: human, automotive, and building. Human is of prime concern and determines the others. Great architecture lasts forever and cannot be subject to trends and technology. Context the city to man, and never anything else.

Cities in America today are the victims of architects ignoring what has come before and presently exists. When I speak of architects I also refer to planners since it is impossible to seperate the two when dealing with the urban context. In the short history of American city and town planning we have created and destroyed both good and bad environments. Unfortunately, we, as a society and as designers, have problems determining which is which. Presently we are running out of resources and land and can no longer afford to blindly foersake our past or we will have no future.
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APPENDIX

RESEARCH

The main goal of this study is to provide information for a successful community in the dead zone surrounding the C.B.D., and to link the C.B.D. back into the urban fabric with the rest of the city. While studying information concerned with both community and urban design a set of criteria was developed that is pertinent to this particular situation. What follows is a concise description of these important criteria and how these elements and ideas can effect an urban community.

SENSE OF COMMUNITY

When I use the phrase "sense of community" I refer to the feeling or spirit that a person has of belonging to or being in an area. This is not to be confused with "neighborhood" which I use in reference to a geographic area or district. Sense of community occurs when a group of people feel united by their surroundings or circumstances. Sense of community can be felt among employees, businesses, and
residents. When a person feels that they belong in an area, place, or group because of where they live or work, that is sense of community. People do not necessarily need to be friends or even acquaintances with the other people in the community. Sense of community can be a level of recognition that the people in the community know who is a member and who is not. It is this level of recognition that creates a sense of community and enables the community to provide security within its domain.

Here we are mainly concerned with developing a sense of community in housing areas to provide unity and security among the residents. How many people does it take to envoke a sense of community in housing? This is the same as asking how many people are in a neighborhood, there is no proven number or formula to give the exact answer. Therefore no exact measurements or numbers are given here, for each design situation can alter the requirements. The best solution is to look at both previous and existing successful neighborhoods of similar socioeconomic groups in the city you are working with, to aid in determining some size guidelines.

A sense of community is important in a new urban environment since the early residents will be pioneers in an area in that they will establish the new vitality in this dead zone. Even though the newness will enhance the sense of community in the area, sense of community must be designed into the area so as the newness wears off there is still a unity among the residents. Anything that can make residents identify with each other and feel that they are a unique group helps form a sense of community among them.
One way a community can be designed to encourage the development of a sense of community is by setting definite boundaries around the area which separate the community from the rest of the urban fabric. Boundaries can be anything that separates or breaks the urban fabric such as a street of a large scale or large amount of traffic, a structure of a different scale or function, or open space. Boundaries must be carefully designed as to not alienate the residents or imprison them.

A sense of community can also generate from around a specific object, building, or open space. An object could be a sculpture, monument, or fountain. A building can become the center of a community if it is of public function such as a church, library, or community center. A community can also generate from a building that was not intended to be the main hub of the area such as a bar or store. While often being the most successful of community hubs the bar or store is the hardest to design since it is usually the management and/or the personnel that make it the center of a community.

Finally an open space can be used as the center of a community. The space may be a park, garden, playground, or plaza. Scale and context are important when working with open space as the center of the community for there is the danger of the center becoming a boundary rather than a focus. When working with a specific center as the focus of a community one must be careful that the outer edges do not over extend and begin to deteriorate as the C.B.D. has, leaving the outer areas to struggle against erosion. One way to avoid this problem is to create boundaries around the community, but size still must be considered to avoid erosion.
CIRCULATION

In today's society we have several means of transportation available to us. The most common types in urban areas are automobiles, bicycles, public transit, and walking. In an inter-urban community most circulation problems will be between the private auto and the pedestrian, since the two tend to have conflicting interests. With the auto being fast and powerful yet confined to the street and rules of the road, while the pedestrian is slow and vulnerable but almost totally unrestrained, conflicting circulation paths often occur. In the perfect scenario pedestrian movement would be the only circulation necessary, for in the ideal inter-urban community all necessities would be within walking distance. However this is America, not the ideal situation, and the private car is a way of life. So vehicular movement must be considered around, through, and within the community, by both residents and non-residents alike.

In the redesign of the urban environment pedestrian circulation should be of prime concern to the designer. In the ideal situation walking would be the main mode of transportation with public transportation being second. Private autos would be considered but almost non-existent. The area we are working with around the C.B.D. already provides work, entertainment, and retail within a six block radius, making the private car more of a burden than an advantage. Parking should be provided for the residential units at no less than one space per unit, a higher ratio of 1.3 is preferred. Parking must also be provided for the businesses and must be separate from the residential parking to avoid conflicts.
Public transportation, in this case buses, should be planned so that a person is never more than a three to four minute walk (700 to 900 feet or one block) to a stop. The bus routes should follow existing traffic patterns. There should be no need to create special roads just for buses. However, bus lanes could be used to separate pedestrian from auto traffic. Public transportation can be allowed in limited access roads such as pedestrian malls if there is a need for transportation within the pedestrian area itself.

Because the auto and pedestrian are not controlled by the necessary repetitive patterns of public transportation, circulation must be controlled by the design of the environment. Circulation is controlled by basically two things, surface and barriers. Surface is the covering of the circulation areas, the predominant surface of the city being paving. Barriers can be anything that hinders movement such as trees, curbs, bollards, or walls.

Surfaces can control both auto and pedestrian and should be used in conjunction with barriers. The roughness or texture of the surface can be one controlling factor. Rough cobble stone or brick paving can slow auto movement yet can still allow easy pedestrian movement. For limiting movement the rougher the surface, the more difficult the movement. Paved areas for walking should have some variety in their surface. Natural surfaces provide comfort to the pedestrian. The smoother the surface the faster the movement of the auto, the inverse is also true. Cobble stone or pattern pavement can be intermixed with smooth surfaces to control the speed of a car as it enters a pedestrian area in the same way it is used on
highways on the approach to
tollbooths. Grass, sand, and
gravel can all be used in urban
environments; with sand and
large gravel being the most
hostile to pedestrian and
automotive movement.

Barriers in the form of
colonades such as bollards or
trees can be used to divide
different modes of
transportation or eliminate
entry into an area. These
vertical elements allow
pedestrians to pass without
hinderance while providing a
visual barrier between them and
auto traffic. Cars recognise
when the distance between
elements is too narrow to allow
access, which is generally
considered to be five feet.

Another form of barrier or
controlling element is the wall,
which controls all forms of
circulation. The effect of
solid linear elements such as
walls and fences on urban
circulation can be regulated by
their height and ability to
control views. Low walls can be
stepped over by pedestrians and
are ideal for separating public
and semi-private space. High
walls provide security to
private areas but may lead to
security problems in public
areas. They do not allow
community monitoring of the
area. Fences can be designed to
control the amount of view
people have into private or
semi-private areas by the amount
of space between the members.

Ramps and steps while being a
necessity in vertical
circulation also can be used to
control circulation. Cars are
stopped by steps and by steep
ramps. Long flights of steps or
steep ramps can be a deterrent
in pedestrian movement. Long
runs and short rises in steps
can slow pedestrian movement,
and in some cases allow slow
moving vehicular traffic such as
service vehicles.
As stated previously pedestrian movement should be of prime concern to the designer since pedestrian activity is what helps to bring vitality and life to an area. The better the circulation for pedestrians the more it will be used. Pedestrian movement can be encouraged in an environment through the use of wider sidewalks which allow for unobstructed movement. The more frequent crossings are provided across motorized traffic lanes the better. By providing frequent specific crossing points auto pedestrian accidents can be minimized. They discourage jaywalking. Outcroppings from the surrounding buildings can provide shelter from the flow of pedestrian movement for those pedestrians wanting to window shop. These outcroppings can be part of the building or movable displays.

OPEN SPACE IN THE URBAN ENVIRONMENT

Open space in the urban environment can be classified into three groups; Private, Semi-Private, and Public space.

Public spaces can be used by anyone at any time. These spaces are usually owned and maintained by the public through the government. Some public spaces are parks, streets, plazas, and city sidewalks. Semi-private spaces are areas that are accessible to the public but are controlled by private individuals or groups. These areas are usually owned and/or maintained by their controlling parties. Semi-private spaces are accessible to anyone but public use is discouraged through the use of circulation barriers. Semi-private spaces usually are used as transition areas between public and private spaces. Some
or fountain. A space can also be a reference point within a neighborhood that is only known as a point of reference to the inhabitants of the area. These spaces are usually smaller and are public or semi-private areas such as school or church yards, smaller parks, or courts. Open spaces can also create a sense of community when the surrounding inhabitants consider the space their responsibility and/or asset. These spaces usually are semi-private since they tend to have a low percentage of people outside the community using the space.

Open spaces can be enhanced through the addition of various elements. Some of the more common elements used are fountains, sculpture, trees and shrubs, playgrounds, and benches. These elements can be used individually or in combination to control the activity and users of an area. They can be used in various ways to form barriers, walls, screens, and both surface and building ornamentation.

Benches in a space invite people into an area to stop and spend time there. Fountains can take almost any form or serve any function. They are helpful in controlling noise, cleaning the air, and drawing peoples attention. Sculpture in an open space can be admired or experienced (used to sit or climb upon), intimidate or invite people. Plants are important in an urban environment; they provide contrast to the built environment, help to clean the air, and can be used to perform a variety of functions. Playgrounds can be all or just part of a space. Children at play provide activity in a space for others to watch and encourages surveillance by the community.

SECURITY

The success of an urban community depends on the inhabitants feeling secure in their neighborhood. We live in a violent society. Designing for security is important. Security can be achieved by activity and numbers in public spaces such as streets and parks. Semi-private areas should be monitored by that sense of community that acknowledges who is a member and who does not belong. Ways to enhance security in semi-private areas are to provide visual access to the inhabitants of the area. Private spaces by their nature are secure, but residents should be able to view the semi-private areas. Adequate lighting should be provided throughout the area for nighttime security.
UNITY

Unity is related to sense of community, but refers to a larger scale. Urban design should help to unify the city's various uses and scales. It should minimize abrupt changes and voids in the urban fabric. If an area or city is too sporadic in its changes of scale, density, and circulation it breaks down both as a city and as a navigable environment. A unity in density and scale is desirable of both architecture and population in the urban environment. When the urban environment is broken without proper design consideration (i.e. too many or too few times) or sporadic changes, a deterioration of the fabric that holds the city together may begin. This deterioration can lead to the isolation of certain areas. This is not to say that the entire city should be at the same level of population and building development, but rather that these changes should be gradual. Some good examples of gradual changes within cities can be seen in Manhattan, and Washington D.C.

VARIETY

While there is a need to provide cohesiveness in the urban fabric as a whole, within the community there needs to be variety. Without differing textures, scales, and patterns in its form the community may lose its identity. This loss of identity can occur when there are vast unbroken grids of built structures with no unique features or articulation. If there is no variety in the urban fabric there can be no sense of community. A city exists to benefit the businesses and housing which created it, and is defined by the monuments and quirks in its urban fabric.