



Building:Street:Building

This combination of systems creates what we know of as an "alley". Alleys are vital in pedestrian communities, freeing space in the streets for larger sidewalks and on street parking. Both of these aspects are integral to Mass Street.



Building:Sidewalk:Parking:Street:Parking:Sidewalk:Building

Lynch and Hack claim that "a circulation plan seeks an optimum balance of modes, not blind reliance on a single one" Massachusetts Street's success as a pedestrian area is most likely due to the balance of these systems.



Parking:Street:Building

Venturi claims that "the vast parking lot is in front, not at the rear, since it is a symbol as well as a convenience." But I believe that it is a symbol of convenience on Iowa Street, a car dominated area.



Parking:Sidewalk:Street:Sidewalk:Parking

According to Lynch and Hack, "walkways are often thought of as insignificant adjuncts to the street." This is very evident when we look at the ratio of sidewalk to street on Iowa Street. This creates an intimidating pedestrian experience in the space.



THESIS

In the fast paced world we live in today, symbol dominates space. A symbol can be seen as a billboard, road sign, building, or even a parking lot. While signs "make verbal and symbolic connections through space, communicating a complexity of meanings through hundreds of associations in a few seconds," the planning of a community can give you the same amount of information in a much simpler way. Lynch and Hack describe the city as a "communication net" of streets and other networks. Both Massachusetts Street and Iowa Street demonstrate this communication through the relationships of their streets, parking lots, sidewalks, and buildings. In the words of Stan Allen, a street is "defined not by geometrical schemas, but by intricate local connections." The connections between these elements define Massachusetts Street and Iowa Street and decide their overall success.

Space/Scale



w

30 mph



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45 mph