

and physical planning, in multiculturalism, and in the tying of environmental and transportation systems to other physical systems and patterns.

In these projects, I used the participatory planning methods Paul Davidoff had recommended and tried, through his insights, to understand the complex client groups of the cultural institutions that hired us as architects in the 1980s. But years of Nixonism and Reaganism made me decide, with sorrow, that we could no longer afford to practice urban planning as consultants to the public sector, given the low levels of funding cities could afford. As I decided, we were asked by Dartmouth College to plan an extension of their campus.

Since 1988, I have combined urban and campus planning and design in projects that have required me to think regionally of the city and its economy, and holistically of the campus, with its complex relations between education policy and physical facilities and its need for environmental and transportation planning. Several of these projects gave us the opportunity to go from master planning to a large architectural project—the first built increment of the plan—for a library, a campus center, or a life sciences complex. In this work we have achieved Crane’s aim of evolving urban design from the disciplines of planning. Then, going one step further, we have adapted planning disciplines to the design of buildings; that is, in our civic and academic architecture we do land-use and transportation planning *inside* buildings. In Crane’s terms, we take the street through the building and use its “four faces” as generators of design.

To spend ten years on one campus, starting with its urban contexts, patterns of organization, and education policies and ending with new or adapted structures and patterns to serve new policies, is my idea (give or take a bit!) of heaven. And the more so if the first-increment project can involve a set of cogent connections, physical and interdisciplinary, an important “meeting of minds,” on the physical campus. This has been my experience at Dartmouth, Penn, and the University of Michigan. My most recent projects have been a feasibility study for a system of campus life facilities at Brown University, and advice to Tsinghua University in Beijing on the updating of its master plan.

Although there is no one career path called “urban design” and I cannot call my experience typical, evidence suggests that others have reacted in their own ways to the societal trends I have described. Despite Penn’s catalog statement that the Civic Design program was