TITLE: JACKSON CENTRAL CITY URBAN DESIGN AND COUNTY OFFICE BUILDING
LOCATION: JACKSON, MICHIGAN
AUTHOR: BRUCE A. RACE
DATE: SPRING, 1980
THESIS INSTRUCTOR: PAUL LASEAU
SPECIAL THANKS: Tony Costello, AIA
Paul Laseau, AIA
A formal approach to the site was the location of my architectural thesis. Major emphasis was put on the facade and the building response to its role in introducing pedestrians to the site. Special problems encountered were finding a building organization system (grid on fanned geometry) and designing at two distinct scales of perception.
# TABLE OF CONTENTS

## PART I: URBAN DESIGN

Site Analysis
- Regional Context 1
- Urban Context 1
- City Circulation 5
- Site Circulation 5
- Site Image 8
- Views 13
- Enclosure 13
- Extension of Urban Space 13
- Potential Building Locations 13
- Environmental Factors 18

Urban Design Program
- Proposed Types of Development 21
- City Needs 21
- Site Potential 21
- Transportation Center 21
- Housing 21
- Special Commercial 21
- County Offices 21
- Site- Clients and Users 21
- Activities 22
  - Project Size and Development Phase 22

Concept Development
- City Planning Concept 24
- County Building Concept 24
- Center Concept 30
- Housing Concept 32
- River Walkway Concept 34
- Working Sketches 36
- Final Presentation 43

## PART II: ARCHITECTURAL DESIGN

Building Type Study 44

Program
- Required Area 58
- Volume of Use 59
- Process Relationships 60
- Basic Use Relationships 62
- Performance 63

Design Process
- Level One Development 64
- Level Two Development 70
- Ordering System 72
- Fenestration 73
- Wall Sections 74
- Midterm Presentation 76
- Level Three Development 78
- Circulation Concept 79
- Entry Development 80
- Facade Studies 81
- Image Studies 83
- Final Presentation 86
PART I: URBAN DESIGN PROCESS

Generally speaking, the process or procedure of the first quarter of urban design contains the following steps:
1- Site Analysis
2- Urban Design Program
3- Urban Design Development
4- Product

Site analysis dealt with fact gathering and inventory that aided in defining opportunities and constraints. This "problem definition" phase was followed by stating the goals and objectives of the urban design. These goals led the way to exploring alternative urban design schemes/concepts/strategies. Concept selection was then based on the urban design alternative that best responded to the goals and objectives created. The product at the end of the autumn quarter reflected the concept selected with a moderate amount of design development.

SITE ANALYSIS

Regional Context:

Jackson is located approximately halfway between Detroit and Chicago in south central Michigan. Jackson acts as the junction point for I-94 (the interstate Detroit-Chicago route), US-127 (that runs north to Lansing and south to Ohio), and M-60 (that leads to I-69 near Coldwater 20 minutes from Indiana.)

Urban Context:

The site is a pivot point interfacing two opposing grids. The site is a historically an important connection point that has become a pedestrian and vehicular barrier between the east and west central city. Due to the present use of the site as a round-a-bout intersection CBD perimeter route it has failed the city functionally, esthetically, economically, and socially.

Functionally, the site cuts off pedestrian circulation by creating night-marish auto and pedestrian conflicts. Vehicular circulation was historically a straight line that was turned into six turns and four merges between East and West Michigan Ave.

Esthetically, the site is a hole in the urban fabric. Buildings that border the site range from new to old and well kept to neglected and vacant. A real potential amenity, the Grand River, presently runs underground in a concrete paved-over ditch through the site.

Demographically, the railroad and southeast and northwest industries separate east from the west side of town with the site at the pivot point. The site has the potential of bringing eastside working class families and the westside middle class back together into the CBD.

Economically, the site deters from the historical commercial growth along Michigan Ave., (one time the main street along the old Detroit-Chicago route). East Michigan Ave. has become marginal bussinesses and services in a neglected historic fabric with auto-era strip construction infill.

The site is centrally located in a labor intensive location with industrial, commercial, and commerce activities on all sides. West Michigan Ave. is lined with four major banks, two department stores, a large regional electrical utility company headquarters, two large historical churches, the present city hall, county building, and assorted small commercial businesses. West Michigan "T"s into the site with a small bible college and a new Sheraton Hotel and City Bank complex.
City Circulation and Parking:
The CBD was provided with a perimeter route ten years ago to intercept major arteries in the downtown area. This allowed a circulation route that made easy access to main arteries that fed the edges of town and regional routes. At the same time this was done, West Michigan Ave. was turned into a pedestrian mall with no comprehensive parking strategy. It was opened back up to vehicular traffic again in 1978 to bring people directly back into downtown. There still lacks a comprehensive parking strategy and the older buildings are being removed for private parking. The urban walls and sense of enclosure along W. Michigan Ave. is being lost due to this phenomenon.

East Michigan Ave. is a major artery out of the downtown area to I-94 East. It and Glick Hwy. (M-50) both also have access to US-127 South.

Site Circulation:
Pedestrian circulation runs along the west edge of the site. The only through pedestrian circulation happens along the historical path of Michigan Ave. on axis with East Michigan Ave. The site is carved up and bordered with a maze of one-way streets causing inconvenient east-west circulation for cars and fatal circulation for pedestrians at the east end of the site.
Image/Aesthetic Merit:
The present image of the site is that of blight. It is an abandoned hole in the city. The potential in the site to become an amenity for the downtown area is especially high in regards to the Grand River. It can act as a human scale element that would aid the site from appearing as a "no mans' land" and visual desert.

The site has a mixture of adjacent historical and well-preserved facades bordering the site. Vacant buildings on the east end of the site are out of character with the older structures being built to accommodate the automobile. The west edge of the site is defined by a well kept bible college and small marginal but historical commercial shops. A classical styled post office is a positive image and activity along the southern edge of the site.
Historic facade of Wholesale Bldgs. Southern Edge.

E. Mich Pk. SW.

Authentic Train Station - Quicker E. Mich. a nice sense of entry from Historic Michigan Route.

IMAGE SKETCH
30 View West from bridge on-site. The River:
   Bed adds a welcome sense of Human Scale on the site.

E. Mich. Ave

Existing Bldg. Nice Facade!


41/2 View East
At The White Bldg.
From Middle of Site.

IMAGE SKETCH
5. View Southwest from Middletown

6. Post Office Facade facing on site.
Views:
Views into the site are the vastest from the northwest corner of the site. Also, both East and West Michigan Ave. frame dynamic views on the approach to the site. Visual egress or views out of the site happen all along the north edge where the site opens up to Glick Hwy. Skyline views that are pleasing are towards the southwest where church steeples are the prominate features.

Enclosure:
The west side of the site has the feeling of openness to the north and a sense of an edge and of enclosure along the south. The greatest feeling of enclosure happens at the east end of the site where the image of a ghost town exists among the abandoned buildings and between the fine old White building and the edge defined by the facades of the retail businesses.

Extension of Urban Space:
The city has a certain historical claim on the site that can be seen when existing axis and edges are extended through the site. By extending defined lines through the site, potential activity nodes can be located. Where these lines mark the site indicate where potential entry reinforcement for views and circulation could exist.

Potential Building Locations:
Based on views, image, extension of urban space, and site access potential locations in plan form can be located. Other factors such as scale relationships and visual egress will further shape and provide criteria for massing on the site.
PETENTIAL URBAN DESIGN FOOTPRINT
Environmental Factors:

Jackson is a form of micro climate within the region. The county is lower than the surrounding area and has somewhat higher amounts of precipitation. Winter months' snows are usually deep and temperatures have been known to drop to -20 F. The summer months reflect typical Michigan weather that tends to change frequently. July and August bring annually a string of 90 F-plus days that are coupled with high humidity.

The site itself is not under any micro climate influences by foliage or a drastic change in topography. The site is relatively flat with some drainage going into the Grand River running down the middle of the site.

Traffic noise generated by Glick Hwy. is a major detracting factor from the site's environment. Also, when winds shift to an easterly direction odors from the industrial area can be noticed on the east end of the site.
Average Monthly Rainfall

33.25" Average Annual Rainfall

Environmental Factors
**TEMPERATURE**

<table>
<thead>
<tr>
<th>Monthly Average, Maximum, and Minimum Temperatures</th>
</tr>
</thead>
<tbody>
<tr>
<td>6909 Annual Degree Days</td>
</tr>
<tr>
<td>Days Above 90°F — 10 to 20</td>
</tr>
<tr>
<td>Days Below 32°F — 125</td>
</tr>
</tbody>
</table>

**SOLAR**

- Average Total Hours of Sunshine, Annually —
  2,500 Hours

**WINDS**

- Prevailing winds are from WSW
- Mean Wind speed is 9 to 10 MPH
- Summer Trend — Westerly
- Winter Trend — Southwesterly

**ENIRONMENTAL FACTORS**

- Solar Angles

- Percent of Possible Sunshine.
URBAN DESIGN PROGRAM

Proposed Types of Development/Goals and Objectives:

When selecting types of development on the site two major questions were asked. First-What does the downtown area need and what can it support? Second-What can the site provide? In other words, in what ways can the site and city impact each other economically and physically?

City Needs:

- Link between east and south
- An aesthetic center
- Economic revitalization of the CBD and East Michigan Ave.
- Promotion of more social events/activities
- Positive image of growth
- Regional transportation link/parking/transportation mode interchange
- More urban housing

Site can Provide:

- A link of the city's east and west central city at the most critical location/pivot point
- Can provide an aesthetic center by taking advantage of natural amenities (i.e., Grand River)
- Create a positive image of growth by generating hubs of new activity and change that set guidelines for future development by reinforcing positive elements in the city and the site
- Set the pattern for future economic growth of the CBD and East Michigan Ave. by reinforcing east-west growth (i.e., infill development)
- Provide a location in the heart of the city for new urban housing

Transportation Center/Link:

The location of the site in terms of transportation routes is certainly central and excellent for local and regional hookups. The site is very accessible by bus, car, pedestrians, and train. It has the potential for an intermode exchange that is centrally located in the city east-west with ample parking, direct access to Amtrak, a new Sheraton Hotel, and a large amount of the county's employment places (i.e., industry, government, commercial, and commerce.)

Housing:

There is a demand for centrally located urban housing in Jackson. The site has the potential for supplying this demand.

Special Commercial:

Potential for special commercial activities such as restaurants, specialty shops, night life hot spots, support services for the transportation center, and a large outdoor market do exist in the absence of these in the central city presently.

County Offices:

Jackson County has never had a designed facility for county government. A new county building sensitively done can act as a generator of an urban revitalization effort in the central city. It could also reflect a progressive and responsive stance by city and county governments.

Site-Clients and Users:

Users and clients can be put into three categories, each playing a different role in development and use.

Private citizens are users of all areas of construction and development. The downtown area contains a large work force that requires transportation and parking. They also act as potential users of commercial, resi-
residential, and public urban space. Users from outside the CBD, of mixed social class and ages, will use the transportation facility for access to shopping, services, personal business, social events, and other basic transportation needs.

The county government facility will contain administration, elected officials, county data and records, and county based services. Some of these uses will require easy citizen accessibility.

Downtown development and revitalization of commercial and urban spaces will benefit and be used by all three groups.

The scheduled use of these elements will vary from a 9-5 weekday to around-the-clock use seven days a week.

Activities:

When dealing with the site surrounding interfacing, and overlapping use can create the stage for a real diversity of urban activities. This gives the site the potential for new planned activities that are compatible with the existing activities to share users.

As a transportation center the site can spur commercial and residential growth by generating the clientele with accessibility to the central city.

The transportation center will require a public space with pedestrian-taxi-bus access and support functions (i.e., food, restrooms, shops) that are public and commercial.

The county government facility will house all the county administration, elected officials, departmental offices, and high access public services and agencies.

**Project Size and Development Phases:**

<table>
<thead>
<tr>
<th>PHASE I</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Site</td>
<td>548,750 sq. ft.</td>
<td></td>
</tr>
<tr>
<td>County Bldg.</td>
<td>42,000 sq. ft.</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>50,000 sq. ft.</td>
<td></td>
</tr>
<tr>
<td>Multi-Level Parking</td>
<td>100,000 sq. ft.</td>
<td></td>
</tr>
<tr>
<td>Bus Station and Public Circ.</td>
<td>25,000 sq. ft.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PHASE II</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>300,000 sq. ft.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PHASE III</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>High Rise Office</td>
<td>200,000 sq. ft.</td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td>100,000 sq. ft.</td>
<td></td>
</tr>
</tbody>
</table>

**Site Clients/Users**

<table>
<thead>
<tr>
<th></th>
<th>Citizens</th>
<th>Limited</th>
<th>Govern</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior Public</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Transportation Center</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>County Bldg</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Housing</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
Activity Relationships

COUNTY BUILDING

DATA

SP. DEPT. PUBLIC OFFICE

AD. CON.

E. MICHIGAN COMMERCIAL

AMTRAK

W. MICHIGAN COMMERCIAL

PUBLIC SPACE

POTENTIAL ACTIVITIES

RESTROOMS

FOOD PREP. FOOD

TICKETS

TRANSPORTATION CENTER

BUSES

POTENTIAL ACTIVITIES

PROGRAM
CONCEPT DEVELOPMENT

After observing the buildable areas based on the criteria found in the site analysis and the required square footage found in the program - site to site, site to circulation, and image criteria are used to arrive at the urban design footprint. Then each element of the footprint can be singled out of the whole and a concept was developed for them that responded to the same criteria at a building scale.
- Michigan Ave.
- Perimeter Rd.
- Old Eds being torn down for Parking
- Perimeter Rd
- Site
- PE Mich Rd
- Prop
- Pedestrian Environment
- Marginal Commercial
- New Health
- and Professional Complex @ City
- Hospital
- New Bank
- Street Scaping
- Infill New Development
- Offstreet Parking System
- Infill Development
- Link
- Perimeter Rd up w/Glick Hwy

CITY CONCEPT 25

Existing

Proposed
East End of Site

Existing

Adaptive Reuse
White Bldg

Adaptive Reuse

Bus Waiting Public Space

Housing

Market

Play

Vacant

Historic Route of Michigan

Vacant

Vacant Gas Station

Historic States Wholesale

Grand River

Liberty St.

CONCEPTUAL SECTION
County Building:
The County Building has the role of introducing east-bound pedestrians and vehicles to the site. The three ways this happens are to:
1- Establish the sense of entry
2- Create/establish links to other parts of the site
3- Begin the sequential diversity of urban space

The plaza in front of the building suggests a pause at the beginning of the site that visually "T"s into the entry facade of the County building.

It is these demands that the building must respond to in addition to the sweeping arc that has been established by the fanning out of streets and the curved plan of the Post Office.
Center Concept:
The Center is the major activity node along the primary link of Michigan Ave. It must provide for the intermode transfer of bus, auto and pedestrian as well as support commercial and services. It should be integrated with the public walkway system, a positive spatial experience, and participate/interface with exterior public space and activities as well (i.e., the Market).
Housing Concept:

The housing location takes advantage of creating a "residential" street on one side and the amenity of the Grand River on the other. The residential street contains five major elements - the river edge and play area, the housing units, a semi-private zone or front porch, the street, and the wholesale businesses. The river edge is given a privacy screen with the play area being a series of decks and landings that are shared by the residents. The housing concept is a single loaded scheme that has private decks on each side of the units. The porch is in response to establishing an interfacing zone between the street and the building. At the street level there are trees and a sidewalk for pedestrians that acts as a public zone. The wholesale businesses can be adaptively re-used as more housing to maintain the historic fabric and a sense of past and not mix land use facing the same street.
Housing Concept

1. Play
2. Housing
3. Play
4. Street
5. Converted Wholesale to Residential

Street

Decks

Porch

Decks

Porch

Parking

Parking

Public

Semi-Private

Adaptive Reuse
River Walkway Concept:
The Riverway is the secondary link for pedestrians through the site. It establishes the entry for a series of urban spaces and activities such as potential sculpture gardens, picnic areas, lecture/amphitheatre, and outdoor market. The public edge is playful with spaces behind that vary with use and scale. The edge condition is a "wall of windows" framing views of the river and of adjacent spaces.
@ ANTHRO
Pedestrian overpass sketch view. @ Anthrac.
SPACE FOR ACTIVITIES THAT PROVIDE OPPORTUNITIES FOR GROUPS / PRIVATE AREAS

CONCEPT?
Phase I
- office building
- parking
- 2nd level walkway
- inner walkway

Phase II
- residential

Phase III
- library and plaza
- parking
- 2nd level walkway
- inner walkway
PART II: ARCHITECTURAL DESIGN PROCESS

The winter quarter focus was on the architectural design of the county office building located in the context of the autumn quarter's urban design. The solution therefore responded to the perceived image, circulation and contextual role of the urban scheme.

The building type study done first quarter was restudied. Issues of the parti, programmatic concept response, image, site response/impact and unique features were sorted out by looking for response to parallel issues.

The post-urban design process became one that dealt with an architectural statement (facade and fenestration) and a response to movement thru the site and site perception of space (building plan and massing). Programmatic considerations stayed at the level of physical proximity of different uses to each other, circulation, public access, and sunlight. Keeping programmatic issues general increased the need for flexibility.
FORT LAUDERDALE COURTHOUSE

Architect: William Morgan
Location: Fort Lauderdale, Fla.
Information Source: Architectural Record December, 1978

I) The classical parti in Morgan's courthouse design is a court form.

II) The conceptual footprint is basically a "U" shaped plan that is entered at one corner controlling the approach both to the lower level building entrance and also the courtyard space.

III) In plan the interior spaces are separated by smaller spaces of varying activities. The open public spaces are zoned by activities and buffered by smaller spaces, i.e. offices, restrooms, etc. The levels show activities that reflect public need for accessibility.
IV) Building circulation is controlled by corridor through public to corridor spaces.

V) The concrete structural system is a column that carries the roof and floor slabs by an open square beam system that also is reflected in the plan as a modular unit system. The "tree-like" system is left exposed and becomes a honest interpretation of the structural system and a unique feature.

VI) The facade is horizontally expressed with step back at the corners to soften and open the corners. The columns at the open courtyard become long and slender giving them a formal appearance. The corner entry with the third level canopy and water pools in the courtyard itself make the space a welcoming place from the warm climate.
COUNTY CLERKS DEPARTMENT
Location: Scotland

I) The form of the County Bldg. is a simple straightforward court parti.

II) Simple pair of donuts divided by a circulation corridor and political position decide the plan layout and space/office use.

III) Vertical relationships are based on the degree of public accessibility.

IV) Officials that are bureaucratic or elected are located on the upper level, then county maintenance and engineering, with the entry level housing clerks, accountants and files.
V) In plan the modular unit used was the meter. The grid plan is reflected in the facade treatment by the use of precast mullions suspended from coffered concrete. floor slabs also using the meter square modular rhythm.

By projecting the floor slabs the registers become elements that emphasize the facade fenestration. The climate is known for fog and cloudy days that exposes the mass as a neutral gray and therefore careful measures were needed to keep the character from appearing too restrained.

VI) Functional needs for elevation of water storage (downfeed system) and telephone transmitting equipment created a tower that is functional yet monumental.

The courtyard solution in this cool harsh climate is not a habitable space or very green. Climatically, another solution may have been a better choice.
CITY HALL

Architect: Kisho Kurokawa
Location: Waki, Japan
Bldg. Size: 14,947 sq.ft.
Site Size: 48,146 sq.ft.
Information Source:
JA November 1976

I) Waki City Hall is a courtyard parti with a surprise. A rectangular facade and plan in appearance, then the courtyard turns in a circular vocabulary in plan.

II) The two rectangular halves in plan are joined by third level corridors. Each rectangle assumes different roles of human interaction and each level degree of public accessibility. The structure is reinforced concrete but is not honestly expressed interiorly or exteriorly i.e. brick facade.
V) Unique features are the way interior space such as the second and third level council chamber and circular stairwell are expressed in the courtyard’s exterior.

VI) The facade on the street is a strict functional design. The sense of entry is very strong and can be approached from either side. The site backdrop is a mountain that can be viewed from in front of the building. It is seen as a framed view from the courtyard.
I) The classical parti is a combination of planes and wall elements. These intersecting elements give the form a very dynamic appearance.

II) The correlation and circulation (access) are strong influences on the building's footprint. Basically it is a centrally oriented open concept.

III) Unique features include the dynamic sculptural form created by HVAC defusers and the integration of the truss structural system with the centrally located skylights.

IV) Contrasting values and visual weight give added strength to the dynamic image and definable parts of the massing.
BUS STATION
Location: England
Parking Ramp: 180,000 sq.ft.
Information Source:
A.J. May 1970

I) The classical parti is that of a rectangular volume.

II) The footprint is that of 3 overlapping rectangular bars, each having their own functional reasons for circulation and access.

III) Access to each area in plan is purely functional. Linear circulation lends itself to exterior access for busses.

IV) The facade gives a "mass on glass" appearance to the bldg. form. Functional fenestration and angular elements give the bldg. mass its strong form.
The building program that is used was developed by the use of a questionnaire mailed out to the different offices, departments, and agencies in the present county building pertaining to needed square footage and activity relationships.

The next issues explored were volume of pedestrian use, peak use hours, activity and site relationships, government process relationships, performance priorities and activity proximity.
Programmed Area from Jackson County
Building Questionnaire:
# of offices  sq. meters

<table>
<thead>
<tr>
<th>Group I</th>
<th>Register of Deeds 2 340</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Tax Roll 1 117</td>
</tr>
<tr>
<td></td>
<td>Veterans Office 1 76</td>
</tr>
<tr>
<td></td>
<td>Other</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Group II</th>
<th>Drain</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Commissioner 4 117</td>
</tr>
<tr>
<td></td>
<td>Controller 6 454</td>
</tr>
<tr>
<td></td>
<td>Treasurer 3 340</td>
</tr>
<tr>
<td></td>
<td>Personnel</td>
</tr>
<tr>
<td></td>
<td>Director 2 95</td>
</tr>
<tr>
<td></td>
<td>Other</td>
</tr>
</tbody>
</table>

| Group III | Economic Development 1 20 |
|           | Public Works 4 117        |
|           | Equalization 2 117        |
|           | Other                     |

| Group IV | Jackson Manpower 3 95 |
|          | Region 11 Manpower 4 227 |
|          | Region 11 Planning 8 340 |
|          | County Clerk 3 117      |

**PROGRAM REQUIRED AREA 58**
Process Relationships

Decision Makers:
- County Commissioners

Data:
- Register of Deeds
- Tax Roll
- County Clerk

County Social Service Agencies:
- Region II Manpower
- CETA
- Veterans Office

Finance:
- Treasurer
- Controller
- Equalization

County Development:
- Planning
- Economic Development
- Public Works
- Drain Commissioner
### Basic Relationship and Physical Proximity:

<table>
<thead>
<tr>
<th>Second Level Walkway</th>
<th>Direct Access</th>
<th>Possible View</th>
<th>Accessible by Proximity and Bldg. Doors</th>
<th>Hookup of Elevator Core</th>
<th>Night Access</th>
<th>View on Entry</th>
<th>Main Lobby</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public</td>
<td>Direct access on 3rd Level or Walkway Level</td>
<td>Limit Access - Reception</td>
<td>Limit Access - Reception</td>
<td>Shows Lectures, Movies &amp; More Access</td>
<td>Max - Access</td>
<td>Limited to Gov. 1st Level Open - Abbr Exhibition</td>
<td>Max - Access</td>
</tr>
<tr>
<td>Government</td>
<td>Not Important</td>
<td>No View</td>
<td>Not Important</td>
<td>Limited for Security</td>
<td>Access Important</td>
<td>Meetings - Day, Night, Counter-Regional Access Meetings</td>
<td>View</td>
</tr>
</tbody>
</table>

*Table represents the relationships and physical proximity for different levels and access categories.*
Performance Priorities:

<table>
<thead>
<tr>
<th></th>
<th>Board of Commissioners</th>
<th>Main Commissioner</th>
<th>Controller</th>
<th>Personnel Director</th>
<th>Treasurer</th>
<th>Economic Development</th>
<th>Public Works</th>
<th>Environmental</th>
<th>Council</th>
<th>Mayor</th>
<th>County Council</th>
<th>Jail</th>
<th>Veterans Office</th>
<th>Region III Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technical Reform</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Public Image</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Budget</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Comfort</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Maintenance</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td></td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Flex. of use</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>
DESIGN PROCESS

During the course of the quarter's process of architectural design the level of development was divided into three distinct phases. At each phase a new level of development was reached dealing with another set of unresolved issues. The final product was reached when these problems were finally dealt with successfully with consciousness of the building whole.

Level One Development:
The first step of the architectural development was expressing the building's role in the site movement. The first level of development expressed vertical hierarchy and "bulk" zoning in relation to the suggested site movement (i.e., urban design solution). Also there was developed an interior scheme at the conceptual level that took into consideration circulation and systems integration for typical office levels. Another important notion was to introduce the river to the site movement.
North-South Section
DROP CEILING LOWER

SIGNAGE

PUBLC WORKS

DEPT. 62

TROUGHER LIGHTING

CHANGE CEILING AND FLOOR COVER

sec. X circ. + sitting buffer + open office

TYP. OFFICE LEVEL
Level Two Development:

What the first level of design needed was an ordering system that aided in developing a fenestration and facade cadence. It was difficult to respond to respond to the arc in the plan and maintain a logical system for structural buildability. The cadence/rhythm that was developed came from the relationship of the river to the site that entered into the middle 2/7's of the north edge. This established a 2-2-3 numerator of 1/7's relationship. This was then expressed in plan and elevation with the structural and fenestration systems in 2-2-3, 4-4-6, and 6-6-9 meter column rows. All these were overlaid by a meter grid system for ease of construction and partition wall interface. Fenestration worked in using the lowest common denominator's of 1/7's (i.e., fenestration in a 4-4-6 meter cadence in the fenestration.)
Order System:

Primary Beams

Secondary Beams

2way System

creates / suggests hierarchy of spaces.
Fenestration:

2nd Level Walkway-Expressed Path:

Structural

Fenestration

South Elevation Mullions
Express Structural Rhythm.
Midterm presentation:
LEVEL THREE DEVELOPMENT:

Due to the "prieslice" geometry of the plan there become a difficult condition at the north and south walls in interfacing with the overlaid grid. This solution was remedied by expressing the grid on the south side facade to use it as an office organizer. The space north of the middle circulation spine does not have the grid forced on it and contains the restroom and elevator towers in a more free form open public space for vertical circulation.

Other fine tuning done was in facade studies. The expression of each piece of the building was sought by clearly expressing jionery and proportion of each piece. Definition of entry also became an important part of the final facade fine tuning. Entry was expressed by pulling the firestair towers out to break the facade plane and hoop the entrance expressing to create a new vertical element/plane in the east and west facades. The parapet is notched above the entryways to become another part of the entry vocabulary.

The auditorium became a separate element expressed on the southeast end of the building. The river flows under the building and surfaces in the south court/patio and then flows under the building again "floating" the auditorium free of the building. Where the river passes under the building the floor is depressed forming a special exhibition space that suggests the river's pattern of movement. The auditorium is then "bridged" to from the main public space.
Circulation Concept:

- shelved offices
- view into space
- open lobby
- Free Standing Exhibition Potential
- structured grid
- vertical circ.
- "shelved" office space
Entry Development:

Vertical Hierarchy

Note

Receding Planes

Human Croquet?
Let the floor slab define not unity.
View from River Walkway.

Image Study
JACKSON COUNTY OFFICE BUILDING

Bruce Race
Architectural Thesis
Winter 1980
BALL STATE UNIVERSITY
COLLEGE OF ARCHITECTURE AND PLANNING
Key to Space Use:
1 Men's
2 Woman's
3 Elevators
4

Key to Space Use:
1 Men's
2 Woman's
3 Elevators

Level 1
4 Auditorium
5 County Clerk
6 Deeds Office
7 Tax Roll
8 Formal Exhibition Space
9 Lobby Exhibition

Level 2
10 Region 11 Manpower Office
11 Jackson Manpower Office
12 Veterans' Office
13 Rentable Space
14 Personnel Director

Level 3
15 Region 11 Planning
16 Public Works
17 Drain Commissioner

Level 4
18 Controller
19 Treasurer's Office
20 Equalization Department
21 Economic Development
22 Board of Commissioners' Offices

Level 5
23 Expansion and Rentable Space

24 Louges