



The Journal of PLACE

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The Journal of PLACE:

- Showcasing student, alumni, faculty and other compositions
- 100% student produced
- Dedicated to diffusing information, innovation and inspiration

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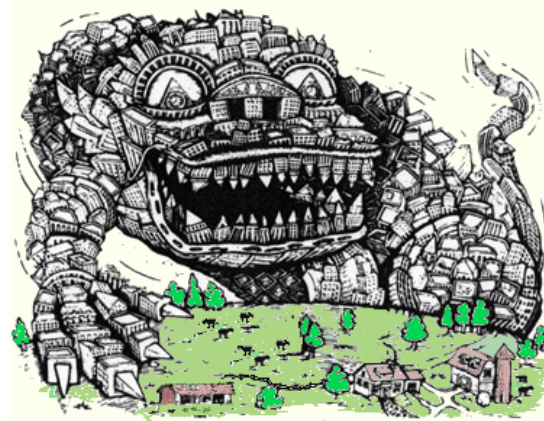
Thoughts From the Editor

The Machine Monster

Is it just me or does it seem readily apparent to the reader that many of the virtues which give American's their interface with healthy urban societies have been on a pejorative slope for some time? Blame it on what you will. However, this time much of the reproach will be placed on the machines we have created to deprive us of our natural community, and the fuel we have given to automata that proceed to stifle our fraternal and decidedly natal communion.

City design does not receive enough credit or blame for its resulting culture. Perhaps rightly so, or perhaps the elements that define our everyday environment play a much larger role in shaping our values and society. Take the automobile, for example. One could say that our excessive reliance on this pretentious convenience has caused the American culture to reflect ever more its isolationist tendencies.

How so? We are no longer used to human-scaled environments. We feel oddly out-of-place as



we walk from the safe confines of our automobile, through the concrete ocean, away from our sanctuary, past the machines that we desecrate as sentient life on the highways- and then we encounter *people*, and we feel an odd sensation of longing to be a part of this human community yet we are not prepared. We have forgotten how to exist in an environment with random human life. So it is in our suburban false-paradises.

Take a moment and experiment with this sensation. For those of you who have traveled to Europe and Asia and were cognizant of the ambiguity of the street life,

those of you who felt that *other people* felt completely comfortable in an environment full of their fellow humans... then you can certainly apprehend this more completely as you travel back to your Wal-Mart parking lot and sense the exuberance of tension and strangeness in the less-than-urban, that is to say less-than-human, environment around you. We are giving our culture to a machine, and the machine is devouring readily all that we willingly feed it.

"We fat all creatures else to fat us, and we fat ourselves for maggots."

In This Issue

We never cease to amaze ourselves here at the Journal of PLACE. Each month adds exponentially greater trepidation, breathless anticipation, positively celestial allure to the release of our upcoming issue. This month embodies our mission. We do not attempt to hide our proclivity toward what we believe to be proper design, and our distaste with the current trend of planning

in this country. Do not be uncertain about us: we are here to change the system.

We are continuing our special series as we present the second of three site plan presentations: André Stone presents *Stadtrand*. Thomas Wagner is one of our most prized contributors to the Journal. This month he presents us with a candid review of Jane Jacob's new book, "Dark Age

Ahead".

Our newest contributor to the Journal, undergraduate student Benjamin Miller, takes us through the history and future of the form of the city. A recommended and thought-provoking read. There are other treasures hidden in the succeeding pages. Commence your cyclical journey through anticipation and fulfillment.

**Special Monthly Series
Annual Site Plan Presentation 2/3:
“Stadtrand”**

**Presented by André Stone
Contact him at:
andrestone@lycos.com**

Each year Dr. Norman Tyler's Site Planning Studio culminates in a professional presentation of student-developed site plans. We continue this annual event for the Journal of PLACE with an emphatically unique development called Stadtrand, developed by the avant-garde urban design firm Stone Company Ltd.

The urban and regional planning profession in the United States is currently ill. Despite several advancements in theory and practice over the past few decades, the majority of today's planners perform their duties in a nut-and-bolts fashion, concentrating on maintaining the status quo of sprawling suburban development without taking any risks or advocating for more responsible growth. Refusing to acknowledge mistakes of the past and failing to try to redirect the misguided ideology that supported those mistakes are the greatest shortcomings of planners in this country today.

The new *Stadtrand* development in Ann Arbor Township, Michigan, is the antithesis of old-style planning. The site plan for Stadtrand was produced by the Stone Company, a progressive planning firm in nearby Ypsilanti that takes a “minimize compromise” approach to planning. The thirty-two acres of property that comprise this forward thinking development sit at the southeast corner of the Dixboro Road and Geddes Road intersection, and is owned by the Matthaiei family, one of the area's largest property owners.

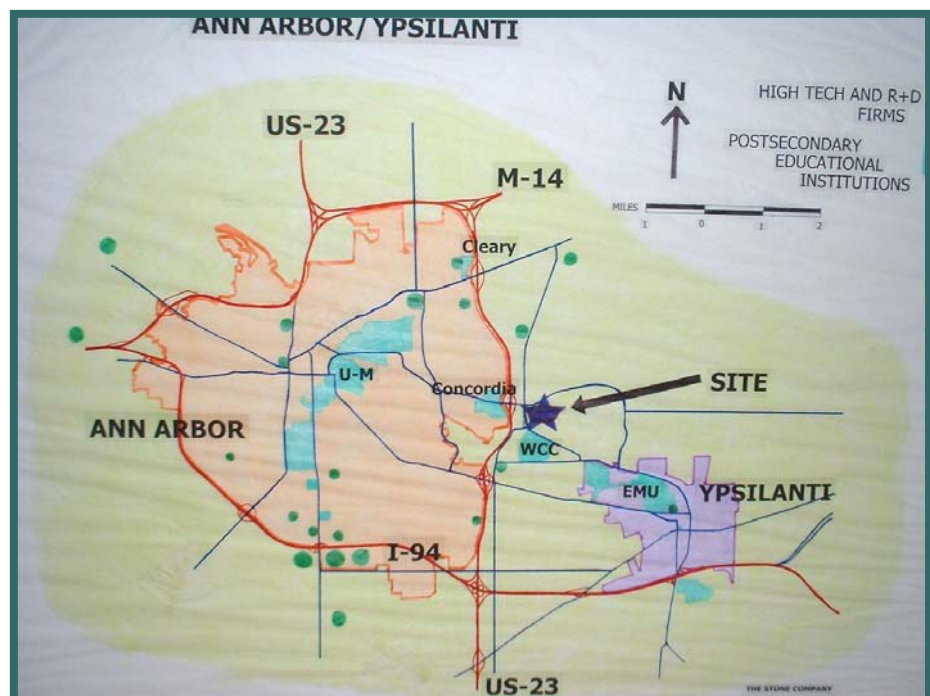
Once the location of an old farmstead, the site has remained vacant for decades despite residential, commercial and industrial growth in the near vicinity. Several unique challenges are presented by the site. The property is located less than a quarter mile from the US-23 freeway and lies in direct sight of entrance and exit ramps at Exit 39. A railroad corridor runs east-west near the southern boundary. Currently, automobile traffic on Dixboro Road is constant as drivers try to avoid more congested corridors. The area has an urban feel and noise level due to these intrusions.

In addition, the existing topography and natural features in the area must be taken into consideration. The Huron River is located just south of the site. A tributary, Fleming Creek, flows through the adjacent Parker Mill County Park, which surrounds the site on its east and south and contains wetlands, woodlands, improved and unimproved walking paths and historic buildings. The site slopes gradually toward the river, and due to its previous use as a farm, contains few landmark trees. There is an historic stone farmhouse in the northwest corner of the property. The University of Michi-

gan has preserved a large quantity of natural space to the north, across Geddes Road. Nearby development includes a large apartment complex at the northwest corner of the Dixboro/Geddes intersection, single family homes lining Dixboro to the west, large estate homes to the east and the Ann Arbor wastewater treatment facility to the southeast.

An Area Market Analysis was conducted to determine possible uses for the property. There are many key points to consider. For one, there are no fewer than five colleges and universities within a five-mile radius of the site, including the University of Michigan, Eastern Michigan University, Washtenaw Community College, Cleary College, and Concordia University. All of these institutions indicate a well-educated populace and numerous startup and long-existing firms in knowledge-based industries such as biotech, aeronautics, automobiles, and computers. The saturation of such research and development firms and lack of traditional manufacturing facilities sets the Ann Arbor area apart from other metropolitan regions of Michigan.

In addition to being a major center for knowledge-based industries, the Ann Arbor area is also considered a highly desirable area to live for all age groups and races. Singles are attracted to the area because of the abundance of good jobs, nightlife and activities geared toward students. Families want to live in Ann



Area Analysis Surrounding Stadtrand

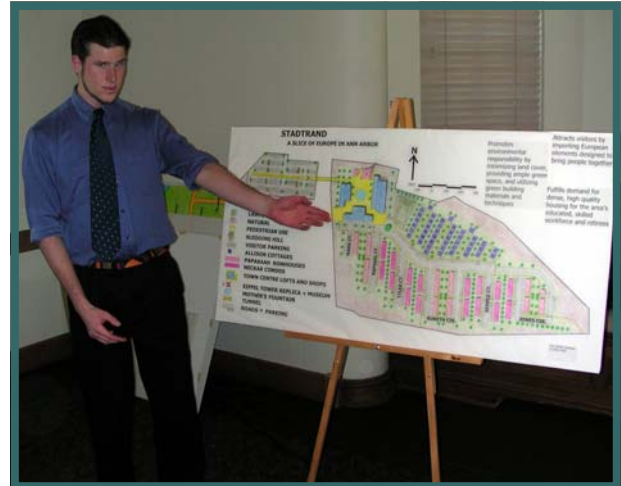
“Stadtrand” ...concluded

Arbor because of the low crime rate, good schools and safe streets. Seniors citizens find the city attractive due to some of the above-mentioned reasons as well as a plethora of cultural activities. Members of all races interact with relative harmony and less bias than in many other places.

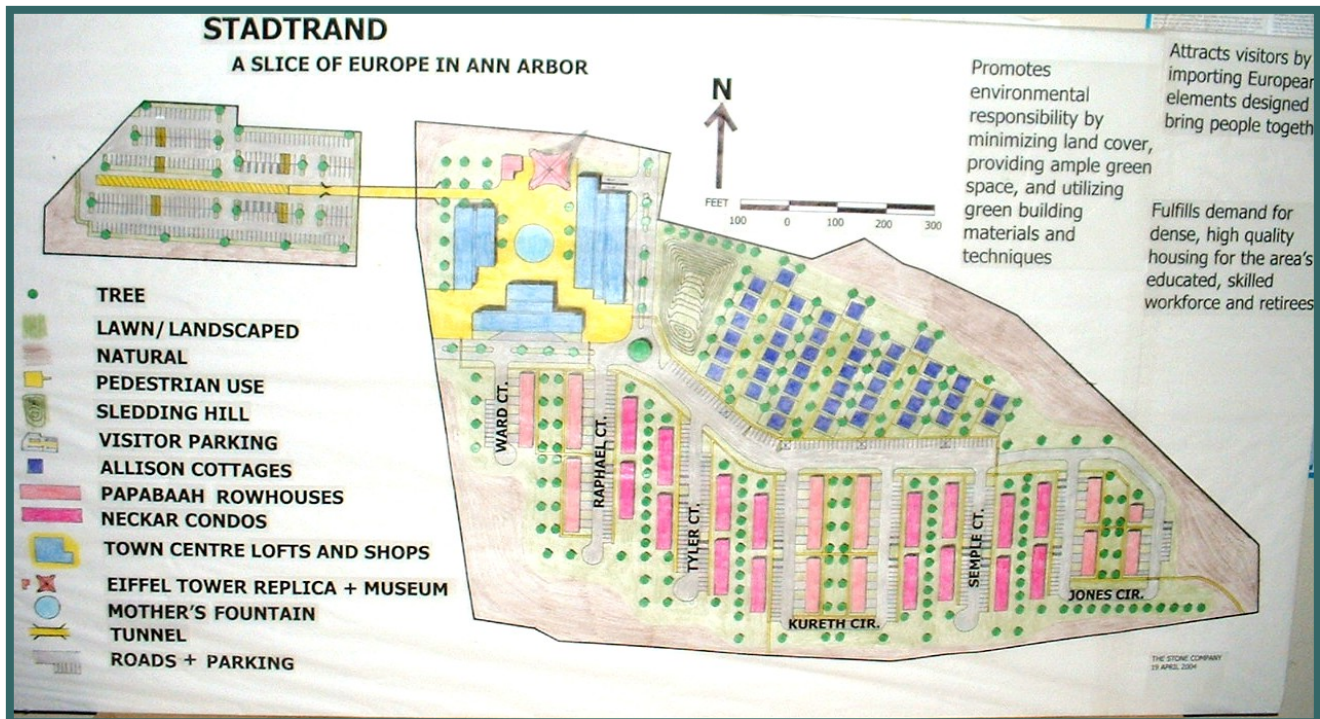
The problem with popularity is that it comes at a price, and it is cost prohibitive to many to afford living in the city of Ann Arbor. Instead, those unable to fund even a basic lifestyle in Ann Arbor are forced into adjacent townships, where car-dependent sprawl is the rule and the quality of life is probably much lower than is desired.

Based on this assessment, Stadtrand will fulfill several key needs. Though the name Stadtrand means “suburbia” in German, the site will become anything but the typical American single family subdivision. Rather, it will be the collaboration of several tried and tested planning features that have worked for hundreds of years in Europe and have recently been imported to North America. It will not be the central city, but it will be a suburb- a European suburb: dense, with a sense of place that responds to its surroundings, and unique to Michigan, bringing the best of European planning to Ann Arbor.

The development has four parts: Town Centre, Row Houses and Condos, Cottages, and Tourist and Visitor Facilities. One element lacking from most new developments in the United States today is a sense of community. The culprit for destroying community in these projects is often the private automobile.



André Stone is finishing up his undergraduate degree in Urban and Regional Planning this December. After graduation, he plans to sell his car and move to Grand Rapids, then return to his native Pacific Northwest within a year to work in urban design. Andre hopes other Eastern students will follow his auto-free example.



Site Plan of Stadtrand

“Stadtrand” ...continued

Stadtrand emphatically fulfills the need for a sense of community by developing areas that are oriented mainly to the pedestrian, not the car. Though the entire site is accessible by car, daily activities such as fetching the mail will require walking and community interaction. The four areas of Stadtrand will all be connected via extensive walking paths, and the Town Centre will be completely devoid of cars.

There will be a total of six entrances to Stadtrand: two roads, one bus stop, two bike/walking paths connecting to Parker Mill County Park, and a pedestrian tunnel. The roads will both enter from the northwest corner of the site, one from Dixboro and one from Geddes. They will both be two-lane, tree-lined boulevards that culminate in a traffic roundabout centered on an ancient landmark tree. From the Geddes entrance, the east building of the Town Centre and a sledding hill constructed of dirt removed during the cut and fill process will frame the road. Access to the underground parking garage for Town Centre will be accessible from here. From the Dixboro street entrance, Town Centre, accompanied by narrow street view corridors toward the Huron River, will excite the eye.

The bus stop for AATA Bus #3 will be just north of the Dixboro entrance and will provide easy pedestrian access to all parts of Stadtrand. There will be two sidewalks connecting the project with Parker Mill County Park, both to the south. This will enable residents of the development to access the entire Gallup Park bike/walkway from home and allows park users to visit Stadtrand businesses and residents. Finally, a 20-foot wide pedestrian tunnel will link the heart of the Town Centre area with a surface parking lot on acquired land at the southwest corner of Geddes and Dixboro. The parking lot, located less than 200 meters from an Exit 39 offramp, is intended to provide parking to visitors of the area's tourist and commercial facilities and Town Centre residents during certain times of the day.

Roads and driveways are necessary, but impermeable paved surface areas are kept to a minimum. For example, streets will be a maximum of 25 feet wide to allow safe passage of cars and bicycles, but will narrow enough that drivers feel unsafe driving too fast. Speed of car traffic will be slow especially along the main road because of the presence of on-street parking for the cottages. The traffic roundabout will yield a diagonal street that reaches further into Stadtrand, gently bending at its midsection to entice visitors around the next corner. This street will form the backbone of the project, as all circles and courts will originate from it.

The Town Centre area will be Stadtrand's main landmark. This will be the area of highest housing density and will contain the only commercial enterprises in the development. The Town Centre will consist of three five-story mixed use buildings with small retail and community activities spaces on the ground floor and loft-style condominiums on the top four floors. All three mid-rise buildings and the public square they front on will be constructed above a 160-space private parking garage for residents. The buildings themselves will be constructed of high quality materials and will offer four unique floor plans for various styles of living, ranging from single adults to families.

The three buildings will form a U shape and contain a central plaza to be anchored on the north by a 1/5 scale replica of the Eiffel Tower. The plaza will be paved in red brick and contain a large water feature, Mother's Fountain, as well as street trees to enhance the urban-styled atmosphere. Stadtrand's Town Centre will be the center of activity for the entire development, anchoring a community center for use by residents and a recreation center, complete with a pool and spa, as well as games—all located on the ground floors of two of the buildings. The largest building, on the east side of the square, will be home to retail ventures such as a coffee shop, a café and/or clothing store. These stores will be a cooperation between the developers and Stadtrand residents, who will operate them.

The Condos and Row Houses area is located south of the main street through the project. These will be elongated buildings organized in a north-south configuration, with the side streets serving them acting as view corridors toward the Huron River. Like Town Centre, they will be densely packed together to encourage community interaction, but will also carry many differences. For example, residents who own cars will be able to park them in front of their building on in shared driveways if they occupy space in a row house. Unlike Town Centre, the condominiums and row houses will each have an individual front door and address. Mail will be delivered to a common area near the street, which will force residents to make use of the wide sidewalk provided to them. In addition, the area will be planted with dozens of new trees, shrubbery and lawns to enhance the sector's visual appeal. All in all, there will be 69 row homes contained in eleven buildings and 192 loft condominiums within 16 buildings.

The Condos and Row Houses area replicates a building style often seen in major western European countries, where large numbers of people are housed in dense suburban locations. The buildings are typically three stories in height. In Stadtrand, row houses will consist of shared driveways with a one-car garage, topped by 2 ½ stories of living space. Condominiums will have smaller lofts on the 1st and 2nd floors, topped by two large open penthouse lofts above. These types of buildings are often found in older urban industrial areas, where factories have undergone adaptive reuse to residential functions.

The Ann Cottages of Stadtrand is the most foreign concept of the development. Cottage-style housing developed in Scandinavian countries and only recently has been imported to the US. Cottage housing consists of small one- and two-story simple buildings concentrated on a central green space. In Stadtrand, parking is along the main thoroughfare, and residents of cottages must walk from their cars to their homes. The advantage of this type of configuration is that cottages can be completely car-free and replaced by more efficient methods of transportation. There will be greater community interaction here than anywhere else in the development. Cottages are ideal for young families because the negative space between houses is a safe play area away from traffic and solitude can be achieved.

Finally, Stadtrand will bring tourist income to the area.

“Stadtrand” ...concluded

There will be a 1/5 scale Eiffel Tower replica on the northern edge of the Town Centre square. The 60-meter (200-foot) tower will be visible from the US-23 freeway and the entire Ann Arbor area. The tower will offer elevator rides to southeast Michigan’s only tall public observation tower. Because the tower will be located on one of the highest points of the area, an excellent view of downtown Ann Arbor, Ypsilanti and the surrounding area is possible. A further advantage of Eiffel is that it may double as a radio or cell phone antenna, bringing in lots of income to Stadtrand. Tourists may also visit the adjacent Museum of Smart Growth, located in the restored and preserved historic Stone House, and patronize the coop businesses on the square.

Stadtrand will be full of useful and necessary amenities to please both residents and visitors. Any observer of the site plan will find a noticeable lack of parking for residents. The one of the main goals of the project is to not overwhelm an already congested local road system. Residents of Stadtrand are encouraged not to own cars. In the place of private automobile ownership will be a comprehensive car-sharing program and bus service. Instead of parking fees, non car-owning residents will receive membership in the car-sharing venture and free AATA bus passes.

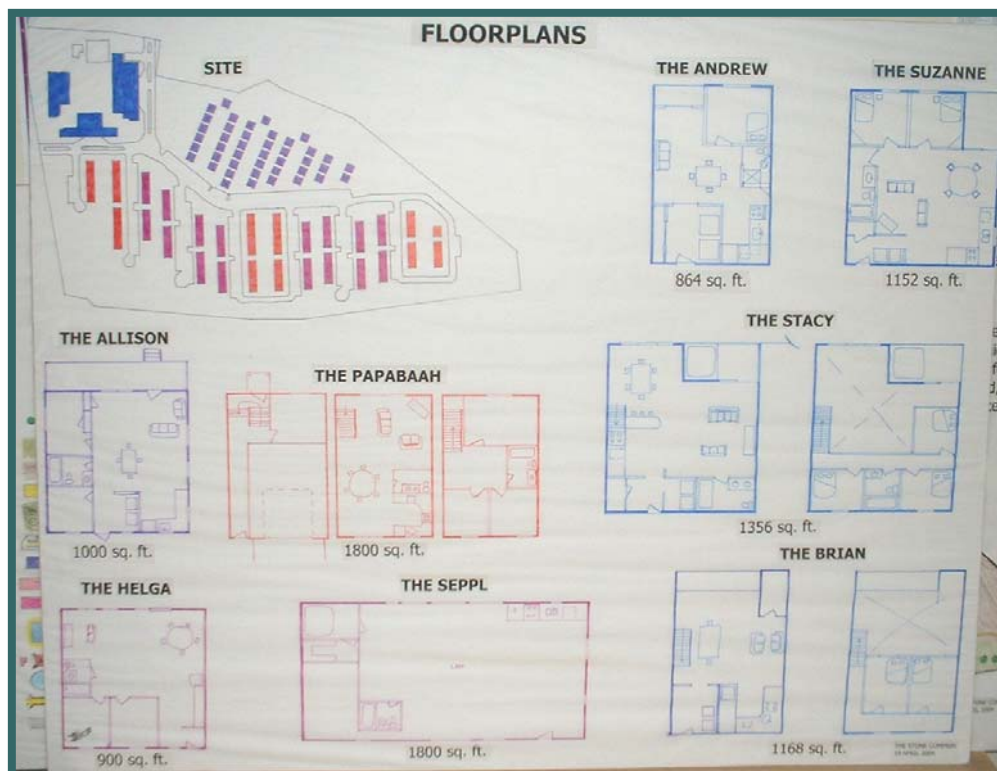
All of the buildings in Stadtrand are designed to LEED-advocated green building specifications to maximize energy efficiency and decrease environmental impacts. For example, most buildings will have large windows and skylights to maximize

solar radiation and allow circulation. Narrower streets and the absence of large parking lots will eliminate the amount of runoff. There will be large grassy areas around all buildings except those in the Town Centre. Finally, a large natural buffer will separate developed areas from natural areas near property lines.

Active living is encouraged for all who choose to live in Stadtrand. An extensive system of sidewalks enable individuals to placidly walk from one end of the development to the other, with as infrequent an amount of street crossings as possible. Mailboxes will be clustered in common areas, enabling more walking, as will connections to the local park system. The community pool and recreation facility in Town Centre will be available for use by all residents. An innovative reuse of cut-and-fill materials in the construction of the sledding hill. This provides a fun, active winter activity for kids of all ages and eliminates the need to drive to another nearby sledding hill.

Finally, Stadtrand will be affordable for all. Prices for homes in the development will range from \$120,000 for a 1,000 square-foot cottage to about \$360,000 for an upscale 3-bedroom, 2-bathroom loft condominium in Town Centre with a balcony hot tub. These prices are significantly lower than what one might find in the city of Ann Arbor or surrounding townships, and the benefits are comparable or higher. The variety of living spaces (eight in all) make it possible for one’s needs to be met throughout an entire lifetime.

Stadtrand is a very unique development. Nowhere else in Michigan will one find such a diverse array of uses in so small an area, outside an incorporated town or city. The project is designed to meet the needs of the future, when our existence will be less automobile dependent. It is a direct challenge to the city planners of today who are too naïve to consider the positives of advocating responsible planning and development such as Stadtrand. Stadtrand is an example of the future of planning, and will be replicated very often a few years down the road.



Literature Review: “Dark Age Ahead”, Jane Jacobs

By Thomas W. Wagner
Contact him at:
twagner127363MI@comcast.net

Renowned urban culture critic Jane Jacobs knows how to get our attention. With her tradition of blunt titles, including the celebrated *Death and Life of Great American Cities*, Jacobs’ latest book is called: *Dark Age Ahead*. Yes, as the title suggests, she’s threatening us not with an extended power outage, but with the social and economic anarchy akin to the Dark Age that blanketed Europe following the collapse of the Western Roman Empire one and a half millennia ago.

Tom Wagner is a Senior Research Scientist with Eastern Michigan University’s Institute for Geospatial Research and Education and an analyst at the University of Michigan’s China Data Center. He’s lived and worked in such diverse Asian cities as Katmandu, Dhaka, and Kuala Lumpur. His current interest is in “systems of cities” and he is the principle author of the Eastern Michigan University-Mark Jefferson website: <http://ceita.emich.edu/gsc>.

(For example many different Amerindian cultures, when confronted with European invaders, ended so abruptly that even the memory of what was lost has been lost.)

Jacobs at 89, sets aside half a century of crusading against overzealous transportation planners and urban redevelopers and, in her informal style peppered with anecdotes about earlier battles to save New York City neighborhoods and later, the Toronto metropolitan community, warns of the impending losses of key cultural institutions that binds our society together. This potential loss may surprise us because, if anything, our highly-connected, education-obsessed, and increasingly wireless society seems well supplied with information — unavoidable, unstoppable mega-, giga-, and tera- bytes of it.

But that’s not the kind of information that concerns Jacobs. Hers is a more subtle loss: the accumulated wisdom embedded in the complex procedures of everyday life -- the informal ways we learn to do things just by growing up in a culture. She claims we’re losing the highly evolved understanding of how best to house families, how to educate, how to do science, and how local governments and professional societies serve society.

To prove that Western civilization, or at least our North American version of it, is heading towards cultural amnesia, Jacobs describes the threats to what she calls the “five social pillars”: a cultural information disconnect between parents and children, a

During that Dark Age, the conditions of human survival progressively went from difficult to bleak to barbaric as Roman institutions and social knowledge slipped away. It took some 600 years before a new Middle Age civilization arose to return European living standards to Roman levels.

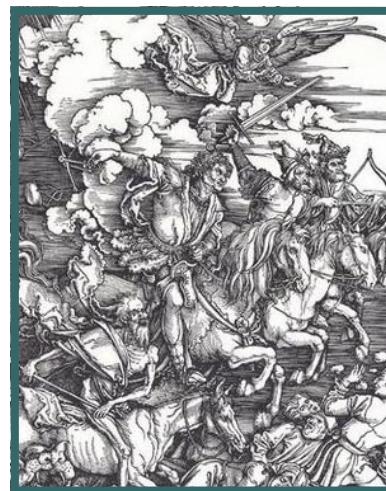
Some civilizations decay slowly over centuries, but Jacobs contends that most end rather abruptly as a result of external pressures and an inability to adapt to new conditions. Cultures may hum along quite well for many centuries, only to collapse in a sudden famine, war, or mass migration.

trend for higher education to “credential” rather than to educate, the failure of science to assess alternative explanations for phenomena, the losses of transparency and fiscal accessibility by local institutions, and the significant failure of professional societies to police their own.

After reading the chapters devoted to each social pillar, most readers are likely to acknowledge some validity to Jacobs’ concerns, but few will see them individually as insurmountable obstacles to the continuation of North American civilization. Most of us have faith that the feedback mechanisms of our democratic society will identify any destabilizing cultural influences before it is too late and will patch what needs to be patched in time. Not so says Jacobs. The very feedback mechanisms by which our culture adjusts to new circumstances are under attack by short-term selfish interests and are not being well defended. The understanding of how and why they work is in danger of being lost to future generations. Such knowledge gaps concerning aggregate patterns of socially accepted procedures spells trouble.

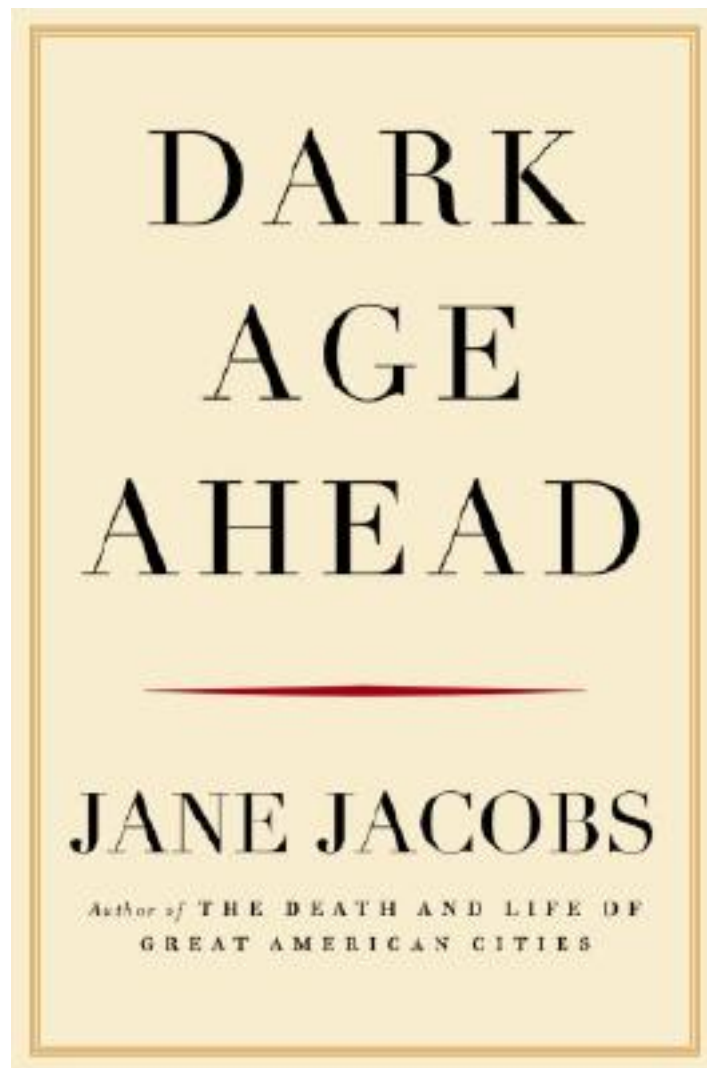
While readily acknowledging that much of the future is unforeseeable, Jacobs warns that our current path-dependent behavior may be leading to a new Dark Age. Her role is to alert us to this danger in time. The good news is that other cultures have approached the abyss, such as Japan after World War II, and have managed to avoid its dismal fate and, says Jacobs, so can we.

In spite of her warning, Jacobs remains optimistic and agrees that we have extensive intellectual resources to head off a spiraling cultural decline. But like a caring grandparent, she gently reminds us not to forget what is important to remember: the continuity in family traditions, open inquiring minds, and robust feedback mechanisms that alert us to impending social dangers in time for us to adjust as we interact with a rapidly changing world. However, lest we somehow forget these things, there may well be a *Dark Age Ahead*.



Durer’s four horsemen of the apocalypse. We have lessons to learn from history... but we can be an amnesic people

Literature Review: “Dark Age Ahead”, by Jane Jacobs...*concluded*

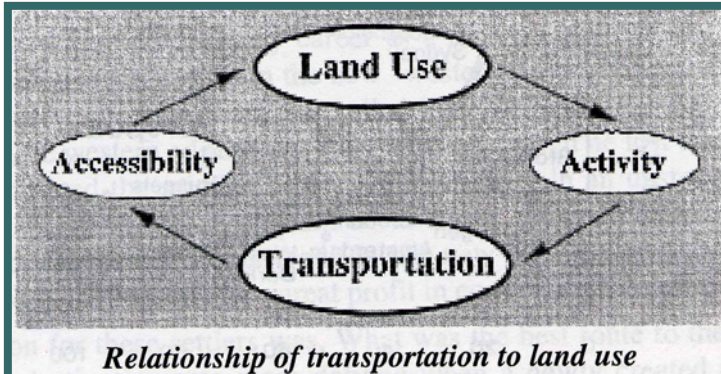


Dark Age Ahead; Jacobs, Jane, 2004. Random House, New York.
224p.

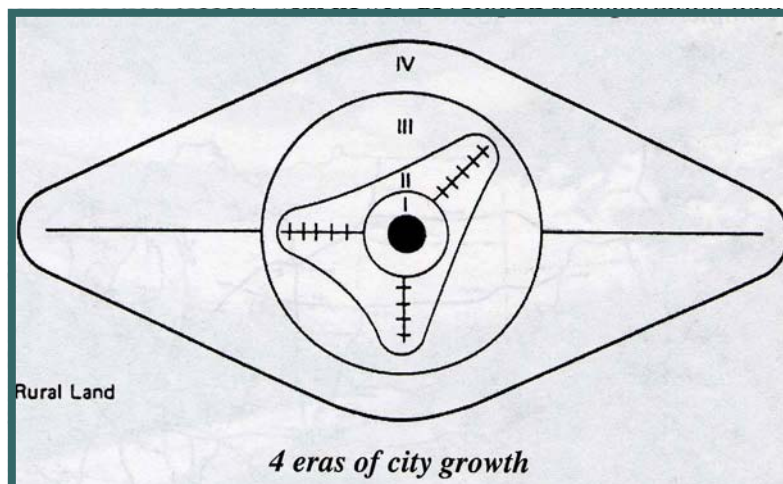
Student Commentary: "The Transit Form"

By Ben Miller
Contact him at:
an_an@sbcglobal.net

The connection between development and transportation is inseparable. Transportation molds development and development creates traffic. The effect between the two is actually quite cyclical (Tyler 2004, 3) as is demonstrated in the corresponding diagram. From this idea one can reach the conclu-



sion that different types of transportation shape different growth patterns. Often, as one transportation technology displaces another, the city will tend to grow to the new direction and molding of the new transportation system. This is stated in the idea of Dr. Tyler's Four Eras (Tyler 2004, 74) which states that city development is divided into four different eras throughout time.



The map is based on the idea that people do not wish to commute from home to work for a time longer than thirty minutes. Therefore, the outermost areas of a city, which provide the city's physical

shape, are the farthest areas where one can arrive at work in thirty minutes with a given form of transportation. The first shape is a small circle based on walking to work. The second shape is based on commuting with walking and streetcars. The third shape introduces the automobile. This shape is where the center starts breaking down. With walking, there was a sense of centrality because it made the most sense for all the activity to be near each other for the sake of walking. With streetcars, all lines met in the center of the city, because the activity was already in the center. With the advent of the automobile, a person could now live on the outskirts and work at a completely different part of the outskirts. Thus, the center is no longer any more important than any other location. This "equalization" is quite relativistic, in that it removes the importance from the area that has best served as the city center. The fourth era is the interstate highway. The city sprawls out farther; though this map shows a city with only one interstate highway, and as we know, most large cities have more than one interstate highway through them.

This brings us to a decision. What is the best of those eras for people to live in? There are many considerations. One interesting thing to note is that the farther along the eras go, the farther the city departs from a human scale (Mumford 1961, 431). More specifically, cars are one of the biggest culprits of robbing cities from pedestrians. "To accommodate them, city streets are broken down into loose sprawls, incoherent and vacuous for anyone afoot." (Jacobs 1961, 339) At the same time, it is impossible to believe that we are still able to continue living in Era I and impossible to believe that entire cities still exist in Era I with all the influences from other forms of transportation. Era II, though requiring some form of non pedestrian transportation, would still place an emphasis on pedestrians. This is because an Era II city would be a city of walkable neighborhoods, connected by transit lines. Therefore, I would assert that the best Era to attempt to maintain

Student Commentary: “The Transit Form” ...continued

for a city of human scaled and pedestrian living would be Era II, hereafter referred to as the Transit Form.

How does one find an area that falls into the Transit Form? And how did areas that exist within this form attain or maintain the form? There are three main factors in achieving the Transit Form: History, Economics and Policy. One city stands out in my mind as representing each one of these policies, and I shall address each one.

History

Boston, Massachusetts has the oldest subway system in the country (MBTA 2003). It is also the fourth largest urban public transportation system in the country for a city that is only the 20th largest in the country. Boston has a ratio of transit trips to citizens of roughly 2:1 (ratio calculated with numbers from the United States Census Bureau and the American Public Transportation Association). It is, arguably, the fact that Boston has maintained its transit system for a very long period of time before the advent of the automobile, that the idea of public transit became engrained into the normal public life of Bostonians. Also, because of such early development, transit had a large effect on the shaping of the city in its layout and its physical nature.

Before the subways we know today, Bostonians got around by many other public methods. As early as the 1630s, there was a public Ox Cart to bring Bostonians living near the coast further inland and back. Later, ferries took people across Boston Harbor from Boston to Chelsea to Charleston. After the American Revolution, population increased and the City of Boston can be said to have left Era I effectively. As the city’s land grew through landfill and populations of neighboring towns grew in the 1790s, stagecoaches and later omnibuses carried people through Boston and to neighboring communities. In essence, stagecoaches functioned as taxis and omnibuses functioned as modern day buses (MBTA 2003).

In the 1850s, Horse cars on tracks came to Boston. While omnibuses could go practically anywhere, horse cars were more successful because they were faster, due to the use of rails on what, at the time, were mostly dirt roads. By the 1880s, the many horse car companies merged into the West End Company, which also dabbled in cable car lines which they eventually discontinued, as well as electric streetcars. By the end of the 1880s, all the lines were electrified; one of these lines becoming the Green Line we know today. Streetcar shaped development spread out farther, which in turn created more streetcar traffic [figure 3]. Such traffic in the 1890s war-



Figure 3. A streetcar scene in 1880's Boston

ranted the creation of Elevated Trains as well as subways to relieve ground congestion. Also, buses started to be used and Boston had the busiest running in the country by 1936.

In the late 1940s, transit was taken over by the state because it could compete with the flood of new cars coming in. By the 1960s, this new MBTA took over the regional railroad of the area and integrated it into its already existing transit system. It also started receiving much more funding. By the time of the oil crisis, the MBTA was poised to become the best way to get around. This has made people realize how important the MBTA is, much like the earthquake did for BART.

There are currently four subway lines [figure 4], which remain the part of the MBTA with the most

Student Commentary: "The Transit Form"...continued

ridership. Among their strengths is their ability to bring people in and out of downtown. However, there does not really exist any effective cross town service. Also, the subway stops running before all the bars close, though there are buses running late through the night. The MBTA currently gets only 22% of its budget from ticket sales, but it is supported by the government because transit is important to maintain the health of cities. There are also still many buses and commuter rail, as well as ferries, but the plurality of trips take place on the subways. They serve city residents, as well as outsiders. Through the maintenance of the MBTA and the commitment to public transport throughout history, Boston remains a city in which one does not need a car to get around. Though there are still cars in Boston, they have not been allowed to dominate and control development as much as in other metropolitan areas.



Figure 4. Boston's Subway Network

Economics

Moscow is the largest city in Europe and has one of the most extensive transit systems in Europe as well [figure 5]. Moscow's transit system developed quite differently than others we have studied in

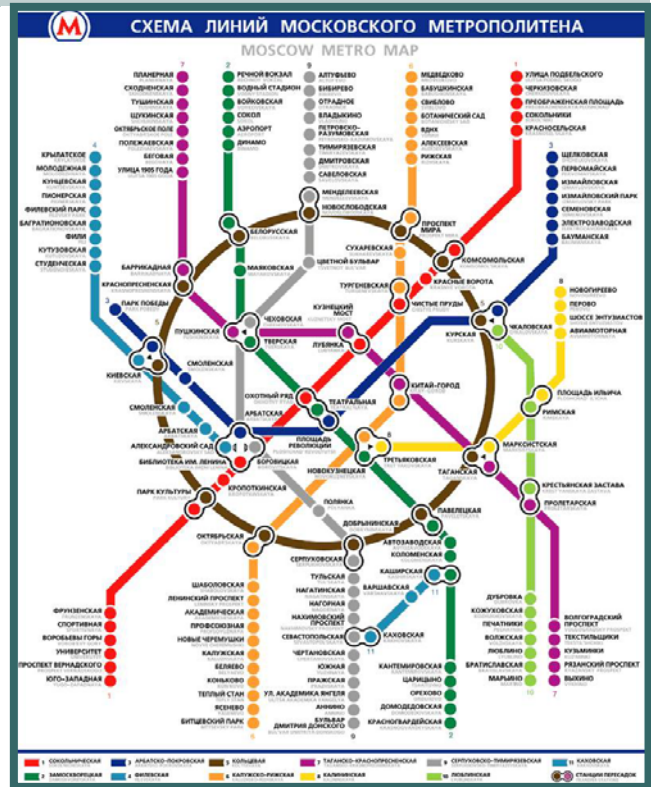


Figure 5. The Moscow Metro

America, and perhaps that is its strength. Moscow, as well as the rest of Russia, was Socialist. The Moscow Metro was opened in 1935 and was funded solely by the government which is strikingly different from that of other developments described by the Tyler Theory of Transportation Mode Development. This states that, in general, modes of transportation include early invention and innovation, growth by entrepreneurship, regulation by a centralized government, over-regulation by the government and finally decline. This system that seems to dispose of transportation systems when they cannot compete is based on capitalism. Luckily, this was not the case in Moscow. Moscow's Metro system has always been run by the government, to serve the people, not to serve profit. Because of its government sponsored innovations, Moscow has kept its Transit Form. This raises the question of whether a socialist economy is more capable of supporting a true public transportation system and therefore is better in its role of supporting the Transit Form of the city.

Student Commentary: “The Transit Form” ...continued

The Moscow Metro has been more of an effective system than any system in the United States. Due to its success in the Moscow Metro, Moscow has experienced an increasing city population. In 1925, the population of Moscow was about 1,816,000, and this increased to 5,000,000 in 1950, with the founding of the Metro in between. This shows an increase in the population of Moscow, at a time when the car is starting to carve out sections of American cities, making them less desirable, and shipping people off to suburbs. Also, in 2000 the population reached 8,297,900, again enormous growth. Today, it's about 11 million people. Compare that to Detroit, which has shrunk in half since the mid 20th century. Moscow makes up for about a tenth of the population of Russia. In fact, less than a quarter of Russia's population lives in rural areas.

The Moscow Metro is filled with art, murals, and mosaics. It has more than 150 stations on eleven lines. It is not uncommon to see ornate chandeliers



Moscow's Beautiful Stations

lighting the stations. In America, we see much more spare stations. These are much less inviting to choice riders. This is mostly because we do not fund public

transportation reasonably, as most of the money goes other places. In more socialist economies, the government actually spends enough to make functional systems for its citizens. And it even has money left for beauty. The system, the worlds busiest, is known for having fifty second headways during rush hours and carries nine million people a day. Metro Stations are rather far apart. However, there is a frequently running, inexpensive bus system radiating from each station. Every major street is served by a bus line and none of the apartments are more than a few minutes away by foot. Many Muscovite families own cars, but these are reserved mostly for weekend and vacation use, and are not used in everyday life. Economics' role on urbanity and its Transit Form is quite evident with this case study. More often than not, countries with more socialist or social democratic economies tend to provide much better systems for their citizens, whether they be transportation, health care, social security, welfare, education... et cetera. Free market capitalist leanings have held us back from achieving

such great things, which could be quite extensive with our amassed wealth. Perhaps a change will bring us up to par in the future.

Policy

Portland, Oregon leads the way in opposing automobile hegemony. Portland has taken steps, within the past thirty five years, to preserve the Transit Form of Portland with modern policies. Portland had not developed as much as east coast cities at the time of the interstate highway system, as was typical of newer, west

coast cities. Portland didn't have the history of transit like Boston did, nor the economic advantage of Moscow, but it chose its path towards Transit Form at a

Student Commentary: “The Transit Form” ...continued

pivotal point.

In the 1970s, the Mount Hood Expressway was proposed. This would have not only brought in tons more traffic, but also would have demolished many already existing neighborhoods. Opposition to the Mount Hood Expressway derailed its plans and

started up transit systems again, showing that transit can turn a profit in some areas. Portland has not only kept transit important, but has also put an emphasis on bicycle friendliness, which also helps to deflate automobile hegemony. If Portland continues its current and similar policies, its Transit Form shall be retained.

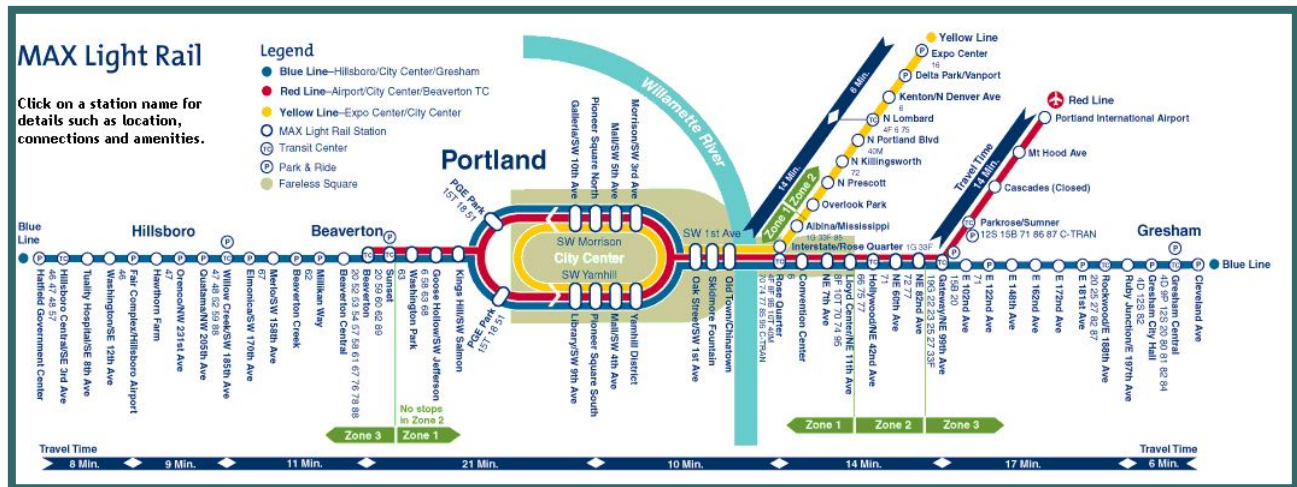


Figure 7. The TriMet

used the money that would have been designated for it to build the MAX [figure 7], as part of TriMet. That is, the money that would have been used to anchor the city in Era IV was used to allow the city to flourish in Era II. Use of the MAX is encouraged through current policies that make the MAX free in areas of downtown. The city also tore up one of its main roads that went next to the river to create a large park along the river for the citizens to enjoy. Helping to maintain the transit form does not just mean adding transit to help shape the city. If a city is at a pivotal point, taking away movement toward Era III can be an even better step. But it must be early in the game. Destroying a road might not work anymore in Los Angeles or Detroit.

Ever since, development has followed transit lines. Not significant amounts of parking have been added to downtown, which would have encouraged more commuting. Ridership is high and the downtown is doing well economically. Also, transit is doing so well in Portland that private companies have

Many things influence a city’s Transit Form, though the most important are history, economics, and current policy. Unfortunately, this means that not all cities can recapture the Transit Form unless they exert tons of money to reinvest in downtowns or totally rebuild themselves based on more human scaled principles (Kunstler 1996, 125) [figure 13]. Even then, suburbs will continue to undermine the Form simply by existing. It is impossible to go back in time. Therein lies the most important aspect of the Transit Form: its price is eternal vigilance; if a place has it, it must fight to keep it against all odds, or it will fall from grace and become another defeat for mankind

Benjamin Miller is in the last year of his Undergraduate degree in Urban and Regional Planning and Art History and will graduate in April. He wants to leave Michigan and go to a place where he can walk to a hardware store and be transfixed by the beauty of the built environment surrounding him.

Student Commentary: "The Transit Form" ...concluded

and another victory for autokind (Schneider 1971).

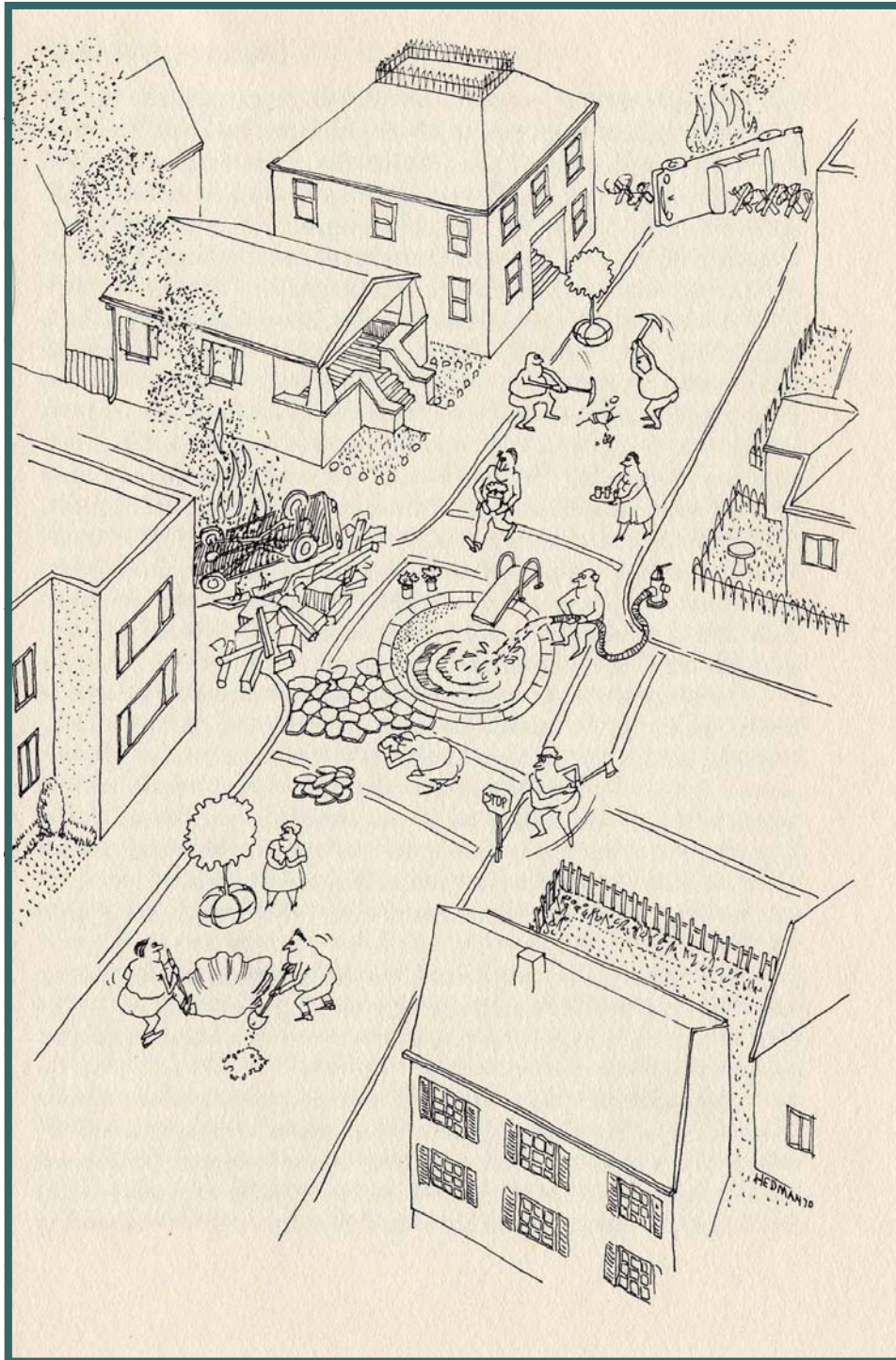


Figure 8. Back to the Human Scale

A New Insignia for PLACE

PLACE was proud to receive a new emblem this year, which represents our growing organization's character and purpose. As we move into our golden age, we want a symbol that portrays our commitment to and pursuit of the art of urban design. Now we have it. Our gracious thanks to our gifted designer, Xia Wen, from Nanjing, China. Comments on her design can be directed to an_an@sbcglobal.net, where we will relay them to her.



Our New Home: www.emich.edu/studentorgs/place

Our goal with this website is nothing less than to engender a community space that is at the same time an Urban Planning database, a social nexus, and an informational medium for our Organization. This site is for students, for alumni, for faculty- indeed it is for everyone. Credit needs to go to Xinyue Ye, who is the technical mastermind behind the construction and maintenance of the site. His travail has produced this work of art.

When complete (though we consider this, like life, a perpetual work-in-progress), we will be able to offer you an interactive online forum to meet old classmates, old friends, current students, anybody- and talk about what is on your mind. We will provide you with the latest news regarding our program and events. We will offer you an extensive database of planning-related information, literature and ideas. You will browse the history of PLACE, and you will peer into our future. You will have access to the latest internship and job information. Employers will browse through student projects and résumés. There will be an archive for the JOURNAL OF PLACE. And there will be so much more...

We give you more than a student website. We give you an intricate tapestry of the Human Community and our place in the urban world. Some may call our aspirations grandiose- *please do by all means*- for they are nothing less. You are about to enter our world. We invite you to stay a while and promenade the electronic streets of our delightful PLACE.

World Town Planning Day 2004



On Thursday evening, November 11, there is a special event recognizing World Town Planning Day. The Urban Planning Student Association (UPSA) of the University of Michigan and the Planning Awareness Club of Eastern (PLACE) of EMU are co-hosting an evening of "Planners talking about planning." Three planners, two from EMU and one from U of M, will share the podium and talk about their transition from being a student to becoming a professional. The speakers bring varied backgrounds. Rodney Nanney works for McKenna Associates, one of the largest private planning firms in Michigan. Keith Edwards, now a planner for Grand Blanc Township, was formerly city planner for Birmingham, Michigan, where he worked on 3D computer visualization techniques. Michael Scholl is a planner with the firm of Juergensen and Associates of Detroit, specializing in community and economic development.

World Town Planning Day will be a special event this year. Students and alumni will have plenty of time to socialize, in the North Campus location on the UofM campus. It goes from 6 to 9 pm, with presentations beginning at 7:00. Included will be a tour of the U of M facilities and studios. It takes place in Room 2216 of the Art and Architecture Building, 2000 Bonisteel Blvd. (Parking is on the south side of the building, off Geddes Road.) Refreshments will be provided compliments of Ashley's Restaurant in Ann Arbor.

Our Three Mediums of Information

PLACE and the Urban and Regional Planning Program at Eastern Michigan University are further integrating and connecting their three primary mediums of information. The websites, this Journal and the bulletin board in Strong Hall are serving more and more as a powerful interface between PLACE, the Urban and Regional Planning program, and those interested in wanting to be a part of its ever-developing structure. Each channel compliments the others; they do not try to replace or reproduce each other.

PLACE Website

For years EMU's Urban and Regional Planning Program website has been the primary diffuser of Planning Program information, including event news, alumni updates, student information and much more. It now works in conjunction with PLACE's new website, offering a synergistic array of information and knowledge. Please visit our two sites, as they are updated frequently:

www.emich.edu/studentorgs/place
<http://planning.emich.edu>

The PLACE Bulletin Board

Our recently renovated bulletin board is an exemplified combination of organization and minimalism. We feel that such a combination allows for a powerful attention-getter, allowing us in effect to 'direct' the eye to certain areas of the board in order of their importance. But don't take our word for it; please visit the southern corridor of Strong Hall to see for yourself!

The Journal of PLACE

With the introduction of The Journal of PLACE, a key component is added to this existing network of information conduits. With every month our subscriber base will build, and *The Journal of PLACE* will be a legacy for all future members of this student club. It all begins with us, right here, right now.



The PLACE Bulletin Board in Strong Hall was redesigned in order to enhance the image of the club through the use of attractive and visually powerful media.

“These three mediums of information are a powerful interface between PLACE, the Urban and Regional Planning Program, and those wanting to be a part of its ever-developing structure”

Inside Our Next Issue

The next issue is special, to say the least. One year ago this upcoming January, we launched our premier issue. Now, stronger and more vibrant than ever, we want to celebrate. Look forward to our largest, most comprehensive, perhaps most controversial issue yet. An event not-to-be-missed.

To mention just a few aspects of this special edition, we are looking forward to concluding our Site Plan presentations series, where undergraduate student Andrew Armbruster will introduce his plan, *La Place de l'Exotique*. We will also continue our “Urban Systems of the Future” series, and introduce a long anticipated Ideal City concept. But, of course, there is so much more. What mysteries lie beyond?...

PLACE

Urban and Regional Planning
209 Strong Hall
Eastern Michigan University
Ypsilanti, Michigan 48197

Email:
an_an@sbcglobal.net

[www.emich.edu/
studentorgs/place](http://www.emich.edu/studentorgs/place)

[http://
planning.emich.edu](http://planning.emich.edu)

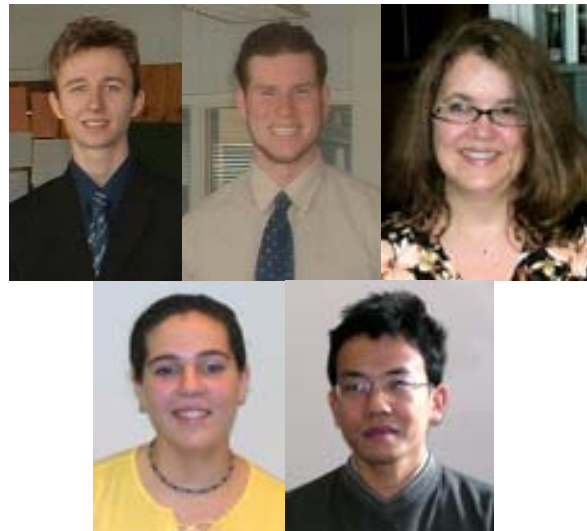
The Planning
Awareness Club of
Eastern



A Note About PLACE

PLACE is a 100 % student-led organization. Leadership and membership change from year to year with students graduating and new students arriving. Therefore, the goals and objectives of the organization change annually. This provides members with a unique opportunity to become involved in an organization that regularly encourages and welcomes new ideas and change. The mission of **PLACE** 2003-2004 is to provide its members with opportunities for personal and professional growth through special events, conference and workshop attendance, fieldtrips, networking, scholarships, and a medium (this Journal) through which their opinions and passions can be stated and respected.

The Officers of PLACE



From top-left to bottom-right: **Andrew Armbruster**, *President*; **Andre Stone**, *Vice President*; **Ingrid Ault**, *Secretary*; **Stephanie Diebold**, *Treasurer*; **Xinyue Ye**, *Website Director*

Annual Fundraiser 2004

Before the end of this year PLACE will begin its annual fundraising events. Always for a good cause, we would like to ask our fellow alumni to help our organization and our program flourish. The Planning program now faces greater challenges than ever before. That being said, PLACE wants to transform this uncertain period into a crisis point for rejuvenation. Through our trials will emerge a program and a student organization stronger than ever before. Simply, we cannot do it without you. We will ask for your help, and we will make you proud of us. There will be more information as the days pass...

Because we didn't hold the golf outing this year, the fund's new contributions are down and the number of scholarships for the coming year may need to be cut back. Help restore the fund by making a tax-deductible contribution of any amount.

Send your contribution to the EMU Foundation, 1349 S. Huron Street, Ypsilanti, MI 48197. Indicate it is for the Urban and Regional Planning Program (Robert M. Ward) Endowed Scholarship and put the Account No. R28750 on the check. Or contact Norm Tyler at ntyler@emich.edu for further details.



Robert M. Ward founded the Planning program at Eastern Michigan University.