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FACTORS AND FACETS AFFECTING URBAN DESIGN
A CASE STUDY OF MARYSVILLE, KANSAS.

by

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Chapter I

INTRODUCTION

To study a community, to prepare a report based on factual data, to find ways and means to consider, appreciate, examine and scrutinize these facts in order to achieve proper recommendations does require a great and well detailed amount of research. This research is an invaluable and also highly sophisticated tool which permits to scoop up vast aggregates of relevant information, the consequence or effect of which is the arrangement of these facts, incidences, occurrences, conditions competently organized in proper sequence, relatively easy to read and comprehend, resulting in an elegant and scholarly approach to the researched material presenting a sound organization within an equitable, impartial and unbiassed whole.

The outcome, therefore, must be a pragmatic and precise indication of the progresses and retrogressions, attainments or abandonments, growth or declines made by the community during the period surveyed, and in this particular case since its inception. In other words, this research gives rise to a prelusory, prefatory theme generally accepted as to reflect a scrutiny and practical inquiry in the numerous events, aspects and expressions of the selected community.

This case study reflects the scope of investigations made within the city limits of Marysville, Kansas. This city

was selected on its own merit, but more specifically because of its rich history, size, urbanization process and also because of its park-like atmosphere and friendliness of its residents, sustained growth and various other pertinent factors which overlook many decades and many generations, solely the first twenty-five or thirty years will be presented so that the historical outlook will not cover more than a few pages; this narrative, over so few years and however simple it may be cannot be disregarded. By doing so, we will grasp the motives concerning Marysville's growth and evolution, progression and expansion.

We will express moderation and temperance, for the pioneers and founders who grouped together from many regions are long defunct or have with their families moved away; others have stayed a few days or several weeks before resuming their westward march, continuing the expansion of the West and establishing themselves some place else at the end of their long and obscure journey, homesteading in various territories within this continent.

In the process we will realize that these pioneers' strides have been many, their commitments numerous, their docilities and hard work tackling, their functions and survival exceedingly superb, their stresses and forethoughts herculean and vigourous, their ritual a noble, deeply satisfying part of their tributes and their retribution rewarding. As a result, the progression of the original hamlet has been rapid and sustained and the urbanization of this area subject

to major emphasis.

Let us ignore the vast expanses of geologic and prehistoric times for their relevance appears unjustified in this report; let us merely lift for one brief moment the drapery of time so that it will allow us to sink ourselves in the personalities and events of long ago, maybe even think and toil as they probably did, at any rate giving justice and render homage to the forefathers of this viable community.

But before, let us offer thanks and render infinite reverence and respect, deference, devotion and allegiance to the countless brave peoples who have inhabited this great land for centuries and possibly millenia, for many moons and many suns before the relentless intrusion, invasion and offensive intervention of white men and women. Let us never ignore that the tribes of Pawnees, Otoes and other aggregations of American Indians have been here before we came; they fought the rigors of the seasons, the harsh and unduly exacting environment, the auster, inflexible and unyielding terrain; they handed this earth, this land to all of us not without battles, raids and strifes.

They have done a magnificent job in the preservation, cultivation and utilization of this immense prairie and because of this we owe them the greatest tribute. They preserved it for the Crown of England, the kings of Spain and the kings of France. They donated it to the United States Republic. They fought our ancestors in many battles and today

are recluse in even harsher environments. In front of white men and women they struggled for the final resistance, the supreme Armageddon. It is not to state here that they were wrong and we were right. Their glories and braveness is forever imprinted in this land.

Let us simply recall and ponder the words of wisdom and sadness of Chief Seattle who gave his name to the great metropolis of the Northwest:

" . . . and when the last Red Man shall have perished, and the memory of my tribe shall have become a myth among the White Men, these shores will swarm with the invisible dead of my tribe; and when your children's children think themselves alone in the field, the store, the shop, upon the highway, or in the silence of the pathless woods, they will not be alone At night when the streets of your cities and villages are silent and you think them deserted, they will throng with the returning hosts that once filled and still love this beautiful land. The White Man will never be alone."¹

¹Christopher Davis, North American Indian (Norwich, Great Britain: Jarrold and Sons, 1969), p. 108.

Chapter II

THE BIRTH OF MARYSVILLE, KANSAS

Rivers have often played a major importance, even a more fascination for people. Many rivers in Asia, in Europe and in the Americas have been the precursors of today's communication network for the hauling of goods, the movement of freight, the transport of supplies, the shipping of exports and the conveyance of burdens. Other rivers were often impassable, insuperable obstacles in their crossings. Still others from time to time overflowed their beds, inundating their banks creating havoc, boon or bane to agriculture and cities.

In their oppression they caused extensive destruction, an afflicting calamity due to their rushing, unstoppable and unwanted forces; a peaceful brook in the epistolizing expression of a poet can destroy and annihilate an entire region if climatic conditions preclude its swelling as we have seen recently in Idaho and Colorado.

The Big Blue River which flows peacefully at Marysville is no exception. This river received this appellation from the Kaw Indian tribe who lived near Manhattan, Kansas where the Big Blue empties in the Kansas (or Kaw) river; this Indian tribe called this river Mo-ne-ca-to or Blue River since to them Monecato meant blue earth

river.²

The Big Blue River flows from North to South some 100 miles west of the Missouri River. The immediate area of the Big Blue River adjacent to what is now Marysville was the focal point in the settlement of mid-nineteen century Territorial Kansas. The river flows gently and peacefully within a heavily wooded valley and certainly must have served the needs of Indians and other travelers including herds of buffaloes for many centuries. This valley formed by these flows predispose the growth of timber and serve as a natural drainage channel from the pastures within the hills of the fragile and virgin prairie; this river which looks very peaceful and conducive to relaxation has had major floods in the twentieth century (major floodings have occurred in 1903, 1941, 1951 and also in 1973), proved to be an almost insurmountable and insurperable obstacle to westward expansion, civil and military travelers, settlers and other similar voyageurs.

In March of 1849, a native Virginian by the name of Francis (Frank) Jackson Marshall, who had established permanent settlement in Weston, Missouri installed a ferry over the Big Blue River at a location called Independence Crossing. Located south of present day Marysville, this crossing originates from the name of the trail leading to Independence,

²Carolyn Jones, The First One Hundred Years: 1855-1955, A History of the City of Manhattan, Kansas (The Manhattan Centennial: 1855-1955), official souvenir of the Manhattan Centennial, Inc.

Missouri which was for a long time the leading depot of the fur trade.³

As documented in Andreas' History of Kansas, the operation of the ferry was not sufficient in itself to handle the crossings of all the people who came to Independence Crossing and as a result another ferry, also owned by Marshall, was constructed on the actual site of present day Marysville to cope with the waiting travelers. Hence the crossing of the Big Blue was divided among these two points.

One can hardly imagine what the crossing was like in those days and a vivid account is certainly best suited and welcomed to understand it properly if one is to realize what the living and travelling in the good old days was all about:

" . . . the ferry was a flat rough boat, just large enough for one wagon and a yoke of oxen. A stout rope spanned the river, and upon it a block and tackle run the current propelling the boat across. The ferry men crossed a wagon every fifteen or twenty minutes at five dollars a wagon The approach to the ferry was in deep mud, and had to be constantly renewed by putting in logs and boughs."⁴

The bridge on the Big Blue River bears the date of 1864. Only then, after its construction, the operation collapsed. But for the time between 1852 and 1864 the business was a financially secure and rewarding operation. To cope with the demands for supplies in regard to the needs of

³A.T. Andreas, History of Kansas (Chicago: 1883), P. 917.

⁴Louise Barry, The Beginning of the West (Topeka, Kansas: 1972), Pp. 1153-1154.

travelers, Indians and migrants, Marshall established a trading post which became a part of the operation; it was equipped with a blacksmith shop and also promoted the sale of whiskey; interestingly, a gallon of this beverage cost 18 cents!⁵

As we have seen earlier the Indians of those days were none others than the Kaws, Otoes and Pawnees previously mentioned; to give the reader an idea as to the character and personality of a member of the Kaw tribe, let us insert a quote that a traveler by the name of J.T. Irving inscribed in his diary; he travelled the area extensively in the 1830's and was considered a good critic of Indians. The Indian Chief in question was none other than Choncape, also called Big Kansas or Big Kaw as he was known on the frontier: "The Big Kaw is a short, thick Indian, rather good natured, but gifted with a large supply of mulish obstinacy and a temper like gunpowder."⁶

Obviously had the Big Kaw written a dairy about the White Man the conclusion would likely have been similar or even more provocative. Is it considerate to recall in a single line or two the movement westward, the broken treaties, empty promises, final round ups, briberies and treasons, wars and psychological attacks which decimated these peoples?

⁵Ibid.

⁶James D. Doran, The McKenney-Hall Gallery of American Indians (New York: Crown Publishers, 1972), p. 298.

Nevertheless "for all his explosive temper, Irving like the Otoes whom he found courteous to strangers, good administrators and shrewd war captains."⁷ And the Pawnees "never fought the Whites and many times sided with them against hostile Indians."⁸

Marshall was a successful businessman; besides the two ferries, the blacksmith shop, the trading post, he also operated a general post office and as a result became the first postmaster in Kansas Territory since a United States Post Office was established within the premises on November 11, 1854. He called the post office Marysville in honor of his wife Mary. Mary was for several years separated from her husband since she continued to live in Weston, Missouri and cared for their children, Frank C. and Charles. Eventually, she came to live in Marysville.⁹

Frank Marshall who was a man with adequate means, was also an acute business man, a shrewd postmaster and as a result an offensive politician. His blacksmith shop was operated by slaves (and likely his other operations as well even though no mention of these slaves is to be found because slaves were generally considered unskilled and were not given

⁷ibid.

⁸Bruce Grant, American Indians Yesterday and Today (New York: E.P. Dutton and Co., Inc., 1958), p. 240.

⁹Frances R. Williams, "The Spirit of '76 U.S. Bicentennial Edition", The Marysville Advocate (Marysville, Kansas: July 1, 1976), Section D, p. 1.

training).

Politically speaking, Marshall held the views of the Pro-Slavery movement, was a strong advocate of this party and early joined the fight to make Kansas a slave state. One is to remember that the two parties were constantly at odds, Pro-Slavery on one hand, Free-State on the other. Mrs. Frances R. Williams in her article mentioned above carefully draw the line as she wrote:

"The whole picture changed in 1854, with the passage of the Kansas-Nebraska Bill. Sponsored by Senator Stephen A. Douglas, the measure, when signed by President Franklin Pierce, opened the territory of Kansas to settlers, leaving the question of 'Slave or Free' to be decided by settlers. There was a rush of settlers to file on claims, formerly Indian lands, especially by Missourians along the border. Beginning in 1855 Kansas was the scene of great violence between the Free State and Pro-Slavery factions. Marshall took an active part on the side of the South. The conflict in Kansas created national interest. The Wakarusa War, the Marie de Cygne and Pottawattomie massacres, Osawatomie John Brown killing"10

No doubt, there were, some more horrible than the next. For instance, the John Brown killing may be viewed as an act of revenge against the political system of those days and this continual oppression and retaliation led to other massacres. The national interest allusion has been immortalized by John Whittier in his poem called "The Kansas Emigrants":

We cross the prairie as of old
The pilgrims crossed the sea.
To make the West, as they the East,
The homestead of the free!

¹⁰Ibid.

We go to rear a wall of men
 On Freedom's southern line,
 And plant beside the cotton-tree
 The rugged Northern-pine!

We're flowing from our native hills
 As our rivers flow:
 The blessing of our Mother-land
 Is on us as we go.

We go to plant her common schools
 On distant prairie swells,
 And give the Sabbaths of the wild
 The music of their bells.

Upbearing, like the Ark of old,
 The Bible is our van,
 We go to test the truth of God
 Against the fraud on man.

No pause, nor rest, save where the streams
 That feed the Kansas run,
 Save where our pilgrim gonfalon
 Shall flout the setting sun!

We'll tread the prairie as of old
 Our fathers sailed the sea,
 And make the West, as they the East,
 The homestead of the free!"¹¹

The nucleus of the Marysville settlement included in 1854 a Scotsman by birth, by the name of James McCloskey "who from 1839 till 1854 had been living among the Indians and had married a Sioux wife, Monie-waka, or Medicine Eagle. It is said that he married by motives of prudence and business and likely to help in the profession of his trade."¹²

One must not forget that furs were one of the leading business and industry not only for the Indians, but also

¹¹The Complete Poetical Works of John Greenleaf Whittier (Cambridge: The Riverside Press, 1892), p. 317.

¹²Andreas, op. cit., p. 914.

for many a white hunter who either traded with the natives or hunted for himself; while wild animals roamed the Plains, it was a successful business to get into with lucrative returns at the trading posts. A case in point, rather the classic example of the fur trade has to do with the buffaloes which were almost completely decimated and in many states completely wiped out. It is today very hard to imagine what these herds looked like in those days, but Thomas Allen explains it very convincingly in these terms: "To see two bisons or a couple of elks and then try to conjure the herds of the past is to see a single tree and try to imagine a forest, to see a single petal and try to imagine an incredibly vast garden rolling beyond the horizon. That past time, which we cannot summon, was still the future which settlers could not perceive."¹³

The trading of furs and the resulting exports were big business. McCloskey was not the only one to have married an Indian wife; though some distance away, in Topeka, Julie Gonneville' father "was a French fur trapper and her mother an Indian, the daughter of Chief White Plume of the Kansas tribe."¹⁴

This example merely shows that many settlers were

¹³Thomas B. Allen, Vanishing Wildlife of North America (Washington, D.C.: National Geographic, 1974), p. 12.

¹⁴Bliss Isely and W.M. Richards, The Story of Kansas (Topeka: Fred Voiland Jr., 1953), p. 41.

not solely of the White Man tribe; slaves were Negroes toiling for Frank Marshall while many migrants came for easy money from many lands and states as well. Hence Marysville was very cosmopolitan, much more than it is today, for many residents settled month after month expanding the citizen's roll. Among the best known figures were John D. Wells, the Brockmeyer Brothers, Joseph Landen, Thos Warren, H. Ashdown and the Farley Brothers.¹⁵

With all his Big Blue River activities which included the two ferries, blacksmith shop and trading post, Frank Marshall was decidedly a man of means, a man to be envied for his successes in business and certainly a man whose company was sought; thence it is to be expected that Marshall sought political means to achieve his Pro-Slavery views and try to insure that the Kansas Territory be a slave state. The elections of 1855 was described at length in the Kansas history.

"The polling place for the area was Marshall's trading post. So fraudulent were the returns from all polling places, Governor Reeder ordered a second election. Marshall (by some means) was elected representative to the First Territorial Legislature which met at Pawnee, first capital, on July 2, 1855. The body was composed entirely of pro-slavery men and bills vetoed by Governor Reeder were passed over his veto. The legislature passed a series of laws which have gone down in history as 'Bogus Laws'. The Legislature organized the eastern tier of the counties, among them Marshall. Violence increased in 1856 and Marshall was appointed major general of the Territorial Militia.

¹⁵Andreas, op. cit., pp. 916-918.

In late life Marshall claimed that his wise judgment prevented bloodshed at one confrontation of the opposite factions at Lecompton."¹⁶

This was how Marshall County got that name; we have seen earlier that Marshall's trading post was the site of the post office and that he had named it Marysville. The Pro-Slavery movement and the Free State faction were as a matter of course living on common grounds; as a result both groups remained in separate areas of the developing urbanized area, called Marysville on one hand and Palmetto on the other. There are in the History of Kansas many incidents which pertain to these two "towns". The short block between the existing Broadway and Center street is the direct result of the border line between the original Marysville and Palmetto. The latter name was discarded on February 1861. Marysville, the original name, was kept and the city charter was provided on August 27, 1855.¹⁷

In January 29, 1861, Kansas became a Free State and lost the territory appellation. The fourth of July celebration of 1861, the 86th of the United States as a nation was widely celebrated in Kansas since it was the first time that Kansans was a part of this nation and not a territory like so many other settlements west of the Mississippi. At that time this celebration was regarded as the first birthday of

¹⁶Williams, op. cit., p. 1. Section D.

¹⁷Andreas, op. cit., p. 916.

the new state, almost.

Another interesting marker in the early Marysville history was the part played by the Pony Express; the only remaining barn of the Pony Express within the United States is located in Marysville; presently it is a museum and belongs to the city. Many items can be viewed having to do with the Pony Express in particular and horse equipment in general. An article published by the Pony Express museum is here reprinted in its entirety since it expresses faithfully many questions pertaining to the mail delivery at that time; a copy of the following may be obtained free of charge while visiting the Pony Express Station located in South Ninth street in Marysville, Kansas.

"This is Pony Express Country: Born of a necessity for speeding the mail across the western wilderness, the Pony Express system was inaugurated April 3, 1860. On a pleasant afternoon 111 years ago Johnny Frey dashed away on a fleet pony from the post office in St. Joseph, Missouri to a barge on the Missouri river. Ferried across the stream he continued on his mount westward through Elwood, Cold Springs, Troy, Lancaster, Kennekuk, Granada, Log Cabin, Seneca, Guittard Station, and the first home station in Marysville. In the only Pony Express barn still existing in the United States, Jack Keetley was waiting for the rider to be on its way. About 11 p.m., on the road leading to Marysville from Carden beyond South Tenth street there was the blast of a bugle and the clatter of hoofs. Keetley knew that the fast mail of the time was near. Within moments down what is now the alley between the Exchange Bank and the Marysville Advocate buildings galloped the shorting red-nosed horse laden with rider and mail. There was shouting from the small crowd of persons present here that night. The mochila was changed to the waiting horse, Keetley mounted and galloped away in the night to the west end of Calhoun street. There he was ferried across the river. The mail was off to a good start for Sacramento, California.

Several months of preparation preceded the inauguration of the mail service by Russell, Majors and Wadell of Atchison. With many years of transportation experience behind them, plus good financial backing, they were familiar with the rough country traversed by the train. To make the system possible the promoters had to purchase 400 horses which could be ridden. Part of these came from Missouri, Utah, Iowa and California. All could outrun the poorly-fed horses used by the Indians. In addition the promoters had to provide for 39 home stations in addition to the one here. These stations were 40 to 50 miles apart. The firm utilized army posts, trading posts, farms and ranches for the stations. Relay stations were arranged between the home stations where several ponies and a stock tender were stationed. These were ten to fifteen miles apart. West of Salt Lake there were 45 miles separating them.

A freight hauling operation was placed into use to set out the provisions of feed and hay along the route before it could start. This included 24 home station stops and 145 for relay stations. One hundred Pony Express riders were employed of which 80 were necessary for the daily run. Most well known rider of all was the famous William F. "Buffalo Bill" Cody. Each rider was supposed to weight about 135 pounds. He had to be brave, healthy and responsible. Each rider was furnished a saddle, bridle and saddle bags to hold the mail which was securely wrapped in thin paper and then in oiled cloth. Packets of mail were limited to 20 pounds. The postage charge was \$2 per ounce. Pieces of mail were handled which carried nearly \$30 in stamps. Mail service at the start was once a week and later speeded up to twice a week. Marysville was a post office at the time having been established in 1854.

Each rider carried a small horn or bugle to use when he approached a station to alert the next rider. Usually two minutes passed for the change of riders. Once the mail was started at either end it was kept on the move until it reached its destination unless slowed by Indian attack, severe storm, cold weather and deep snows. Riders traveled 12 miles in 30 to 40 minutes, and a rider was bound to ride until he delivered his bags of mail. Each rider was sworn into service on a Bible. No rider ever betrayed his trust. Not a single packet of mail was stolen or lost during the two years the system was in operation. Once a rider was shot from ambush by Indians, but the pony went on to the next station.

Jack Keetley was a Marysville man who rode the express. He rode every mile between St. Joseph, Missouri and Fort Laramie, Wyoming, however he usually rode the run between here and St. Joseph. On a bet one time he rode 340 miles in 31 hours between here and St. Joseph and Rock Creek, Nebraska.

Much of the life of the riders was disagreeable. They had to ride through heat, dust and fog, cold, rain, sleet and heavy snows. They often forded swollen streams and going over the mountains in winter was a he-man's job. The first packet of mail which came through here from the west required eleven and a half days for delivery in St. Joseph. The mail which passed through here the first time required one hour less than 10 days for delivery. Later the riders often carried the mail in eight days, a distance of 2,000 miles. This was an average of one mile every five minutes. The first two packets passed each other at Fort Laramie April 8, 1860."¹⁸

And the community of Marysville developed. While the Pony Express mail service was one interesting happening in this part of the country, the urbanization of the area did not occur overnight and could not have been because of the continual influx and movement of people going from east to west. While the prosperity in the area depended on the work of men and women, it was also tied to the richness of the plains and that of the prairies. It is not to state that everything was easy and went smoothly; battles and raids, cyclones and tornadoes, floods and droughts, illnesses and wounds were indeed very common. The history of Kansas and that of Marshall County is filled with many colorful narratives concerning these occurrences. They were recorded in early newspapers, then in history and further can be found

¹⁸This is Pony Express County (Marysville, Kansas: 1971), Published by the Original Pony Express Home Station, Inc., Vol. 3, No. 1.



"SYMBOL OF THE PONY EXPRESS; THIS EXAMPLE IS LOCATED ON BROADWAY
IN THE IMMEDIATE VICINITY OF THE MARSHALL COUNTY COURT HOUSE."

on the shelves of old homes of those who stayed. Many tales naturally developed in those years; urbanites are especially found of hearing that "there is evil behind every tree" as the old saying goes! Fortunately there are not too many trees on the immense prairie.

Many horror stories can be heard if one decides to talk with the old folks and those stories have been so exaggerated over the years that it seems to contain a great deal of fairy tale; these are the stories of the Oregon Trail captivating the restless imagination of youths and not so youthful elements of the population. Food for thoughts if anything else.

A very strange omission in the history books is the difficult part played by the early farmer; to be able to cultivate a land with rudimentary tools, to haul water with pails from a hand dug well and to culminate one day of toil and sweat by rest in a dug house or sod house is not particularly the so-called good life of the good old days. It is hard to imagine fighting disease and poverty with the seven days a week burden of caring for one's land and herd (if any) so that living, however simple and modest, can be derived from these activities.

Though early farmers were successful in providing staples for the community, their names are lost in the history of the county as if they never existed, as if they did not deserve the faith that we attribute to pioneers. But they do deserve mention here; they were men and women, no doubt,

of all ages and of all backgrounds; they understood better than anyone else these rich and fertile prairies; they domesticated this wild land, multiplied the original herds, fought disease and "grasshoppers which destroyed every green thing in Marshall County in August 1867 and again in August 1868".¹⁹ Without their hard labors and toils there could not have been any settlement in the area and Marysville would not have lasted long. It is a sad and surprising omission.

Nevertheless, these were the early days of Marysville. The prosperity did not stop during the Civil War which started in 1861. Basically this centered on the lack of communication between the Southern and the Northern States. While the former opted to maintain slavery, the latter did not. Hence the factions of Pro-Slavery and Free State clashed in many memorable instances. Kansas responded heavily during those years:

"Kansans by their geographical position might feel that they were in the backwater of the historical action during the Civil War. This was certainly not the case. Kansas had the singular misfortune of presenting the nation a bloody preview of the things to come in the early sixties. During the conflict itself some 20,149 Kansans served in the Union Army. Confederate records are sketchy but it is reasonable to assume that many thousands Kansans who sympathised with the South were mustered in the neighboring State of Missouri. This is a remarkable record when one considers that the census of 1860

¹⁹Andreas, op. cit., p. 917.

gives Kansas a male population, aged 18 to 45, of 30,000."²⁰

The United States of America survived and democracy finally won. All men, after all, are born equal. A Civil War Monument was erected in Marysville and the stone bears the date of May 31, 1886. It honors all soldiers regardless of their affiliations who lost their lives in the Civil War. It is the oldest such monument in Kansas; the memorial is simple, representing a soldier in the attire of that time looking towards the North. Around the monument is a circle of turf bordered by a stone curb. The lawn is well kept and the monument is clean and faultless.

Many places of business sprung up during the early years of Marysville. Among the first settlers A.G. Barrett opened the first hotel in 1859 while Mathias Bendel operated a dance hall and saloon; Ballard and Morral started the first drugstore in town in 1859-1860 and in 1863 Fleming and Wisner succeeded them; the Excelsior Roller Mills opened its doors in 1864 and was greatly enlarged in 1882; Thomas Cooper opened a brick factory in 1869-1870; many streets today in Marysville still bear the marks of his endeavors for they are still covered with this material.

About that time there were also three cigar factories; Charles F. Pusch became the owner of the largest one; that of Charles E. Bendel prospered in 1879 and Henry Wiedermeyer

²⁰Bob Smith, "The Spirit of '76 U.S. Bicentennial Edition", The Marysville Advocate (Marysville, Kansas: July 1, 1976), p. 5.

opened his own in 1882. In that same year Marysville became the home town of an iron foundry and a brewery. An early steam mill which was located on the banks of the Big Blue opened in 1867, but was completely destroyed in 1871. Dr. Miller was Marysville's first general physician and practitioner.²¹

Many other places of business opened up in Marysville, too numerous to be mentioned here; there were barber shops, blacksmiths, grocery stores, bazaars or general stores available to residents, farmers and of course the migrants. These migrants "sang right lustily the prize song Lucy Larson had composed for this occasion, a song entitled 'Call to Kansas' whose opening stanza was:

Yeoman strong, hither throng
Nature's honest men;
We will make the wilderness
Bud and bloom again
Bring the sickle, speed the plough,
Turn the ready soil;
Freedom is the noblest pay
For the true man's toil.

Then the chorus:

Ho brothers! Come brothers!
Hasten all with me.
We'll sing upon the Kansas Plains
A song of liberty."²²

Things decidedly looked good. The fertile soil

²¹The Marysville Advocate, loc. cit.

²²Kenneth S. Davis, Eli Thayer and the Kansas Crusade (Princeton, Massachusetts: 23 May 1961), Worcester Free Public Library, Vol. 3.

was the single force behind an essential, well developed agriculture, the urbanization of the city was underway, imposing churches of many denominations opened their doors to the faithful as well as the unfaithful citizens, governance was established and seemingly all went well. Nevertheless it is necessary to disprove the assumption that Marysville might have been the paradise on earth. No true society can be without blemish, immaculate and free from defects. Hence a brief note at this point will illustrate the Marysville of mid-nineteenth century and this in the proper light within an unmistakable reality.

"Captain J.E. Hayes of the Fourth Regiment of Kansas, by proclamation, warned all who were engaged in marauding operations and expeditions that he had a force under his command 'that would not only be used to put down traitors but all who were engaged in disturbing peaceful citizens'. The plundering bands, however became so dangerous 'stealing horses, destroying crops, burning houses, driving off stock and committing murders' that Sol Miller thought 'Jayhawking was the only system that could reach the villains who were causing all these troubles'. By this he meant that the settlers should organize and defend themselves. On the 14th of January Governor Robinson wrote that the criminals, thieves, and highway robbers had become so numerous in some localities that 'they had the community under complete control and subjection. Citizens of poverty and influence have been cowed into silence Even many have endorsed robbery, that they might be able to retain their own property' The Democrats accused of disloyalty were preyed upon. Among them were newspaper men. The Atchison Bulletin, the Marysville Platform, the Junction City Frontier and the Leavenworth Inquirer were among the papers blacklisted."²³

²³G. Raymond Gaeddert, The Birth of Kansas (Lawrence, Kansas: 1940), University of Kansas Publications, p. 139-140.

It is not clear whether the actions of the governor and those of the militia were adequate to bring the community and surrounding areas under complete control, under what we call nowadays law and order; what is clear, however, is that the state of Missouri was the villain (being on the pro-slavery side) and was therefore blamed for the crimes. Governor Jackson of Missouri retaliated at the time with these fearful words: "Rise then, 'he exclaimed', and drive out ignominiously the invaders who have dared to desecrate the soil which your labors have made fruitful, and which is consecrated by your homes."²⁴

In 1870, the Exchange Bank of Schmidt and Koester opened its doors to the public. This is mentioned here because the existing, lavish structure which housed then the Koester family is located in Marysville on Broadway specifically at the corner of Tenth and Broadway. The house has been given to the city and presently serves as a museum; for many visitors interested in early Marysville history, the curator of this museum, Mrs. Frances R. Williams delights in recalling the gorgeous past of the pioneers and settlers. The Koester House as it is known is on the list or register of National Historic Places since 1975; Mrs. Williams will entertain any visitor, young or not so young with the events of the Civil War, the personality of Koester and others and one wonders, when back in the street, if one has been the

²⁴Ibid., p. 141.

victim of a dream or fairy tale in the inspection of the house. A pamphlet is available for visitors and is given at the entrance free of charge.

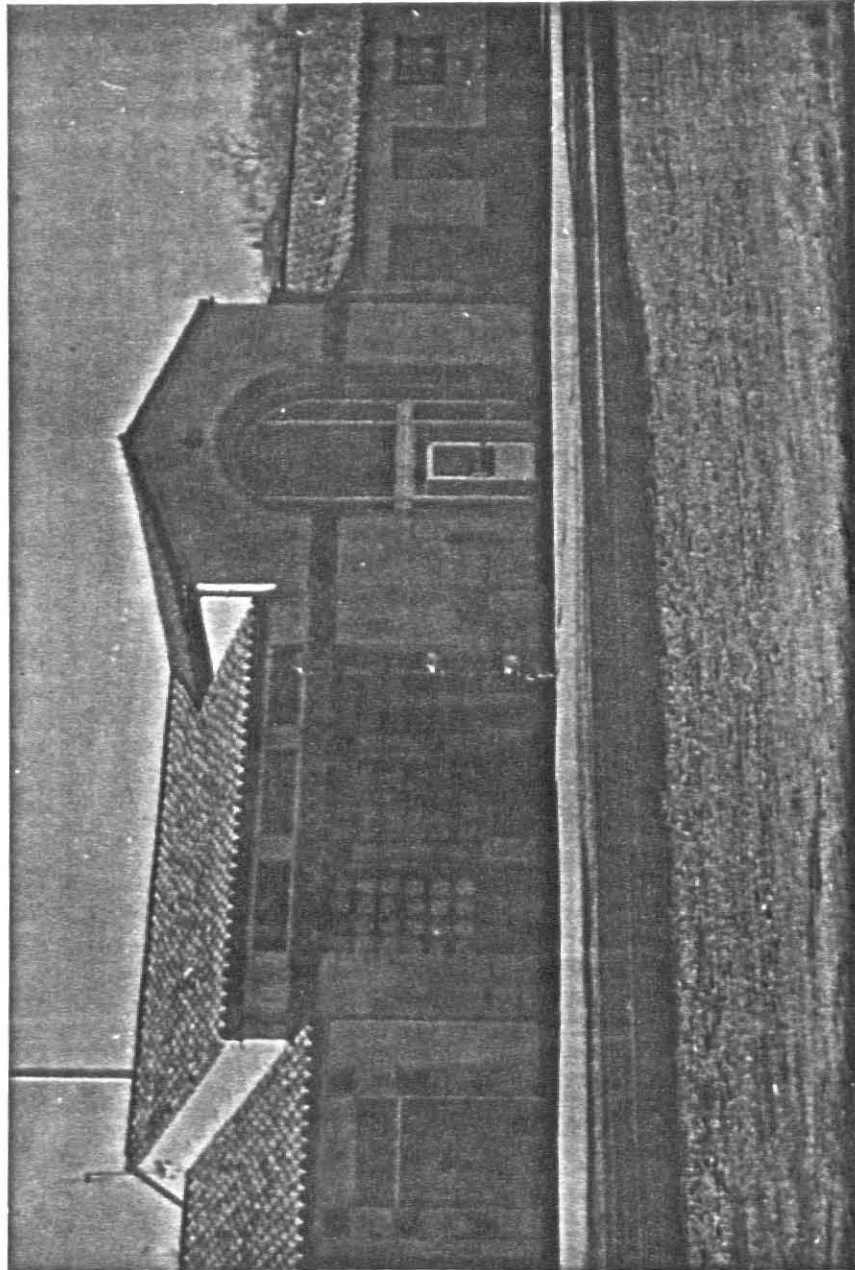
To give the reader an idea of what to expect, a direct quote from that visitor brochure is presented here:

"The decorative adorned of the portico in the rear of the house is with a breeze-way, and the Victorian version of the modern patio. The brick paved walkway was connected to the summer kitchen and led to the carriage house, store houses and ice house at the far end. A large ice box was built into the summer kitchen wall, which was filled from the ice house in summer months, the forerunner of modern refrigeration. Ice was cut in the extreme bitter months of winter from the Big Blue river or Spring Creek, and hauled by team and wagon to the ice house. Insulation for the ice house was oat and wheat straw, which kept the ice from melting when summer temperatures arrived.

When the motor age arrived, the ice house was converted into a garage, as the Koester family was among the first in Marysville to own a car. The bay window not only provided light in the summer kitchen but also was a decorative note to the rear of the house. As a thrifty banking family, the Koesters were unknown to discard anything, and all surpluses were stored in the storehouses. As a result, numerous places of furniture, accessories and bric-a-brac were found and used in the restoration project."*

Another major influence in the urbanization process of Marysville was the construction and subsequent installation of tracks for the railroad. Economically the city benefited immensely from this development since everything could be either imported or exported within the confines of Marshall County or elsewhere in a matter of days. Though the Overland

*The Koester House Museum, Marysville, Kansas, visitor's brochure.



MARYSVILLE UNION PACIFIC RAILROAD STATION

Stage Lines operated a freight transport drawn by horses, still many herds of cattle had to be driven south or west to Abilene or other cattle towns, and that prior to the railroad, which was primarily foot movement or in some cases, horseback. Heavy industrial parts for factories and newspapers (printing equipment) from the East to the West.

The first train to reach Marysville was from a connection between St. Joseph, Missouri and Denver, Colorado and it occurred on January 4th, 1871; eventually this line connected with the Union Pacific at Kearney.**

The Santa Fe Railroad, though it did not go through Marysville, but went across Kansas in the northeast-southwest direction, was one of the greatest achievements for opening the Middle American West to immigrants. In terms of economic achievement and influence it ought to be regarded as a point of crucial importance. In terms of development alone, its significance and momentousness cannot be overlooked: it was the instrument of progress for one thing which ferried thousands upon thousands of people from the East to the territories in the Far West; it permitted the daily or twice daily movement of freight which included the conveyance of crops, machinery, fertilizers, cattle and other variations of shipments.

"The Santa Fe Railroad added an industrial empire to the United States. It has been mainly responsible for the colonizing, development, and permanent

**Frances R. Williams, History of Marysville (Marysville, Kansas), Unpublished brochure on the Highlights of Marysville.

occupancy of the greater portion of that vast region included within the present limits of Kansas, Southern Colorado, Oklahoma, Texas, New Mexico, Arizona and much of California.

As is perhaps commonly known, the Santa Fe System ranks with the foremost of the transcontinental railroads, which lines have made possible the occupation and the retention of the entire great West. For without the efficient and rapid transportation which these splendid railways have provided, it is hardly conceivable that this Union of States as we know it could exist. Situated at a great distance from the older and more populous regions in the Missouri and Mississippi Valleys, that vast area beyond the Rocky Mountains, as well as the Pacific Coast, would almost inevitably have drifted from the Union due to the mere force of sectionalism were it not for the tremendous cohesion which our Western railways have exerted."²⁵

One of the very first train to arrive in Marshall County was one from the Central Branch Company which in later years became a part of ownership of the Missouri Pacific; a group of Marysville residents and prominent citizens and others from Marshall County made a great contribution in providing leadership for the establishment of the railroad which eventually became the St. Joseph and Grand Island Railroad. These activities were obviously the momentum or propulsive force which was needed to move the increasingly large number of immigrants across the river. Of the railroads competing for the freight and other business involvements, the ownerships at that time included the two previously cited which incidentally became rivals, and the Union Pacific which built a railway at Lincoln, Nebraska and extending it southward

²⁵Glenn Danford Bradley, The Story of the Santa Fe (Boston: The Gorham Press, 1920), p. 7.

connecting Manhattan, Kansas by way of Marysville; this particular line was called the Blue Valley line.

Another railroad passing through Marshall County was the Kansas City Northwestern which passed through Axtell and later another line was added starting at Marysville to Topeka, Kansas. The first train to arrive in the former was, as reported, on January 4th, 1871, while the first freight train arrived a few days later. The lines of the total network had many connections mostly owned by the Union Pacific. In 1916, that company acquired ownership of the St. Joseph and Grand Island companies; as a result, Marysville became the Union Pacific's Central Division headquarters and the city still benefits a great deal from this state of affairs.

Hence the iron horse, or steam horse as it was also called, became a permanent resident of the area; later the introduction of the diesel powered trains made a significant improvement in Marysville, and the city obtained yet another resident, the diesel horse, a less polluting companion. Presently the Union Pacific has plans to double track the existing lines so that a greater share of the market may be quickly and effectively accommodated. This planning is to take place in the early 1980's.²⁶

One of the most brutal and savage slaughters, that of

²⁶Bryon E. Guise, The Marysville Advocate (Marysville, Kansas: July 1, 1976), pp. 1 and 12.

the American bison, occurred during those years; while the railroads companies were not the only ones at fault in encouraging or assisting in the quasi extinction of these animals, they nevertheless had a hefty involvement in this extermination. The scapegoat was again the American Indian and for many decades was blamed, though hardly ever proven responsible for this massacre. The truth, however, surfaced later on.

As it is well known, the inhabitants of the prairie used the meat of these animals for the sole purposes of consumption and their hides for shelter and clothing; they did not decimate the herds for fun or for pleasure as it was alleged; for the American Indian the buffalo was only staple food. In fact, the herds of the past were gigantic mainly because these beasts were killed for these reasons. The survival of the tribe depended on the proteins of the meat itself, which is derived from consumption in the same manner domesticated cattle are used today for a large part of the diet of people the world over.

Unlike the views held today in regard to ownership of land, water, seas, minerals, animals, space and so forth, the Indians were fond of the land and as a result of its benefits, derived from it the same way one may be fond today of a silent sunrise or a particular philosophy. The Indian concept of ownership centered on the intrinsic reality which proclaims that "the earth does not belong to man, man belongs

to the earth".*

Hence these peoples had within themselves the deepest reverence in regard to land and water, animals and plants and so forth. Theirs was no ownership since the land was public and as a result belonged to everyone; it was there to be enjoyed and to be respected, a basic material of life without which survival was not possible. The essential, indispensable prerequisite of their lives was to live at peace with the natural environment that was theirs from birth to death, the sole conclusive evidence of their imperishable adaption.

And then the White Man came with his fences, rights of way, law books, titles and taxes imposing his way of life to anyone, giving token payments for a piece of public land that belonged to no one, arbitrarily dividing up that foreign public good without regard for the culture and civilization of the occupants. Then one can truly realize how difficult if not utterly impossible for the distraught natives to understand the object or intent behind such actions; that was also part of the game to let people wonder about the real intentions, a cheap and degrading policy for obtaining something valuable for a token price. Swiftly, with the sharpness of a razor blade, pioneers obliterated with a few words and a piece of paper the noble attachments and devotions of the Indian's deep love for his active existence and for that of his ancestors.

*Theme of the United States Pavilion at the 1974 World's Fair, Spokane, Washington.

It is hard nowadays to imagine grown men slaughtering for fun entire herds of buffaloes which roamed free and undisturbed in the Great Plains, and it is even harder to imagine that the care of these "hunters" extended no further than the end of their guns since in many instances dead animals were left to rot under the sun. To try to understand these senseless behaviors, one is subject to horror and consternation; hence let us bring here a few sentences that will express better than anything else this premeditated carnage.

"In 1865 the Union Pacific Railway began to build its line westward out of Omaha, Nebraska. For the next four years, this line was pushed through the heart of buffalo country. The rails effectively divided the buffalo of the Plains into a northern herd located in the Dakotas, Montana and Wyoming and a southern herd located primarily in Kansas, eastern Colorado and northwestern Texas. The southern herd contained twice as many buffaloes as the northern, but wandered in a region approximately half as large as that of the northern herd. Hunters providing food for the railroad workers killed large number of buffalo, but even their efforts failed to substantially reduce the size of the herds. William Cody gained his famous sobriquet of 'Buffalo Bill' for having killed over four thousands buffaloes in seventeen months while working as a professional hunter. Paradoxically later, when Buffalo Bill was organizing his Wild West Show, he had difficulty finding a live buffalo to display. The railroads saw the buffalo as a resource which could be used to attract more passengers to their lines. Special excursion trains were arranged to take hunters on a day's hunting where from the safety of a moving train they could kill and wound buffaloes for as long as they desired. Often these trains failed to stop so that hunters could inspect their trophies. Once the herds drifted away from the railway tracks, this senseless carnage in the name of sport ceased With the disappearance of the herds, scapegoats for their demise began to be sought. The hide hunters who were emphatically responsible for the near extinction of the herds blamed the Indians and European sportsmen for the

decline of the bison. Such accusations were patently absurd."²⁷

The preceding does not imply that all Marysville pioneers were members of these parties; it simply infers that some of these people, whether in Marysville proper or in Marshall County, did their part in this butchery. It is debatable or even questionable to assert that everyone was involved; nonetheless, those men responsible for these raids did not come solely from Kansas or from Marshall County. The relationship between the various ethnic groups inhabiting the various new formed states was such that only a tiny fraction of these persons did abuse the resources at hand while the majority were as dedicated to the new surroundings as possibly can.

Isaac Goodnow, forefather and founder of Manhattan, Kansas wrote in his diary the following which can be applied to residents of early Marysville. "The change in our lives was not for a better place, nor to better our finances, our influence, our society or to find a place to do more good, or get near perfection or Heaven. In fact it was constituting a mission at your own charges. To do all you could to bring this lovely state into the role or, or ahead of, all the states in education, morality and religion."²⁸

²⁷Daniel Tyler, Editor, Western American History in the Seventies (Fort Collins, Colorado: 1973), pp. 25-26.

²⁸Carolyn Jones, op. cit., pp. 5-6.

A few last words concerning the American buffalo, *Bos americanos*. First, let us pause a moment so that we understand the true nature of this big mammal. "The general appearance of this animal is well known to all. His enormous bulk, shaggy mane, vicious eye, and sullen demeanor give him an appearance of ferocity very foreign to his true nature. Dangerous as he looks, he is in truth a very mild, inoffensive beast, timid and fearful, and rarely attacking but in the last h^{e, f} less effort of self-defence."²⁹

Some preservation minded citizens realized early in mid-nineteenth century that, unless, some form of legislation was soon enacted, the buffalo was indeed condemned to extinction. Hence many laws were passed prohibiting the slaughter of these animals, including stiff penalties for those convicted of transgressing these laws. While the approach was new, one must bear in mind that the conservation and preservation of Nature became public policy with the enactment of legislation concerning areas set aside for the benefit of all people, that is the National Parks, first of which and foremost in the world, Yellowstone on March 1, 1872.

Kansas enacted laws to protect the turkey buzzard, lark, swallow and kingbird, and in 1876 prohibited shipment of buffalo out of state; while the birds had been endangered species for some time, it took a greater length of time to

²⁹Richard Irving Dodge, The Plains of the Great West and Their Inhabitants (Archer House, New York: 1959), p. 119.

have the buffalo added to the list. Nevertheless, this law of 1876 became mandatory. This had to do with the shipment of buffalo hides, meat and bones (which were used as fertilizers) which were intended for markets in the East.³⁰

We might call this late enactment a sort of bureaucratic lethargy in the part of the early legislature since preservation and conservation have existed for hundreds of years. Nevertheless, there must have been a great amount of lobbying by the railroads, themselves to postpone this legislation. Besides, it must have been fairly difficult to prohibit people from killing the buffalo since early in the Great Plains was not necessarily all that exciting after all. While the worst enemy of nature might be the dollar bill in this country it is also necessary to admit that ecological balance and the understanding we have today about the environment were not as intensive then as it is now. A matter of education which developed over the years (which the pioneers certainly were not aware of) cannot be blamed on these people. While today the greatest benefit is derived from a clean and sound environment, the battle is still very much raging and can be best experienced in the pros and cons of the proposed Prairie National Park.

Of course, many words could be added to the above explanation. But then one would have to look back at

³⁰T.S. Palmer, Chronology and Index of the More Important Events in the American Game Protection (Washington: United States Department of Agriculture, 1912), Biological Survey No. 41, p. 30.

preservation and conservation, what they mean and how they can be traced back; while it is proper to think that various kings had their own sanctuaries for hunting, it would not be the purpose of this report to trace all the antecedents. Likely nature conservancy originated in these remote times, or in the Garden of Eden.

The buffalo was a part of life in Kansas some 100 years ago. This represents an affidavit and accurate chapter of the life on the plains at that time. While it does not account for the urbanization of Marysville, the railroads did. Hence, Kansas in its early history, seems to have been the meat market and bread basket then in the same manner as it is now.

The first newspaper to be printed in Marysville was the Palmetto Kansan. Its first issue was that of December 18, 1857.³¹ Many other newspapers were born and died, some due to lack of proper funding, other met violent death, still others likely because they were not considered money makers. A newspaper, like any other venture, must be able to pay for the costs associated with its printing and if there is no profit derived from its sale, then certainly it is better to avoid publication altogether. As a result many newspapers lasted a year or two at the most and many disappeared from circulation because their owners could not afford to maintain

³¹The Marysville Advocate, loc. cit., p. 10.

the expenditures.

A case in point was that of the Gazetteer, which advocated pro-slavery, and whose printing equipment was thrown into the river! The Marysville Signal began publication in 1881 and fell short of completing two years since it ended in 1883. While this had nothing to do with the news content, it had more to do with the number of people interested in this publication. Other newspapers were more fortunate. For instance, the Marysville Post started its publication in 1881 and lasted 20 years; a great achievement compared to the Kansas Staats Zeitung, a paper entirely printed in German lasting only two years from 1879 until 1881; the Marysville Republican began on October 5, 1900 and closed its doors on December 27, 1901! The Local Lantern's first issue was in January 1899 and the last one on December 31, 1900; the Normal Herald published from 1894 till 1895. And so forth, ad infinitum.

The present Marysville Advocate earned its name over several years and many changes; at first it was called the True Republican, then the Marshall County Democrat, after that being known as the Advocate and Democrat, then as Advocate Democrat and finally the Marysville Advocate. Well, this was not all; the paper was a combination of the Bugle Call (a reference to the Pony Express), the Marshall County News and the People's Advocate!³² In February of 1975, Howard

³²Ibid.

and Sharon Kessinger purchased the newspaper and kept the name. Presently it is a thriving, weekly published newspaper serving not only Marysville but also Marshall County.

To close this chapter on the first two or three decades on the History of Marysville, Kansas, let us say, simply, that these developments were mostly the highlights within the first 25 to 30 years. These notes simplified all the occurrences in a short and concentrated simple outlook so that the entire content of early urban design will not interfere with the research presented in this study. While it would be gratifying to have a volume dealing with the entire history of the town, only few events were given proper light and many occurrences were obviously left in the dark.

Then to close let us accept poetic lines, those of John Whittier who lived from 1807 until 1892, who lived during the period of Marysville's birth and growing up.

" . . . That hamlet now a city is,
Its log-build are palaces;
The wood-path of the settler's cow
Is Traffic crowded highway now.

And far and wide it stretches still,
Along its southward sloping hill,
And overlooks on either hand
A rich and many-watered land"33

³³Whittier, op. cit., pp. 473-474.

Chapter III

GEOGRAPHY

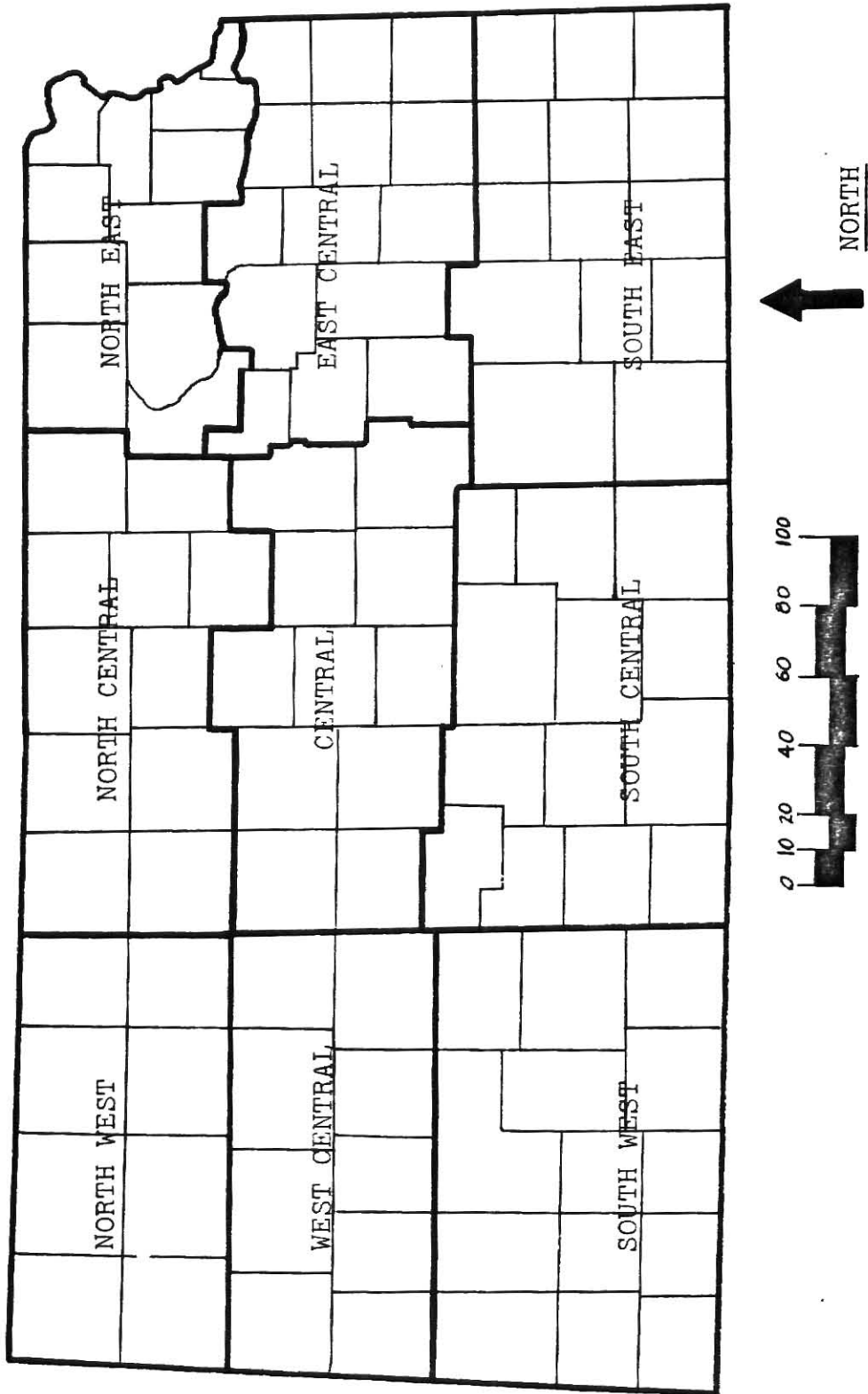
"Kansas ranges three degrees north-south from 37° to 40° North Latitude, and almost seven and a half degrees east-west, $94^{\circ} 37' 03.4''$ to $102^{\circ} 3' 02.3''$ West Longitude The more varied landscape of the eastern third of the state is in the Central Lowlands region, with the extreme southeast portion of the Cherokee Lowland in the Ozark Plateau. The Central Lowlands includes the Flint Hills, an extensive well-watered pasture country, the Glaciated Region and the Osage Plains."³⁴

This description invites reflection for readers not familiar with the geography of Kansas; indeed many individuals remain perplex the very first time they come to the Sunflower State when they are confronted with hills, zigzagging roads and gradients, especially, in the eastern third of the state. These hills are known as the Flint Hills, so called, because of the many flint stones of Indian origin and burial mounds found and located within this topography. Hence, the popular belief that Kansas is flat as a board is totally unfounded.

The Flint Hills run in the north-south direction;

³⁴Homer E. Socolosky and Huber Self, Historical Atlas of Kansas (Norman, Oklahoma: University of Oklahoma Press, 1972), pp. 2-3.

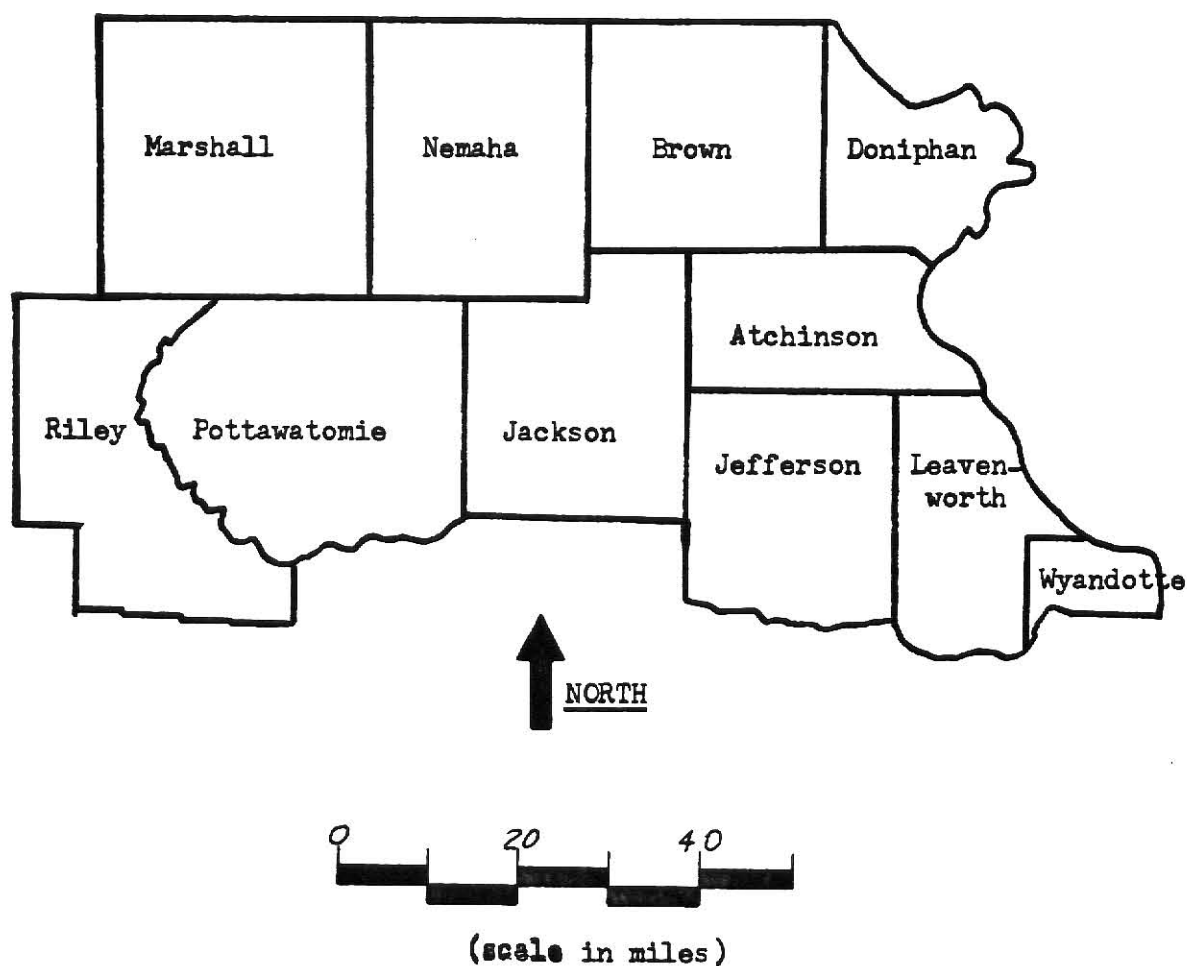
they are bordered at the west by the Great Plains, at the east by the Glaciated Region, south of which are the Osage Plains. The Flint Hills are covered with grasses where the buffaloes, not so long ago, used to roam free. Nowadays, these hills serve for the pasture of cattle, one of the main agricultural products of Kansas.



THE STATE OF KANSAS IN 9 REGIONS

PLATE I

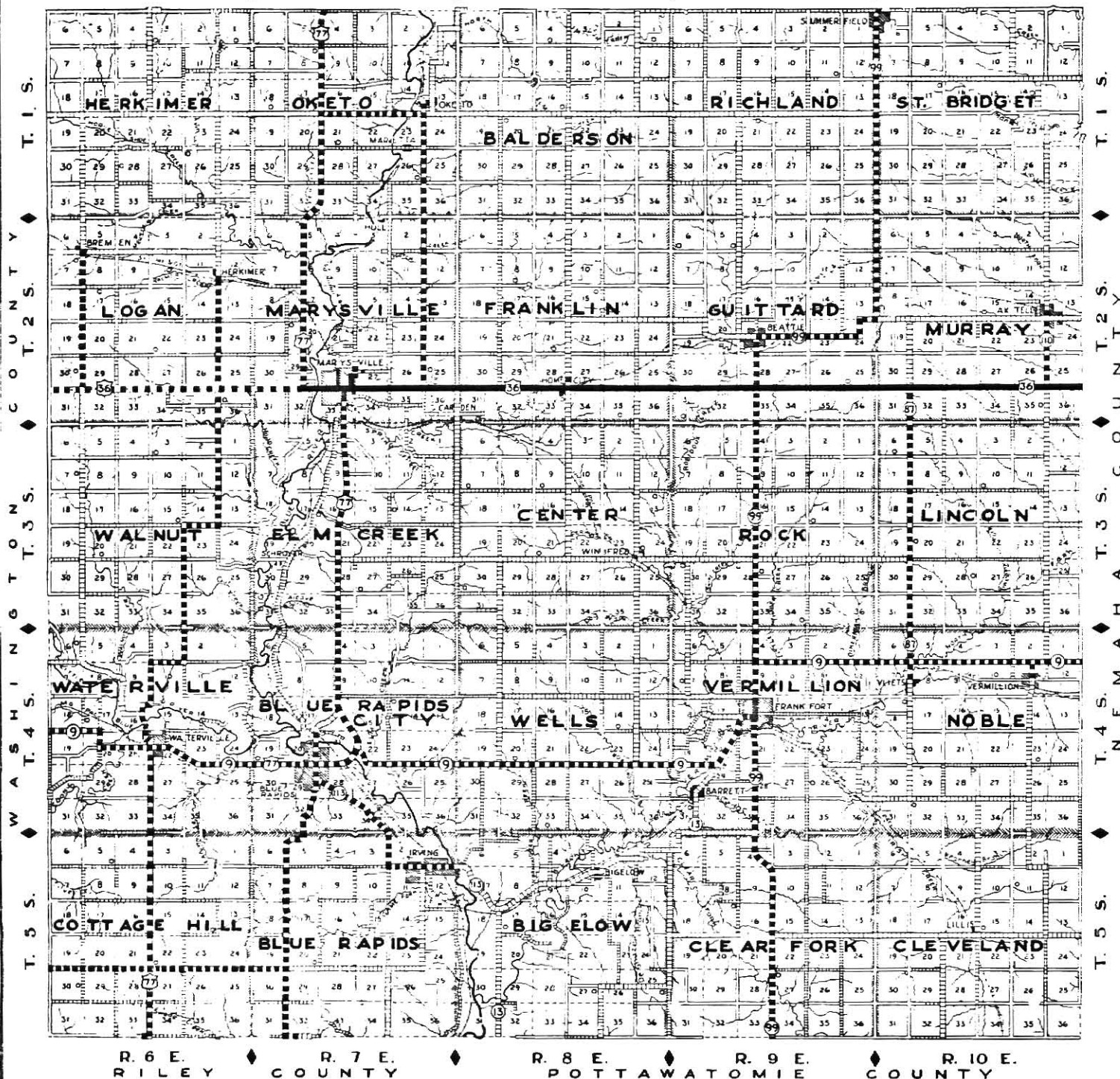
THE NORTH EAST REGION



The region is composed of 11 counties as listed above; among population centers in that area one must mention Manhattan in Riley County, Kansas City, Kansas in Wyandotte County and Topeka, Kansas in Shawnee County, one county south of Jackson. Hence we can gather that urban centers are within an hour or more from Marysville, an important consideration that railroad companies did not overlook.

MARSHALL COUNTY, KANSAS ROAD MAP

G A G E N C O U N T Y A S K A N E E C O U N T Y
R. 6 E. R. 7 E. R. 8 E. R. 9 E. R. 10 E.



LEGEND

Section Line Township Line ---
 School --- Railroad --- Stream ---

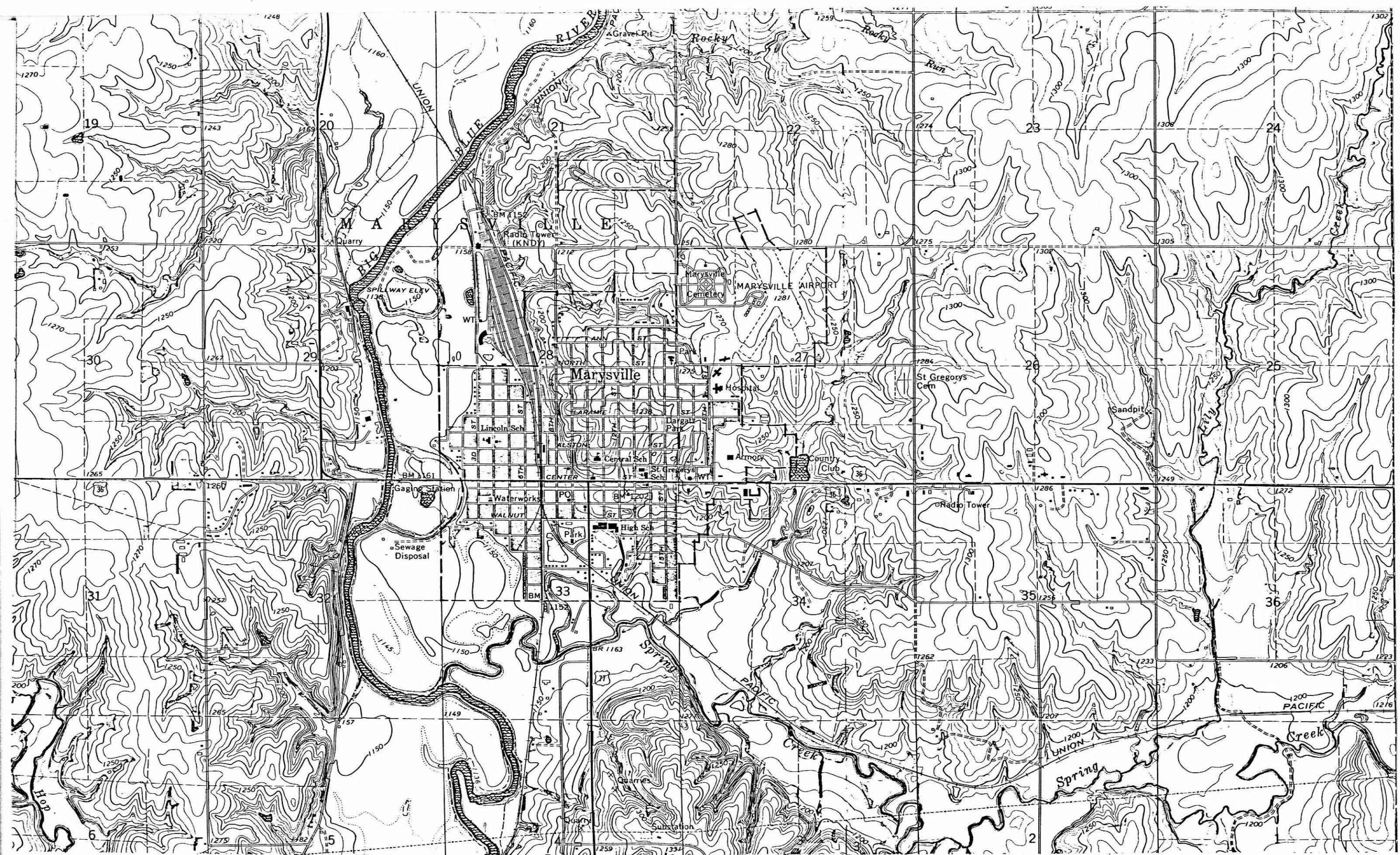
Roads and Highways:

Surface Types:
 Earth
 Gravel or Crushed Rock (Dif.)
 Bituminous
 Concrete Pavement

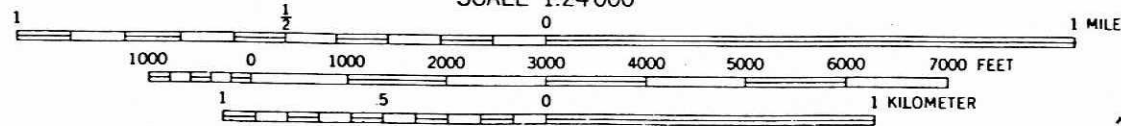
Federal Highway
 State Highway
 County Road
 Township Road

ROAD MAP
MARSHALL COUNTY, KANSAS
COUNTY ENGINEER'S OFFICE
MARYSVILLE, KANSAS
 SCALE: — = ONE MILE
 C. T. MOHRBACHER, DRAFTSMAN.
 MARCH 1942

"CITY LIMITS"



SCALE 1:24 000



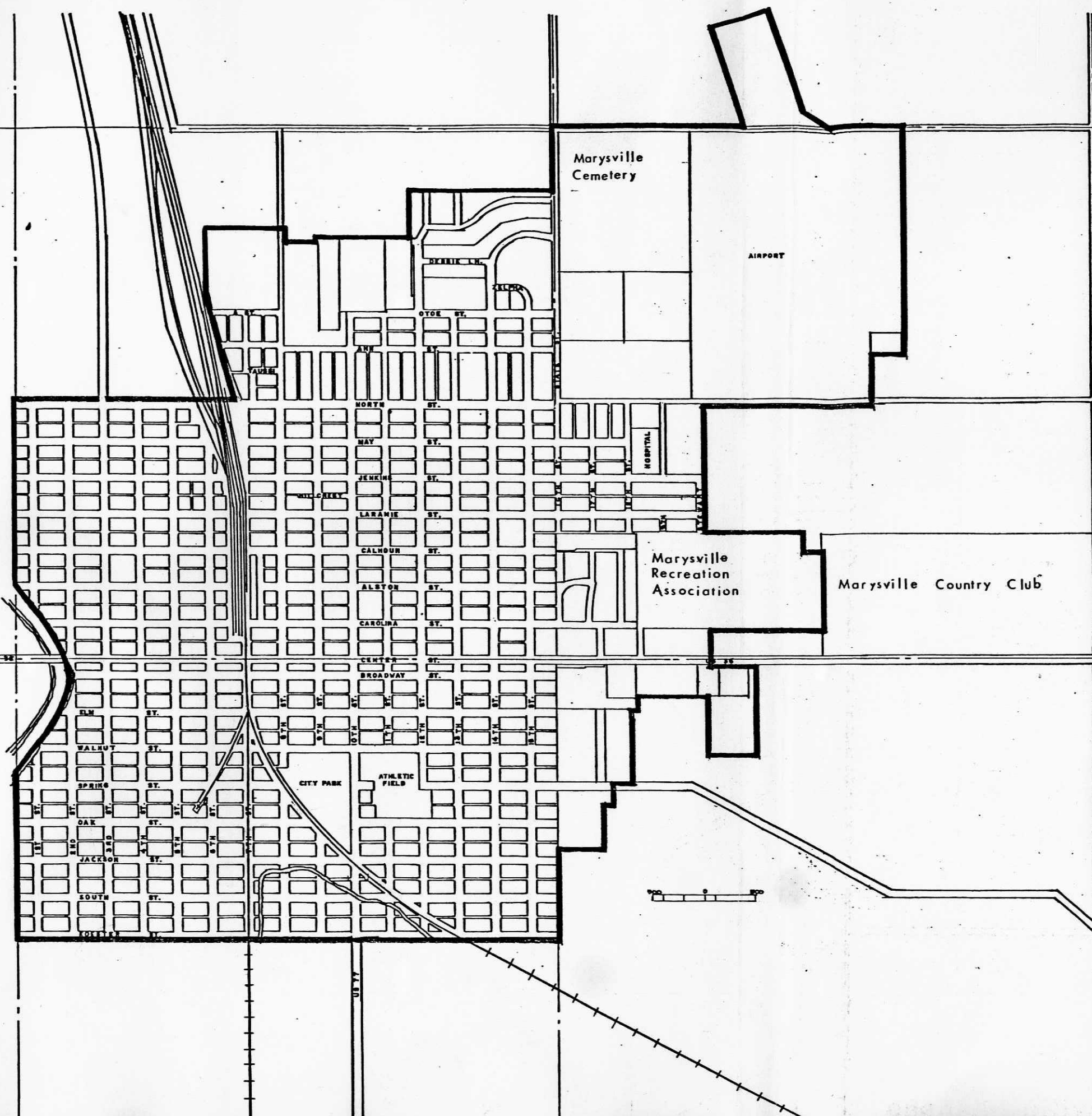
Marysville, Kansas

MARYSVILLE KANSAS



BLACK SQUIRREL CITY

THE BLACK SQUIRREL IS THE SYMBOL OR MASCOT OF THE CITY OF
MARYSVILLE



U.S. 36



Marysville, Kansas

Chapter IV

AESTHETIC PLANNING

Let us explain concisely what is meant by aesthetic planning. For one thing, it is a major emphasis on beautification for all improvements or otherwise useful considerations and recommendations that will be set forth in the following pages. A beautification program for an urban area must be added to any planning efforts on the part of the people responsible for the affairs of the city, since it seems hardly conceivable to plan ahead without engaging in substantial improvements programs.

Secondly, it is not solely a mere fact that the individuals involved in the design professions (landscape architecture, regional and community planning, urban design, architecture) are bases to city improvements in the same manner a comprehensive plan is an agenda opened to a bright future. Both facets must be combined if we are to achieve a better urban environment; otherwise the teams of specialists cannot comply with the wishes and recommendations of the citizenry at large, for the population is at the very base of financing these improvements by paying its tax bill.

One could certainly debate the pros and cons of this theme for hours as to whether planning or beautification is preferable to the other or vice versa. While it is up to the adult persons of the community to debate that

question, it is also up to the elected representatives of that community to come up with the decisions that will or will not influence the future of the city. While both groups of people must have a say in the planning of their own future, the integration of planning and aesthetics are recommendable to achieve future goals. As a result, one simple recommendation by planners and designers is reinforced by the other and as a result fortified in its content. To speak in a business-oriented sense, we do believe that a partnership or a corporation charter tends to improve greater confidence in the business at stake and as a result improves the climate and the outcome of business. Likely, if planners and designers work out solutions acceptable to both for the ultimate benefit at least expense of the community itself, the result will be superior. Therefore, achieving superior goals for all is the major emphasis of aesthetic planning. This term will come again and again in this report and invariably the reader will see and understand that they are not only connected with one another, but also dependent of one another and form a whole like the coils of a rope, one attracts the other like a magnet.

An important element in terms of aesthetic planning is the analysis of past, present, and future population changes, patterns and modifications. This population, in turn has some kind of work which reflects some income which in turn generates other needs, for instance housing, transportation, social life and so forth. These commodities must

come from somewhere to be able to be purchased or used and there must be some service in the community dealing with such commodities. Then we can say that population and economic characteristics are two main bases to analyze this conurbation of people; a thorough and explanatory knowledge in terms of population factors within a given community will reflect the needs like recreation, governance, education, which are highly instructive patterns that permit aesthetic planners to study and plan for land use, for instance, or for services or civic facilities which are bound to occur within a definite lapse of time reflecting the future life of the community.

Once the data is assembled, the problems defined, the future goals set, as we will see, it is relatively simple (so to speak) to come up with programs, involutions, goals and methods that are intended to better the city, to improve it as a whole, and likely to improve the living conditions of the inhabitants.

Hence, aesthetic planning is the guidance for future policies to be implemented in order to help the concerned citizenry express their needs and exigencies to the elected members of the city. In turn, public officials and business leaders can define, demarcate what policies must be dealt first, their priorities and whether goals set during the research phase are acceptable to permit implementation. This research phase is solely a means permitting city developments for future actions, to strengthen recommendations and

to serve as a basis or reference for dealings of this sort.

Furthermore these population projections, these land developments, these economic characteristics involve the growth of the community; they do not occur overnight and cannot be accounted for in terms of a month or two; the result is often a rapid expansion that has not been foreseen, and that has been too swift to capitalize upon. Projections, whether accurate or grossly exaggerated, are manyfold.

In the case of accurate projections or predilections concerning future trends, it is permitted to plan accurately for transportation and circulation change, housing and settlement patterns, resource conservation and land use, human concerns and employment, communications, outdoor recreation, facilities for the elderly, programs for the poor, the handicapped and so forth. Artistic oriented developments, industrial plants, businesses, housing, recreation must also have enough land, water, power to be able to maintain themselves and to expand, to diversify operations and operatives, in other words, to experience growth. Stagnation does not benefit anyone and no business is profitable that stands still.

If, on the other hand, the projections made earlier have been grossly abused or exaggerated rather than having been more conservative as in the case above, they obviously would have a bad influence or impact on the citizenry, since everything must be paid for not only in terms of financial considerations, but also in terms of uses. Hence, a large apartment building 50 stories high whose floors are not

rented cannot be termed profitable; a park of 200 acres which is totally devoid of human life except on Saturday nights and is the setting of crime is certainly not in the benefit of the community, no matter if the city residents can afford it or not.

Then, as a matter of fact, those businesses and industries, no matter how small, which are important to the community and to the inhabitants of that community must find commodities and acquire land bases required and pertaining to their own developments. This means that, given the proper opportunities and an acceptable labor force, any given company, consortium, corporation or any group of persons can establish themselves in that particular city provided the prerequisites are satisfactory, the qualifications of that urban center are specific so that development can entail growth and progress.

The more attractive the community, the better. The more planning and long range planning at that the better. The more persistent and adequate the goals in providing services, the better. Then we must arrive to conclude that the endeavor called aesthetic planning, the technique that joins planning and aesthetics in a single entity, is obviously the more preponderant and effective term of future communications for the burgeoning city because aesthetics and planning are interrelated and that either is the part of the whole.

These recommendations will take several forms: for one, they always will be referred to as aesthetic planning;

then they will be brought forward in each of the various elements that are expressed at that time rather than being merely juxtaposed at the end of the paper, for at the end they have little practicality. We will be looking at population very critically. By doing so, we will try to acquaint the readers with as many facets and figures as it seems to be of proper relevance in the final analysis. The final analysis is urban design; it is determined obviously by population as factor number one. Hence, if present or future urban design is to be termed acceptable, then of course, the future of residents in that proper urban environment will be more than beneficial.

These numbers, charts, tables and figures, projections are critical factors. They are critical because they affect aesthetic planning; eventually we will realize how these data fit into a whole, even though for the time being, they might impress little upon us. We will elucidate these data as we go along, interpreting their performance and adaptation, define trends, and possibly, based on comparison achieve an understanding as to where and how the population as a whole is going, what projections or prophecies these population figures can influence, what are the major anticipations of these trends, what will be future occurrences like, what provisions, clauses and stipulations one can derive and must deduce from them.

One must, however, realize that prophecies are not accurate prognostications or forecasts. They are merely

predictions. The philosopher in his scientific investigations can solely estimate future facts based on the known existing data, whether this tested data is sufficient to promote a more involved research and to build a new, more intricate theme so data and new data can be found. This is the research phase, an experiment with many pitfalls, nevertheless, leading to the core of the matter studied. It is merely the relationship between if and then to develop empirical knowledge.

After the population, we will unravel the economic characteristics of that population. While an urban center has a population, it is also true that this population not only consists of children or retired citizens, but also of many individuals earning a living. This will present the main sources of employment, the economic impacts that this employment has to the city (do people live in slums or in sumptuous mansions?), and the city's impact on the citizenry. Its implications and its substance, its stipulation and its direction, what particulars and essentials can be deducted from the data surveyed, and what else is of particular merit and relevance to improve future and present living conditions. As the saying goes, there is always room for improvement. This is an analysis and synthesis, not a short term answer to long term problems, not a distortion in comparison. At the end it will represent the forces that shape the city of Marysville, Kansas.

Chapter V

DEFINING THE CITY OF MARYSVILLE, KANSAS

Marysville is a small city in a rural environment; because of this it has been judged preferable to compare the population of Marysville with that of Marshall County. While it might have been of some value to compare the city with a similar community in another county, it would have brought forward many complications; while Marysville is uncommon in character (having had, we recall the Pony Express, the Big Blue River, the railroads, etc.,) as compared with other Kansas communities, it has also the characteristic of being the largest town on U.S. Highway 36 between St. Joseph, Missouri and Denver, Colorado.

Besides, Marysville and Marshall County are tied together like a knot; what occurs in Marshall County has an influence in Marysville and decisions made in Marysville, which is the county seat have bearings on the entire county. It is not to state that what affects the city or the county is necessarily felt in either, though the mark of one has some magnetism on the other. The two are interdependent. Hence, this method of comparison or comparative information is supplied for simplicity and accuracy purposes. These facts are as accurate and as precise as possibly can and has mostly been gathered from the censi of the United States Government.

There are, however, some discrepancies in the figures listed since the data is seven or eight years old reflecting the years of 1969 and 1970 when the last census was taken. A census of population is taken by law every ten years; it is a long period of time because population change constantly and what was true 8 years ago is not necessarily true in 1977. While it would be more beneficial to have a census every 5 years so that population characteristics could be studied more accurately, it is simply not the case.

Any growth occurring in a city or in a standard statistical metropolitan area would, if censi were taken at more frequent intervals, be more concise and precise and would reflect a better, more accurate outlook of the problems experienced by these urban centers in regard to elementary aesthetic planning. Hence, making accurate predictions with data that has been shelved for eight years can only be as accurate as a diagnosis made several years back regarding the conditions as that time.

It must then be understood from the onset that the population and economic characteristics of Marysville and Marshall County will not exactly and truly represent the growth that has taken place for that long period, but will only demonstrate that changes are commonplace and have great bearing on the total development of the city and county. While it is estimated that these changes will persist and become greater in their diversifications as related to growth, it is also foreseen that Marysville will take the lead in

the changes associated with the new trends.

While prime agricultural land is the best and most common resource in Marshall County, the industrial development of Marysville is the asset or advantage of that utmost capability of cities, that is, to be made up of parts from various sources, usually densely massed or clustered. While prime agricultural land must be kept for agricultural use, the land within the city limits is obviously set aside for business or industries; in turn these productive efforts improve the standard of living.

With this short explanation we will realize that the changes in population have proved capital to the city of Marysville and this community is very well adapted to cope with the urban problems and urban needs associated commonly with urban growth. The city identification can be best seen in Table I and II, next pages, where population losses over the years have outnumbered gains. While it must have been felt that for several decades the town was literally dying a slow death, the increase of population even in the small amounts experienced lately signifies that the trend is reversing itself. The problems which derive from this change are not axioms that cannot be solved, but are viewpoints that must be acknowledged so that services can be provided for the needs sought by new residents; there is the interdependence of supply and demand which are governed by increase of population. The greater the increase, the more the demand; the more the demand, the more the needs; the greater the

POPULATION TRENDS AND PROJECTIONS: 1930-1990

Marshall County

<u>MUNICIPALITY</u>	<u>1930</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>
Axtell	607	545	510	493	430	418	412	409	399
Beattie	434	389	321	314	263	251	247	244	240
Blue Rapids	1,465	1,433	1,430	1,426	1,488	1,517	1,583	1,733	1,911
Frankfort	1,346	1,243	1,237	1,106	989	978	973	1,003	1,110
Marysville	4,013	4,055	3,866	4,143	4,251	4,356	4,478	4,673	4,832
Oketo	225	218	169	128	101	94	89	82	76
Summerfield	398	396	305	297	204	196	192	188	181
Vermillion	288	300	283	265	212	205	200	196	189
Waterville	698	717	676	700	755	784	855	992	1,116
TOTAL CITIES	9,474	9,296	8,797	8,812	8,693	8,789	9,029	9,520	10,054
Rural Area	13,379	11,578	9,836	7,750	5,824	5,357	5,242	5,175	5,109
<u>Marshall total:</u>	<u>22,853</u>	<u>20,874</u>	<u>18,633</u>	<u>16,562</u>	<u>14,517</u>	<u>14,146</u>	<u>14,271</u>	<u>14,695</u>	<u>15,163</u>

Source: JCH, Planning Consultants.

Table I

CHANGES OF POPULATION

<u>YEARS</u>	<u>CITY OF MARYSVILLE</u>		<u>MARSHALL COUNTY</u>	
	(#)*	(%)**	(#)*	(%)**
1930-1940	+ 42	+ 1.03	- 1,979	- 9.48
1940-1950	- 189	- 4.88	- 2,241	- 12.02
1950-1960	+ 277	+ 6.68	- 2,071	- 12.50
1960-1970	+ 108	+ 2.54	- 2,053	- 14.14
1970-1975	+ 95	+ 2.18	-363	- 2.56
1975-1980 (P)	+ 132	+ 2.94	+ 125	+ 0.87
1980-1985 (P)	+ 195	+ 4.17	+ 424	+ 2.88
1985-1990 (P)	+ 159	+ 3.29	+ 468	+ 3.08

(#) indicates the number of persons moving in or out of the City of Marysville, and Marshall County.

(%) indicates the percentage of people moving in or out of Marysville or Marshall County.

(P) indicates projections for the years ahead.

Source: JCH, Planning Consultants.

TABLE II

needs, the more important the incentive to provide services, such as housing, parking, recreation areas, etc.

This is aesthetic planning. In other words, aesthetic planning serves as a template, a guide to accomodate residents or businesses' activities in terms of transportation, cultural centers and museums, schools, circulation flow, water, sewage systems and so forth. These templates also serve as patterns to improve the overall physical design whether in residential districts or in civic centers. From population data, one will naturally think in terms of persons, incomes, policies, assumptions, principles and standards. What do these standards reflect in Marysville? What do these figures imply? What do these trends express? What does circulation mean? What is law and order?

The graph, next page, showing the increase and substantial decrease of population within Marshall County, from the 1880's until 1980, is expressive enough in itself. While the history of Marysville permits to understand that the movement of population was due to increased western settlement and homesteading. From the very first lines we know that Frank J. Marshall's ferries were the attachments needed to begin and maintain some form of permanent settlement in that area. This small congregation of people became Marysville's settlers simply because the ferries provided incentive for business, the trading post gave incentive to purchase staple goods and supplies, the blacksmith could fix carts and horse hoofs, the post office was available, and so

THE POPULATION CHANGES IN MARSHALL COUNTY

1880-1990

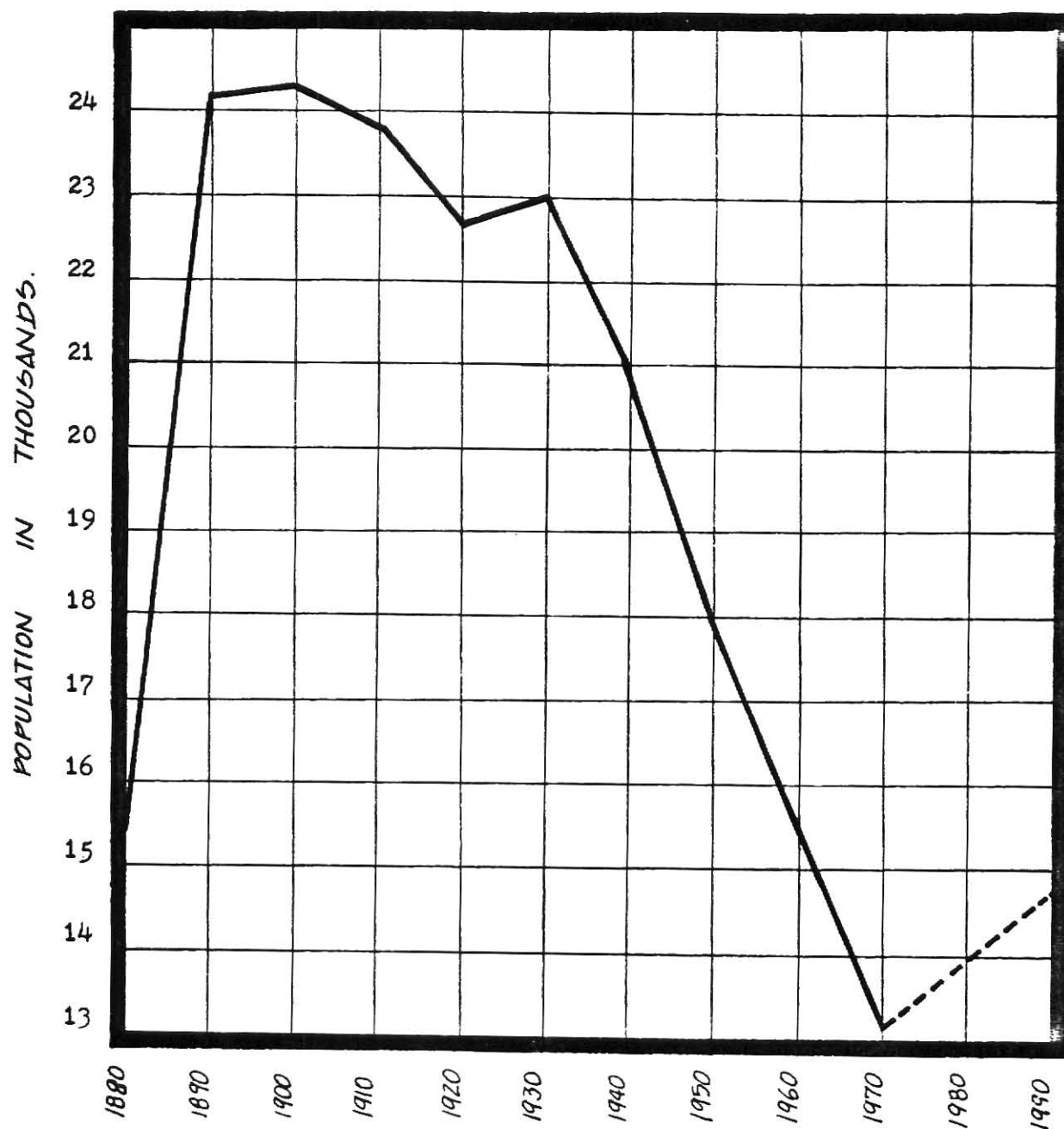


TABLE III

SOURCE: Kansas Statistical Abstract, 1975.

on.

Besides, all that thundering herd of immigrants and emigrants represented a serious business influx where goods could be sold, other supplies exchanged, work performed for the migrants or their families or as a result for the actual Marysville settlers. As more and more persons settled in the area known as Palmetto and Marysville, more persons began to set new shops associated with a demand for the services required, more engaged in business and diversification therefrom, there was a need for more labor, hence more income, hence more or greater demand for housing, for roads, for services, for governance. More persons served as middlemen between say, the Indians and the furtraders, the migrants and their families, the politicians, and so forth.

In terms of population characteristics, this permits to visualize that the county had its greatest increase in the 1900's, and then if less marked, again in the 1930's. Automatically, we think of the 1930's as the years of the Great Depression which came about that time, and to World War II which occurred a decade later. Many young people filled the ranks and files of the military armada; others went through training or boot camps; others were to serve in the training of military preparedness, and still others moved away from Marysville and Marshall County to large urban centers since factories there absorbed labor force surpluses.

This out-migration was almost an exodus as more and more families moved to be reunited with their younger elements,

since it is well known that the latter are much more adventurous than their parents who lived in a remote community, away from it all so to speak and were made aware that greater job opportunities were available in cities or metropolis. The job situation, while not necessary any better in large metropolis than in small resorts during the Great Depression, certainly had more incentive in their development during the time of the build up of the Armed Forces. While some immigration must have taken place in Marysville, if not Marshall County, the out-migration by far exceeded the former. This point being clear it is nevertheless truly amazing that all considered this community and adjoining county have survived very well and even prospered during those years. One could see this as the farmer's ability and knowledge to face and be able to maintain a better than adequate living while being more adapted to the lands he owns and cultivates, and as a result to produce more goods and exports in these hard times rather than be subjected to a declining productivity.

This, in turn, brings to mind that agricultural research bore ripe fruits during those years; also development of machinery as a by-product of research; but it also means that jobs and overall employment were pretty scarce in the county and even scarcer in Marysville which had a virtually nonexistent industrial might. Hence, young people graduating from schools either join the ranks of the military or, if they wanted to make and be able to afford a decent living dignified enough to suit them, had no other resource that

CITY OF MARYSVILLE: AGE BY SEX

MALES ALL AGES: 1,648

FEMALES ALL AGES: 1,940

MALES :
 FEMALES : -----

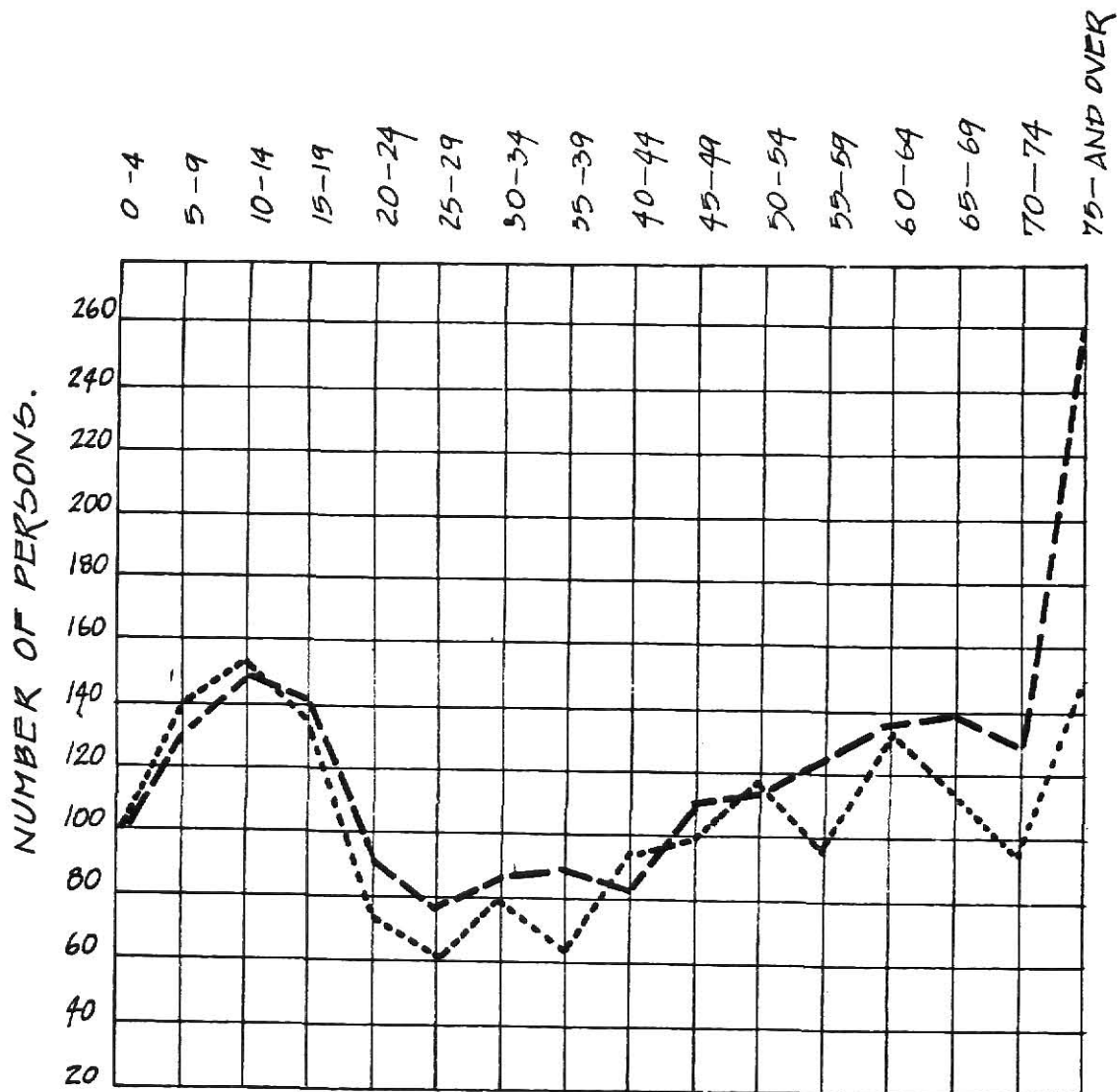


TABLE IV

Source: United States Bureau of the Census, General Characteristics for Places of 2,500 to 10,000 (Washington: United States Government Printing Office: 1970), Table 31.

making early preparations to move away in a community in needs of their trades which could and ultimately would offer them considerable opportunities.

This movement viewed from the urban center's point of view ought to be called the Green Harvest; after all, these young people came from small cities and became a boon for large cities. To make a point of what seems to be a proofless allegory, let us consider three major Kansas metropolitan areas. We will see how much increase of population these centers benefited. These facts will help the reader in determining whether the assumption of out-migration from a rural area to an urban one is substantially defined and its expression in all its simplicity can serve as conclusive evidence. The three centers are Wichita, Topeka and Kansas City, Kansas.

Topeka, the capital of Kansas and seat of state government, registered a 4.6% increase in its population between 1960 and 1970. Wichita, on the other hand, augmented its population count from 254,698 in 1960 to 276,554 in 1970. Kansas City, Kansas had 121,901 persons in 1960 and 168,213 in 1970, a 38% increase. Even the slight increase in Topeka of 4.6% was a gain of over 5,000 persons in 10 years, from 119,484 in 1960 until 125,011 in 1970. These figures do tell a clear story which is that of intense in-migration. This in-migration of people must come from someplace else, of course. This represents urbanization at a very rapid

rate.³⁵

There are extensive studies concerning urbanization which could be of a great use in analyzing these trends. However, in this study, the concept of urbanization is relatively restricted to its historical value. We have seen partially the cause and effect of the relationship between in-migration and out-migration in the area of Marshall County. This trend of movement continued since the county birth or inception while the out-migration encompasses some 40 years. This tends to indicate very strongly it (the county) lost an enormous amount of human energies, or skilled workers or even laborers.

But in the meantime, the various small communities did prosper in sharpening their skills for survival and they were successful in this achievement since today these people handle all the functions and the activities of an urban center that tie all the people together like the hem binds the tissues together to form a sleeve. How did those small communities handle their survival in those years could be an interesting study. It has no bearing in this chapter.

It is said and usually agreed that pictures speak better than one thousand words! Then one might conceive the idea that a research may include solely pictures, photographs,

³⁵Institute of Social and Environmental Studies, Kansas Statistical Abstract 1975 (Lawrence, The University of Kansas: 1975), p. 23.

slides, tables and graphs. This, however highly presentable, would be imperfect for the following reasons: graphs do communicate a general picture or idea of what is going on, but they do not reflect it exactly; in the analysis of a graph, one must be able to express what it actually means and deduce other factors as well; then one must identify the various if not conflicting facts at hand, if one is to predict future trends and as a result communicate effectively.

The birth rate is another factor that permits intensive study of an urban environment. Net migration is expressed as net change of in-migration minus out-migration, minus deaths, plus births. As we have seen previously, an increase in the birth rate tends to outface out-migration and in this case, the latter become much less important because the in-migration becomes greater in number. Actually, between 1960 and 1970, only 30 of the 105 counties in Kansas increased in population. This was largely reflected in the eastern half of the State.³⁷

Once the out-migration trend is reversed, though continuing in a diminished extent, one may ask why people would either all of a sudden return or elect to remain in their own county and or city rather than seeking other opportunities for their lives' aspirations, opportunities which might be for the better or for the worse? Firstly, it becomes

³⁷United States Bureau of the Census, United States Census of Population and Housing, General Demographic Trends for Metropolitan Areas, Part 18, Kansas (Washington: United States Government Printing Office, 1970), pp. 5-18.

altogether certain that it is far preferable to seek employment or start one's own business in a town or county that one has known since birth, within the definite surroundings that one has been accustomed to, because one knows the opportunities laying ahead, the people's desires, their needs, the competition that one must face in the normal pursuit of life, the various restrictions such as zoning ordinances or lack of utilities or other services, and it is also often wished to live close to one's relatives, and many other valid reasons.

Secondly, the movement towards a large urban center does not actually certify that all sorts of employment are handy at any time even during those national recessions; even with the best motivation, an individual seeking long term employment and unable to find any expresses great reluctance in remaining in a large city.

Thirdly, life in a small community has its charms. There is less violence, less crime, less crowds, people tend to be more relaxed and more open towards one another. There are less taxes, less services to be supported, less authorities, in other words greater incentives to remain; many persons 65 years of age or older who wish to retire from the labor force tend to seek surroundings that are pleasant and neat, away from the fumes, noises and other inconveniences which characterizes the eternal hustle-bustle of large urban centers.

As a matter of personal convenience, the elder

individual does not value as much social life or as much entertainments as their youthful counterparts. Social past times may be volunteer work for some worthy societal and philanthropic discipline; while city hospitals tend to be crowded, the small city hospital is likely to be less crowded, contacts with the medical profession may be better, and so forth. Many other older individuals, as it is the case in Marysville, returns to the surroundings of their youth after having lived out-of-town for the greater part of their lives, and upon returning find time enough to run and win public office devoting many energies in this demanding channel. There is also great demand for craftsmen and artisans for people who have a lifetime experience in a craft or trade.

The list could go on and on. What matters is that once the movement of out-migration is reversed, it is expected to continue for many years in the future. This trend was expected to continue for the planners who studied the Marysville community in order to produce the Comprehensive Plans for Marshall County and Marysville in 1970. The tabulated findings which have been reproduced here in Table I (Population trends and projections: 1930-1990), outline this stability. With great accuracy those planners forecasted, successfull/, the change from out-migration to in-migration or rather the end of out-migration. Booklets describing this change and data are available in Marysville at the City Offices and at the Chamber of Commerce on Broadway. One of the paragraphs is reprinted here because it adds some consolidation

to this present study.

"Marshall County lost population from 1930 to 1960 at a very rapid rate. In 1930, the population was 22,853 and in 1960 it was 16,562. This trend is expected to continue until late in the planning period when the population growth in one or two of the cities of this county will begin to off-set the out-migration from the county. This county being an agricultural oriented county must face the fact that agri-business is continuing a down-hill trend because of farm mechanisation and consolidation. The evidence being shown now is that there will be a little shift in the agricultural losses of the future so this county, like most agricultural counties, must look forward diversification in order to provide the jobs necessary to alter the trends in population decreases. There is a national trend towards centralization of population in order to stop the chaos that is occurring in major urban areas. Should this become a national policy then Marshall County can be in a favorable situation of possibly attracting new diversified industries."³⁸

Seven years later, after the conclusion of the comprehensive plan, this out-migration while not completely stopping is indeed offset by gains of population in both Blue Rapids and Marysville. In terms of population density, Marshall County with an area of 911 square miles had 19.7 inhabitants per square mile in 1950 and thus decreased to 15.3 in 1975.³⁹ While the cited reference assures diversification of agri-business, it is nonetheless for the better since Marysville is becoming more and more, as we will see in the economic characteristics, a regional center.

In the information on schools provided on Table V,

³⁸J.C. Humberger and Associates, Marshall County, Kansas Comprehensive Plan (Marysville: 1970), p. 2.

³⁹Institute of Social and Environmental Studies, op. cit., p. 20.

MARSHALL COUNTY LISTING OF PUBLIC AND NON-PUBLIC
SCHOOLS AND ENROLLMENTS BY DISTRICTS

<u>PUBLIC SCHOOLS</u>	Elem.	JR.High	SR.High	Total
USD 364 Marysville	523	367	370	1,260
USD 380 Vermillion	492	---	324	816
USD 488 Axtell-Bern-Summerfield	375	---	240	615
USD 498 Waterville	265	---	300	565
	<hr/>	<hr/>	<hr/>	<hr/>
TOTAL:	1,655	367	1,234	3,256

<u>NON-PUBLIC SCHOOL</u>				
St. Gregory Parochial	133	---	---	133

TABLE V

SOURCE: Kansas State Department of Education, Kansas Educational Directory (Topeka: 1975), p.17.

the Unified School District of Marysville (USD 364) provides compilation of the various age groups presently attending school. Since the data was researched, an interesting change must be noted:

"Enrollment in the four unified school districts of the Marshall County community was down 13 from a year ago in the early days of the fall term which began in late August. A total of 3,162 students enrolled in the four districts, according to first-day-of-school or first-week figures recorded at the unified school districts offices. This compares with 3,175 in 1975 and 3,242 in 1974.

Marysville USD 364, largest of the county districts, showed the biggest loss, down 13 from last year. This year's total for the district on the first day of school was 1,235 compared with 1,248 a year ago. Enrollment in USD 364 during the first day of school two years ago was 1,260."⁴⁰

Table IV does indicate the number of children in Marshall County tend for the most to remain in the County, but then soon after high school tend to move out of the County. It does, however, indicate that females more than males remain in the county and that older residents about age 60 and over live within the 911 square miles of Marshall County. While it would be feasible to indicate that the trend might reverse itself with the addition of new employment possibilities, it would be preferable then for the City of Marysville to seek potential business by national advertising and broadcast. This has been done very successfully in many communities.

One must add that many young people seek higher education and trade schools. The State of Kansas universities

⁴⁰The Marysville Advocate, op. cit., Vol. 98, September 9, 1976, p. 1.

have many advantages and are attended by many students, whether from Marshall County, Marysville or the state itself, or by an increasingly large number of out-of-state students including many foreign nationals. While Marshall County does not benefit from a college or university it is then suggested that the loss of some population may be because some young persons may wish to further their education. There are some 48-50 public and church related colleges in the State of Kansas besides various vocational and technical schools. In Kansas, there are also various Adult Education Programs paid for by public funds, and several Proprietary Schools licensed to operate in the Sunflower State.

ECONOMIC CHARACTERISTICS

The small growth of population which Marysville has experienced in the last few years is respondent to economic generators which have grown tremendously over the years, including other varieties of opportunities that have developed in relation to these generators. These basic breeding elements in terms of income enlargements and income producing establishments include agri-business, agriculture and farm products, several manufacturing establishments, a major railroad line which is the largest employer in the City of Marysville, Kansas. While it must be understood that this study was not researched to advertise the values of the businesses per se, the economic characteristics of Marysville must be explained so that the entire city growth can be understood because it is a point

that Marysville as a city and as a regional center is definitely growing. Besides all these establishments which will be discussed, there are over 100 retail establishments within the city limits.

The main employer in the City of Marysville is the Union Pacific Railroad. This company employs approximately 200 persons in the city and many other persons in adjoining communities. The Union Pacific is the major freight line between Kansas City and the West Coast; the company serves Marysville and has a train capacity of 25 to 30 freight or cargo trains daily on an average basis.

Branches and connections link Omaha, Nebraska and St. Joseph, Missouri. There are also numerous branches of railroad lines south towards Manhattan, Kansas and beyond in all directions, assuring daily service to major cities and to smaller ones as well. Many a visitor to Marysville experiences the railroad since the lines cross the downtown of the city in its very center, and many a box car bears name like New Orleans, Georgia Pacific, Santa Fe, and so many others which invite the thought to distant travels under various climates, majestic sceneries, sublime views, magnificent landscapes in imposing, princely displays

As we have seen in the history section of this study, the Union Pacific has plans to double up the tracks and the lines not only for plain expansion per se, but also for competition purposes as well as being able to handle all the commercial deliveries moving across the nation. This

construction is excellent for Marysville since it means added personel, increase opportunities for many people to find profitable employment. In turn, it means highest levies for the city itself to develop new programs. While there is a large amount of competition in the railroad industry, the Union Pacific has the largest share of the business in Marshall County and most likely in Kansas or the entire American Midwest as well.

The second largest employer within the city limits is the Landoll Manufacturing Company which employs some 60 to 70 persons. The Landoll Manufacturing Company manufactures liquid feeders, stock racks, planter incorporators, chisel plows, to name a few.

The third largest employer in Marysville is the City Sewing Machine Company. The City Sewing Machine Company assembles sewing machine parts into the final product. This firm employs some 40 to 60 people.

The fourth largest employer in Marysville is the Tension Envelope Company which employs an estimated 40-45 persons. Tension Envelope Company is the second largest envelopes manufacturer in the entire nation. The company selected a site in Marysville in the late sixties and moved permanently in Marysville in 1969 after considering other locations in several other cities and states.⁴¹

⁴¹Kansas Department of Economic Development, Directory of Kansas Manufacturers and Products (Topeka: State Office Building, 1970-71), p. 101.

Agriculture is the most elaborate and diversified employer in Marshall County as well as in Marysville. An automobile ride on Route 36, going east, does determine various numbers of businesses involved in the retailing of complex machinery, equipments, tools, and products related to agribusiness. Other employers include the Marysville Advocate, though in a limited sense, since it has 15 persons; the Unified School District has 5 schools: a high school, a junior high school, two trade schools and one parochial school. All these schools have about 150 employees. As for the retail businesses, they include Coca-Cola and Pepsi-Cola Bottling Companies, hatcheries, ready mixed concrete and construction companies, processed meats, vaults and burial vaults, processed grains, seed and feed milling, etc. While it sounds pretty much for a city of this size, the list is not exhaustive and it is recommended that business from other states ought to be attracted to this community.

In terms of housing characteristics, one of the major problems, if not actually the major problem, is that of housing. Not only is it difficult and even quasi impossible for a single person to find a place to live, it is even more so in the case of a family composed of two adults and a pair of children. This situation has a bad effect on Marysville since as the city prospers and grows, there are just no facilities to permit the resulting, accompanying growth of population and this is particularly detrimental.

Young people, who after graduation from high school,

decide to marry have no other recourses than live with their immediate families, (with all the tremors and misunderstandings that this approach might cause), or else move outside the city limits or in other communities. Marysville does need the influx of young people if it is to survive -- and prosper -- in the present and next generations. Apartments are extremely scarce and single rooms are usually within the residences of elderly citizens which allows an extremely limited privacy with added rules that one must cope with having to do with rules established by these residents concerning the behavior of individuals. These rules tend to conform with behaviors of elderly persons and represent the prying and scrutinizing of one's way of life, an inquisitive force that questions the moral values of one's life. Needless to say, these situations are extremely volatile. Houses or apartments are just about nonexistent in the City of Marysville as the author of this study has experienced himself within the summer of 1976.

While a 33 units low rent housing is planned for ground breaking in early 1977 and several one or two bedroom within a planned 18 unit apartment house in the immediate downtown of the city, this is just too little and that too late. The reason for this is that, as we have seen, the population of the most needed members of the population (that is young persons) moves out at an alarming rate. While the construction of these units is pointing to the right direction of the compending problem, these units are especially planned

for the elderly. To take a closer look at the situation, let us bring some figures dealing with the housing factors at Marysville, Kansas. These figures are presented from the Census Bureau and one must bear in mind that these figures and numbers represent existing data in 1970, as previously explained:

<u>Year structure built</u>	<u>Marysville</u>	<u>Marshall County</u>
1969 to 1970	11	51
1965 to 1968	27	137
1960 to 1964	111	278
1950 to 1959	153	343
1940 to 1949	137	275
1939 or earlier	1,088	4,321
 <u>Year moved into unit</u>		
1969 to March 1970	91	232
1968	38	205
1965-1967	92	446
1960-1964	202	678
1950-1959	228	343
1949 or earlier	282	1,163

From the above figures, one can deduct that what is going on in terms of housing in Marysville, is also clearly reflected in Marshall County. Housing in those areas is about 40 years and older and will deteriorate rapidly. To maintain Marysville in its present context, that of a regional center within an agricultural framework it is necessary to have proper and varied housing for the residents. Land use and extension of city limits are only two of the possibilities. While very little is mentioned in the Marysville zoning code concerning the use of mobile homes, land should be made available for this purpose. Mobile home parks may have high

density, but in the long run, the city will benefit a great deal from this and the resulting taxes appropriated to benefit the residents.

While the housing situation is improving, it is not improving fast enough. Communities services are averaging moderate uses and services themselves are not incompatible with a greater population. Many community services are capable of handling a larger population. Indeed, one of the main comments volunteered by residents is that the city delivers services at least expense to the city residents. The services are examined at regular intervals so that quality is insured and capacity is adequate. Publications relative to the services provided by the community may be obtained by writing the Marysville Chamber of Commerce at 1019 Broadway in Marysville.

⁴²United States Bureau of the Census, United States Census of Housing: Detailed Housing Characteristics (Washington: 1970), Tables 58 and 62.

Chapter VI

URBAN DESIGN AS A HYPOTHETICAL EXAMPLE

In order to comprehend, to understand what a city looks like outside its historical past, to see how it has developed to serve the needs of its residents, to grasp the motives behind the arrangement of the various design factors, to permit this arrangement to take place without undue contrivances within the land itself and the man-made factors involved in the process of changing the community, it seems relevant to present a little discussion as to the merits, the worthiness and benefits that one attributes to urban design.

As a parallel, one could use biology or politics, their relation to the human body or to the world institutions; preferably one will hear about a form of language since urban design is itself a form of language that has evolved ever since necessities dictated that man ought to live in a man-made world. This man-made world is of course, the city. It has a language of its own as we will see. Everyone on earth, every Homo sapiens speaks at least one language. The city, itself, speaks one language. Many human beings speak more than one language, and this type of human beings is referred to as bilingual, trilingual, and so forth. Many an immigrant to the United States of America whose native language is not English will become more and more bilingual as time passes simply

because his mother tongue and English are two different languages. The city of his birth and the city of his adult life in the Union will have two languages as well; one may be more specified than the next, but at any rate like each language, each city is different from the next.

An example is set out to delineate a purpose. A purpose is a determination, an aim, an intent. Its purpose tends to explain with simplicity and completeness what is presently taking place or has taken place at a definite time within the sequence of the planning order. This order is something usually called the result. In other words, the purpose of going to the grocery store or the supermarket is to purchase some commodities or foods. The purpose of the food is to eat, the result to maintain health and harbor life. Earlier, we spoke of languages. The purpose-result of a language is to be able to communicate with others, to understand others, to learn from others, ultimately, to make one's life bearable and enjoyable. In the city, the same occurs: the street is that entity leading to various parts of the city while the avenue is more inclined to bear more vehicular traffic and so at greater speeds than the street itself; hence, the purpose of the street is to lead somewhere, to permit people a public way to go about their business, and that politely without disturbing anyone else who may prefer to remain at home or in the swimming pool.

Urban design is then the formal language of the city. One of its most striking features is the arrangement of various

elements such as residences, schools, communication arteries, services, green spaces, industries, commercial settings, theaters, civic buildings and so forth within the context of a selected environment. Hence, the arrangement of parks in your community, that of sporting facilities in a nearby town, that of communication in the capital city are all inter-related, interconnected since all have in common the "arrangement" that is conclusive to call this a city, a town, a hamlet, a metropolis, a conurbation, etc.

The language has arrangement too. Any person well versed in English may find substantial amount of difficulties in learning German for instance, for the basic rules of English grammar have no application on this teutonic tongue. Many months will pass before the English person can successfully master all the variations of the German grammar trying to find a way to remember which verb does what at what time.

As we progress in this explanation, we will see how one part of the city is dependent on to the other parts in the same manner the verb of a sentence marks whether the action is done today, will be done tomorrow or has taken place yesterday. The developments within the city did not happen overnight and were not developed at random. Something important had to make them happen (the treacherous passing of the Big Blue River dictated a ferry and the ferry was constructed). Furthermore, one will admit, if not recognize, that geography played a large part in these developments and the reason many of these evolved in such a pleasant and enjoyable surroundings

is that the function of geography was studied and the city was planned in relation to that geographic location. Not all the cities in the world were so fortunate: many developing towns were set in flood plains for instance . . . nevertheless let us say that urban design is the distribution of some elements in various spaces within the context of an urban setting.

We all know that only 26 letters form the Roman alphabet. While the language of France is derived from the Latin, there are various inflexions of the language produced by what is referred to as "accent aigu, accent grave, accent circonflexe, trema, etc.", which are no more than inflexions. The German have a "umlaut", other like the Danes, have slashes through their o's and so forth. Basically, the majority have at least the 26 letters or characters of the Roman alphabet. One can imagine how many different words there are within the dictionaries of languages which use the Roman alphabet and this list is really fantasmagoric.

One can also say that the various components and arrangements of streets and of facilities in the world's cities is phenomenal. Antique cities in Italy or in Spain are not at all like Los Angeles suburbs. Detroit's parks are not necessarily the same as those in Copenhagen or Tokyo. Hence, one can see how many variances there might be in urban design; and though urban design is grossly labeled as design in an urban context, the mere fact that there is design means that are rules that govern such designs, in the same manner

that grammar rules define and govern the use of languages.

Words are really one kind of language. Color in its various intensities is another kind. How would a form, a work of art express itself if it were not for color, for texture, form, function? Oriental proverbs like a picture is better than 1,000 words is reflective enough in itself to bind colors and senses together into an acceptable whole. Though a thousand words might not necessarily define a work of art, or to put it mildly, a chef d'oeuvre, the words, themselves, provide on-lookers with some explanation which turns out to be a simple, well-organized mental picture within a context of carefully worded arrangement. Colors tends to give a value, which in turn permits the viewer to associate with the picture.

A series of flag posts accompanied by colorful flags give the city a festive atmosphere. Flowers are synonyms of spring and summer and carefully planted in city parks or potted on balconies give a sort of joyous feeling associated with travel and holidays. Sculptures or tablets with inscriptions are sorting out to give the passerby an affidavit of the city's history and the capability of the city to pride itself with various artworks and displays.

How many a museum dedicated to the cultural enhancement of the community will provide services for its young artists by exhibiting their works in a high school or within the city offices? How many mobiles, puzzles, school children drawings, constructive landscapes, textiles can be seen in public office

buildings to be viewed by the entire resident body of the city?

Basic colors are even less numerous than characters in the Roman alphabet. While the mixing of color provides another hue, a different tone, another shade, another tint, one wonders how many colorful areas the city has defined for its citizens, for its residents young and old, handicapped or ill? The function of urban design is then multiple. Most of us do not understand the hieroglyphs of Egyptian temples, Maya inscriptions or Japanese calligraphy. The fact that we do not understand them does not imply that their significance is worthless and therefore must be discarded. On the contrary, the majority of us finds these forms of language comparatively artistic and as a result, beautiful. Who is well versed to understand the merits of urban design in a city? It does not depend who is well versed, it depends on how the city serves its residents and how the residents think themselves about the city. How do they relate to it; what are their pride, their satisfactions, their gripes; can any function of urban design be changed so that it accommodates the greatest number of people and has greatest value?

In other words, it is not necessary to understand something to find it most practical and beautiful. The French language is termed by many persons to be a beautiful language even though many of these persons do not speak this language fluently. What they like are the inflexion of the language, the accent of the natives, the beauty the same people associate

with old buildings, gastronomy, perfumes, the Loire's castles, fashion, or simply spoken "La belle France".

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In a related way, many of us do not understand the complex system of switches and bulbs, wires, and transistors in a television set, a radar system, an electronic calculator or appliances at home. Hence one must admit that the language of the city design is not solely one single entity, but is an arrangement, an association of words, colors, scientific and aesthetic values, mechanisms, flowers, minerals, galaxies, sounds, fragrances and most of all, people.

Going back to urban design, we view it as a practical and essential form of language. The design is conveyed to us by forms, colors, signs, textures, openings, functions, patterns, units, all intermixed and interchanged in a most agreeable fashion. To understand the intrinsic, alienate form of urban design, let us take a small hamlet which hypothetically begins with five households. Imagine two houses on the right, two on the left and the last one some distance uphill. In order to reach any one of these logements, one must have some kind of a path, whether an unpaved trail or better, some passage hard enough to sustain some transport, a path then for convenience purposes. This path must be wide enough for the movement of pedestrians and also large enough to allow the conveyance of some horse-drawn or motorized form of transportation.

This path is used indeniably by any member of the five different households at some point in time. It permits interaction between the various persons at stake whatever

their occupations, their status, their needs or their modes of living. Hence, one may say that it is a means of communication. One may see it as function as well since it serves as a connection between people, not merely houses, within the immediate environment.

To exemplify a little more, we will call this small agglomeration Sunflower City. In Sunflower City, then expansion is primordial, and as it is in every community development, that expansion must accommodate newer households. These newer households are mainly from young people, who, at the end of their formative years decide themselves that the best road to happiness is that to have one's own family. Instead of leaving permanently Sunflower City they do decide to stay for their trades are varied and in need in the hamlet. Although the needs are somewhat limited, these youthful persons decide, nevertheless, to remain in the area they know best and in which they are best known.

Hence, Peter will want to have his blacksmith shop in the vicinity of the hamlet, not too close so that his desire for privacy is fulfilled, not too far so that lack of proper means of communication does not imperil the few customers that he must have if he is to be successful in his trade. In the middle of the woods, the business would have little relevance, but he knows that the best location is near the common path.

Peter's house will then be located within the extent of Sunflower City. In this respect, the blacksmith shop

might benefit the residents of Sunflower City and the traders who come and go within the region. A second store soon enough, opens its doors near the blacksmith shop. This store identification bears the name of Jack's and it is a general store. Hence, residents of Sunflower City can involve themselves a bit more in the city without making unnecessary trips to a larger city distant over 50 miles. People attracted by one commodity may volunteer a quick visit to the next store, may allow themselves a purchase, while the buggy may be repaired at Peter's. Al's general supplies store is a little further up the hill. It is a very well known place since Al serves beer and whiskey besides all the various items that Sunflower City residents tend to welcome. Indeed on Fridays, the entire population of Sunflower City meets at Al's to discuss the city affairs, who is going to service what, who is going where on city business and so forth. A mayor is soon elected and his decision is final.

From this small hypothetical discussion, one can see that businesses tend to converge together, seeking so to speak, each other's company. The Central Business District (CBD) of Sunflower City is going to be the amalgam of shops, of trading places, of public spaces and eventually this CBD will be called downtown. Residences will remain in close vicinity of the downtown because of the original togetherness of the five households. Even today, many residences are still located in the downtown of the city, including city offices and the like.

Now, with the developing community, new services are required: a school, an open dump, a water line and so forth. Most likely, the residents of Sunflower City are not going to locate the school near the blacksmith, the general store and the supplier of wine and whiskey. One may ask why? Simply speaking, there is a need for the recreation of youngsters which must be, if at all possible, promoted or encouraged outside off of the business district. Indeed any school is productive of sounds, of chorus, of loud interplay, not particularly conducive to business or to relaxation or study in the residential sector of the town. Hence, the residents of Sunflower City decided that the school building be located within the western hill, a choice location in that respect because there were giant trees and a beautiful view, an existing well and most of all, it was not on the flood plains of Sunflower River, nor on prime agricultural land that was so important in the development of the agricultural town. Youngsters on their way to school would walk 10 or 15 minutes, pass the business community and be safe within the trails of the hill. They could be seen from town and they, in turn, could see the town.

By order of the mayor, the path was extended from the last residence all the way to the school so that coming winter as few accidents as possible would take place. It was a good idea and everybody agreed and committed funds for this purpose. Foods could be delivered easily, parents could pick their children up, books could be moved by carts rather

than horsebacks and in case of serious mishap, a doctor could be dispatched there in record time.

We can see from this development that the main link between the various arrangements is the path, that is the road; actually the developing city constructs itself along the transportation system which is termed the highway. It is particularly important at this stage to realize that because as the highway further develops and merge with other highways, Sunflower City develops along the same line, that is the grid system.

The highway is the centerline of activity. It is the focal point of development in Sunflower City. If we may say so, the highway is no different than the street. The street provides a certain safety since it is usually hard-surfaced, sidewalks prevent the juxtaposition of vehicular traffic with pedestrian and so forth. Rules (or regulations) must be defined so that there is a right and there is a wrong in the utilization of the street, for safety.

The main value of the street is that it brings people together. Nowadays, it looks as if the automobile owns the street more than the pedestrian, but this must remain a fallacy. Streets must be made for people first, not vice versa. Hence, the pedestrian must be able to enjoy his moments outside and must be assured of safety from the intempestive encroachment of vehicles rolling on the street. The pedestrian must be removed from the center of action, and she or he walks on sidewalks. These sidewalks provide him

safety first and foremost, freedom of mobility, freedom of movement, freedom of privacy.

Nineteenth century Sunflower City has experienced growth. Services like cable television, water lines, storm system, telephone, electricity, gas lines, theaters, parks and so forth have been juxtaposed within the city and this city of many people has become more and more viable. It is viable because one can hardly conceive a city which does not cater all these extensions. While one can dispense from renting a telephone or a television cable, one cannot live without water pipes or electrical meters which have become an intrinsic part of living. One can remove electricity from the residence but one can't possibly live without appliances of any kind. The moment one removes something valuable, the notion of comfort falls a point or two.

In Sunflower City definite projections have been made in various planning programs. When the time came to have further facilities, the land was available, the money came, people in various trades were able to cope with the construction, a succession of efforts that brought some pleasure and satisfaction to all residents. Governance was required; a police force was created and a fire department was installed; Sunflower City residents became dependent upon these services, were insured that attention were given to secure them against possible or probable injuries or losses, no matter how insignificant. The needs for services had never been a matter of status quo, but everybody who needed those services received

them and that is that.

One can grasp then how the locations of these different units or systems and their ultimate situation in time are important. Any problem must be solved within an allotted amount of time. While the problems and the timing of these can be expanded, no one will derive mental or physical health if one or more of these services take too much time to be developed. Then one can also understand the monumental task of planning these facilities, not only at a particular point in time, but also at some required opportunity. One cannot plan facilities once the population at the city is three or four times what it originally was a few years earlier.

The facilities and services of a city must be prepared to handle a safe number of people over a projected margin, and that must be accurate enough to sustain the expenditures. Urban design is preponderant to planning, and not solely planning per se, but aesthetic planning. The density of people within their immediate environment must be functional at all times and this without sprawl.

Let us return a moment to Sunflower City. Imagine a water line which is extended to the utmost in order to serve as many residents, businesses and industries along its line; with a projected increase of population, the line in turn must be elongated. But we know well that further extension of the water line will require pumping stations to be placed at various intervals so that the system, if it is to

preserve its quality, will not fail. Failure of the water system would mean failure of other systems as well like the sanitary system. If this system fails, then what?

This can be seen also in terms of recreation or relaxation. If parks or other green spaces become despondent, deficient of trees and flowers, then the mental health of individuals may be in jeopardy. Are parks more important than water lines? The question is not answerable. If only one system may fail, then, obviously other systems may fail as well.

The transportation system has the same relation to the other systems just mentioned. If one segment of the transportation network does not perform well, the other segments of the system will suffer as well. One may imagine simply a road or a street which is travelled each morning and each afternoon by people who drive to and from work. One morning signs are posted suggesting a detour so that portions of the road may be repaired. Assuming that the detour will remain as is forever, one can understand the frustration of the drivers to be diverted from their daily routines, the business losses resulting from this problem, the concern of the residents to be cut off from their immediate surroundings, the implacable bother this causes to everyone.

One might get "used to it" as the saying goes. The usage is again jeopardized if another segment of the road network fails to sustain the transportation and if similar occurrences are found and reoccur at comparable intervals.

In other words, social functions as well as services cannot be dealt swiftly and can be extremely disturbed if the city is to succeed in its goals. How simply stated, would you say!

The purpose of stating it is to make the reader realize that urban design is not as simply organized as it may sound. Every community, large or small, faces problems of this sort each day on a day to day basis. Therefore the better and more acceptable the city design, the more likely the pleasantness of urban conditions and the less the problems. Urban design must please not only the planners who handle as many problems and solutions as possible, but also all the persons living in the urban environment. Urban design must have buildings designed to accommodate people, parks for their daily relaxation, communication arteries, side streets, schools, civic and public buildings and so forth. Urban design must be efficient, easy to maintain, beautiful and practical. Need is not only the satisfaction of privacy and the pleasantness of a home; it is not a service station, a baseball match or a glass of beer at a sidewalk cafe.

The environment of man must be beautiful. It cannot simply be skin deep or cosmetic deep. A cosmetic approach to beauty is not a quality in itself and certainly should never become a standard. Animation, cheerfulness, good humor, energy, liveliness, sprightliness must be derived from the environment, must be found in people so that both interact and people can live in high spirits. People do not come and

remain in the city of their choice because they have a job at that location or the schools are better here than any place else. Anyone saying this sort of thing is not aware of the values the community displaces in front of his door step. People tend to remain in a distinctive and particular community because they enjoy the surroundings that fit their expectations, and simply stated because they would not feel comfortable any place else. And many of us who state that we would not be living any place else must admit that we have affection for a community, likes more numerous than dislikes. Urban design is responsive only if people are genuinely healthy, not solely pocketbook-wise, but also physically, emotionally, mentally. Urban design is like nutrition: a sound nutrition makes a good human being. After all, "la facilité de rêver ne doit pas être un luxe."⁴³

⁴³Georges Meyer-Heine, Au delà de l'Urbanisme (Paris: 1968), p. 49.

Chapter VII

DESIGN OF THE URBAN ENVIRONMENT

Many so-called elements are conducive to sound and unsound urban design. Some of these elements will be brought up in the following pages, the majority of these for the benefit of the burgeoning community called Marysville, Kansas. All these elements are constantly in the minds of urban designers, architects, planners, landscape architects, geographers, economists, and many others. It is hard to say what element is the foremost on the long list: is it the soil with its particular properties, stability, capacity, water retention, gradients and contours, texture and the like? Is it water? Would a football field be suitable in the floodplains of the Big Blue River? Can these flood plains serve the ice hockey teams in the winter?

How about climate? Will a deserted strip be conducive to good business, when agriculture has failed? Topography? Many slopes at timber line might be very conducive to enjoyment and relaxation, but would they do for roads? Or for a golf course? How about social concerns? Housing, transportation, utilities? Where will they be located? Should industries be removed from the city or should they be incorporated at random? What interference these problems will have on the individual's health is something that just cannot be overlooked.

Will the water tower destroy the aesthetic of the

landscape? Where to locate the hospital? Next to the reformatory? To a dance hall, a saloon, a tennis court or other public playgrounds? Where to locate the fire house? The police station? The city offices? How is one to preserve the town character so important for the conduct of good business as well as health?

Agricultural land cannot be taken solely to provide residents with an open dump or a public swimming pool. Wildlife and vegetation must be maintained to preserve the ecological balance of nature and city. The black squirrel, the mascot and wild pet of Marysville residents must be given proper grounds if the animals are to survive. Many a visitor in Black Squirrel City as Marysville, Kansas is known is delighted to see those tiny anthracite colored creatures playing and hoarding winter foods in a park-like environment. The disappearance of those little animals certainly would have a bearing on the population.

Fondness to a particular landscape is the preponderance to live in that landscape. People are fond of it and will try to maintain it as is, without alterations. Many residents would be ashamed to let the environment deteriorate in such an extent that the landscape of their youths is vanishing and may become extinct. It is not to state here that every citizens care for their surroundings. You and I have seen without doubt, grown men discarding aluminum containers from vehicles, emptied ashtrays in parking lots (which are public places), acts of vandalism against statues, buildings, street

signs and others.

Extraction of minerals and ores from land and rivers is also another factor of urban design. Quarrying the earth will inevitably leave scars and disfiguration for long periods on a landscape that was before this mining the bearing of beauty and provision. Man-made construction of any kind does alter the image of the surroundings; a freeway or turnpike, while having separate functions and providing prompt connection between two points may prove to be a giant problem to clean up if the city's needs dictate extensions, loops, connecting arteries, bypasses and so forth.

Many a street today is not solely oriented towards transportation. Unseen to many, the underneath is laid with sewage pipes which carry sludge, water pipes, electric and phone lines, subways, road tunnels and others. They must be made available to everyone and this without disturbing the transportation and communication network.

There is also the cultural heritage of the past to be preserved. If the planning teams decide, heaven forbid, that the architectural legacy of old buildings must be removed to make way for parking lots and low-rent housing, then there is a decreased benefit in the urban environment. If these people inhabiting old buildings must be relocated to suburbs or must give up their own little garden, then something will be forever missing in the quality of urban life. One of the reasons that these events do occur once in a while in cities is that promoters and contractors who represent the business

end of the deal tend to agree that older buildings must be removed "in the name of progress". They seem little interested in preserving the character or image of a town or city, but are immensely attracted by the venture, economically and financially speaking, which has tendency of filling up their billfolds.

The preserving and renovating of all structures is important so long as these structures are fit to permit a face lift or inside renovation. Many individuals, as interior or exterior architects, can advise on how this is to be done. The diversification of old buildings and that of the new is extremely important especially so when a city like Marysville has a few of these older buildings that speak and tell the story of the rich, memorable past.

Other considerations, as well pertaining to urban design, include the location of the services made available to residents and visitors alike. For instance, a water plant will be preferably located on the outside so that the processing of sewage does not cause ill merits; while a sewage plant does not imply that odors are a problem, it is often better if the area processing sewage is beautifully landscaped, enhancing the city limits by its very location. The open dump of the past is gone since open burning cannot or should not take place. Instead many communities have developed a system whereas refuse is covered up by soils, turf and trees planted and a park-like atmosphere, the result.

Many cities, nowadays, have plans to install refuse

processors which will sort out materials that can be recycled and burn the rest for the purpose of getting energy. While this is in its infancy, it seems preferable to the open dump, itself, since facilities such as these will not take a large amount of land (the ultimate frontier) over many decades.

Parks must be available and must be found in neighborhoods to insure that natural environmental conditions are preserved for the benefit of everyone. While many streets border many residences which have their own private gardens, the notion of the public place is important as well. Not everybody has a garden! Leisure and culture must be present in the city to insure its functionment and its ability to cope with the problems at hand. If a city has many parks, large or small, it tends to attract people for jogging, an early morning walk, children physical activities, or simply shuffling leaves in a sunday stroll away from it all.

Another important aspect of urban design is public opinion. The greater the concern of all and each individuals the better their entourage and the neater the city. The amount of money received for design is dependent upon the various taxes, levies, tolls, fees that the residents must pay. The politician at the city or regional level who dispenses these monies is aware that the city must integrate a quality of life for people otherwise, it might do some harm provoking aesthetic indisposition. City residents must be able to judge if problem number one is preferable to problem number two or vice versa. The particular interests of the

few shall not be the policy of the many. While economic problems are many at present, these problems must be dealt with not only for the sake of this present generation, but also for the next.

Designs that are not fully understood by the "common folks" should arbitrarily be presented in the forms of models and general drawings so that the population at the polls knows what the project means in terms of aesthetics as well as in terms of economics. Not knowing exactly what a project designed for the city residents will look like, or disguising the funding of such a facility is another way of deceiving the very residents who foot the bill. The bill must be paid by city monies or regional funds or state allocations or what have you. Then every resident must be aware of how much the project will cost, why such a structure is necessary, who will be using it at the end of the construction phase, who will benefit from it, will it enhance the architectural legacy of the city, the surroundings, and so forth.

We can see in summary that the process of urban design, rather the process conducive to sound urban design is very complex and very refined. It is touchy and fastidious, not so simple as one can imagine and quite sensitive in nature. It involves the people of the community and the land of that city: two entities complementing each other. While a healthy compromise rather than agreement must be maintained among the two, the democratic way of urban design is in no way better than the oligarchic way. While the latter can be

seen mostly in European cities, the former has a large share of novelty in the Americas. The final decisions pertaining to urban design do not necessarily represent a 100% vote and concern from the totality of the population. Disagreements must be respected, counsel must be sought, deliberations must be heard; after all, "to listen is not necessarily to approve, to report is not necessarily to endorse, to study is not necessarily to change, but not to consult is to fail."⁴⁴

Can finally urban design be improved? Aside from the economic factor, it certainly can, it certainly must. Aside from the self-centered gains or and interest of the few, - it is to be maintained so that not only city residents must do their utmost to construct their tomorrows. It is up to everybody to ally forces and to prescribe the course of the renewal and the course of the acceptable daily in all the tasks and works and professions. The design of the human environment must be conducive to good health; while it is current practice to think that hard work never did anybody any harm, it is also hard work that are the means to the final ends: aesthetic quality.

In Sunflower City, the development of the hamlet was done parallel to the highway since transportation of people and of goods was thought to be the best permissible road to grow. Securing a viable, well-planned highway is

⁴⁴Newsweek, March 8, 1976, p. 71.

not the only means of effectiveness of urban design. The egresses and accesses of the city must be acceptable and practical as well as functional. They must reflect the equilibrium of the city, its constancy, stability, and unalterable, effectual accomplishments.

True, there are enormous amounts of constraints that planners must cope with to achieve successful urban design. These constraints are somewhat limitations having to do with the landscape, or corresponding to the landforms. Nonetheless, the various factors at stake represent the particularity of the environment that must be improved if urban design is to take place. Geographers and designers are trained people to cope with the scientific and aesthetic benefits that can be acquired and must be developed in the moulding and shaping of that particular, unique setting.

The talents of these persons, their aptitudes for problem solving, their pliancy must be acquired to permit the transformation, viable at that, of an environment into a community because a name only would not and could not do the trick. Beauty in the regional urban center must be synonym with human and physical endeavors, and practicality and efficiency the result of successful aesthetic planning. The task is great and never ending. It is great because it is challenging, new developments are surging constantly, reflecting the people's progressing, developing and often changing needs. Urban design is never terminal, never final. Therefore, ideally, there is always a problem to be solved for the benefit

of the entire population.

Newspapers often describe the encroaching effects of man intruding upon the land, the development of 100 or 100,000 acres each year to build new warehouses, airports, highways, attraction parks, factories, amphitheaters or residences. One may look surprisingly to these figures with astonishment and wonder: could these figures be correct? Whether fortunately or unfortunately they are.

If, however, these developments were beautifully done, fitting within Nature and within the urban environment, there would be much less concern by naturalists, environmentalists, ecologists, planners, sociologists, geographers, economists and others. The fact remains that the majority of these enterprises are solely guided by promotional self-interest on the part of promoters who care only with enriching themselves at the expense of the balance between nature and man. Their ultimate value and concern for the nature they destroyed is seen in how much money this particular setting will ensure.

While public opinion may be outraged, these promoters reply that these surge of developments benefits the people, while scientific evidence made by years of research points to the contrary. These promoters could not care less whether the sites are acceptable or a disgrace to the immediate surroundings. Their sole concern is finance and reward. Money should not play a role if money is to be spent foolishly: the value of the urbanized world must be the force, seen as

an intrinsic attribute of the association of men and women, that shapes the living city. The yen, franc, mark, peseta, and dollar cannot only be the object and the purpose of the generating of attention.

Still, there is no greater exigency than perfecting a suitable design fitting the human habitat, and this regardless how much it costs and how much is needed. "Through an urban environment which is functionally well organized, and through the continuous visual relation with Space and Nature, the urban man lives a fuller life."⁴⁵

In other words, if I may so so, the urban design of the city shall not be considered the lollipop of the environment, designed and fit for city residents. Urban design shall not be a reward for good behavior and never, absolutely never, shall it be abnegated to make room or give financial backing or promotional interests so that other programs be implemented. Philosophically speaking, urban design is an ethic since it concerns everyone living in an urban context and that means about three-quarters of the world's population.

This ethic must be expressed as we said earlier. Then the answer comes: how are we to start this regeneration of the environment? Shall we get rid of the city landmarks, streets, avenues, businesses, school, YMCAs, and start fresh anew? Simply speaking, we cannot. Brasilia cannot be built

⁴⁵Etienne Dusart and Teun Koolhaas, FNSS: A Prototype New Settlement System in an Urbanized World (San Juan: January 1970), p. 82.

every day. Urban design is a continual process started in Sunflower City. It also started in Marysville with the arrival of the first pioneers who came with their families, their skills and their trades, their beliefs and certainties. They made the virgin prairie a place appropriate, apposite to human needs. Whether they had designers is a matter of conjuncture. But they lived in cities before and their experience was the acquired capabilities they had. They did well since the downtown of the small city has many charms and many attractive buildings.

Structures are not the only attraction of a community. Architects familiar with the overall design process tend to see themselves as the persons responsible for the totality of the designed environment. To some limited extent, it was true in the past, but not any more. Cities in European countries and in the Oriental world and even in the New World have great appearance and architectural appeal. Many professionals, landscape architects, geographers, artists, sociologists, planners, economists, architects have done superior achievements within the confines of the cities.

"Urban design is not the design of specific design facilities by themselves Urban design is the design of the relations between these facilities, their interconnected reciprocal arrangement in space and time The automatic charm of the handicraft environment has been replaced by the automatic ugliness of the industrial environment. Therefore, in order to protect ourselves and our progeny, we must think consciously about the end products of all physical development, in terms of quality as well as quantity. Design is, in the

final analysis, the conscious search for quality through form."⁴⁶

Though Garrett Eckbo's explanation is convincing enough in itself, there is a simple need to relate to it and as a result, the following paragraph has been aded: it concerns man and can only be seen as complementary to the preceeding definition.

"Urban design is part of the larger process of city building, urban planning, or whatever an appropriate title might be. The process is a never ending, constantly changing one. The process reflects the continued change in our social institutions and technological state; the way in which we behave in, and react to, our environment; and in our relationship with one another. In order to be truly effective in any design situation, a designer must be a part of this changing process since the products of his works represents only a phase in this process and, in fact, affects it The process of design formulation has a profound effect on the kind of quality of the end product effect as well as on the likelihood or desirability of accomplishment."⁴⁷

With the Pyramids of Egypt, the Hanging Gardens of Babylon, the Temple of Artemis at Ephesus, the Mausoleum at Halicarnassus, the Lighthouse at Alexandria, the Colossus of Rhodes, the statue of Zeus by Phidias, urban design ought to be the eighth wonder of this world. Nothing else.

In the two preceding quotes, both authorities wrote about the end product as well as the interminable, never

⁴⁶Garrett Eckbo, "Urban Design - A Definition", AIA Journal (Washington: September 1963), Vol. XL, pp. 37-38.

⁴⁷Morton Hoppenfeld, "Towards a Consensus of Approach to Urban Design", AIA Journal (Washington: September 1962), Vol. XXXVIII, pp. 38-39.

finished role of urban design. This is of no confusion as long as a time element is kept in mind, so that the end product is the movement through space, an articulate, ennobling realization that the city remains constantly the symbol of the endeavors of man. As such, it continually displays, fashions, facilitates the sincere desire of beauty and practicality as the best example of man at ease within his own environment.

Through many features, such as streets, pavement patterns, traffic lights, parks, malls, trees and people, the city has its own indubitable character, standing and disposition and each city is a singular class on its own. No two cities, like languages, are alike: each one is one entity, unique in its setting, history and development. While the environment is protected, the urban environment is restricted to the attempts and strives of man. Let us never infer that:

"Cities grow unplanned; they just spread haphazardly. By planning now, the high density of city living can be preserved without the ugliness, filth, congestion and noise that presently accompany city living. The urban mess is due to unplanned growth -- too many students for the schools, too much sludge for the sewers, too many cars for the highway, too many sick for the hospitals, too much crime for the police, too many commuters for the transport system, too many fumes for the atmosphere to bear, too many chemicals for the water to carry."⁴⁸

One factor of special importance in the urban design scheme is the rejuvenation and beautification of the so-called downtown. While the use of the city, itself, is restricted

⁴⁸Athelstan Spilhaus, "The Experimental City", Daedalus (Richmond, Virginia: 1967), Vol. 96, No. 4, p. 1130.

and limited to residences, industrial parks, shopping centers, schools, public offices and other facilities, the downtown is that area of extensive use and the site which dictates essentially some betterment, some improvement. Highways, too, but highways can be kept clean and natural while the sophistication of the downtown requires more benefits.

In fact, the downtown tends to be the area of concentration that needs to be first remodeled, renewed while the rest of the planning efforts in the city tend to come as second. It is, of course, recommended that the area of heaviest use be made as planned as aesthetically pleasing and as comfortable as possible for the pedestrian. It is obvious that it should not be the only part of the town to receive 80% of the planning considerations. While the refurbishing of the downtown is termed urban renewal, since many a structure unfit for human use, is torn down and new skyscrapers are built in their places.

The urban renewal is just as important a feature as urban design per se since the arrangement dictates great planning and great care. Hence, it is nevertheless, good to ponder a little on the significance of the design, while we preferably agree at first that the overall design is sound only when it is sustained. To bring this in its proper light and derive a parallel from this conception, one naturally assumes that a nurse's interest is genuine and sustained during the entire career and practice of his or her skills. While the nurse might be affected in an emotional manner by

the very work she dispenses, urban design must bear the mark of excellence of its relation to emotional stability of residents in the city, whether these people live downtown or whether they live at the fringes of the city.

Many downtown in small cities are corrected, or preferably expressed, promoted by the addition of a mall. In the case of Marysville, this approach suggested for the main street (Broadway) would not thoroughly work for the following reasons:

a. The shopping areas are not limited exclusively to Broadway, rather it borders on Center Street (which is U.S. Highway 36) all the way to the eastern most hill and beyond.

b. The block of buildings separating Broadway from Center Street is extremely short, about half of the other city blocks, and would only act as a cul-de-sac between the two heavily travelled vehicular streets.

c. Broadway is an artery in Marysville and as such should be improved as such and not limited essentially to pedestrian shopping. While it is fervently desired to fertilize the street with the addition of landscaping features complementing it with artistic works, it is also expressly recommended that the vehicular flow be kept constant.

While the mall can be located for instance on Ninth Street, leaving the Broadway and Ninth Street intersection as is, that is permitting vehicular traffic, this solution would encourage shopping areas in the central business district and

not limit it to its present and original size. Otherwise, it would not solve the mounting problems associated with the downtown, but rather be a bandaid application which would cover one of the nicest and neatest portions of the city, rather than solve any problem or trouble that accompanies urban development.

Ninth street is paralleled on the West side by the tracks of the Union Pacific railroad; this street also borders the City Park at the North and intersects with Broadway and Center Street at the South. A mall there could be seen as an extension of Nature inside the city with the magnification of Broadway (which is the largest street in Marysville) as its most significant and appealing features.

Besides this particular significance, Ninth Street is geographically speaking at the center of the city and as such would become the focal point of downtown merchandising and shopping. Four places of business, including the Marysville Advocate, the United States Post Office , the Bell Telephone offices, and the Schmidt and Koester Bank, can be of easy reach of pedestrians since all these offices are located within one single block of Broadway. The merits of such an approach are numerous and varied and the reasons delineating this need effective to the downtown for its survival as a shopping center.

This mall would remain two blocks long; it could include bulletin boards for civic groups (that is away from flashy publicity or advertising), a flag post, bollards,

pavement patterns not seen in the Marysville community, a statue or object d'art, floral displays and others. It would benefit everybody not only business people. It would do a great amount of good for senior citizens who deserve a resting place where there is some movement and altogether is an interesting place for communication, meeting of young and old or simply just killing time, there away from the stultifyingly hot summer weather.

Structurally speaking, the buildings on the proposed mall are sound. This seems not to be the case along the totality of Broadway and the west side of the latter, especially, since it is quite dilapidated and certainly suffer from a disease that I will simply call design malnutrition. Many a building on Broadway has received a cheap cosmetic face lift(some residents assume that even a cheap beauty is better than no beauty at all), but really, it is a camouflage of sorts since this "renovation" masks a disease that is contagious. Basically it is a cover-up of limited character made of aluminum and jammed with signs, unfit for subsequent improvements, which is simply a fiasco of extravagant and unworthy spending.

Differently explained, it is only a face lift that I will call empty: a cheap masquerade for the dire renovation of a structure since this alienation is strictly temporal. Usually, it is seen as the beginning of the end for this metallic cover is solely a flashy plumage made to catch the eyes of a needed clientele. After all, who wants to sit in a

restaurant whose bay windows programs the outside body shop of smashed automobiles whose dusty tires are simply expiring on the oil stained pavement?

This is not to state here that the totality of downtown Marysville suffers from this plague. Nor it is to imply that urban design in the city ought to be strictly confined to the business district and should only be achieved there.

It is often a good start to impress visitors with a carefully planned project and rehabilitated Central Business District. People seek each other in places that are pleasing in the same manner many tourists are drawn to a particular photogenic location. A commercial wart must be removed and other arrogant frontal displays must be given great latitude of expression so that the benefit of privacy is maintained. However, the enthusiasm must be of benefit to city residents rather to a few percentage points of the population which regard psychedelic colors as the ultimate spirit of the mass.

Charm, cleanliness and beauty are specifically ennobling values that everyone must enjoy. While the downtown holds the centripetal power to bringing people together in various times during the day and hopefully during the early night's hours, it is by no means the only power exercised by the fact that the downtown shopping district is and must solely remain a shopping center. This naturally brings us to what the city's image ought to be, its image and character, its ennobling and noble state.

Let us then review in a simplified manner the visual analysis of the urban environment known as Marysville, Kansas. Comparatively, this study and research will emphasize the relationship between the various elements of urban design found in Marysville. To be more accurate, this research will take and follow the basic conceptions of Kevin Lynch's *Image of the City*, while examining the visual and practical components of this community.

"The final objective of such a plan is not the physical shape itself, but the quality of an image in the mind An art of city design will wait upon an informed and critical audience Heightening the observer's attention, enriching his experience, is one of the values that the mere effort to give form can offer Although such a process can become sterile if not accompanied by increasing control and judgment, even awkward 'beautification' of a city may in itself be an intensifier of civic energy and cohesion."⁴⁹

Kevin Lynch identifies various features all of which common to cities and these were summed up as such: paths, edges, districts, nodes, landmarks, element interrelation, shifting image and image quality. To present a well-detailed synthesis of Marysville's design, it is necessary here to join a map (next page) in order to visualize what the interaction of these features brings on focus within the total components that make the community. At priori, let us explain what these elements are and how their distinctions will help in relating their structures to the uniform totality of the city

⁴⁹Kevin Lynch, The Image of the City (Boston: Massachusetts of Technology, 1960), p. 117.

itself.

Paths, in the Marysville experience are seemingly streets, avenues, walks, routes, courses. They do not include the private trails in backyards, but do include the alleys or trails found in parks. For the Marysville resident, the path is essentially a street which is public property having an access and an egress, a direction, a pattern, a certain width and has sidewalks on each side. The street is not flat. The center of the street is crowned so that the rain is diverted to the curbs and from there due to proper grading disappear in the sewer system.

The path is not a railroad line, the tracks are made for the trains nor the concrete slabs of an airport runway; nor is the water trail or canoe trail of the Big Blue considered a path for the majority of Marysville residents. A highway, however, leading to other towns and properties outside the city, itself, is considered a path. Hence, the path is essentially a pedestrian and vehicular public or private entity which has various features of its own, made for the benefit of the foot or the wheel. There are in Marysville various paths, some major like U.S. Routes 36 and 77 which intersect downtown (Tenth and Center). Major paths also comprise the main thoroughfares of Marysville excluding of the two preceding, which are streets like Broadway or Chesnut.

Many paths intersect dividing the city into various blocks of many sizes. The intersection is the meeting or crossing of two paths. Another intersection worth mention is



MARYSVILLE'S BROADWAY. NOTICE THE MARSHALL COUNTY COURT HOUSE
ON CENTER RIGHT.

that intersection made by the flights of stairs which serve as passage between Carolina and Ninth Street. These stairs occupy the face of a hill which serves as an accent to the residences on that hill. These stairs are in great need of repairs and lighting along with careful planting of the immediate surroundings. The restoration of the cliff proper some 50' high which is almost a mass of fallen gravel and earth could be easily done and the removal of trash or refuse and dirty signs give this area a dreadful appearance, contrasting sharply with the clean area below (which incidentally include the City Offices). The degrading of this hill and flights of stairs could simply be rejuvenated since this slummy appearance does not seem dignified at all for Marysville.

Minor paths include the mid-blocks accesses which serve for the loading-unloading of commercial commodities. For instance, the Post Office has direct access to South Ninth street, various businesses use these mid blocks alleys to divert huge truck loads of goods from utilizing the streets. Hence, 18 wheelers do not have to double park on the major paths, but have spaces available for themselves. Refuse is also picked up in these alleys which are located behind the stores, so that no refuse may be seen unless one does drive to park one's automobile in these areas. This parking is quite efficient indeed. While the main paths are clogged with parked vehicles, these areas are sometimes reserved for shoppers using the stores and shops in the vicinity, a factor beneficial and advantageous since the street does not suffer

from exhaustive abuse in regard to parking.

A path has several values: it serves as a means to go from one place to the next; it serves, also, as the main and most direct means or convenience between two points. Moreover, it may contain advantages like benches, planters, trees, nicely kept residences with gorgeous front yards, windows which may invite the shopper or visitor within the store giving those people a foretaste of what is being offered inside inciting curiosity.

The path also serves the pedestrian in a number of ways: strolling among the many structures that furnish the spaces in the same manner as one goes from one room to the next at home; buildings tend to offer many experiences especially visually speaking; persons interested in the value of their community ought to be very familiar with the buildings that form that community. Many persons do not spend enough time on the outside in the observation of these man-made constructions and as a result do not feel a strong attachment with architectural endeavors. The preservation and renovation of older structures would be greatly enhanced if these visual observations would be made periodically.

These experiences derived from the paths are public and collective. While the paths may be viewed as being essentially physical, they do relate feelings that are as emotional as moral as psychological. A bench placed in the street will certainly invite someone to view the street in a different manner from that of jaywalking across town. These

benches ought to be selected in area specially important in terms of pedestrian uses so that peaceful conversations can take place, if not even meditation.

It would be of extreme value to delineate the various parts that make a city, expressing the various features that these paths may have. However vague or definite this might be, no two individuals feel the same way about their common environment and little gain or satisfaction would be gained from such approach. Every human being has many capacities from sorting out the sound from the unsound, the relevant from the irrelevant, the best from the better. Hence, it seems preferable here to leave these personal opinions to be expressed by each and all individuals so that the purpose of recognizing the paths features are the ultimate source of personal enjoyment. One must be able to decide for oneself what is spacious, comfortable, suitable, threatening, rough, inadequate or indeed, very pleasant.

For instance, a stroll on the asphaltic paths of the Marysville Cemetery cannot be the same as a walk on Broadway at rush hour. A parade on Jenkins street would not have the same bearing and significance as one on Center street. This brings us to state that many paths have a certain complexion that allow various activities to take place while other activities are not proper or suitable. In this respect, paths which are peaceful residences on each side, whose outside front yards are the emplacement for large trees and flowering shrubs seem well fit for relaxation and a peaceful way of life rather than for the packed clientele supporting

a flea market.

Many tree shaded alleys in the parks are excellent for playgrounds for children of various ages, for the energetic activities of others including these children's parents while it is almost difficult to imagine a picnic taking place in the churchyard one Sunday morning. From these simple examples, one can realize that paths are extremely varied in nature and that they do represent entities susceptible to maintain various activities, all useful, but permitting different purposes in their identifications.

The second area of importance within the city is what Lynch expresses as edges: "Edges are the linear elements not considered as paths: they are usually, but not always, the boundaries between two kinds of areas Those edges seem strongest which are not only visually prominent, but also continuous in form and impenetrable in movement."⁵⁰

First street in Marysville is clearly an edge in which this value applies. First street basically is cut in two by a large meander of the Big Blue, rather the Old Blue River bed. The street stops at the bank of the river bed with a dead end situation. Six streets later, the street (First street) starts again. It is impossible to go straight through unless one is willing to take a bath in these muddy waters. One must stop, contour the river bed, following the east bank

⁵⁰Ibid., p. 62.

and continue the progression until First street reappears again.

Hence the Big Blue acts as an edge in the same manner the railroad tracks of the Union Pacific do. While it is possible to cross the tracks with some undeniable risk when no train is in sight, this convenience is eliminated when a train or a locomotive crosses the town. It restrains the ability of people to go from one point to the next on the north-south axis. Hence, the tracks are a hindrance to both vehicular and pedestrian traffic because trains are very numerous in Marysville and therefore, the traffic is constantly disturbed.

It is recommended here that an underpass be constructed on Center street so that the traffic have at least one means of escape. Indeed the traffic back-up is extremely extensive on Center street while the trains are in motion or as it happens frequently, stand still blocking every intersection in the Central Business District. This area is by far the most congested area of Marysville and the traffic along Center Street which is also U.S. Highway 36 is heavy especially during the day-time hours. It may seem questionable to have an underpass at that location for the sole benefit of the traffic. Many trucks use this route and the visitor is often surprised to find convoys of trucks on that road which have been stopped in the downtown of Marysville and as a result, have regrouped waiting for the intersection to be cleared.

At rush hour, the traffic in this part of town is hardly believable. Trains leave and enter the town at that time, too. Hence, many trains must stand still on the tracks for 15 or 20 minutes while the traffic back-up on Center street is absolutely phenomenal for a city of this size. One may believe that the small city way of life is lost forever. While it seems also questionable that the city must undergo such an expense (proposed underpass) one has to grasp the motives behind such a proposition.

Firstly, let us see the case of the Union Pacific Railroad. Trains must be loaded and unloaded. Boxcars must be added or subtracted from the original trains; locomotives must be serviced, some boxcars must change destinations and so forth. The commodity of the tracks is to perform these services, no matter what disturbances this may cause to the city at various time of day or night. These functions are part of the daily exercise or execution of this business and therefore, if the business is to survive, then these activities must take place.

The second area of interest is the one concerning the Marysville residents. Tempers tend to run wild at the end of the day and belligerency steps in if the disturbance occasioned by the waiting of trains standing still on the rails is not cleared within a short span of time. The traffic is tied up at every intersection of the railroad with the streets, not only on Center street, but also on Broadway, Walnut, Elm, Carolina, Calhoun, Laramie, Jenkins and Jackson

streets! There is no way to go from the east towards the west or vice versa: one must wait for the trains. The train's movement is not solely that of once a day. It occurs on the average of 15 times daily.

The third component, or the edge of the coin, so to speak, has to do with the expense that such a proposed underpass will cause and it is not certain that Marysville residents want their taxes and levies increase so that money can be generated for the construction of such a feature. To defray the construction permanently will only increase the problems with no end in sight. A connecting highway or bypass has been proposed, however, to allay this situation. While it might sound plausible and adequate, presently, to have the construction of a loop serving the needs of the community, the individual planner who makes the choice does not seem aware of the costs associated with a recommendation of this sort.

This bypass or loop which would circle the city and avoid confronting the business district might be very nice indeed for a larger community which can go without the noise and fumes of some 800 automobiles and other vehicles per hour. However, one must painfully realize that the re-routing of a major artery implies that many acres of land must be surrendered not only for the road, itself, but also for the businesses which depend on the traffic along Center street to make a sizeable, if not profitable, living. This land, which so many of consider the very "last frontier" would also

have to be accommodated with storm and sewage systems, telephone and electric lines, water pipes, and so forth. Now one really wonders if these expenses generated by such a move are conducive enough to undergo a bypass (with all the crowding that this would eventually allow) or if an underpass might be preferable. While the underpass would not take land at all, all the different services are available presently within the location of Center street and the Union Pacific Railroad.

In this study, which has been all along researched with great care and considerable attention, the underpass is preferably suggested. If the city fathers so decide, this partial tunnel ought to be placed at the intersection of Eighth and Center street while Center street (U.S. Highway 36) would be, only at that intersection, underground. Eighth street would allow the tracks, the street and pedestrian to remain as they are presently while Center street would be only for motor vehicles.

In Broadway proper it seems certain that something must be done quickly to alleviate the burden of pedestrians in need to cross the tracks at any time during the day. This acceptance tends to reflect the need of the citizenry in Marysville who agree that a pedestrian -- and pedestrian only -- overpass is of acute necessity. Certainly an underpass would also be of value. However, a foot bridge is preferable to the latter since movement can be seen at all times. Children on their way to school as well as other pedestrians

can be observed by residents and police alike. As a result, instances of foul play can be very much dismissed as an occasional hazard.

The situation in an underpass might promote such incidences, along rapes and muggings because these things do happen in underpasses. Vandalism in an underpass and dilapidation of the facility might also be a factor in recommending a foot-bridge. This recommendation would increase citizen awareness, permit pedestrian traffic at all times, acts as a tie between the east and the west parts of town, enhance the activities of the residents, allow a sense of belonging for being able to just stand there as if on a mountain top observing the immediate surroundings. Properly lighted and furnished with benches, it could possess a sun dial and a variety of low shrubs. In other words, properly done, it would be another asset for the entire community's benefit.

Another type of edge which has been mentioned previously is the connection made by the stairway of Carolina and Ninth street. Since this feature stops vehicular traffic, it has all the attributes of the edge. Another edge is the City Park located at the southwest intersection of Walnut and Eighth street (U.S. Highway 77). A curved road within the park tends to allow vehicles to make a turn around so that U turns may not be done on Eighth street. While this one-way, curved and curbed asphaltic road is strictly used by motorists to park their automobiles while visiting the park, many young persons, it was observed, use that road as an

effectual turn around. Viewed differently, one may see the park as the romantic interlude sought after a hard day's work, the path of civilization (Eighth street) leading from the city to the core of Nature. Incidentally, black squirrels which roam free and undisturbed in the City Park are the mascots and emblem of Marysville residents. By law, it is prohibited to bother them or disturb them. The flag of the City of Marysville has such a squirrel immortalized on its textile. One may see this flag daily floating on a flag post in front of the City Offices on Carolina street.

Another edge within Marysville is that made by the small airport located on the eastern part of town. It has so-called "directional qualities".⁵¹

This entity preconceives that the traffic to and from is limited in Marysville to private planes. The very fact that the airstrip is located among fields and pastures infers that there is virtually an invisible boundary between the concrete slabs and the rich prairie soils. A fence might accentuate these limits, solely built for security and safety purposes. In the same obvious manner, both U.S. Highways 36 and 77 are edges since high speed travel emphasizes the lack of pedestrians and sidewalks. These routes cut the Flint Hills in the same manner a scalpel may cut the flesh. One can view these cuts as scars if Nature has not healed, or man has not

⁵¹Ibid., p. 66.

helped by the sowing of gramineae and low shrubs which retain the soil in place. An edge is also a body of water as we have seen with the Big Blue river, as can be an university campus and so forth.

The third entity defining the city is what Kevin Lynch refers to as districts: "Districts are the relatively large city areas which the observer can mentally go inside of, and which have some common character. They can be recognized internally, and occasionally can be used as external reference as a person goes by or towards them."⁵²

To understand this correctly, at a far greater scale, let us imagine a map showing all the 48 contiguous states of this nation. We notice that there are many districts, very large at that which indicates that there is four cardinal points, each of which means something else. The industrial East is different from the rural West, the Northern states much dissimilar to Dixie land. We also know that the Rockies from instance have high mountains while the southern part of Utah have a totally different landscape from the preceding. We know of sunbelt, farmbelt, Indian and military reservations, glaciated regions, mountain ranges, plains and many other different kinds of flora and fauna. We know that the Ozarks are different from the Olympics and for those of us having a strong attachment or deep affinity with the seas and oceans,

⁵²Ibid., p. 66.

that the Pacific Ocean is much different from the Atlantic; with many National Parks in the West, great concentration of population in the East, the Midwest is decidedly different from these regions.

With this in mind, one must admit that varsity is a fact of life. In Marysville, there are also differences which are very much present though much less visible than those occupying the breadth of this country. For instance, the calm and quietness at night is very dissimilar to the hustle-bustle of daily activities. Many of the new Marysville districts are in fact additions. Marysville proper is limited at the East by the railroad tracks of the Union Pacific and include the west side of the present day community. The Ballard and Morral addition is the area located east of U.S. Route 77 occupying the southeast part of town. The Palmetto addition is north of U.S. Route 36 up to North Street. Lately, three more additions enlarged the city size: the areas known as Wheeler, Parsons and Redmond. These areas are located at the northern most limit of town. They include many one-family residences beautifully landscaped.

Again, another difference is the disharmony of the industrial forces within the city and the residential districts presently mentioned, or the disparity between the quietness of the Marysville parks and cemetery with that of the heavily travelled highways. The many identifiable districts in Marysville are indeed connected with the various activities conducted in those districts and representing the functions in

in the human habitat. We may add that "the physical characteristics that determine districts are thematic continuities which may consist of an endless variety of components: texture, space, form, detail, symbol, building type, use, activity, inhabitants, degree of maintenance, topography."⁵³

Henceforth, the suburb is as much a district as the Central Business district, the school district, the yards of farm machinery displays and sales another one, the sodhouse, school and locomotive displays within the City Park is also another one. While the downtown is certainly the best district because it is delimited by shops and stores, one can realize that it is not the single one existing in the city. In larger cities and conurbations, one think sometimes of districts as being primarily ethnic: these are known as the Polish quarters, China Town, Puerto Rican section, French Quarters in New Orleans, Italian neighborhood, Irish territory, Jewish ward, ghetto, slums, industrial parks and what have you. This ethnic disparity is not present in Marysville since there is very little disparity in races or origins. One may think of districts as related to income which makes various neighborhoods very acceptable to residential planning. High class neighborhoods, in turn, influence the use of space, activities, maintenance as expressed in the living contingencies of these individuals that reflects special attributes like work, leisure, sports and other characteristic or

⁵³Ibid., p. 67.

peculiarity of dependence or independence of living.

"The environment serves as a medium of social communication, by which men transmit data, values, feelings or desired behavior to each other. As such, its look and smell and sound support the fabric of society. We have some evidence that the form of the environment can encourage or frustrate individual growth. The look at our surroundings is obviously crucial to the esthetic experience, the joy of sensing the world immediately and intensely, which is an experience not confined to the gifted few."⁵³

Needless to say, there are various districts which — neutralize noise, such as parks which are predominant and varied for a small city the size of Marysville. There are in the same manner residential districts, school districts, industrial districts which alimnt public health or act as a preventive medecine for the population's benefit, whether this is seen within the context of a working atmosphere, giving the impression and solace of freedom, permits a certain amount of relaxation at break time, giving numerous sensations in regard to the attitudes and situations subject to city life.

In order to manage air, water, space, greenery, factors such as zoning are seemed very appropriate in the regimentation they maintain, not only in regulating the height and width of buildings, but also the number of these in a definite acreage that these structures definitely occupy. Consequently the number of people living in that area must reflect beforehand the adaptability of these persons to their

⁵³Eric C. Freund and Wm. I. Goodman, Eds., Principles and Practice of Urban Planning (Washington: International City Managers' Association, 1968), p. 250.

immediate surroundings, considering that these factors are in direct relation to other spaces which include bicycles' paths, toddlers' sand pits, parking facilities and services provided to these people.

The fourth distinct element of the city involves nodes. These are "the strategic foci into which the observer can enter typically, either junctions or paths, or concentrations of some characteristics. But although conceptually, they are small points in the city image, they may in reality be large squares, or somewhat extended linear shapes, or even entire central districts when the city is considered at a large enough level."⁵⁴

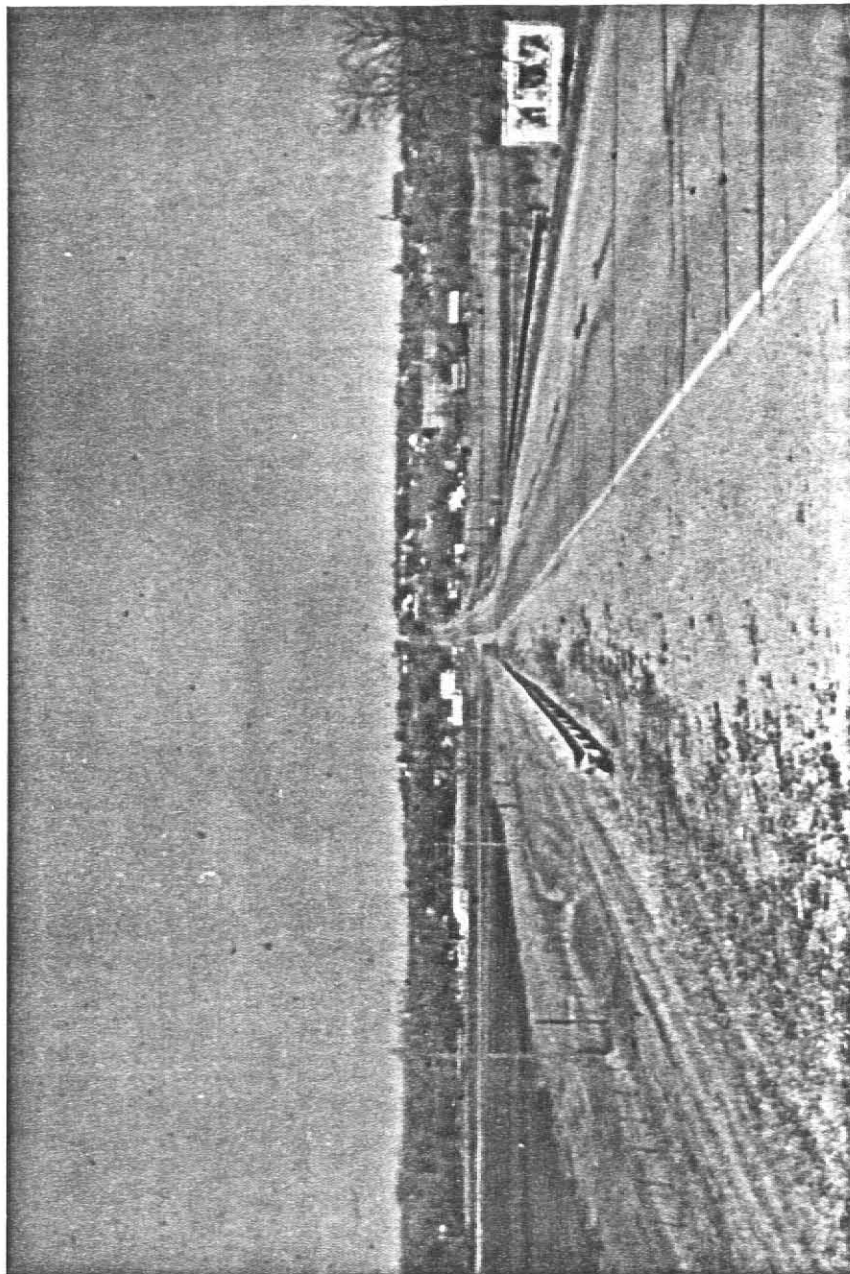
In this respect, it is of particular function, here, that highways 36 and 77 intersect in downtown Marysville. Looking south from this intersection, one is subject to the visual feeling that the distant hill on route 77 is the most distinctive element. Looking east or west, the observer is faced with similar injunctions. Vice versa, these hills have a spatial attraction in themselves that permits visualization of the entire city when travelling on these highways towards Marysville at a moderate speed, preparing the visitor with the rewarding sight of having the town literally under the feet of the observer, a fascinating sight indeed, especially, during the summer season.

Another node is that of the railroad station where

⁵⁴Lynch, op. cit., p. 72.

the iron and diesel horses compare to the rubber and synthetic wheels of lesser companions: the automobiles. The tracks may be viewed as extension of the industrial might and practicality of man reflecting a satisfying inner sense of progress where the straight cutting of arteries and lesser paths meet with the industrial technology of man. The proposed underpass, if accepted, would also be a major node because of the railroad and circulation traffic underneath representing a centripetal attraction of both rail and roadways. These nodes are indistinctively sharp elements in importance, and exact in location.

A lesser node ought to be created in Marysville. A small tract of land ought to be set aside to commemorate the pioneers who came in this area over 12 decades ago. It is strongly suggested that this location in the vicinity of the Big Blue river be presented as a point of focus representing perhaps a ferry so that the factual interest, historical at that, be preserved in the best material found in the Flint Hills: limestone. This node and point of focus could be viewed intrinsically as being a strong element of character: the river being a natural entity, the ferry or concrete bridge representing the unity of man vis-a-vis of nature, the spanning of technology between man and his environment. Whether residents of Marysville have an artist capable of performing such an artwork remains to be seen. Little emphasis is placed on the city's history and at best this simple limestone monument could maintain a focus in this area having the



MARYSVILLE'S SKYLINE FROM U.S. HIGHWAY 77. NOTICE AT RIGHT THE TOWER OF THE MARSHALL COUNTY COURT HOUSE AND AT ITS RIGHT THE OLD ST. GREGORY CATHOLIC CHURCH WHICH WAS DEMOLISHED ON JULY 1976.

capabilities and interests afore mentioned.

Landmarks are the fifth element of urban design subject to our investigations. It is an element on which the author of this present study donated much time and effort in Marysville in 1976. Mostly, this time and effort were focused on the preservation and conservation of the historic Court House, simple name which means quite a bit as we will see later on.

"Landmarks are the point of reference considered to be external to the observer, simple physical elements which may vary widely in scale."⁵⁵ Simply speaking, landmarks are essentially points of bearing, of location vis-a-vis an observer. For instance, the major focal point of interest in Marysville is the turret or pointed belfry of the Court House which can be seen at a great distance from the hills surrounding the community. This Marshall County Court House which presently houses the county offices occupies a site located on upper Broadway at the corner of Elm street. It is particularly a large structure, blood red in color, with a delightful architecture of this past century.

The court house is the main point of compass or bearing since the sight of the turret is associated directly with the Marysville roofline. The moment the observer sees the upper part of this building, the driver associates it with the city, its location, its significance; a distinctive focus

⁵⁵Ibid., p. 78.

which springs from the Flint Hills of Northern Kansas. The structure stands about midway on the eastern hill and as a result, defines solitarily the horizon.

In 1976, up to July 1st, another structure, the Old St. Gregory Catholic Church was also the second most important feature and focal point of Marysville's horizon; that church had been built on the very top of the hill and certainly represented the best focal interest within the community. Because the old church needed an estimated \$350,000 in repairs, the city fathers and the majority of the population gave the okay for its destruction. It was a very regrettable act. I expressed this fact directly in print in the Marysville Advocate. Nonetheless, the sheer loss of this venerable building has been reflected in other articles in that newspaper; what has been destroyed cannot be rebuilt. Another church took the place of the old building. One can see that as a means of certain contractors to make money, whatever the case might possibly be, it is a shame and a disgrace that the old church was not repaired. The same fate is, incidentally, awaiting the Marshall County Court House, a building on the list of the National Register of Historic places! Many articles concerning this building were printed in the Marysville Advocate, thanks to editor Howard Kessinger, some of which are reprinted in the appendix.

These two structures, the Old St. Gregory church and the County Court House represented the Marysville skyline up to July 1976. While the issue of the Court House is not yet

resolved, it is the only remaining structure that serves as focal point in Marysville. Of course, one may add the water tower, aluminum colored with all the trimmings that this tower may imply. It takes precedence over more photogenic examples of the city skyline since it is located atop the highest hill. Many a driver can perceive this tower 5 miles or more before entering the city limits of Marysville, Kansas.

While other buildings deserve annotation in this study, primarily for being old and having interesting facade in which color, charm, beauty, cleanliness, form and texture offer most advantages except that these structures are not tall. The Pony Express Station located on South Eighth street is a low building that has been renovated but originally built in 1859. One must realize that this barn which houses the museum is the only remnant of its kind in the entire United States. Had St. Gregory been of such a value, possibly, but not probably, the residents would have permitted its reparation and saving.

The Koester House is also a focal point of attention except, of course, for its height. Beautifully preserved, nonetheless, it is an interesting house to visit; besides, if the visitor has particular interest in the history of Marysville, the curator of the museum will delight with pioneers stories and happenings over the years. The City Park has a red building which attracts the visitors' eye on Highway 77. It is the Bommer School District Number 123, a relic of an

age past in educational purposes. This school house is opened from early morning till late afternoon all summer long. Next to the school house is the sod house, an interesting building made of sod, revealing simple, but beautifully, preserved furnishing.

On Broadway, stands the Citizens State Bank, a modern structure one story high except for the cubicle of smoked glass occupying the center of the bank. One particularity of this building is that on the outside of it, a water fountain has been added to the cityscape or townscaping and the stone work of the fountain bears the same pattern as that of the bank walls. This water fountain is located next to a fire hydrant implying that if the water is not enough to satisfy the thirst of the residents, the fire hydrant can provide for this purpose!

Between Walnut and Elm streets, the Marysville Unified School District 364 is seen sharply at the distance: a bulky, heavy building, with sharp features can serve as partial identification of the community. But as landmarks, this building cannot do. It is primarily lost in the greenery in the summer months and in the cottonwoods in winter. In terms of special, purposeful monuments, one may cite the Marysville Memorial Soldier Monument dedicated on May 31, 1886 and located in the Marysville cemetery. Within these stony graves it is the tallest object seen and can be, as a result, termed a landmark. Another house, the former Frank Schmidt residence (remember the Schmidt and Koester Bank), presently

serving as First Baptist Church is located across the water tower in the city. Built in 1873, it is a brick structure which is very aesthetic, but unfortunately, comes as a poor second in terms of foci: the water tower has the dubious advantage of being 3 or 4 stories high, the church a mere two.

Finally, element interrelations are "simply the raw material of the environmental image at the city scale. They must be patterned together to provide a satisfying form."⁵⁶

Hence, the mere presentation made in regard to paths, nodes, edges, districts and landmarks is limited only in the sense that they, in themselves alone, do not represent a valid image of the cityscape of Marysville, Kansas. While they are essential parts of the city, their complexity and advantageous form must be seen in a context, in totality within the entire city and, of course, in relation to the people who are served by the urban design features. While it is not a difficult matter to point out a distinctive element in a city (and this is done frequently in urban design), it is more of a delicate experience to present all the facets of the city having special bearing and significance to the population as a whole, rather than to a single individual. A question addressed to many Marysville residents during the research phase leading to this study was this: Personally, in your point of view, what would you say is (or are) the most important feature in

⁵⁶Ibid., p. 83.

Marysville, unique and typical and so to be functionally acceptable in terms of urban design?

For the greatest number of people, the short city block between Broadway and Center street was the most pertinent feature; when this is analyzed, however, it does not mean much. Its importance for many residents is that it is part of the central business district, furnished with many stores and shops, bordering the major thoroughfare of Marysville and last but not least, is that this block is essentially public oriented while privately owned. This block furthermore, represents what people call the downtown of their city, a point of foremost importance in their answers. Thence, the block is one of the most pertinent and photogenic expression in the minds of Marysville residents.

Many older persons recognized the fact that the County Court House ought to be preserved while many younger residents did not feel that the building had any merits at all, since a larger structure is or has been considered by many residents to answer the developing needs of the city and county. Many young people felt that the best legacy of this building was its blood-red color but none of them expressed any other attributes. The older folks, especially ladies, tended to associate the old buildings with their own age, that it was beautiful, oldish and massive. Many trees located on the grounds and nearby gave the area "a festive atmosphere". Besides looking good on Marysville skyline, the building also serves as a county court house (Honorable Judge Stevenson

presiding) and as a result was "a respectable building". An older gentleman even went as saying that the building was the labors of men and that of their consciences.

The association of the court house with the other entities within the immediate surroundings do perfect (rather than alter) the Marysville image. I, for one, labored extensively both speechwise and in writing for the safeguard and preservation of this building. The association of elements within a definite landscape tends to imply and signify that one element, considered major to its surroundings, does not conflict or hamper the view or benefits provided by lesser elements. Hence, it may be said for the record, that while the water tower distract from the existing landscape, it adapts to the general directional sense because of its height and bearing upon the rest of the landscape, without hampering the rest of the Marysville skyline.

Broadway is a typical path. Anyone can experience its width since it is the sharpest feature here. One will notice its features while walking, the color of its pavement, the texture and form of the stores, the broad alignment and the lighting (especially at night) and this without being hampered or entering in conflict with minor details such as landmarks located on its path.

Therefore, one can say that each singular element in the city is the one thread of the urban fabric. Each thread has an impact in relation to its immediate surroundings, whether it is termed massiveness, color, narrowness, or

whatever the case might be. Hence, the Old St. Gregory Catholic Church, which the author greatly admired, was for many years the focal point of the eastern most hill. This natural landscape can be considered weak nowadays since the church has vanished forever. While the New St. Gregory Church occupies the vicinity of the hill, it is no focal point at all. The church is approximately one or two stories high at the most, has a small steeple attached to its side and that church has no other distinction than that of being new. Hence, we can say that the texture of the urban environment is changing rapidly.

Another point to be made here is that of the concentration of buildings in the downtown. This mass of structures can be seen from above as a seemingly vast structure in its totality for it is not divided up with niches and passages but rather one single continuity of crowded stores and shops. This comes as a surprise for the pedestrian who may wonder if the city has been built solely for the benefit of the automobile rather than that of the pedestrian. In the sense of geometric progression, the alignment is perfect. There are no steps, cul-de-sacs, alleyways, pockets or impasses. In other words, there are no indentation of any kind and it is regrettable: building of niches in the facades, properly landscaped would add so much to the aesthetic of the street which may simply be suggested for inclusion concerning future improvements of Broadway.

Pavement variations are also important in Marysville.

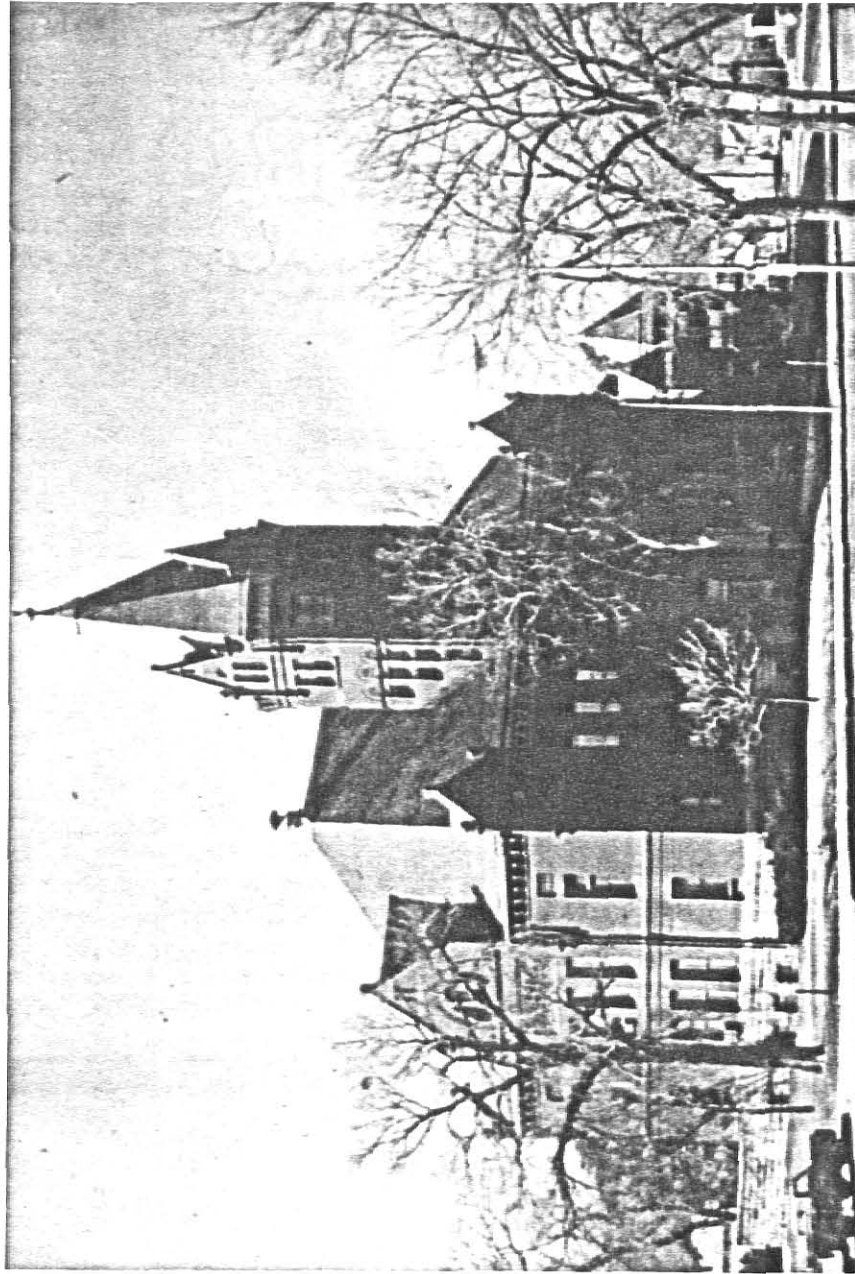
Many streets on the east have bricks (we recall there was at one time a brick factory in the city), and to-date several streets have kept this original material. Other streets have been repaired and covered with asphalt, some of which not laid properly and this, more than anything else gives a bad image to the street and to the pedestrian. While it is expressly recommended that the brick material be preserved, it is known also that the preservation of this material is quite expensive, considering the work involved that cannot be done by machinery.

There are several forces at stake within the city and we have expressed them as succinctly as possible. However, this progression, simply said, has its flaws. The residential sector, the business district, the industrial localization, the transportation arteries are not sufficient in themselves to "make" a city, a term essentially reserved in the Greek manner to define a civilization which blossomed on its own, regardless of the mutable, changeable variations expressed previously. Hence, there is another clue to add here, and this is the exchange within and without the community, exchange of dire significance not solely in the historic perspective, but also exchange of products, of services, of human situations, of work in other words sociological facets that constantly alter the image, the character, and the design of the city.

The communal living within the city becomes livable once we add an organization, a government, an administration which dispose and concentrate all common interests of the

citizenry for everybody's benefit. We will call this evolution. This evolution is definitely an expression of urban design. Though it cannot be seen, it is visualized by the very arrangement of the city features. This evolution stems from elementary needs: shelter, food, clothing, movement, culture, philosophical thought (religion and conscience), sanitation, health, and so forth.

The function of urban living, which is ultimately sound and practical urban design, is to permit at last a preponderent and noble influence on the life of the citizenry. We may call this the hegemony of happiness. Urban design is in this light an ethic where hypocrisy and selfishness have no bearing.



MARSHALL COUNTY COURT HOUSE, A BUILDING ON THE NATIONAL REGISTER
OF HISTORIC SITES.

Chapter VIII

PHILOSOPHICAL OBSERVATIONS ON URBAN DESIGN

Urban design, as we have seen, serves specifically for the amelioration of living, away from the various and different zoning restrictions and concentrations we defined earlier. Living and superior living at that entails education in the same manner religion enhances the behavior of individuals: there is no good or bad in this approach for either bears significance in the comportment and manner these citizens have in relation to one another. We are not speaking here in the actual behavior of these individuals; we are simply stating that the ethic that is often associated with urban design deals with increased social gatherings, reunions of persons who have in common the same aspirations and research the same contacts.

Spatial problems as well as intellectual ones have bearing in two disciplines: the latter finds its source in sociology, the former in the science of geography. History has a chapter of its own since from it is derived the anthropological factors, methods of cultivation, actions relative to the earlier behaviors of Homo sapiens to insure or influence his own development and mere survival, the impact that these stresses had upon his evolution, his changes, his character and so on.

Basically, the essence of urban design stems from

spatial geography, the morphology of space, social organization and occupational abilities, and the evolution of these structural principles in regard to the development of the agglomeration of space. Spatial geography is essentially concerned with the form of space. We may entertain the notion of concern with yet another word that of planning once we consider that the latter is the outcome of the former. Bear in mind, that it can be exemplified in the slow, but undeniable strangulation of the rural environment by urban explosions seen not only as population increases, but also in terms of growth of industries, housing, transportation, education, and the rest of services in all denominations. In other words, this explosion, mildly stated, may be preferably expressed as the constant, unretreating invasion of the cities upon the virgin agricultural land. This can be best visualized in terms of that eastern seaboard conurbation stretching from Washington, D.C., to Portland, Maine. Or it can be perceived in Marysville, Kansas, along highway 36 especially in the eastward direction.

Though the difference of these two areas is tremendous, it should not be termed invalid in Marysville, because likely, this will occur. While this is a mere suggestion, this development on Route 36 is presently a drop in the bucket; the bucket of urban sprawl is not a bottomless chasm. If a lid is not applied at the proper time, the appraisal of city design will be despised and likely, disregarded. One can possibly argue that the community is experiencing growth

and that the prairie must be advocated for urban use. These allocations tend to run wild, in the same manner than an epidemic left unchecked encompasses phenomenal loss.

One can also assume that a development of this sort will happen along the tracks of the Union Pacific Railroad. Heavy industrial development will need these locations to perform the exchanged mentioned earlier, the deliveries of raw materials such as coal, wood, steel, or gypsum. The movement of commuters might follow the same pattern along the same axis, including the evident marshalling yards and shunting operations due to increased volume of the Union Pacific.

While urban design is handled correctly by aesthetic planning, geographical areas are of the utmost importance in order to delineate the various expansions and functions that Marysville will experience as a result to growth. Intensive agri-business as it is presently done in Marshall County invites the same thoughts: import of fertilizers, daily movement of dairy products, cattle movement, exporting of crops, involvement with new markets and so on. This, in turn, suggests new neighborhoods, new roads and nodes, increased volumes of the majority of elements discussed earlier.

Sociological factors are at stake too. Not solely in the primary sense of education, but also in the movements of people, for parades and flea markets, for fairs, housing, civic centers, recreational spaces, parks, parking, hospitals, etc. This increased prosperity, which we sincerely wish for Marysville inspires congestion which again must be dealt with

and aesthetic planning. While the reasonment seems to be contradictory, it is simply not the case. It is the eternal, unsolved cause and effect relationship: that of resources and that of services, that of available means and that of duties, that of wealth, property, funds, capital, income, and supplies. The increased population will have undreamed needs 25 years from now which must be dealt with and recognized today.

The geographical approach to planning becomes the mass of fragmented parts cemented together by the various components of reality. The very equilibrium of the city is assured only if urban design as an entity permits harmony within the facets pertaining to essential and sound urban living which ultimately must characterize the various activities and the functional charm of the city, here called healthy, beneficial living.

While the pedestrian views the city as having a limited horizon, the automobile demands large communication arteries, large curve for circular movement, accessibility of parking spaces, smooth public thoroughfares, scenic highways since the automobile is not only the ally of transport of goods, but also the commodity used for pleasurable motion, which include visits to the supermarket, city offices, medical appointments, social gatherings and many others.

Any shelter or habitat, no matter its stunt image or luxury, has a parking area, either enclosed within the confines of the home or simply within the gutter of the street

itself, where cars have their adopted places whether or not this agrees with city ordinances or the visual health of residential living.

Any industry, gathering place, office, business is furnished with places systematically reserved for the automobile. The pedestrian is not allowed in these locations since he or she is merely viewed as a hindrance or encumbrance to proper circulation, no matter the cost, the pedestrian must bear in his or her daily outings. This is felt specifically at rush hour.

Not only the automobile has the right of having its own viable expanse, but it has also the right to stop at definite locations, which is a mere diversion jeopardizing the right to access of the pedestrian, to stand or park. The standing refers to delivery of goods or services; the parking meaning the right to leave the vehicle unattended while conducting some business or attending a soiree at the local theater. These forms of circulation exigencies have a tendency to relocating the pedestrian, for which the urbanized area has been conceived in the first place, to sidewalks. These sidewalks must also support the parking meters used in the legalizing of parking, bear the containers involved in the collection of trash, serve as a store or business extension (the last leg of European open markets), face the intense cluttering of road and parking signs, support the street furniture such as lights, fire hydrants, benches, water fountains, planters, bollards, steps, kiosks, flag posts,

telephone booths, newspaper stands, ad infinitum, ad nauseam!

The street itself, that portion reserved for vehicles does not suffer from any of these encumbrances since free flowing is conditional to safe driving, at least supposedly. We see then how the pedestrian suffers in the cluttering of such affidavits, let alone youngsters who often are playing in the street at the mercy of automobilists.

Let us consider the climatological dimension. The street is frequently cleaned at night time by motorized equipment, whether along the curbs or encompassing the entire roadway by means of spreading water which projected from a moving vehicle allow undesirable rejects to flow freely to sewers.

We have yet to see the same done on sidewalks. The mere cleaning of sidewalks is left over to the person owning the building or living within the building whose facade occupies a part of the street or to the residents who live in this building. When snow falls, the highway department is quick and seemingly eager to spread a thin film of sand and salt on the roadway which has the effect of melting the undesired flakes so that good traction for the synthetic tires can be assured. The sidewalk is left as is, significantly, increasing the risk for habitual users who are no one but elderly citizens and children to cope with the adverse conditions. If an automobile splashes or spatters these beloved people with sand, water, and grease, the automobilist is not considered the guilty party, but rather, it is the pedestrian's

fault for not stepping quickly enough out of the way.

When it rains, it would be really nice indeed if automobilists would stop for pedestrians who, at the risk of getting excessively wet, dash with great speed across the roadway, only to wait for the vehicle whose driver sitting in a comfortable, dry environment of the car, pays no attention whatsoever to those on the outside. During the heat and mugginess of the summer months, the driver in air conditioned car could not care less about pedestrians who try to cross the street at various locations and that at the risk of insolation, under a stultifyingly hot weather.

Imagine for an instant a city that is specifically pedestrian oriented. While the same cluttering that we experience today might have the same sophistication, but not necessarily the same eye sores, the pedestrian would have at least the opportunity of having the whole street for himself, including the sidewalks from facade to facade to exercise his daily functions. Since the volume of space left for deliveries would remain extremely limited and for the most, occurring at dusk, it is safe to assume that the pedestrian's city would in return, be limited to shorter distances, levels of stores, plazas well defined for reunions, and social gathering of civic and church groups, marvelously landscaped promenades, bicycles paths, fountains, planters accommodating flowering shrubs, water fountains, benches shaded by trees planted directly within planters in the pavement, flower baskets hanging from facades, pavement patterns never soiled

by oil and grease, containers to permit gathering of papers, sidewalks cafes, drinking fountains, in other words, a far cry from what we experience today.

Now a city conceived for the automobile needs to be much greater. With an equal number of inhabitants, the vehicular city can hardly have the same density of people per square mile. One is instructed to shop at the bank while sitting in one's car, one can easily eat behind the wheel since more and more quick foods restaurants open frontal windows or set telephones in a parking lot where waitresses hop from one car to the next with the ordered food. The person behind the wheel does not have the bother to get out and get the food by himself. While this approach might be convenient once in a while, one wonders about the exercise that Homo sapiens becomes limited to. One can also drive to the theater and stay within the comfort of the automobile to watch the movies.

Travelling in one's automobile at night is safe from both the driver's point of view and that of the police. The pedestrian, however, is faced and looked at with suspicion from the same police and at times will have to answer questions as to his whereabouts, what he is doing outside at this time of night, likely show identification and so forth. While it is permissible to think that the pedestrian suffering from insomnia has the right to do as he pleases within the freedom of movement of a solitary and restful walk in the dark of night, it seems also quite an harassment to have to face the

police forces patrolling the city, following at safe distance the "suspect" who might want to photograph a delicate sunrise or a noble building.

In virtue of urban design alone, the emotional and psychological health of the human being cannot be confined strictly to limitations and exigencies caused by the automobile. Foremost, urban design must accommodate the pedestrian while usually it is the other way around. It would be safe to assume that both ought to be accommodated if urban design in itself permits such an approach. The resulting city could be very agreeable. By importance, it is to state that man is primordial to the urban essence. However, man's best friend, which is the automobile, tends to be the entity that makes these realizations possible within the city. After all, taxes, levies, permits, tolls and other accumulated benefits represent the numerous exactions that are attributed to the automobile first, then to the driver, not vice versa. The same people who collect these taxes and fines are supposed to represent the people: one truly wonders how come?

While the automobile fumes and carbon monoxide foul the air and degenerate the facade of the buildings, stain the pavements by grease and oil, provide eye sores in the deepest of woods and along the banks of a once pretty river, destroys the health of residents, not only the pulmonary health, but also the visual, otological, psychic and emotional well-being. It also influences metropolitan or city centers to separate vehicular and pedestrians in the same manner a hospital

separates non-contagious from contagious ill persons.

The first separation is experienced at intersections where the right light means stop for pedestrians and vehicles alike. While the pedestrian must wait for the green light to go ahead, the automobilists can make a right turn after stopping, a practice that infer that the automobile is more important than people. Many an individual has observed that the vehicle coming to an intersection and desiring to turn to the right, frequently rolls along without actually stopping to insure proper advance and turn without further considerations. The "walk" light for the pedestrian is meant for people who can walk across the street with little trouble. The time elapsed between the "walk" light and the flashing "don't walk" light is usually less than 30 seconds. The handicapped person in his wheelchair is at the mercy of automobilists since it certainly takes more than 30 seconds to start the wheels of the wheelchair provided there are no curbs that may hamper its safe passage.

Cul-de-sacs have the object to dismiss extensive vehicular traffic. Essentially, cul-de-sacs occurs in areas of little automobile density where traffic is no problem at all. Many high class residences benefit from this vehicular approach, while congested areas do not. Malls have become, in the last 25 years pertinent to parts of downtown, mostly used as a band aid to stop surface wounds from bleeding. In general, they are located in the central business districts to sort of revitalize the historic downtowns. Whether the

shopping malls are of value as a single street closed off to traffic at either end, it is hard to say, a large acreage with many streets, alleys, stores, cafes, like the Plaza at Kansas City, Missouri, seems much more preferable than the Captain's Walk in New London, Connecticut.

The simple act of opening an apartment window onto main street brings not only odors and noise, but also discomfort from not being able to enjoy 100% this extreme form of luxury. The parks which at one time were strictly enjoyed for the relaxation and fragrant air that they dispensed tend to entertain much more automobilists than pedestrians, where empty beer cans and broken bottles constantly litter the grounds. Vandalism in the parks is even more obvious where young trees offer broken branches, carving of initials in their suffering barks, sempiternal aggression made by the selected few.

Devising urban design for both the pedestrian and the automobile alike becomes a monumental task. The ratio of parking units per building use rather than per building space is critical. If the building, whatever its function, that is commercial, industrial, warehouse, service, repairs, and so forth, does not offer enough or sufficient space to park or leave unattended one's car in a prescribed area, it turns out that the subsequent overflow of vehicles encumber and distress the immediate surroundings. The result being the clogging of the street, that same street that we earlier have thought to be the main, but not the only, distinctive unit of traffic

flow. This is properly experienced in Marysville in front of the Union Pacific Railroad station each working day. The place located between Union Pacific Seventh street and Hedrix Avenue is jammed with automobiles. Instead, that place could serve as an additional means of recreation for people or even as a basket ball court for youngsters who could allow their energies to run unchecked instead of having them dilapidate the parks. Beautifully landscaped, it would be an asset to the city. The vehicles ought to be relocated down the tracks at some distance of the Union Pacific station, within an acquired lot specifically reserved for this purpose.

We must also keep in mind that as business increases, the number of employees augments as well and the number of vehicles serving these new people rise with the tide. Within a decade or two, the capacity of business will double. The problems confronted today will not be similar but might be visualized as being three or fourfold. While the parking areas desirable in the vicinity of a corporation (whose many employees seek to be as close to their automobiles as possibly can be) is very demanding in terms of needs and adequate space, it seems more than improper to have the streets surcharged to such an extent as to interfere with traffic, and that at public expense.

In the same train of thoughts, many citizens whose house or piece of property occupies a parcel or tract of land in the vicinity of an industrial complex or large office building, must comply with the use of the automobile

expenditure: first come, first parked; whether citizen A can leave his vehicle in front of his own place is simply dictated by the relative behavior and concern of citizen B. And this, simply stated, is no concern at all.

This public behavior and this concern, or lack of, reflect public awareness. Moreover it is an articulation dictated by the needs in the sense that needs are the ultimate expressions of management and administration. In order to accommodate these needs, the administrative cells must be accountable to planning in the various observations made in this study. These observations were made daily during the period encompassing the summer and autumn of 1976 walking along the streets of Marysville, Kansas. They represent particular and distinctives attentions or remarks made in connection with urban design.

Many more problems encountered did not actually fit the theme of this research and for this reason have been omitted or discarded. Once the transportation pattern within a given community is defined, it is merely a simple task to identify the variables at stake. The planning approach in relation to aesthetic urban design (in terms of transportation and communication) in Marysville are so close in their togetherness that it is quite difficult to identify the former from the latter. In many instances, it was felt that transportation and communication were one and the same problem. This is, however, not the case.

It would be very simple indeed to quote ten and more

sources and then shape up a study that could fit the Marysville image. This would only aggravate the problems, be a highly questionable study, and truly would do little to reflect the factors and facets of urban design in that community. Actually, it would only fashion a series of models which might reflect some as the trends associated with the city, but not truly pertain to proper identification. In other words, the value of the research is that it uncovers patterns and trends generating a specific planning approach in regard to the expressions stated above.

Although the significance of the transportation problems tends not to differ from problems experienced by other communities, it was suitable to bring examples in Marysville proper to allow the reader direct acquaintance with facts pertinent to this community. The simple recommendations or suggestions brought forward are made to ultimately benefit urban design within the city. It is obviously a mere approach that urban planners, geographers, economists and city administrators can consider to see if any of these elements can be adopted. More it is essentially up to the people of Marysville, Kansas, to see that these changes can be properly financed if judged beneficial in the long run. While these admonitions can fit the clauses of urban design, renovation and restoration, it is of acute necessity to propose them to the entire community within the next few years.

To postpone these renderings will only intensify the problems faced by the community in the next decade, let alone,

the other facets of urban design as well. Problems do not necessarily spring up because of expansion and, or diversification, though they do appear to follow these lines. Many a businessman when interviewed in Marysville felt that the automobile was the tie to prosperity; while the automobile has its own merits, it is a fallacy to pretend that this is a fact. Proper shopping patterns is recurrent only to the animation of pedestrians and the side by side togetherness of the mass. Allowing the automobile to take over the city is permitting a disease to run unchecked.

We dealt with Kevin Lynch's concepts of urban design. We felt that the best way to understand the city image is to follow these guidelines. We recognized that the expressing of such elements offer various functions that must be allocated to occupy specific spaces in the design of the city. We agreed that these elements do shape and transform the urbanistic entity. We essentially subscribe to the facts that alertness in city design is vital and is of particular concern to planning efforts.

Other facets pertaining to urban design must be prescribed as well. The city ought to purchase the blighted areas and the degrading spaces within the community so that the elimination of potential slums is partially, if not totally, achieved. While these purchases may be that of the housing and urban development administration, it is nonetheless, a constituent or constructive element of urban design.

Blighted areas can be either transformed to accommodate

playful zones for youngsters, can be permitted of becoming mini-parks or if the acreage is large enough can be revitalized to implement a variety of low-cost housing whose rental could generate more such construction in future years. There is some hypocrisy in the so-called low-rent apartments made available for the elderly specifically speaking. Water costs, heating and air conditioned, gas and electricity are added to the rent itself. The burden of paying these bills is an affliction for low-income groups who must afford those expenses within a very tight budget. Considering the fact that many of these low-rent apartments are located far from the central business district (so that residents enjoy a better freedom of movement) and as a result the cost of transportation must be added to all the other expenses including the low rent itself. Though these data seem to have little value in urban design, they have seemingly great influence in recognizing the needs at the planning level and are very relevant, indeed, to the natural shaping forces within the city.

Recreation facilities, parks, theaters, civic centers and the like must be available in each neighborhood, not being secluded empires to be strictly found in high class, low density housing. This must be constantly kept in mind since the growth of the city is continual and permanent. This expansion is reflected in the residents' health, welfare, social conduct and safety, which together, bear great significance in the climax of urban living. In the same manner, the

restoration of an ailing historical district is of great importance especially in the restoration of historical buildings, architecturally sound.

While the housing, transportation, administration, and the rest, is handled fairly thoughtfully, there is also an area which is often passed under the blanket of silence, but which is obviously of great concern and importance to the citizenry. It is that of the inviolage, venerable religious aspirations of the citizenry. It is of great value since it involves social considerations and social conduct. Very often it is a matter left to residents themselves who are to finance their own spiritual environment.

This, unfortunately, tends to isolate people in the same manner location within the city influences the availability and quality of services. It is of urgency to allocate considerative planning in terms of these religious considerations. The various denominations of religious faiths does not account for the varied agnostics who do not view the spiritual as being remote from the ethereal, immaterial, or supernatural dispositions accorded to divinity in the ecclesiastical sense. While the practice of such a morality does influence greatly the citizenry at large, these church groups are not strictly confined to the religious events happening in the church itself. It also contains many other forms of expressions and social reminiscences.

In Marysville, this is perceived in the numerous commemorative tablets in front of the U.S. Post Office, on the

wall of the Pony Express Station, on the pink stone in front of the sheriff offices and in the monument dedicated to the Civil War soldiers in the Marysville Cemetery. These forms of spiritual endeavors are religiously preserved as essential parts of the city, as part of the social embrace to history and in the remembrance that these effigies permit. A statue would serve the same tradition in the same manner the erected cross of Christ stands atop a stone in the Marysville burial grounds.

These are shrines, notwithstanding their simplicity or sophistication. They are very movable experiences that urban designers ought to consider in the planning stages for the decades ahead. These memorials are the framework that keeps the image from being constant, from being uninspired. It is recommended that the City of Marysville prints a leaflet to be distributed by the Chamber of Commerce outlining a simple walk or drive to these memorials. It could be called "Soul of Marysville" since it would represent exactly that: the spiritual attachment of the past to that of the present.

It is there, among this urban fabric, that the sociologist cooperation must be sought. The public mall must be seen as the symbol of the urban entity, a focal point where people converge from all directions to share in common the features of the urban habitat. It is a necessity for people to associate themselves in the agora of eons past because this represents a social, pertinent feature connecting all the people in a suave, enriching togetherness. Within a mall a

statue of the early pioneers ought to be considered, a piece of art made by a native artist representing the labors of the early settlers upon this land, a final tribute that would generate perfection to the image of the city.

Along the streets, there is a legend, a character that no two cities share since no two viable towns have the same backgrounds or the same experiences. The focal point of the community must be clearly lit, pleasantly shaded and beautifully attractive. The landscape architect in his endeavors is of great benefit to the revitalization of these features, because it is there, within this focal convergence, that visual as well as physical fatigue must be eliminated: accessibility, convenience, attractiveness, mobility are rational investitures. It is not a mere supposition that living is for loving.

"In the suburban landscape the street vistas may be more open, farther apart, more variables in curves, loop and dead ends; the room-spaces more open, flatter, simpler, less congested, but more continuously similar in scale and character. Panoramas and other vistas come by accident or by design to take advantage of irregular topography. Rural landscapes are patterns of room-spaces -- yards, crop fields, orchards -- or of greater open spaces -- pastures, corn and wheat fields, ranges -- with vistas and panoramas developing from accidental combinations of topography and planting. The orchard is both a gridiron of multiple vistas and an abstract forest. In wild landscapes, all three types of spaces are mixed in complex and unpredictable forms or patterns, resulting of relation between topography, water, grassland, brushland, meadow, savannah and forest. A loose generalization might say that the comfortable, humanized landscape is a rich and variable pattern of room-spaces, taking advantage of, rather than dominated by, vistas and panoramas. Loss of control over rigid vistas and accidental panoramas, or

proliferation of the former, is comparable to loss of control over the machine -- dehumanization sets in. The balanced dimensions, variable arrangement, and multiple noncompulsive directions of the room-space make it the central or primary environment for human life. Vistas and panoramas service it, enrich it, multiply the experiences radiating from it. But the room remains central as the enclosure from which people survey, assess, control, use and enjoy their world."⁵⁷

While Garret Eckbo made these comments in relation to the use of the house within the urban landscape, it seems justifiable to bring it here. Only when the yard is properly landscaped, can these room-spaces be well defined. The same does occur in the city and a beautiful environment is simply the real Garden of Eden. Like the tendril of a plant which acts as a supportive organ the visual aesthetic of living is the support of exuberant endeavors, for without the visual, there is only emptiness, a blindness of metaphysical, tenebrous spaces. The outdoors must reflect the comfort that we associate with indoors.

"We need community design plans which project a reasonable and imaginative structure of continuity and accent, flow and interruption, direction and change, area and boundary, landmark and context. All too often we get the similar hodgepodge -- civic landmarks lost in a sea compounded of commercial enterprises with similar objectives and greater resources; industrial areas of purely empirical functionalism with little regard to appearance -- though apt to become competing areas of the general flat sameness which increases as 'progress' (a euphemism for mass-produced regimentation) gradually eliminates individualism and variability."⁵⁸

⁵⁷Garrett Eckbo, Urban Landscape Design (New York: McGraw-Hill Book Company, 1964), p. 24.

⁵⁸Ibid., pp. 29-30.

We must also remember that the physical design is not solely to be experienced during daylight hours. Many an illuminated building or landscape has a special attraction at night not revealed during the day. Hence, lighting, if used with parcimony to cope with the energy demands, is a capital factor in the utilization of the environmental design. This lighting shall not only be used for sole safety, but also as an enriching experience, emphasizing a church, an historic building, a promenade within a park where evil does not stand behind each tree as commonly believed by residents of large metropolises.

"Outdoor lighting is used to illuminate pedestrian walkways, roads and entry areas. It may also provide a dramatic effect when used in conjunction with reveals in walls to outline benches or other elements such as fountains. The level of illumination should vary with the intensity of use of areas. High intensity light is required for highways and other areas which are heavily used. Warmer colored illumination is best in quiet areas, along minor residential streets and in parking areas."⁵⁹

Illumination underlines an impact, accentuate a focus, provides striking views and vistas in the nightlife incarnation of the agglomeration. While it is obvious that the downtown would likely benefit from the greatest supply, let us imply that the lighting is not solely oriented towards the summer tourists. It may give a weight in the attitudes of the connoisseur of urban delicacies, who alone in the nocturnal city, may view and film the city in all its

⁵⁹Harvey M. Rubinstein, A Guide to Site and Environmental Planning (New York: John Wiley & Sons, 1969), p. 160.

splendors. The residents who foot the electric bills can benefit tremendously from such illumination in the methodical and orderly emphasis that this lights and projections permit. Economically speaking, this ought to be done on weekends and on holidays where time is available to go on the outside.

Not providing proper lighting at the urban level is somewhat enduring silently that the town has a ghost-like embrace. Indeed, in ghost-towns the past is no different from the present. An interesting aspect of illumination is that of experimenting with various colors, intensity, forms and fixtures, bearing and poise quality, materials and so on. Globular stands are preferable to others in low use areas, colored lighting for architectural displays, short fixtures for gardens, high intensity posts for tennis courts. Many other variations can be supplemented to the cityscape, an infinite number can be designed to fit the image as vivid as lifeless whether it is to light Main street or to reflect upon the water.

Four practices are included for the implementation of urban design in a community:

1. Legibility: a person should be aware of entering and leaving the city, a strong differentiation should exist between rural and urban activities.
2. Imageability: after leaving or entering the urban scene, the observer should be able to recall a clear mental image of the city form. The overall image must be maintained in order to allow for orientation and location of the individual to the whole at any point within the city.

3. Orientation: a well-structured city will assist the person in finding his way to and from any point within the city. Through a hierarchy of visual elements, direction to and from important recognizable areas of the city is always maintained.
4. Maximum environment exposure: the city should be a variety of environments expressed in such a way as to increase its exposure to the residents and generate a desire to experience that variety.⁶⁰

The above speaks for itself. The potential of urban design must be realized early if it is to affect the quality of life in the city. While Marysville has made great efforts and achieved progress in its urban design, the philosophy behind it is that the design is never finished, constantly needs upgrading, for it is changing at all times because of the many forces that work within the community. Urban design, in other words, is never a finite process; like planning, design is the dispensation of beauty and effectiveness and practicality within the life of that community. It is up to the residents in the long run to demand that the city design be improved since their very existence is at stake.

Finally, this study merely represents a thorough investigation of urban design within this community, but not intended to decide or determine the future of the City of Marysville, Kansas.

⁶⁰ Meyer R. Wolfe and R. Duane Shinn, Urban Design Within the Comprehensive Planning Process (Seattle: University of Washington, April 1970), p. 109.

SUGGESTED RECOMMENDATIONS

Urban design cannot be seen as the lollipop of aesthetic planning. It must be thoroughly accommodated during every planning phase. For this reason and to enhance the value of the urban environment, it has been suggested that:

1. A mall be implemented on South Ninth Street from the actual City Park to Center Street leaving the intersections of Center and South Ninth and Broadway and South Ninth free so that traffic is allowed to pass.

2. A monument made by a native artist representing Frank Marshall and his operations be incorporated within said mall.

3. A small acreage of land be forever saved and preserved in the immediate vicinity of the Big Blue River and U.S. Highway 36 in order to acquaint visitors and remind residents that on this location Marshall and other pioneers dedicated the birth of what is now Marysville, Kansas.

4. An underpass be constructed underneath the Union Pacific Railroad tracks at the junction of Center Street and Union Pacific Seventh street.

5. An overpass footbridge be built over the Union Pacific Railroad tracks on Broadway to accommodate pedestrians.

6. The City acquires landmarks such as the Marshall County Court House permanently to preserve forever the character of the urban environment.

7. That decisions concerning the preservation of landmarks within the city limits be made exclusively by umpires representing registered members of the design professions; these decisions be made relative to historic preservation, conservation and related matters.

8. The intersection of Carolina Street and Ninth Street consisting of a hill with several flights of concrete stairs be repaired, lighting installed and that the face of the hill receive intense care such as planting of various grounds covers, shrubs and repair of the retaining walls.

9. Flowering shrubs such as crabapples or redbuds be incorporated within planters along Broadway from Second Street till Fourteenth Street.

10. The Marshall County Court House be preserved as suggested on items 6 and 7 above.

11. Dilapidated areas within the city be acquired with public funds so that these sores can be properly landscaped and restored as public grounds whether as playgrounds, plazas, etc.

12. Zoning be implemented to stop further development along U.S. Highway 36; that these developments be given the right and need to expand within specific grounds set aside for this purpose within a precisely limited and defined commercial park; that this park represent needs up to 1990 and that it must be landscaped properly, planned and designed.

13. Bicycles paths be made available all over the city; that these paths be along the street grid, that these

zones so reserved be free from traffic of any kind (serving bicyclists, exclusively) and be removed from parking or standing zones.

14. The plaza between Union Pacific Seventh and Hedrix Avenue bordering Carolina to the south and Calhoun streets to the north be exempt from the parking of automobiles, that this area serve specifically public endeavors whether as additional basket ball court or public rest area properly landscaped and aesthetically pleasing; that the automobiles be parked at a short distance to or in the vicinity of the Union Pacific Railroad in a lot reserved essentially for this purpose.

15. Stores owners be given tax incentives for store front renovations, not of aluminum but wood elements of a unified character, and inclusion of landscaping features.

16. Land for industrial expansion be set aside along the Union Pacific tracks in the north-west side of town as it is so zoned in the south-east side.

17. Land set aside within the floodplains of the Big Blue River not be used for children play or recreation, physical activities; that increased funding for such physical interplay be secured and further land set aside for this purpose; that additional tracts of land be made available for increased population (projected).

18. A leaflet be made available free of charge explaining the most important points of the Marysville, Kansas history and heritage; that this said leaflet includes

the location of all points of interests in Marysville and showing the most scenic way to arrive at these locations.

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A P P E N D I X

During the course of this study in Marysville, Kansas, I sent several articles to Howard Kessinger, Editor of the Marysville Advocate who printed several of them. The issues I was interested in centered on the preservation of — older buildings like the Old St. Gregory Catholic Church, the Marshall County Court House and others. I wrote these articles so that Marysville residents could understand why older buildings ought to be preserved, what values they represent in terms of aesthetics, why they should be renovated and so forth. Many people expressed great interests in regard to these articles.

I received, during the course of the summer of 1976, 37 letters of encouragement. The majority of these notes incited me to go on! One letter came from Arizona; this person asked me to write stories on the Pony Express, the Sod house and about other topics as well. Articles concerning these demands were subsequently sent to Mr. Kessinger. Unfortunately, they were not printed. When I asked him why he just said that the Marysville Advocate could not publish English Compositions.

Here are, reprinted, several articles which appeared in the Marysville Advocate during the second half of 1976.

Requiem for a church

Re: The demolition of the old Catholic Church.

Requiem for a church:

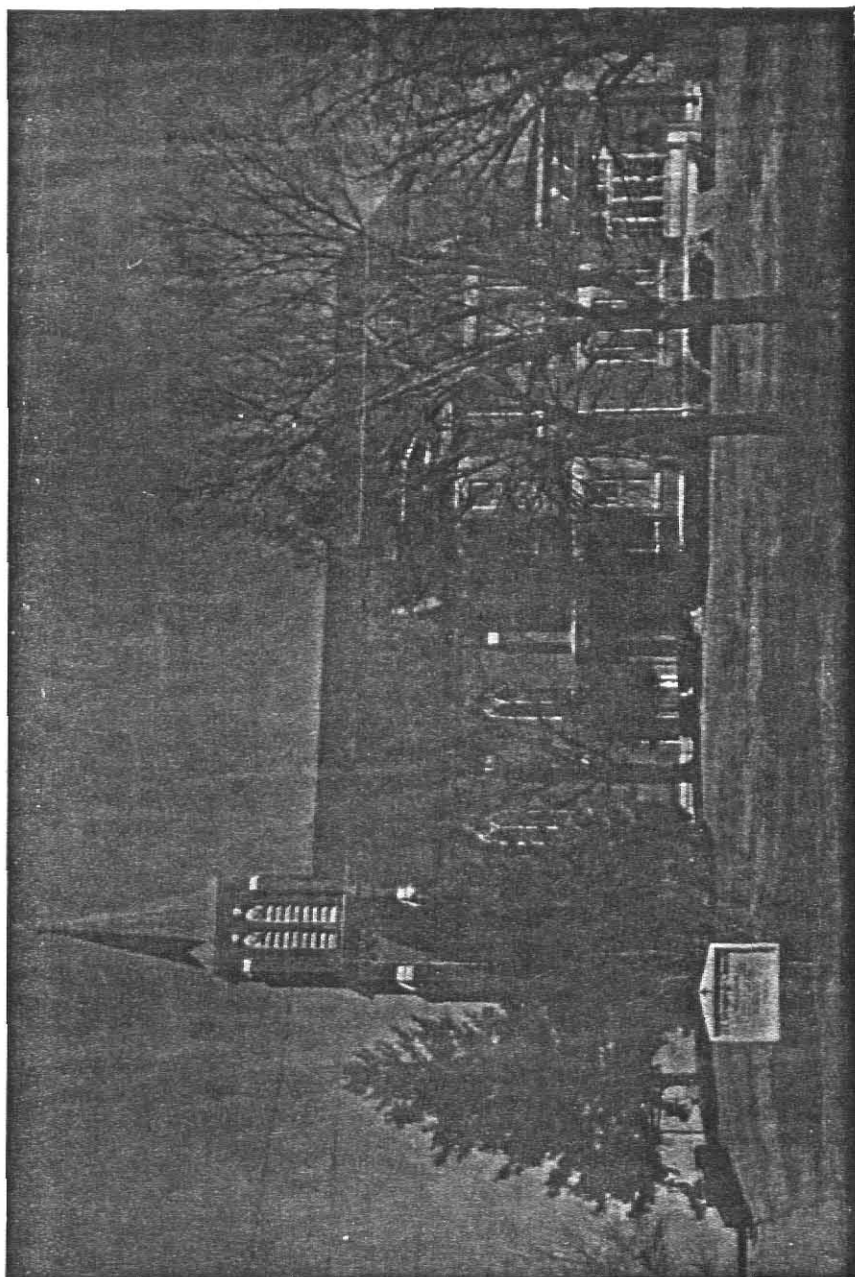
The old organ will not play for the funeral of its host, the choirs will sing no more; the stained glass windows which for many decades played with suns and moods were transplanted to the new structure. The gates of the sanctuary are boarded and nailed tight. Inside the old church and within its very nave are locked forever the memories of faith of many loved ones who knelt down to pray.

This is a 1976 crucifixion. It occurs in a bicentennial year. Ironically 1976 is born to be celebrated with joy because of its amalgam of old and new. Instead it is the slaughtering of Marysville's heritage that we are to see, the eradication of Kansas history and the oppressive obliteration of Marysville's landmarks. Such a senseless and irrevocable decision is made in the sole name of progress; the cultural and architectural legacy is annihilated by vote; those who welcome its downfall voted and devoted time for its destruction please stand up and be proud to walk among the ruins.

We record these fates in the history books; we shelf them with the hope that the dust will settle to the infinite molding of thoughts. The majority voiced loud and clear that what is old and charming is supposedly decadent and must be removed from the surface of the earth like a disease of epidemic proportions. The medley of old and new is to be replaced by new and newer. Obviously, the cost in preserving the structure is high. It is not impossible. Is it really too late to retain this place of meditation? How can anyone not abhor seeing its remains piled up under a sky it cherished marking the end of its golden crusade?

By preserving the solemn and the formal of the past we achieve the greatest tribute there is: a recognition that the flamboyant of yesterday enhances the majestic of today. Moreover, the creative powers and contributions of man stand erect in the passing of time.

June 24, 1976



THE NOW DEMOLISHED ST. GREGORY CATHOLIC CHURCH

Endangered species

Is Marysville, Kan., a city grown hostile to its nineteenth century architecture?

We hope not. Nevertheless there are numerous facts at hand which illustrate the life of the imperiled and that of the vanished. This architecture in its very last form centers on the Marysville, Kan., Courthouse where improvement is synonym to obituary and coexistence the equivalent word to extinction: the courthouse is an endangered species.

We have, alas, witnessed the fate of the old St. Gregory's Catholic Church which the aesthetic users, such as down-to-earth visitors, will never see. The crane and the mighty bulldozer seem to be the guns of modernism; the past has no other name than history, the refuges of old end up in the city landfill. There is always enough money to build a new structure and never enough to maintain the existing pearls of the good old days! We inherited them and we want to discard them; isn't this an identity crisis?

In short, we are stripping ourselves of the last historic stronghold characterizing our civilization. We must admit that where we have created a desert, we have created peace. The preservation of historic landmarks seems as futile as keeping the weeds out of society's garden: the city; the salvation of our lifestyle, tends to depend primarily of the combined vultures of money and progress. It equates that preservation is the milestone of controversy. In some it generates strong emotive outbursts, in others it expresses debates more treacherous than political strains.

Through the preservation of the old courthouse may not appeal to everyone as a creation for itself alone, but considered as an ally in keeping Marysville, Kan., livable, its image changes considerably. The spectacular historic site is unique -- just as unique as the downed church. It inspires an alliance of inspired sponsors and for this, not last nor least, its existence must be maintained; we call this good management. This skillful treatment reflects that this image is an investment for the future. Believing in it, you need not have the faith or the kind of faith that moves mountains. Looking at the courthouse will convince you.

July 22, 1976

Beautiful Marysville
can be more attractive

Editor's note: A native of Grance, Bernard Foussier is a graduate student in planning at Kansas State University. He is doing his master's thesis on Marysville and is contributing his observations as his work progresses.

By BERNARD L. FOUSSIER

The metallic horizon:

Electric wires dot the streets high above pedestrian hats; signs bright and colorful speck atop the hills, numerous in their count, lonesome in their aesthetic benefit; aluminum-colored water towers are the nutriments of the eyes; antennas escape from the greenery probing the sky like extended lifeless fingers; they proliferate on roof tops like nugatory weeds that no one can harvest, like an army of useless sentinels discarded in a no man's land.

The fragile prairie and the sunflower highway are littered with negligently scattered cylindrical containers -- at one time valued for their contents, now releasing their final sighs on the dusty flawless limestone; the Big Blue River banks, once the romantic path of many idylls and sentimental interludes, are blazed with rusty carcasses, earlier possessions of an age past which today relate events that stand out as landmarks of this period: living is for loving!

A beautiful spot need not be a pond in the wilderness, a lone flower between rocks, a crimson sky at dust, a cascading brook in the hills or a blade of grass in fog's silver lining. These are sights that must be experienced to be enjoyed, that must be visualized to be appreciated. The need is not to drive miles and miles or to harness oneself with sophisticated gear to be able to relax after a stiff piece of work, to escape, to be, at last, away from it all. One must be able to relish these moments in people's own environment. Happiness is a destination, not a journey! The urban environment has many textures and like art has many forms. It is omnipresent in the stones that line the streets in the

fragrance of the air, in the city lifeless nights and the mysterious and enigmatic minds of people.

A better environment can only be made with the full consent, acquiescence; co-operation and compliance of people; not solely those responsible for the affairs of the city, neither only by those willing to fund a better tomorrow, but everyone must contribute a sincere desire and aspiration for the better. Awareness of existing conditions coupled with good intentions is not enough.

Marysville is a beautiful, charming city; it can also be made more attractive, it must be made more attractive. Imagine meeting a friend or neighbor on a bench accommodated in the vicinity of a cascading fountain or simple reflecting pool, shaded by trees in the immediate business portion of the city; or simply spotting a red blooming geranium within an oasis of greenery bouncing back and forth at the mercy of the zephyr Indeed, no matter how we are to achieve this, we must trade the metallic horizon with a well-planned program for expansion and diversification and in the process prescribe rehabilitation and restoration. This can only be done with the citizenry and it almost looks like this concern, this interest is present in everybody's mind. Marysville experiences growth, a trend which presupposes construction of housing, increase of jobs, enlargement of existing population, demands for new services and so forth. It is not illusory nor fallacious. Growth is unbiased, impartial, unprejudiced; so let us be aware of it for now and be prepared to unite for this beneficial and salubrious outburst. Marysville needs everybody and everybody needs Marysville.

July 29, 1976

Aesthetic planning: care

Editor's Note: Bernard Foussier, a native of France is a graduate student in planning at Kansas State University. Currently doing his master's thesis on Marysville, he is contributing his observations as his work progresses.

By BERNARD L. FOUSSIER

Impossible is NOT an American word:

The American people are known in the confines of this magnificent world (Magnificent only to those who do not suffer from disease, poverty or tyranny) to solve their own problems with clear-headedness, calmness, confidence, zeal and inventive expressiveness that no other nation on earth can truly master or elect and it is called democratic self-control.

This control is present in Marysville, too; it is part of the dynamic self of this city and soon enough the visitor perceives that Marysville citizenry do not accept static moderation. It is unique in its appeal, efficient in his own merit and particular in its density; it is as special as the Statue of Liberty, the first National Park or the charming black squirrels roaming at will in the parks.

Marysville citizens care.

AESTHETIC PLANNING is just that: care. One can plan a budget with the costs, benefits and trade-offs associated with it; one may identify impacts and implications and consequences of this program. Likely, one must develop a set of possible problems and issues based on a comparison of trends that reflect citizen's preferences; finally one must understand the consequences of the new budget.

Aesthetic planning is that planning permitting all the following with an emphasis on beautification: economic growth and development, population settlement, environmental protection, natural resource conservation, outdoor recreation, transportation, energy use and conservation, urban land use, communications, human concerns such as health, housing, senior citizens, crime, education, training, employment and governance.

Caring for the environment we live in is as simple as caring for oneself.

For instance, we know that ulcers are caused by the interaction of mental and bodily stress. Do we have a preventive medicine to palliate these evils or must we live with this bleeding which drains the ulcer with atrocious and nightmarish pains, allowing the infection to grow worse and expanding on surrounding tissues? The problems that confront the city today are similar.

NOT CARING from the environment we live in, is having to cope with this ulcer just mentioned. It is not to state here that Marysville is ulcering; it is solely to remind us that, unless we plan properly, these growing pains, associated with the developing forces of this community, may suggest problems greater than those we must cope with today.

Any good planner will demonstrate that goals must be constantly altered and amended to fit circumstances and situations set for citizens and by citizens. This rythm for change must be melodious in its movement, regular in its measured cadence and harmonious in its pulsation. A disease is not cured overnight, a child does not mature in a month, a philosophy does not evolve within a season: it takes time.

It takes control to channel all these forces and aesthetic planning is the foremost activity which can control these energies. In an urban environment, in Marysville then, one must be able to meet people, not cars. This is freedom: a quality of liberty never controlled by others, an intrinsic and innate right of people to melt their strengths into the most appealing and most rewarding benefits.

The environmental designer's most successful achievement is this evolution, seen as a concrete expression of scientific investigations, a release of tension and emotion placed at the disposition of the public for the elation and refreshment of all people. Mostly, it is an assimilation, a synthesis of land and city, of rural and urban, of people and business, of tradition and usage. It is the mysterious border where business and pleasure meet, a mystic frontier which releases the spiritual so that, in turn, others can enjoy it. This will be Marysville's achievement.

Aug. 5, 1976

'My name: Marysville'

By BERNARD FOUSSIER

"My name is Marysville: I am a city. I live in Kansas, the state glorified by its sunshine, its harvest, its sunflowers, its life-giving support; in the creamy limestone that embraces this land I have placed my body, my soul, my essence; from a tiny hamlet over a century past I have grown and prospered in spite of difficulties, hardships and contrivances. Today my arteries are swarming with vehicular flow: my blood is rich and thick and healthy; my veins are bursting of a sound condition fed by many capillaries. I receive this life-giving oxygen from the many parks that serve as my lungs; I know no disease for I am virourous; my name is Marysville and I am a city.

Services keep me virile; my body is washed often and my cells are clean. My youthful limbs stretch and diffuse onto these hills. I am a bonus to this county, a focal point is sprightliness, of activity, of vigor. My brain is made of all these cells called people who interact every hour of the day to give this support within me, a hale and sound condition of my existence permitting me to maintain my invigorating and emergizing constitution. Born 120 years ago, I am just a youthful element to be dealt with; my name is Marysville and I am a city!

MY SKIN IS GREEN and red and gray and colorful; this stems from the labors of men and women who over this short existence have transplanted and surfaced me with their combined ingredients of toil and zeal; my roots disclose and diffuse this euphonious and exoteric blending of my structure; an ever-blooming, undecaying and unperishable amaranth; a quixotic flower-like structure which never fades; these are my thoughts, my past and my future. My serenity and substance are the articulations of the changes that have taken place over the years; changes for the better which stimulated my heart and changes for the worse which have sedated me; in time, these outgrowths, these warts will be removed for they do not belong here; they are excrescences to be eliminated from my organism; it will be done peacefully, calmly for I need my beauty to please and to

display. This is my absolute prerequisite: how can I entertain if ugly, how can I treat if churlish? My name is Marysville and I am a city!

My epithalamium will reflect my enthusiasms and my ardor. I do not want to leave; I need no hegira and unlike many do not foresee a journey and do not seek a refuge. I was born to live and I am here to stay. I qualify for immortality. I am the synonym of freedom, an immutable and unchangeable privilege which I dispense. I am public and private oriented, sociable and communicative, devotional and vivid, exuberant and prolific; noblesse oblige. My name is Marysville and I am your city!

I AM A FARMHOUSE, a barn, a street, a number. I am dwelling, a tree, an object of devotion and an object of love. I am a spirit, a home, a benefit. I am a condition, an environment. I have sensory aspects and fragrance; I am an access and an egress; I have pleasure and toil, joys and sufferings, pains and bliss, innocence and guilt. I am handicapped and I am healthy. I am Marysville and I am THIS CITY."

BERNARD L. FOUSSIER, a native of France, is a graduate student in landscape architecture at Kansas State University and is writing his master's thesis on Marysville. He is contributing a series of articles to The Advocate while conducting his study.

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Courthouse likened
to mighty oak tree

By BERNARD L. FOUSSIER

:FOR or AGAINST: that's the question.

There is the remnant of a tree where I live; the mighty trunk and the lower powerful branches have been kept, the rest has been severed. There are no twigs or leaves left, only members pointing to a sky in great desolation and pitiful sadness; this majestic oak knows neither autumn nor spring; it is dead. For one full year I have appreciated its beauty, its imposing and noble state, its splendid and magnificent bearing for it has not been dead for long and though it had matured long ago, it was in no state of decadence. Often, in my daily strolls, I help my hand onto its bark and I could sense a heart, friend of mine, pulsating within. Now it is dead.

Its flowers though green and inconspicuous were numerous; they bloomed in the spring, an astonishing time of renaissance for Nature, a period of pompous and sublime magnificence. Certainly the lofty bearing of "my oak" had seen many seasons and renewed entourage, ever changing like the puffy clouds in the sparkling sky which stroll on the immense prairie; from the time of its transplant to the time of its disgrace it has enriched the street by its ombrage, providing a focal point, establishing an accent that was felt and nurtured along the walks; in the morning of the year its leaves of grass-green color trembled in the soft breeze as if to seek the proper temperature and humidity to carry on the transformation within its structure and the release of vital oxygen.

SOON ITS branches and twigs were the path of butterflies, the shelter of robins, the home of squirrels, and within its shade the refuge of young and old. The winds of autumn would accentuate its beauty; its leaves would take a rusty shade, bursting with the color of the sun at midday, the hue of the wheat at harvest, the metallic tone in the fierce gusts and rains of the fall, but some hardened on the branches and kept floating, having changed again their golden texture into a copper pigment.

Many days I wondered about this oak; what it had experienced, what changes it had witnessed, what exhibitions it had charmed, what fables it had endured. Then one morning people came with ladders and trucks, with saws and serrated tools. I could not believe that its splendor had to be eliminated; its growth, however, was a hindrance to the overhead wiring, an impediment to business signs, an encumbrance to traffic, an obstacle to lighting; once again progress was the unscrupulous pert. I voiced my concern but was not heard; I pleaded with anxiety but had no audience, I expressed sorrow and was not understood. I could not remedy or alleviate the death of my friend. I could not stop this calamity and no one provided me assistance in this loss. For I lost my speechless friend.

In Marysville, a city I am associated with for pleasure as well as for work, the same so-called progress-oriented occurrence is about to take place. Residents of Marysville and Marshall County are to decide whether the marvel called the courthouse is to be kept or is to be removed. Think about it for a moment; like my oak it has no voice of its own though it speaks for itself; it is on the National Register of Historic Places. It is a privilege and the most qualifying object of veneration; it is a distinction for a community to have a structure of this reputation; more it is an ornament boasting pride, credit and glory not only to residents of this county, but to everyone who come and go to this enrapturing community.

IT DOES NEED not to be preserved as a courthouse; it can be maintained to house small businesses, to serve as an office building either public or private, it can be remodeled to serve as a library, it can be saved to display the agriculture and industry of the city, but it cannot be replaced. Once it is gone and the ground leveled, no amount of writing and pictures or articles can ever replace it. When you and I will come with our canes, shuffling our feet in our daily walk there will be something that we associate with; a memory that our vote has been beneficial not only for the time of our youth, but also for our golden years.

The preservation of an historic building

within a community reflects the sensitivity and innate sense of the people it is a mark of tenderness and affection to care for the old, for the aged; it is a feeling of enrichment, an act of passion which expresses consideration and indebtedness from present residents to future ones who are not yet born.

MORE, THIS preservation is like a family album which permits reflection and stimulates the heart and the mind. Those who were married in old St. Gregory's Catholic Church and upon returning to Marysville to recall ceremonies and wish to visit the place where they exchanged their vows will be painfully surprised to notice that the old church is gone forever and their memories crumbled in the process. How can anyone permit such a fate for the courthouse?

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**FACTORS AND FACETS AFFECTING URBAN DESIGN
A CASE STUDY OF MARYSVILLE, KANSAS**

by

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Studying the urban design within a community must be accomplished with the sum of all variables which are defined in the social, historical, political, geographical, physical and economical concepts of the community in situ. It must also be expressed in regard to the expressions and views made by the residents themselves who in the long run govern the outcome of their agglomeration.

Historically speaking, the original settlement was established along the banks of the Big Blue River. The historical description within the study permits to view and review how the pioneers organized themselves, and subsequently their town, how it expanded and became bounded within the last buttresses of the Flint Hills. Population data defines the occurrences in that settlement, how and why the population migrated or permanently settled, what factors prevailed in the economic viability of Marysville and analyses the housing and services available to the citizenry. This, taken as a whole, allows a simple, but ample coordination in the determination of the variables inducing urban design.

Urban design represents here a critical estimate or discussion on how these components of urban design, i.e., streets, landmarks, nodes, boundaries, districts, etc., relate to one another to produce the livable whole known as Marysville, Kansas; in many instances it is exemplified with specific data from this burgeoning city. While many observations are produced for the sole purpose of the aesthetics in an urban environment,

precise recommendations have the object of characterizing detailed information in definite clarity for the purpose ultimately to improve the quality of design in the Marysville entity.

While particular improvements like store front renovations and landscaping are of the utmost importance in preserving the livable image, it is a factor in the urban design assimilation, but not the sole factor. The analysis of this community while focusing primarily in its downtown encompasses the entire agglomeration; basically the City of Marysville, Kansas identifies with two major highways, U.S. 77 and U.S. 36, which intersect at right angle in the center of the business district, while the rest of the town is mainly residential with a park-like atmosphere.

In the research developed within the boundaries of urban design, the reader will define three major points. There are (1) expansion and extension of the railroad network, (2) development and growth of industries and business, and (3) progressive growth of the population and flexibility in its diffusion. The factors and the facets of urban design account for the progressive assimilation of these three points and subsequently of their proper distribution. There is no specific time date associated with the above because these factors are presently grossly varied and not subject to special determinance. Nevertheless time is ripe and ripening to induce a critical evaluation of the zoning governance which in turn will strongly determine the outcome of the urban

design.

Residents of Marysville and of Marshall County have expressed strong desires in preserving their historic landmarks. The major of these, the venerable Court House on Broadway whose fate is still not permanently agreed upon, is on the National Register of Historic Places. Time and again it has been vehemently suggested that this landmark be preserved forever. This will be known during this calendar year.