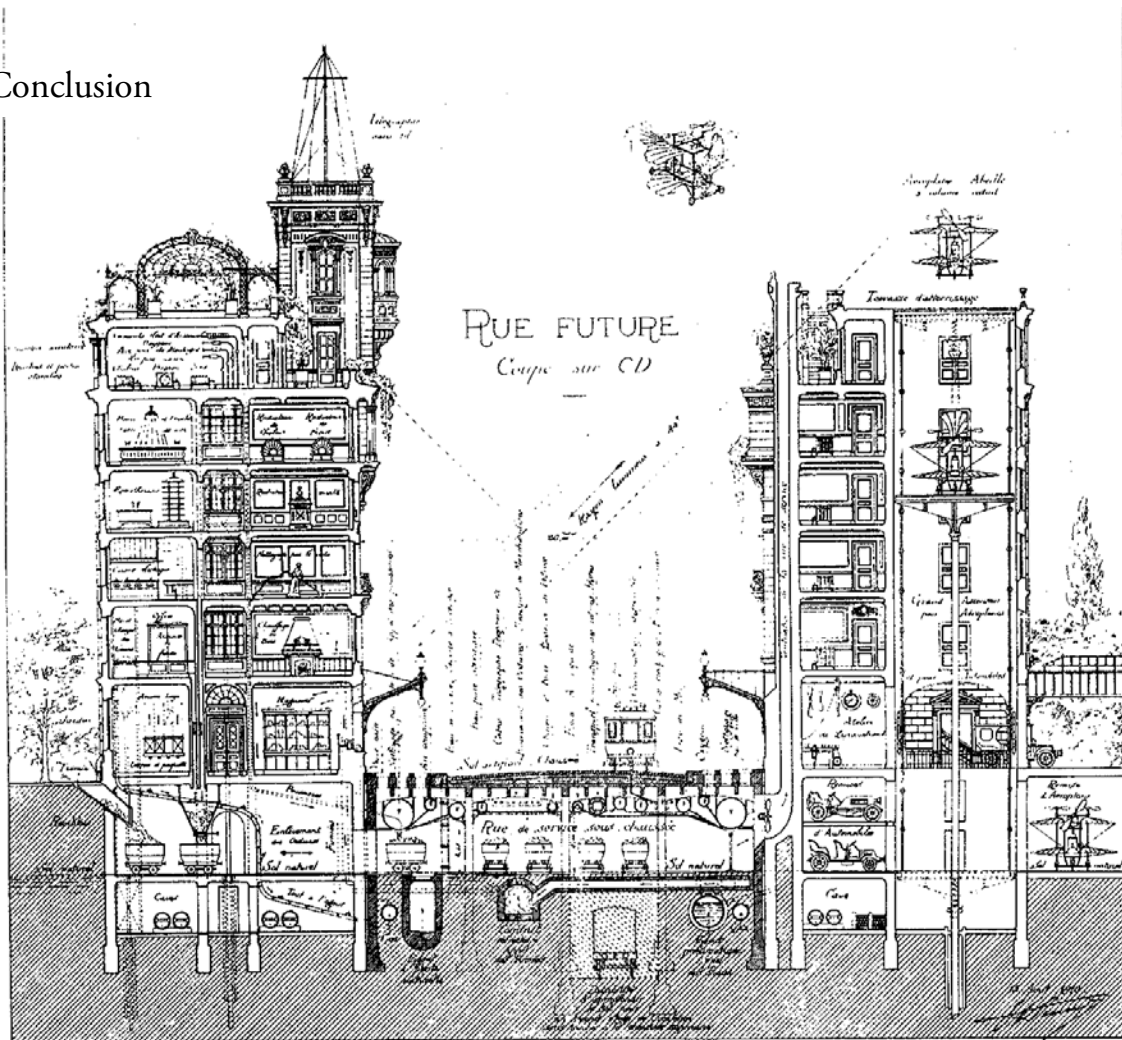


Conclusion



Eugene Henard's 1910 "Street of the Future"

How might the landscape of this corridor change? Was there ever an understanding of this Avenue as a continuous space? Is there an opportunity to revisit this concept? What type of urbanism does this propose? How can ecological, economic and equity issues be incorporated into a vision for the future of this corridor?

The introduction to this thesis posited the questions above. Here are some possible answers.

San Pablo Avenue represents a landscape of transformation. For almost one hundred years now, auto-mobility has been the driving factor of change, of the cycles of growth and decay along urban arterials in general. Prior to this century of convenient mobility, fixed-line mass transit served as the spatial thread that linked the disparate towns, ranches, ports and speculative developments along the avenue. San Pablo Avenue, as a space that belongs to towns and cities, is not perceived as a continuous space, but San Pablo Avenue as a transportation conduit has always been considered a corridor. This thesis attempts to merge these two perspectives by re-balancing the concepts of movement and stasis. The Urban Ecotone Code evinces natural systems and cultural landscapes through a reconsideration of infrastructural systems. The hybrid form/performance-based code for the public and private realms creates a flexible framework in which multi-jurisdictional transformation can occur in an incremental, yet coordinated manner. Along the urban arterial, existing and new land uses have plenty of room to negotiate for space in both horizontal and vertical directions, leading to a reconsideration of the strip. For example, instead of the KFC drive-thru, there could be a “giant revolving (winking) chicken head” on a mixed-use building that includes a chicken-based restaurant, the local library and a mix of market-rate and affordable housing. In this example, the language of the strip remains in the signage while the built form adapts to a more localized scale of services (Chase 1999).

Implementing a code at the scale of a corridor evades homogeneity by considering the local conditions of topography, hydrology and community. Topography establishes natural spatial divisions. Hydrology links ecology and open space into a network for both people and animals. Communities negotiate the transformation of their space in response to local and regional concerns. The Urban Ecotone Code builds upon these three factors to create a corridor-scale framework that can be expressed in a wide variety local of forms, while contributing to a regional perception of space.

In this thesis, San Pablo Avenue, a long strip of strips, serves as the typical condition urban arterial that is endemic to auto-oriented urbanization. Through a reconsideration of infrastructure, the strip can become the next century's preferred right-of-way.

### **In the mean time...**

In 1910 the French planner Eugene Henard presented a paper, "The Cities of the Future" to the Royal Institute of British Architects' Town Planning Conference in London. In that paper, he presented plans and sections of existing and 'future' city streets and buildings. The *Rue Future* plan and cross-section posited a future where the complete integration of technology seamlessly links public and private realms through infrastructure. Yet, the futuristic built form of the city did not actually look very different from the existing form. As evidenced from the past, technology transforms social and cultural realms much faster than it changes the wholesale built environment. The strip suffers from its typecast role in urban form, so how can technology and temporary installations begin to shift perceptions of the strip, to generate a discussion for larger, more permanent transformations yet to arrive?

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