

The Alternative to Sprawl : A Civil Consolidation

an Interdisciplinary Integrated Approach

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ABSTRACT

Being a suggestive method of interpreting, and responding to the suburban context, my approach does not draw guidelines or promotes a personal agenda. In the same way that an architectural treatise is not a handbook, it is far from becoming a written code. It is an attempt at understanding how universal values, from our shared past, can contribute to our designs for the future.

Therefore, let us first reinterpret the way we consider architectural history. Let us ask: How did certain patterns of development come about? Not what architectural style they belong to! In this case study, I carefully investigated regional, local, historical and cultural concerns, and responded to the current situation. I will not claim my response to this site as the solution, but one of many possible iterations that could be improved, grown, adjusted and modified. I present to you: *The Alternative to Sprawl : A Civil consolidation*. This thesis considers the redevelopment of three shopping centers, in Bailey's Crossroads of Fairfax, VA, into a transit-oriented mixed-use community.

It is an interdisciplinary integrated approach, based on social issues. Although, it matters to admit that in order to draw a creative, yet informed architectural solution, one has to learn to step away from research and data to come up with truly inspired work. My approach is the alternative to the commonly accepted alternative to sprawl. I believe I can offer a thriving urban environment for every suburban individual, through the consolidation of buildings and public life.

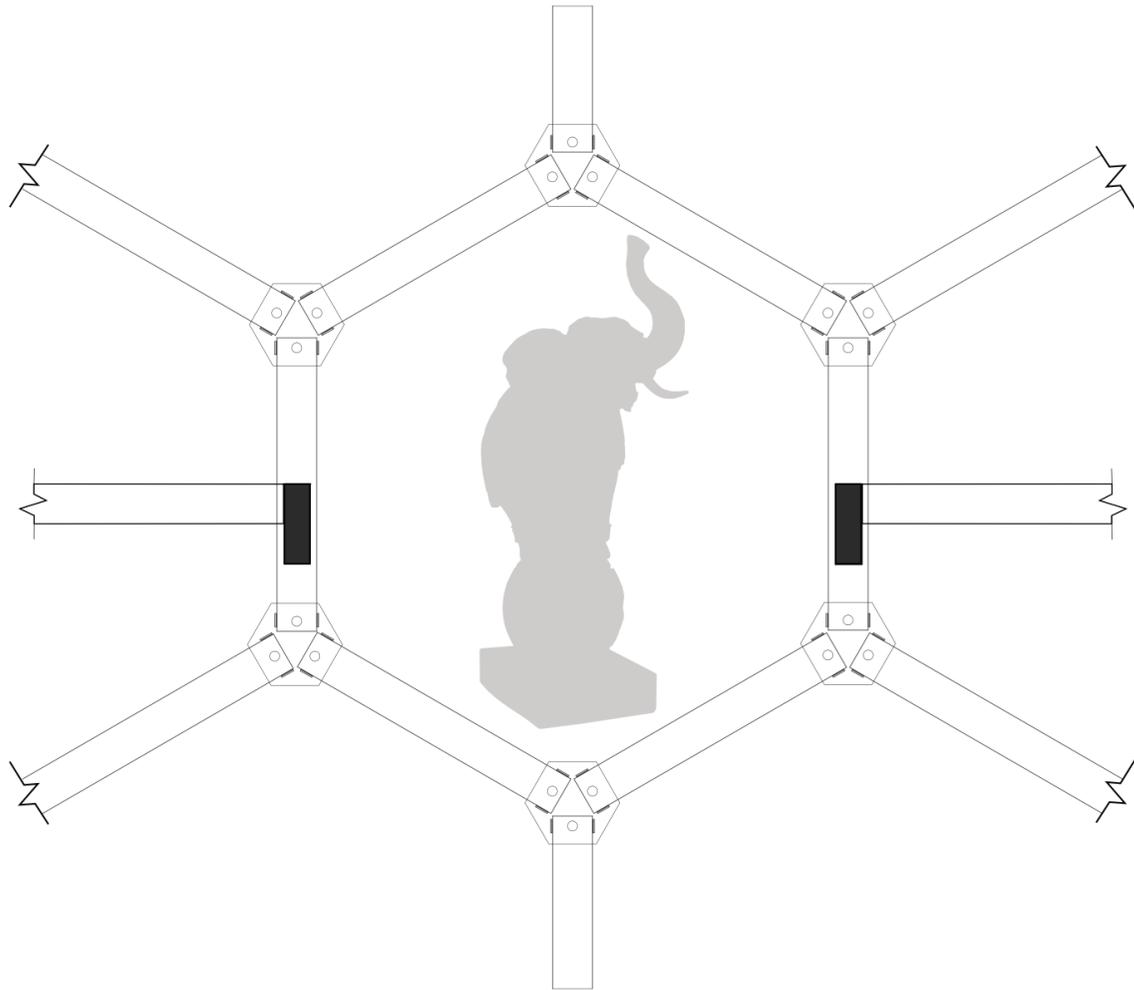


Table of Contents

Case Study : ■ A New Initiative for Bailey’s Crossroads 1
An Interdisciplinary Integrated Approach

- Bailey’s Crossroads : A Regional Concern 2
 - *Social Engagement through Connectivity*
- Bailey’s Crossroads : An Identity 3
 - *A Cultural/Historical Awakening*
- Bailey’s Crossroads : A Locality 5
 - *Connectivity-Cohesiveness-Choices*
- Bailey’s Crossroads : A Community 6
 - *A Transit Oriented, Pedestrian Friendly, Mixed-Use Env.*
- Bailey’s Crossroads : The Transit District 7
 - *A Community (Serving) Square*

■ Mixed-Use Complex
*Consolidation of
 Public and Private Life*

- Burying the Past 8
 - *Underground Parking / Storing*
- Embracing the Ground 9
 - *Engaging the Sidewalk + Arcades*
- Making a Public Enclave 10
 - *Colonnades vs. Tree Planting*
- The Dilemma of an Apartment Building 11
 - *Common Interest vs. Self-Expression*
- Mixed-Use Environment 12
 - *18 Hour presence*
 - *A Feeling of Safety*
- The Alternative to Sprawl 13
 - *Vertical New Suburban Housing*
 - *Converging Two Worlds*
- Structural Systems 15
 - *An Artisan’s Approach*
 - *A Layering of Forces and Materials*
 - *Scaled Physical Models*

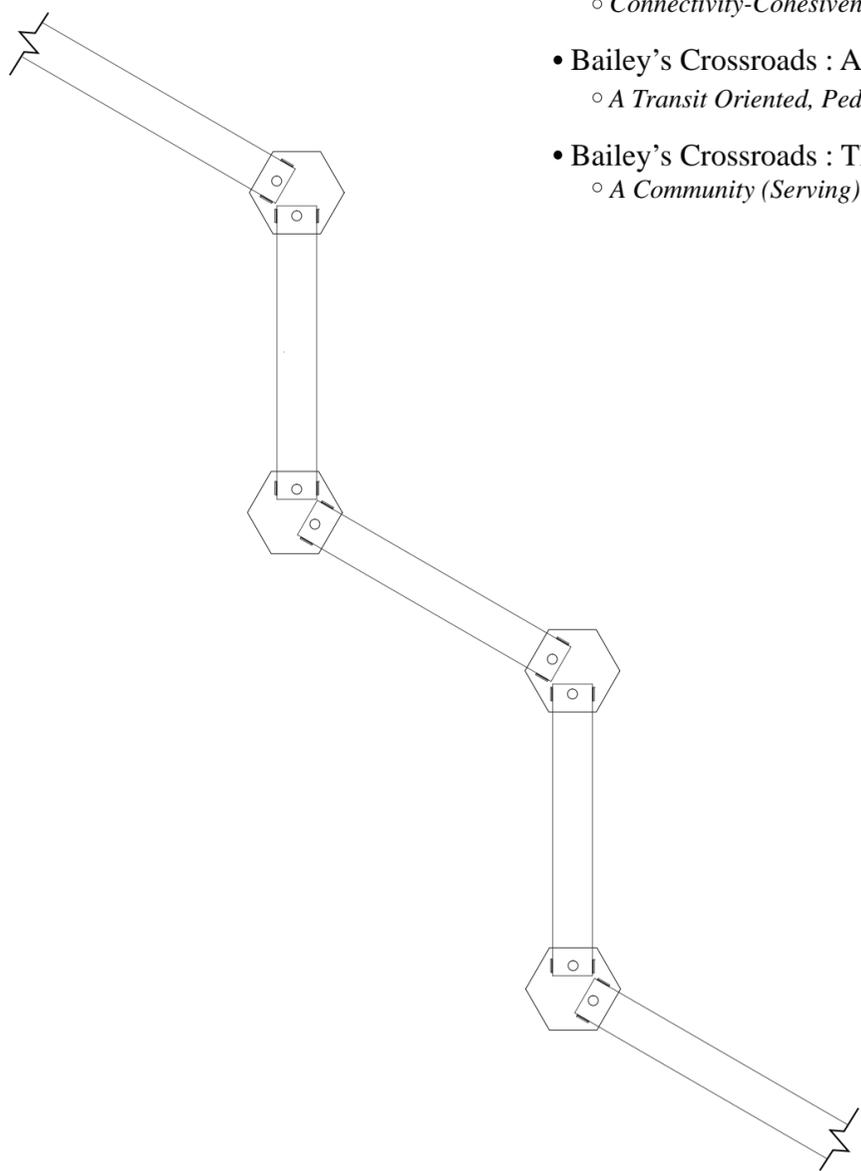


Table of Contents (Continued)

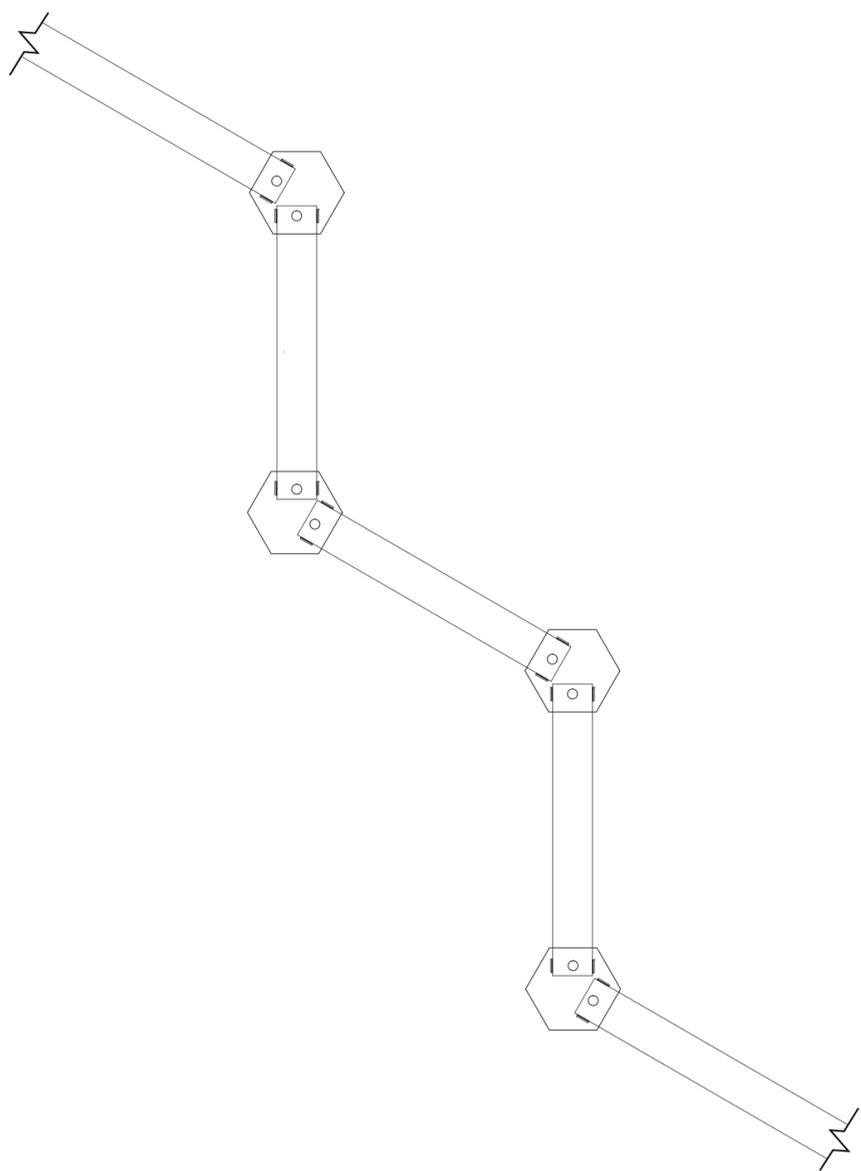
Precedent Study : ■ Documenting an Urban Environment 18
Shirlington, VA

- A Beautiful Fake Street 19
 - *The Village of Shirlington*
- Walking Through “The Village” 20
 - *Serial Vision*

Thesis Research : ■ General Historical Survey Vs. New Urbanism Assumptions 21
A Culturaly Informed Approach

- Ancient Civilizations 22
 - *Early Organic Behavior*
- Greek City States 23
 - *Democratic Expressions in Space*
- Roman Empire 24
 - *Early Beautification Patterns, Policy & Order*
- Middle Ages 25
 - *Vernacular/Organic Growth*
- Renaissance 26
 - *Advancement in Architecture & Idealism*
- The Neo-Traditional Premise 27
 - *Argument*
 - *Principles*
- The Issue of Suburbs 30
 - *The American Dream (Social Isolation)*
 - *Sprawl/Congestion*
- Common Ground 32
 - *Modernist Theories & Ideals*
 - *Implementations*
 - *Conclusion*

- List of Image Sources
- Bibliography



Case Study
Architecture & Urbanism

A New Initiative for Bailey's Crossroads
An Interdisciplinary Integrated Approach

1.



*Surface Parking,
Shopping Centers :
Sprawl*

Case Study
*(Transforming
3 Shopping Centers)*

**YOU
ARE HERE**

Columbia Pike

Leesburg Pike

Skyline

Fairfax, VA

2.

Bailey's Crossroads : A Regional Concern

Social Engagement through Connectivity

Baileys Crossroads As a Gateway

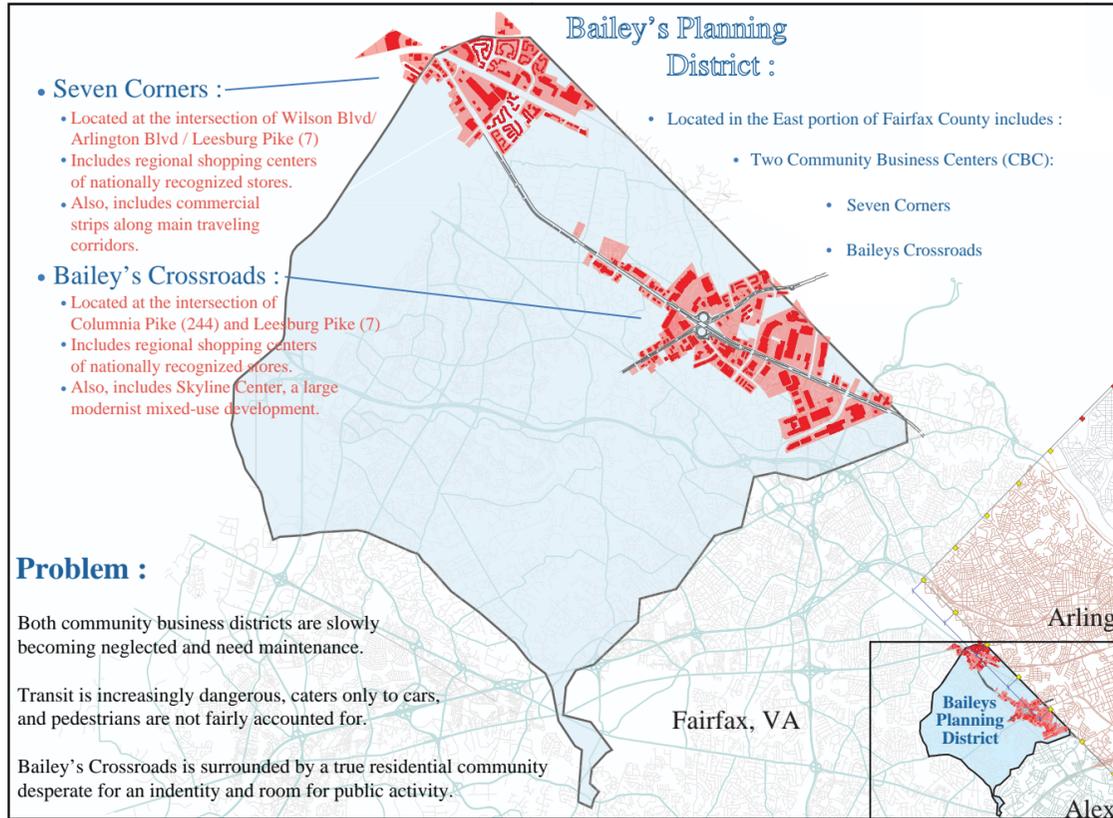
- DC to Fairfax Immigrants to USA
- The Community serves as a transition to Fairfax County from Arlington County & the City of Alexandria through route 244 & 7, respectively.



The Community Local Population

- There are 530 acres of commercial activity assembled around the intersection of Columbia Pike (244) and Leesburg Pike (7).
- The nearby population exceeds 35,000 people. This community is diverse ethnically, economically.
- Half of the population is foreign born.

Washington Plans Streetcars to Fill in the Gaps



Problem : There is not enough public life to sustain this district's population.

To elaborate : With a sea of surface of parking and sprawling detached single family homes, there is not enough public activity. This results in a shy population, that wants to become a socially engaged community. This case study takes part in these issues.

- A Streetcar route is proposed to run along Columbia Pike from the Pentagon in Arlington County to the Skyline Complex in Bailey's Crossroads.
- I suggest re-routing the Columbia Pike transit line to run from the Pentagon (already a major exchange station) to the local college; NVCC.
- I also suggest a second streetcar route along Leesburg Pike that runs from Old Town-King Street to Tysons Corner Central.
- Both transit lines will intersect at Bailey's Crossroads

As a concerned citizen, I believe that **individual growth** comes through **education**, and **social interaction**. Therefore, **transit** should do just that. **Provide access** to various institutions, and the **opportunity for people** that want and need each other, to find **each other** and **themselves**.

Bailey's Crossroads : An Identity

A Cultural/Historical Awakening



Bailey's son Lewis and his wife Mariah moved to the Maury House, located on the north-west corner of the crossroads. They turned this outdated residence into the notorious 101 room mansion, which later became a country resting place for Washingtonians. It reminded them of old country living. This idea illustrates a major driver for today's suburbs.



President Abraham Lincoln and several of his cabinet members reviewed 70,000 Union Troops. (Whitt, 1994, 39)

George F. Bailey, a nephew of Hachaliah, who was a part of the Zoological Institute sold the circus to P.T. Barnum.

James McGinnis Bailey, an orphan adopted by Frederick Bailey, had launched his own circus after the Civil War, before he merged with Barnum to create the Greatest Show on Earth, the P.T. Barnum and Bailey Circus.

Hachaliah builds the Elephant Hotel in Somers, New York. In front, he erected a 15-foot high granite statue of Old Bet.



A section of Fairfax County, today known as Arlington County, including portions of modern Alexandria, was given to the U.S. Government as part of District of Columbia. (Whitt, 1994, 12)

The Federal Government returned the land south of the Potomac River to Virginia as Alexandria County; Later becoming Arlington & the City of Alexandria. (Whitt, 1994, 12)

On December 19, Hachaliah bought 526 acres of land around the crossroads (Whitt, 1994, 18)

1800 The Federal Government constructs Columbia Pike. (Whitt, 1994, 18)

Hachaliah Bailey purchased America's first elephant, from a sea captain, and named her Old Bet. He, then, toured it and charged people admission.

Placement of forty boundary markers for the District of Columbia was begun, the first at Jones' Point. The second stone to be placed, designated stone #6 marked 5 miles was one-half mile from Baileys Crossroads at a point exactly south-west from the White House site. (Whitt, 1994, 13)

President George Washington chose the present site of the District of Columbia. He may have recalled, that this site has been used for generations by numerous indian tribes as their meeting place for councils. This annual gathering was festive with games, feats of skill, and pageantry. (Whitt, 1994, 13)

By this time, merchantile life has generated a network of county roads connecting plantations to the port at newly chartered Alexandria City (Whitt,1994, 11)

Since the population became big enough, land was taken from Prince William and Stafford Counties to form Fairfax County. (Whitt, 1994, 10)

1664 Great Hunting Creek and Four Mile Run were major water sources, that flowed from the headlands in Bailey's Crossroads-Seven Corners. Consequently, some of the area was under cultivation for tobacco. These lands and others became known as Upper Potomac of Stafford County. (Whitt, 1994, 10)

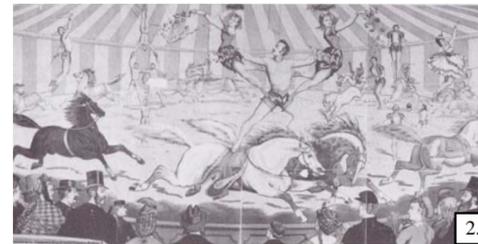


Bailey's Crossroads : An Identity

A Cultural/Historical Awakening



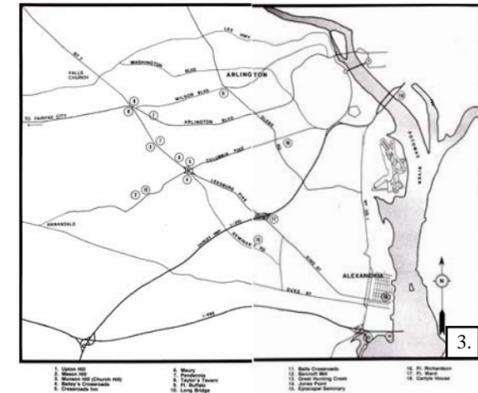
All over the Washington metropolitan area, cities and neighborhood take after notorious Americans. Some were long term land owners, and some had made great accomplishments. These communities inherited their identities. Although, the baileys were both landowners and accomplished people, very few people make the connection between Baileys Crossroads and the famous P.T. Barnum and Bailey Circus.



“Fascinating folklore included tales of indians, circuses, and Civil War skirmishes. The most memorable, was the surprising tale of Old Bet. Hachaliah took his elephant on trips into Virginia and exhibited America’s first elephant for 10 cents a head. Then, he was able to acquire other animals, advertise and grow his circus. It was believed, that Old Bet’s skin was too thick for a bullet to penetrate. A young boy dared to test the rumor:

Old Bet died.”
(Whitt, 1994, 16)

“Realizing the need for a country place for animal training and a winter resort in the Washington area, Hachaliah bought 526 acres around the crossroads of Leesburg pike and Columbia Pike.” (Whitt, 1994, 18)



“Northern Virginia, today, is as much a part of the district of Columbia as it is a part of the State of Virginia. The area’s economy and population are linked to the nation’s capital.” (Whitt, 1994, 1)



“With the rise of the automobile in the 20th century, Washingtonians began to acquire homes in Virginia.”
(Whitt, 1994, 1)

1920s

1925

“With the end of World War II, major suburban development began to flourish. For Federal employees and military families thinking of some easy way to access the Pentagon or Washington, Northern Virginia provided the answer.” (Whitt, 1994, 2)

1945

1950

The last member of the Bailey family lived in the area until 1955.

1955

1975

This advertisement was published in the Fairfax Journal.

1978

2000

“Northern Virginia was engaged primarily in agriculture. Its communities were mostly occupied with providing farm and dairy products to markets in the city of Alexandria and Washington.”
(Whitt, 1994, 1)

“In the 1800s and early 1900s, they were increased visits by residents of Washington to enjoy that which Northern Virginia still retained, the ambience best described as: “clean country living.”
(Whitt, 1994, 1)



4.

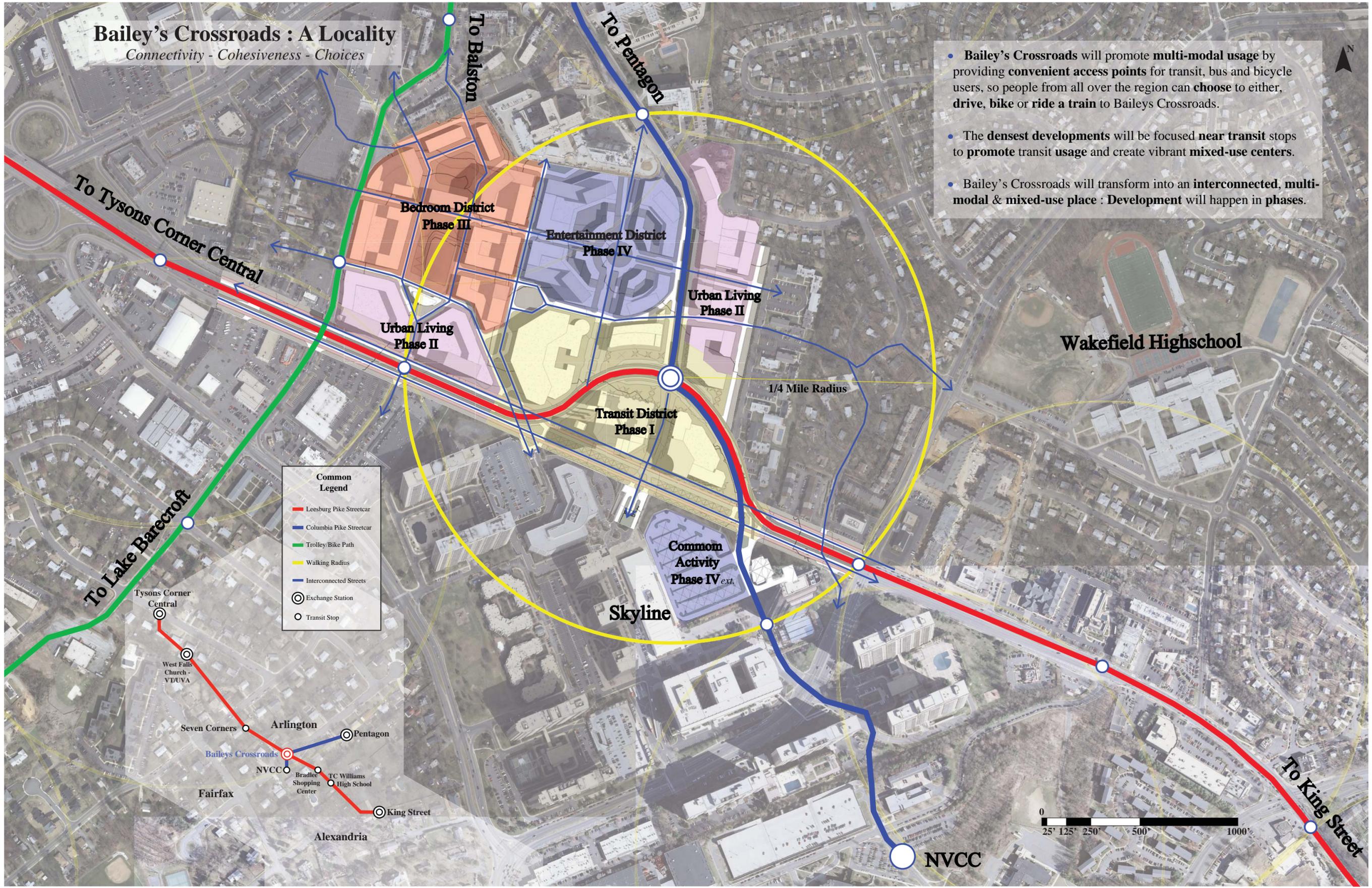


5.

Today, **Bailey’s Crossroads** is overshadowed by the **Skyline** development. One of the biggest mixed-use developments, that include the tallest buildings. Therefore, it is our responsibility to develop a **sizeable environment**, that will strive to **acknowledge** Bailey’s Crossroads’ **history, culture, locality and people.**

Bailey's Crossroads : A Locality
Connectivity - Cohesiveness - Choices

- Bailey's Crossroads will promote **multi-modal usage** by providing **convenient access points** for transit, bus and bicycle users, so people from all over the region can **choose** to either, **drive, bike or ride a train** to Baileys Crossroads.
- The **densest developments** will be focused **near transit stops** to **promote transit usage** and create vibrant **mixed-use centers**.
- Bailey's Crossroads will transform into an **interconnected, multi-modal & mixed-use place** : **Development will happen in phases**.



Common Legend

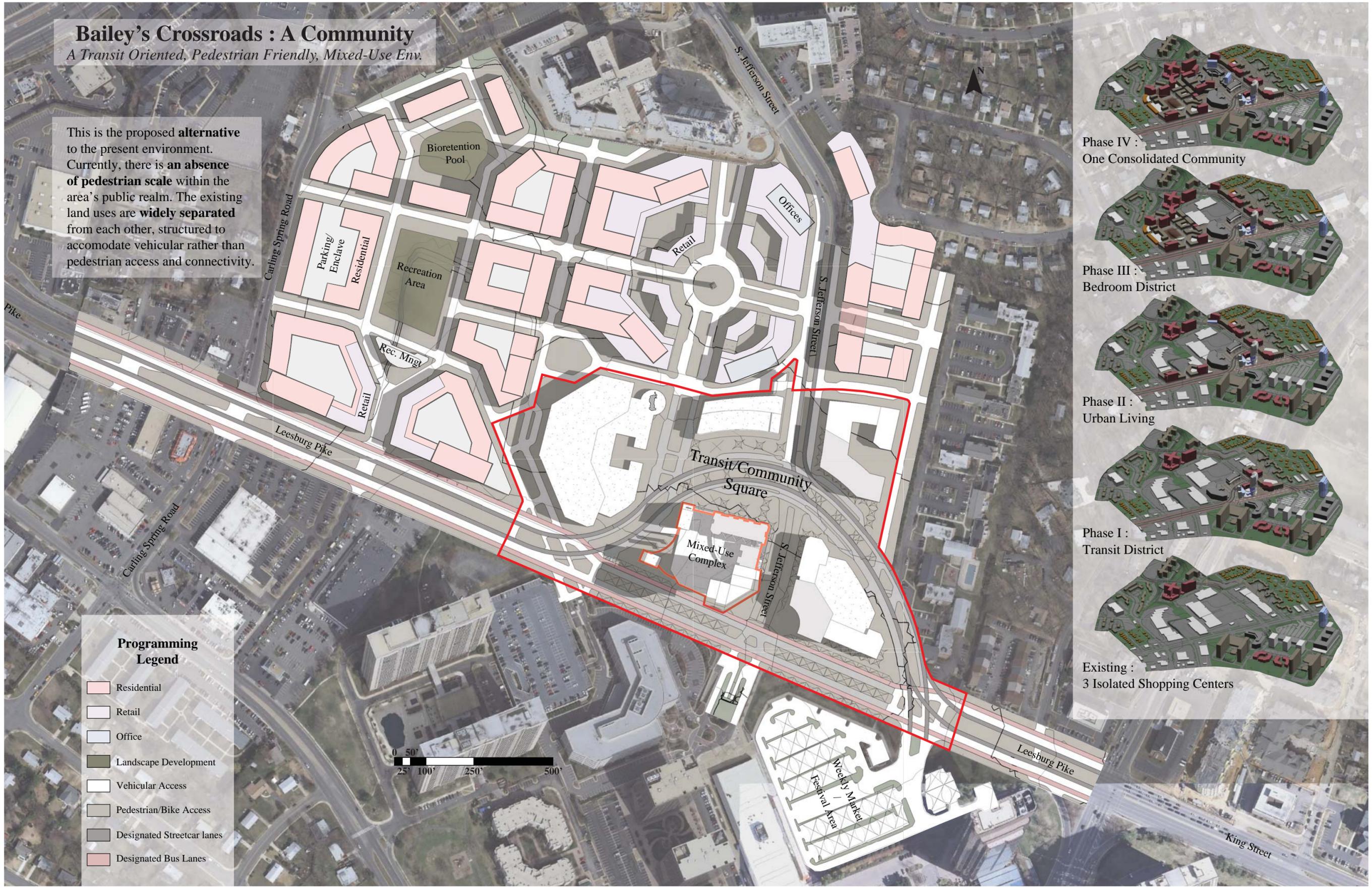
- Leesburg Pike Streetcar
- Columbia Pike Streetcar
- Trolley/Bike Path
- Walking Radius
- Interconnected Streets
- Exchange Station
- Transit Stop



Bailey's Crossroads : A Community

A Transit Oriented, Pedestrian Friendly, Mixed-Use Env.

This is the proposed **alternative** to the present environment. Currently, there is an **absence of pedestrian scale** within the area's public realm. The existing land uses are **widely separated** from each other, structured to accommodate vehicular rather than pedestrian access and connectivity.



Programming Legend

- Residential
- Retail
- Office
- Landscape Development
- Vehicular Access
- Pedestrian/Bike Access
- Designated Streetcar lanes
- Designated Bus Lanes

Phase IV :
One Consolidated Community

Phase III :
Bedroom District

Phase II :
Urban Living

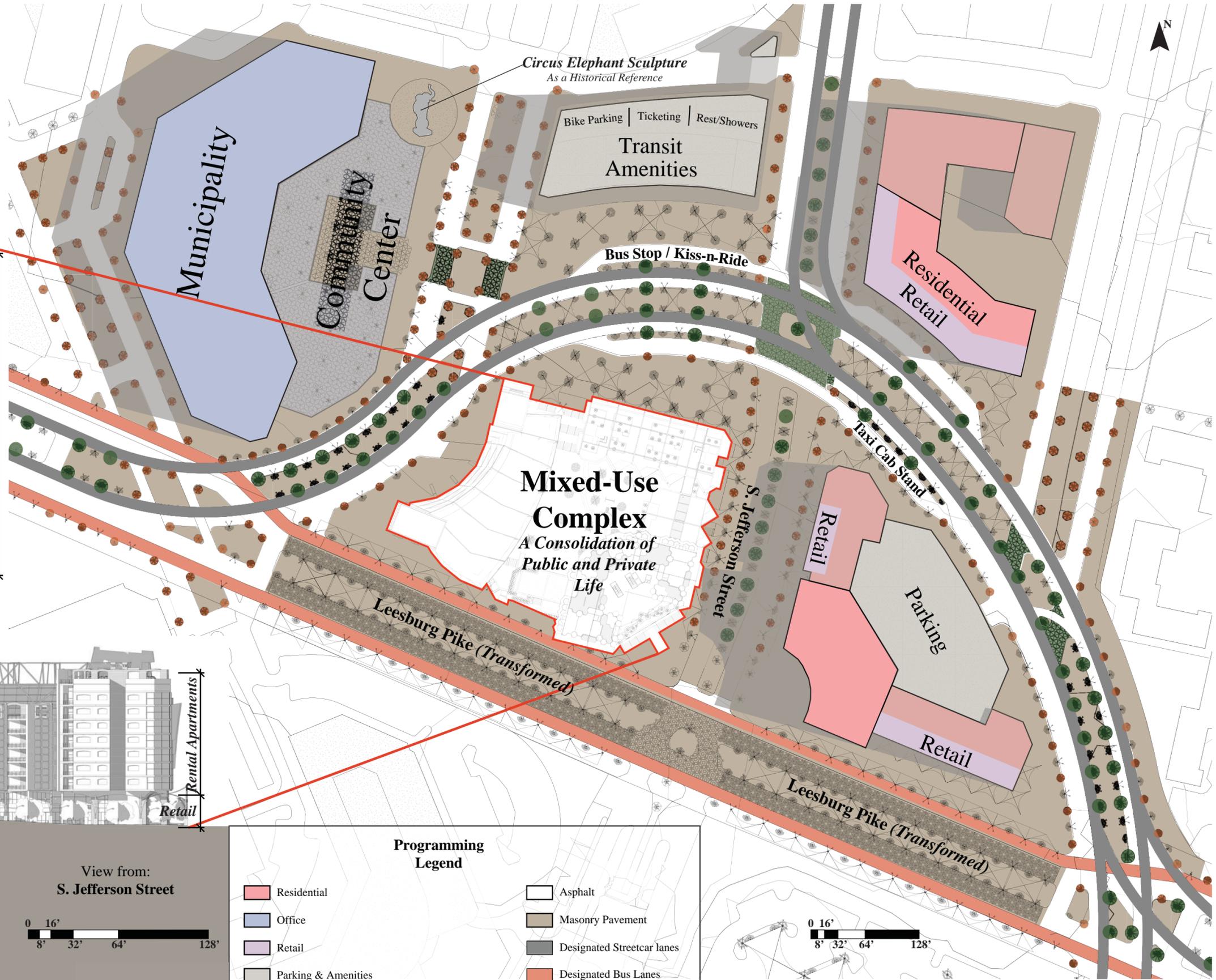
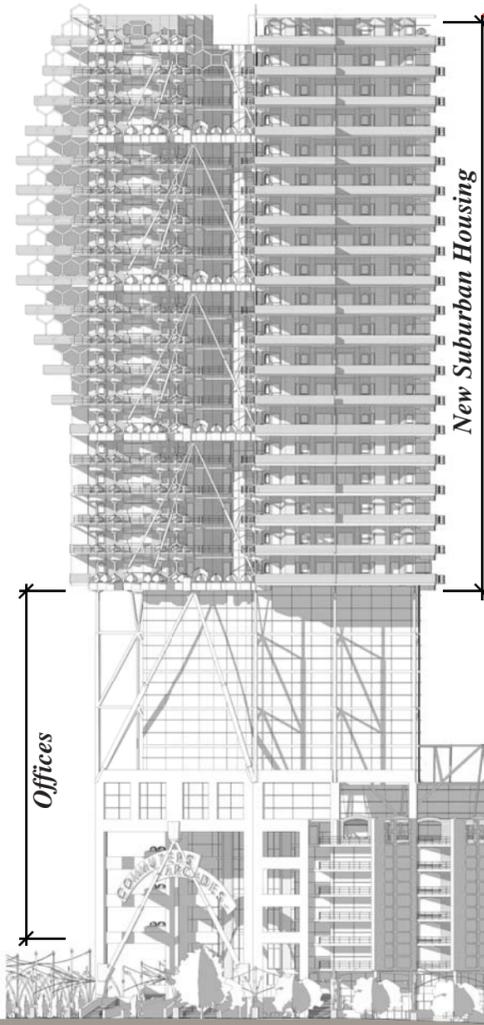
Phase I :
Transit District

Existing :
3 Isolated Shopping Centers

Bailey's Crossroads : The Transit District

A Community (Serving) Square

"Bring people together and they create a collective surplus of enjoyment; bring buildings together and collectively they can give visual pleasure none can give separately." (Cullen, 2009, 7)



"The difference in meaning between bigness and towering is the measure of the relationship." (Cullen, 2009, 7)

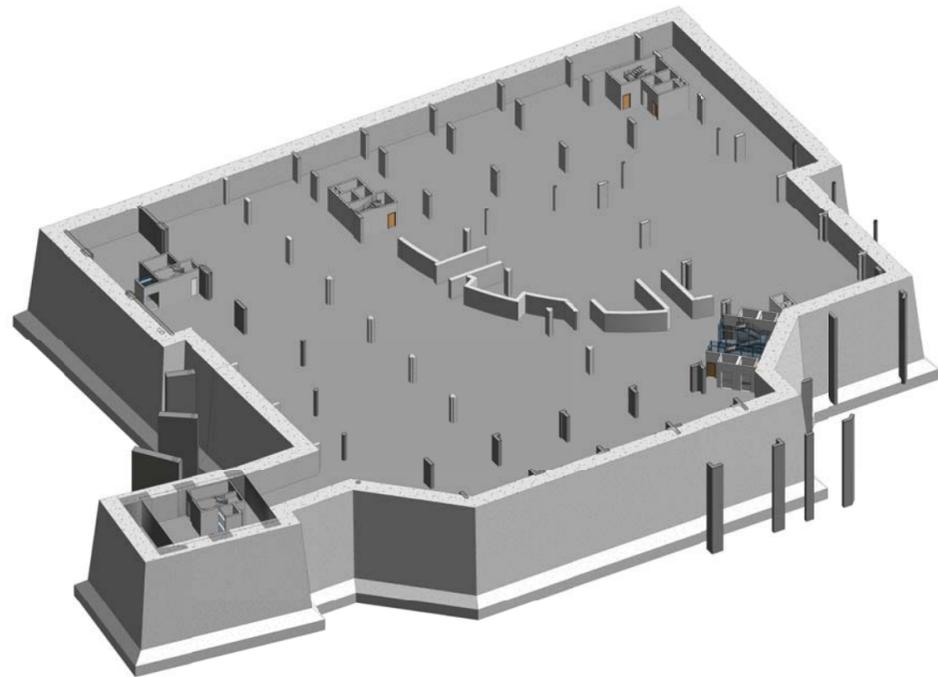
View from:
S. Jefferson Street



Programming Legend

- | | |
|---|--|
| Residential | Asphalt |
| Office | Masonry Pavement |
| Retail | Designated Streetcar lanes |
| Parking & Amenities | Designated Bus Lanes |

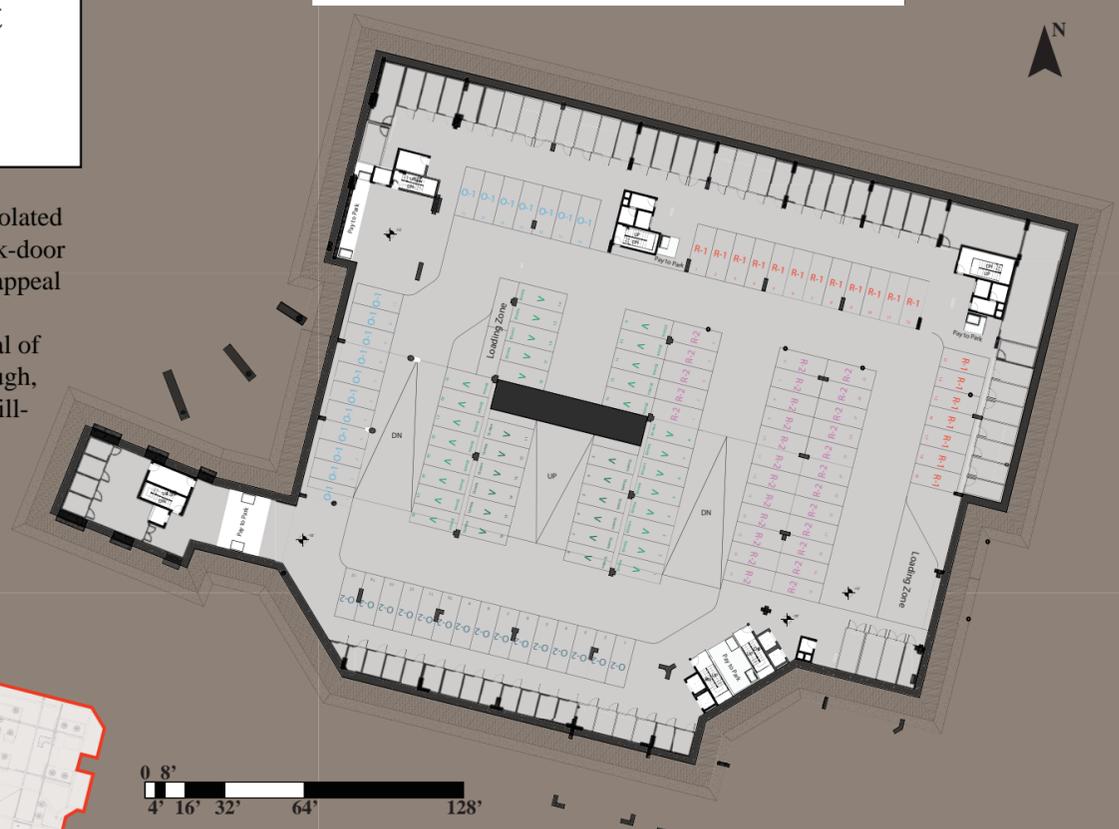




Burying The Past
*Underground
 Parking/Storing*

Vast layouts of surface parking, isolated warehouses, and over-exposed back-door driveways constantly destroy the appeal of our suburban landscapes. In this proposal, I suggest a burial of an unsustainable pattern. Although, this kind of initiative might be ill-advised as a general rule. It is an attempt to raise consciousness and seek a sensitive streetscape.

Substituting for Free-Parking



Parking Layout - ELEV (-10')

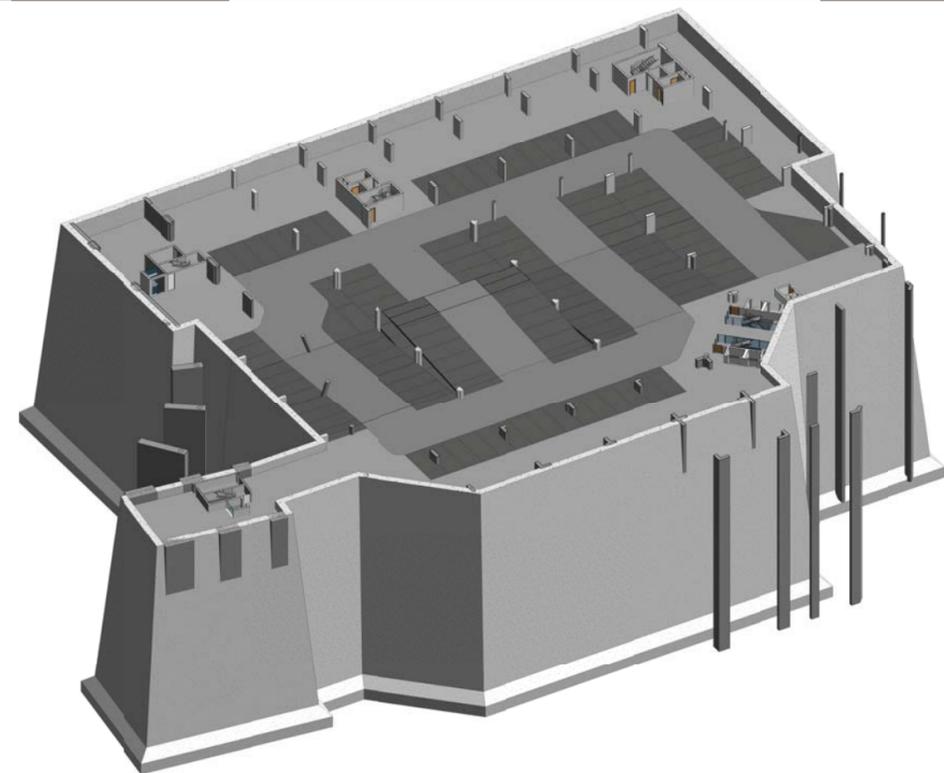


Storing/Hiding/Saving & Safely Gathering

**Mixed-Use
 Complex**
*A Consolidation of
 Public and Private
 Life*



WareHouse - ELEV (-60')



Embracing The Ground

Engaging the Sidewalk + Arcades

Sidewalk and building relationships are usually zoned and coded. Building structure rarely relates to street furniture. Respect of the sidewalk is usually measured in feet. In this proposal, I have engaged the sidewalk and the building in a give and take relationship. The building speaks to the sidewalk through arcades, staircases and negative spaces. The sidewalk speaks back by respecting the building structure, by laying out posts and furniture within the same grid. In addition, parking is in the background of the scene, in order to allow for optimum sidewalk and building conversation.

Possession in Movement & Occupation



Mixed-Use Complex
A Consolidation of Public and Private Life

Ground Level - ELEV +0'

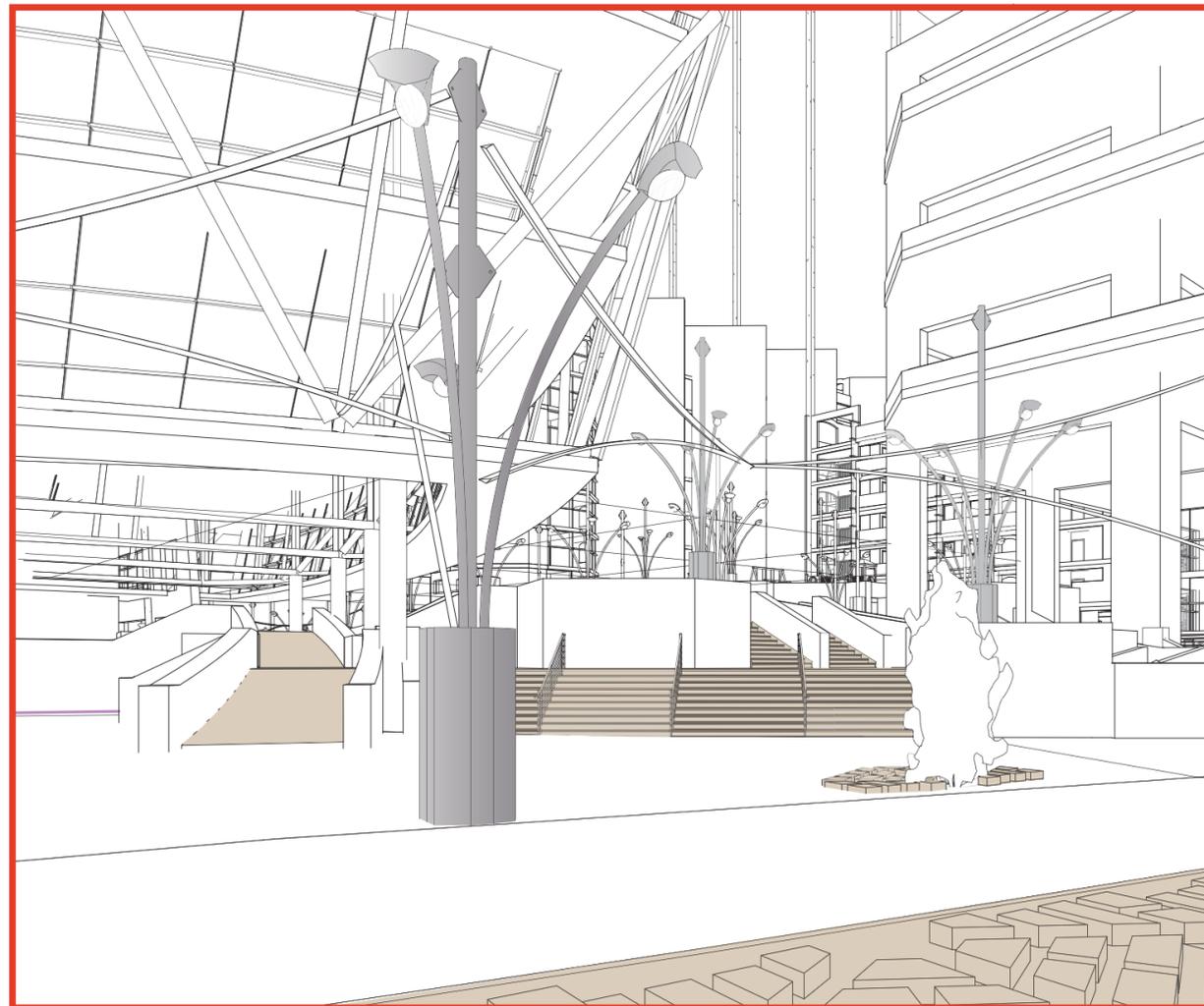
Making a Public Enclave

Colonnade vs. Tree Planting

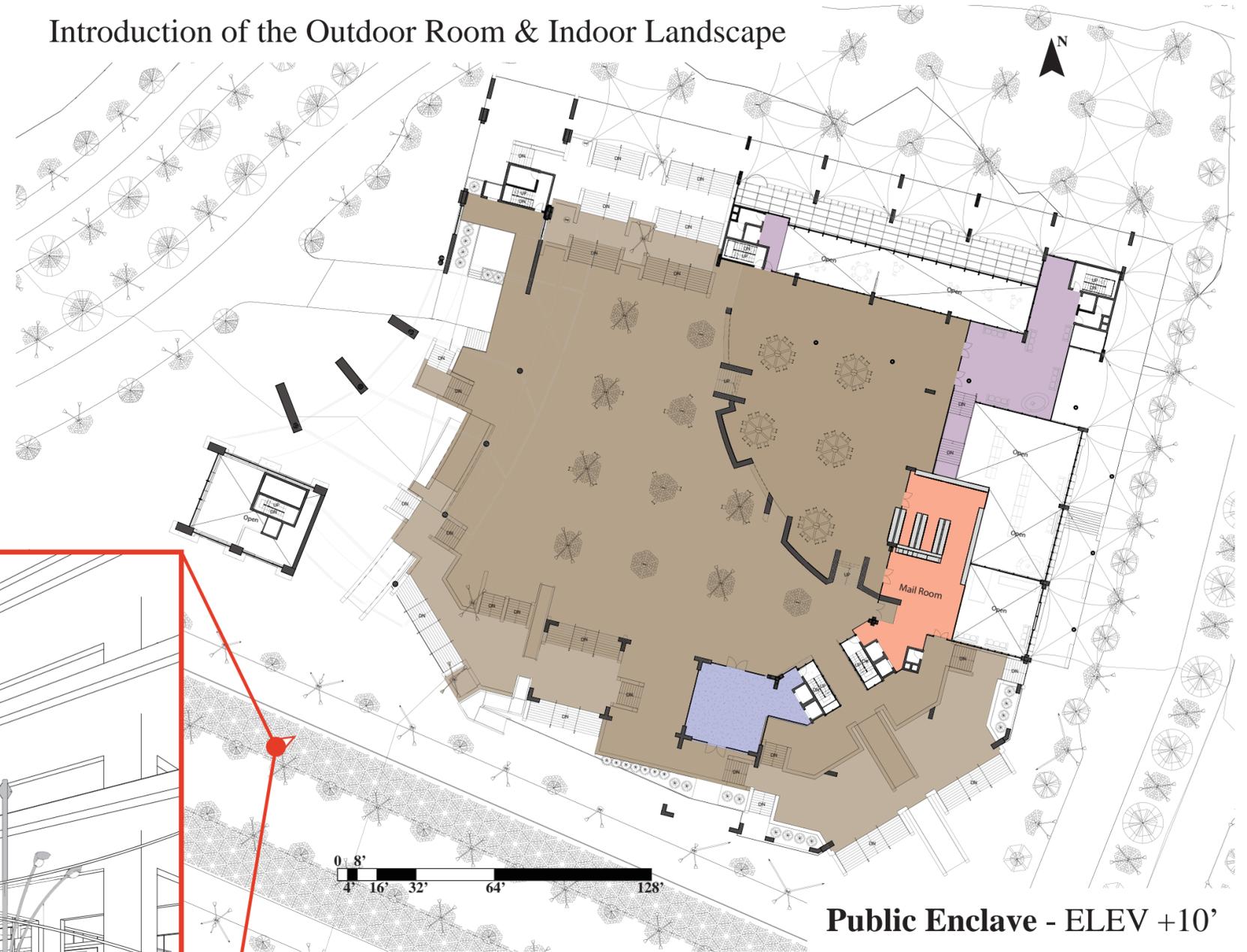
As the most ancient method of street beautification, **colonnades** of street lighting/canvas tent posts are used to help divide the space and help guide the passerby into our **Public Enclave**.

In addition, these posts are placed in line with our buildings structure grid and in coordination with strategically **placed pavements** and **staircases**.

Along with the mixed-use surrounding program, this might just generate a successful **Public Place**.



Introduction of the Outdoor Room & Indoor Landscape



Public Enclave - ELEV +10'

Programing Legend		
 Residential Amenities	 Public Enclave	 Multi-Functional Posts
 Office Lobby	 Outdoor Room	 Strategic Pavement
 Retail Access		

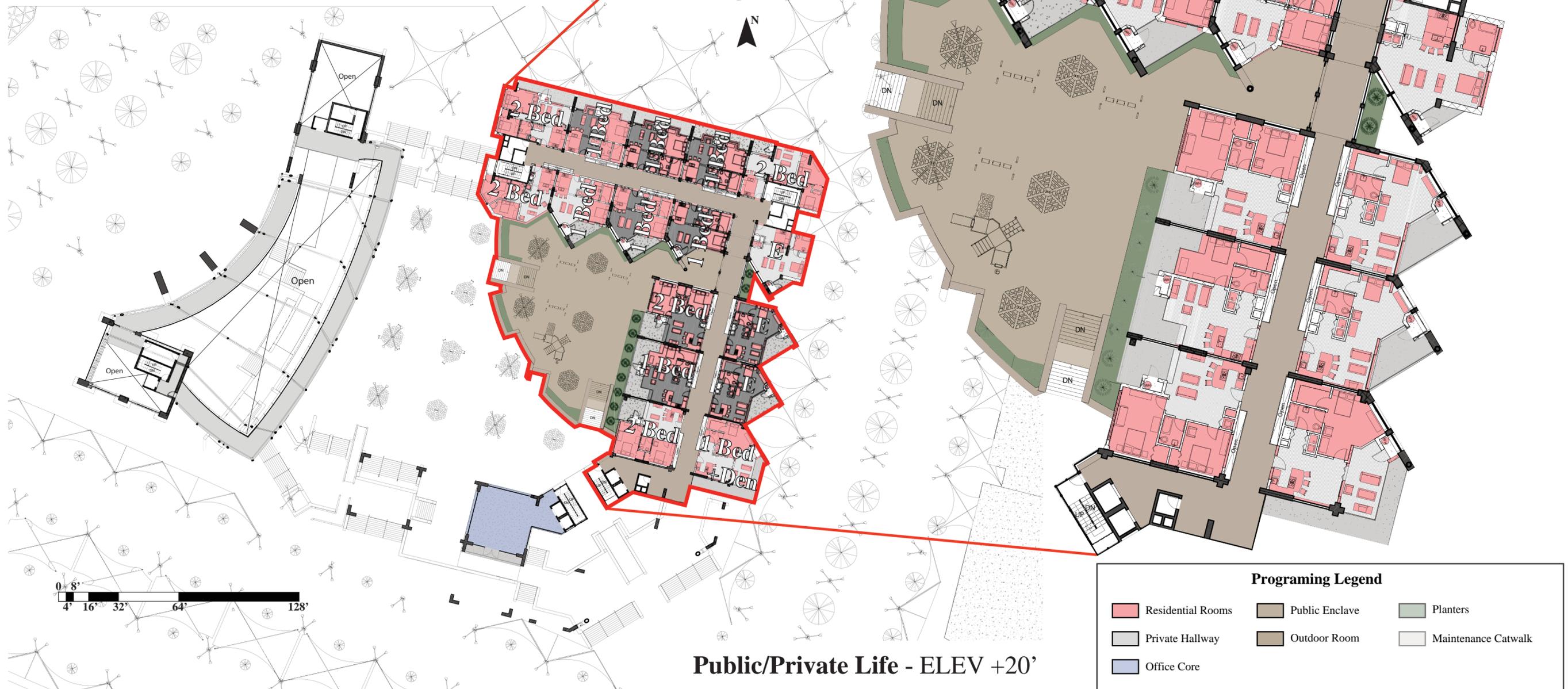
The Dilemma of an Apartment Building

Common Interest vs. self-expression

What is the greatest disadvantage in living in an apartment building? Is it the tragedy that you have to live in a standard unit designed for you? Is it that your stay is conditional? The truth is that you are a contributor to a common whole.

Unity and commonality thrive over individuality. You are now part of a greater wealth that is not accessible to any one individual. A common that is built, managed, and shared for and by YOU.

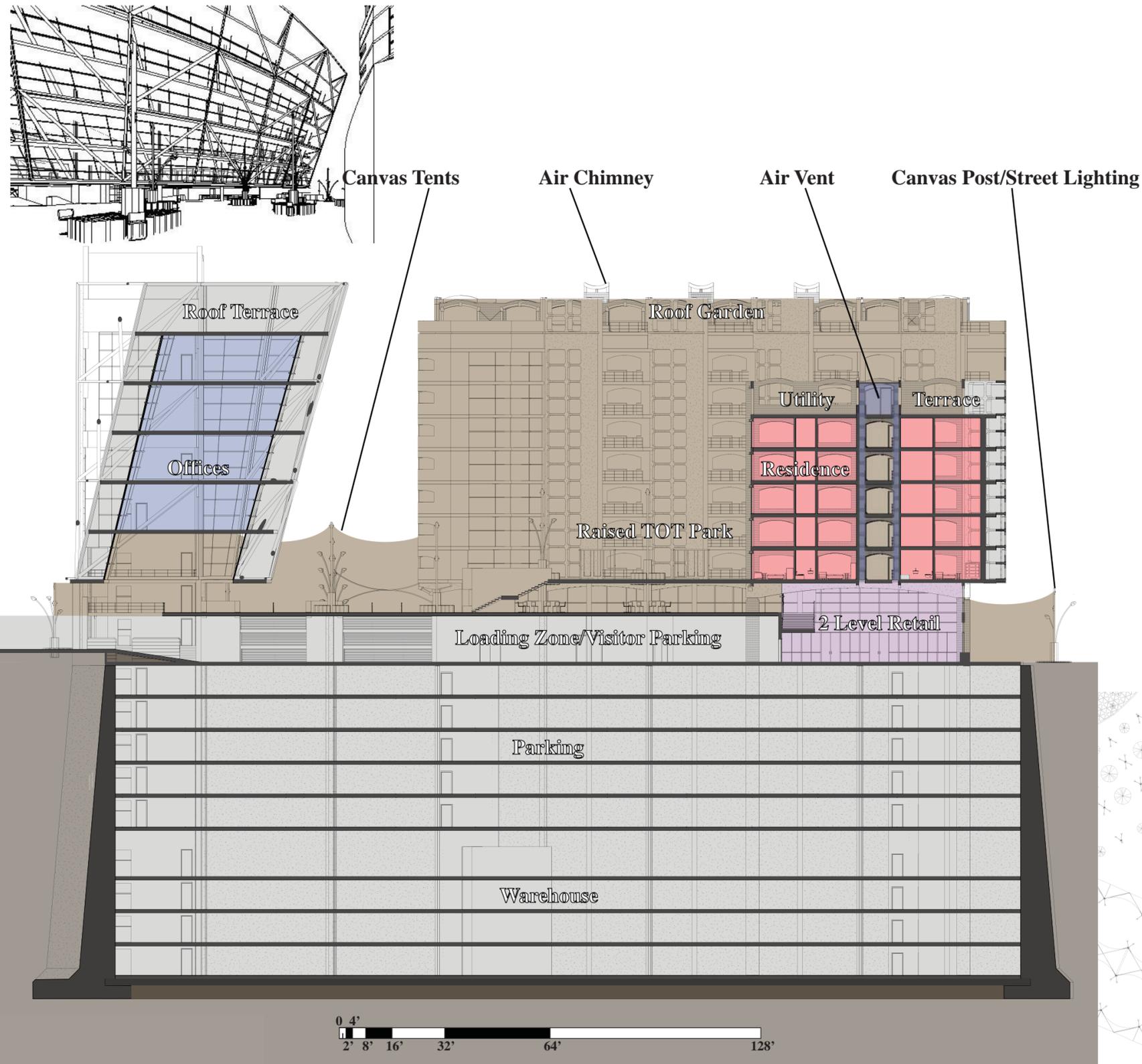
Raised Tot Park, Residences & Offices Catwalk



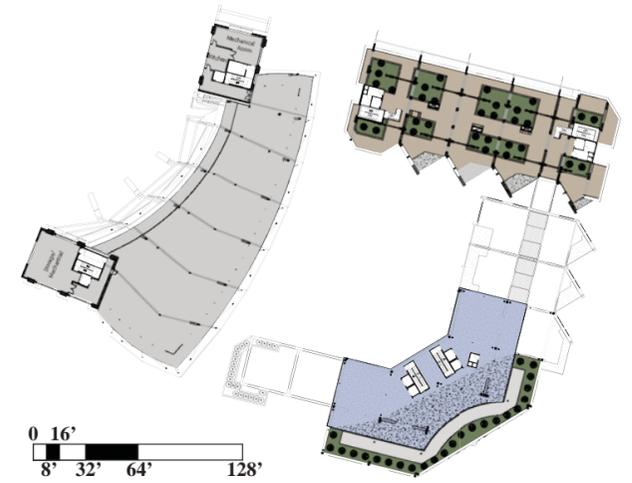
Public/Private Life - ELEV +20'

Mixed-Use Environment

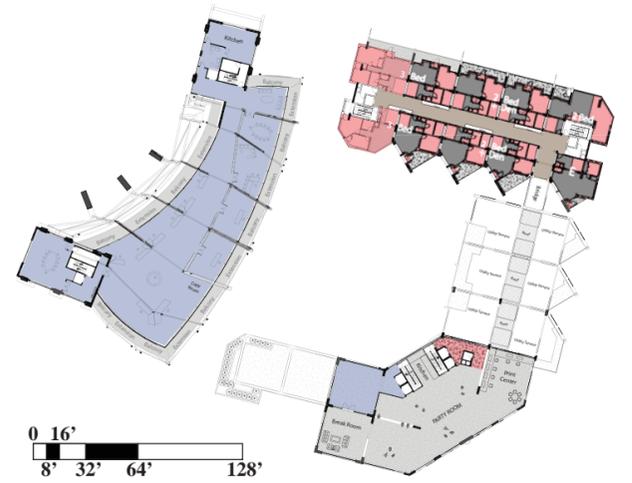
18 Hour Presence



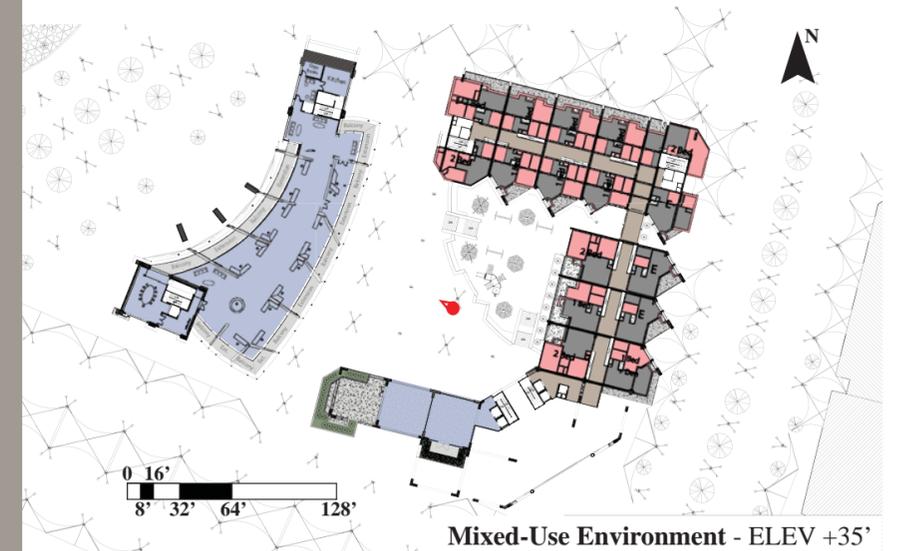
Roof Gardens & Offices



Second Level of Street and Shyness - ELEV +95'



Shyness and Exclusivity - ELEV +80'



Mixed-Use Environment - ELEV +35'

The Alternative to Suburban Sprawl

Vertical New Suburban Housing

The American Dream, promoted after World War II, promised Americans a house, a car, a lawn, a good spouse and three kids. This has led to the development of vast arrays of mini-mansions; an impression of the good life. All lead to road congestion, unsustainable reliance on cars, and large unsociable groups living in large bedroom communities.

This proposal provides for all these promises. In addition, I have consolidated these dream units into one unified structure. With an average of four housing units per floor, 5 floors sharing a common frontyard bay, suburban individuals will want to be slightly more social, use shared amenities that they could not afford on their own, and have immediate access to transit.

Vertical Suburbs - Full Southern Exposure

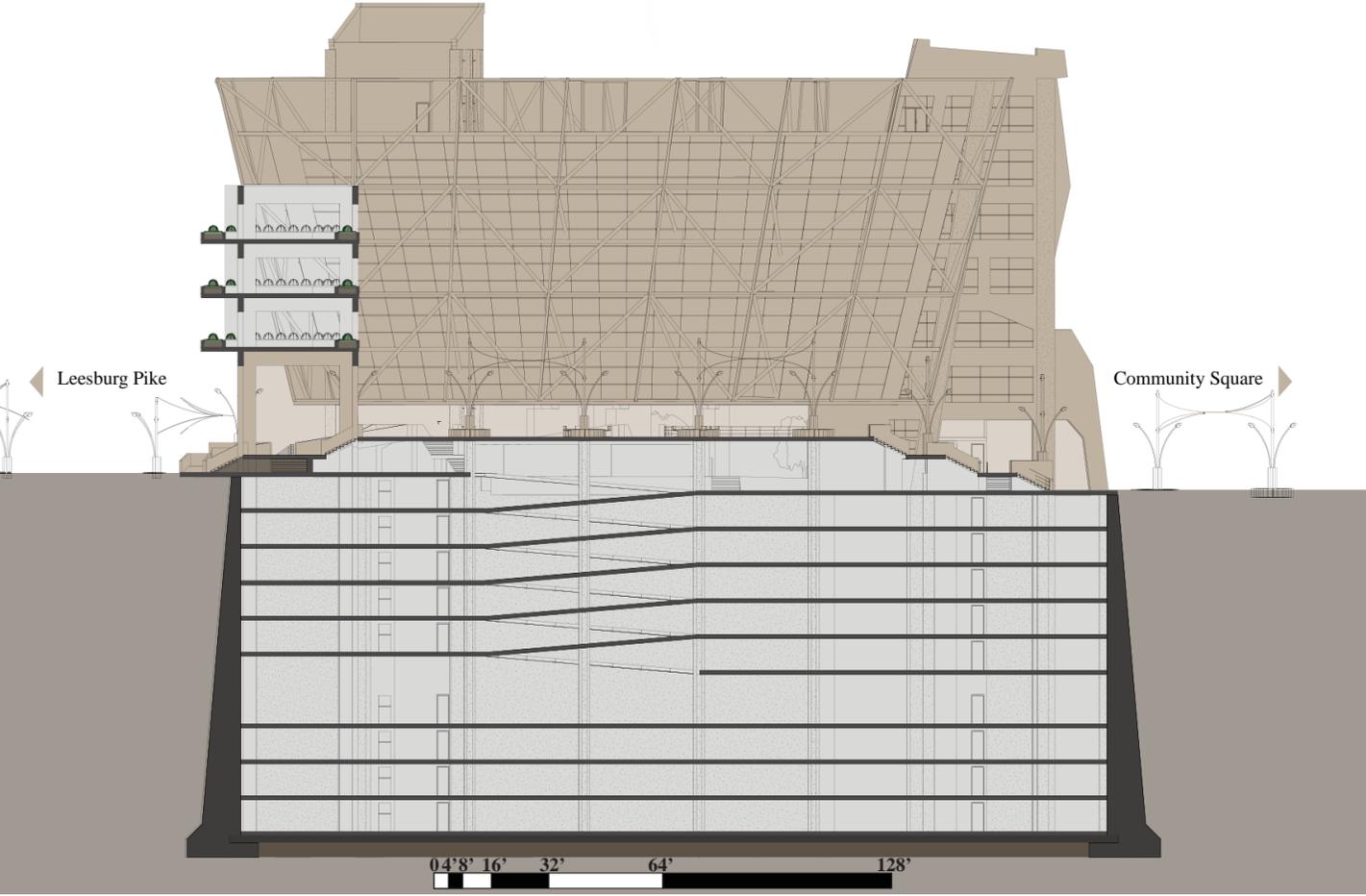
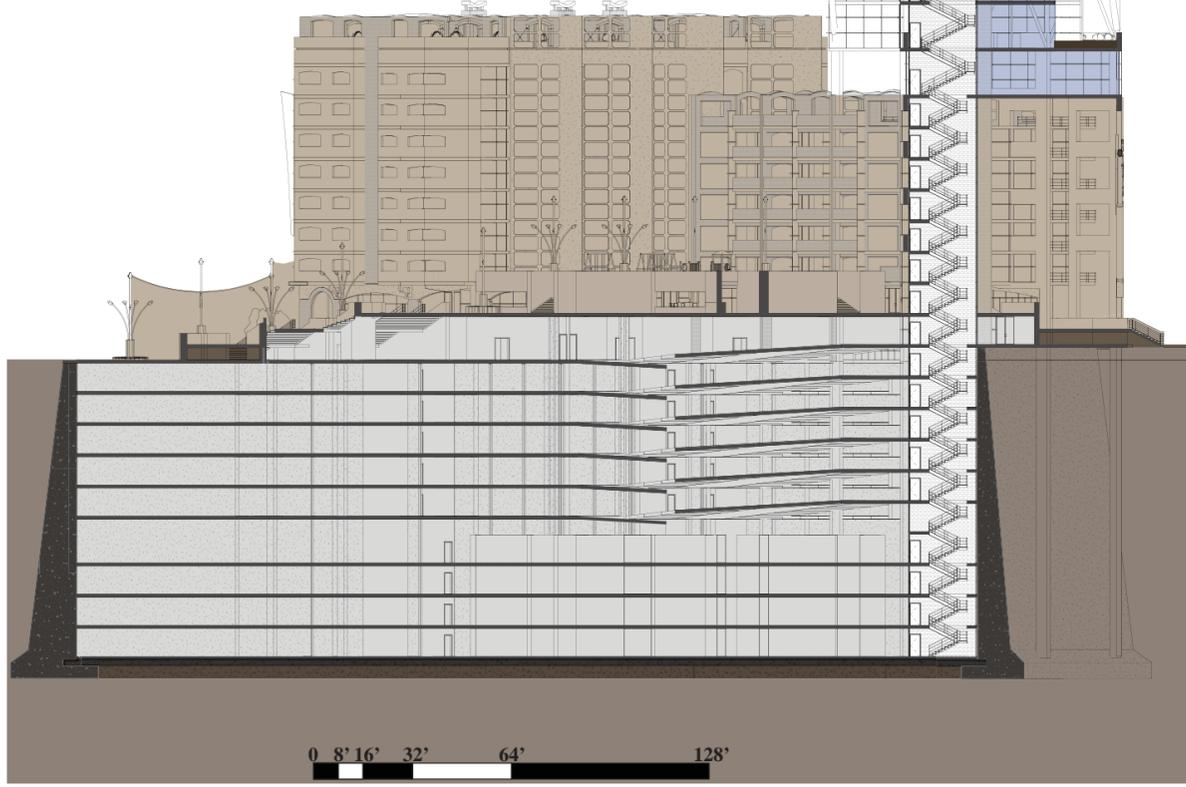
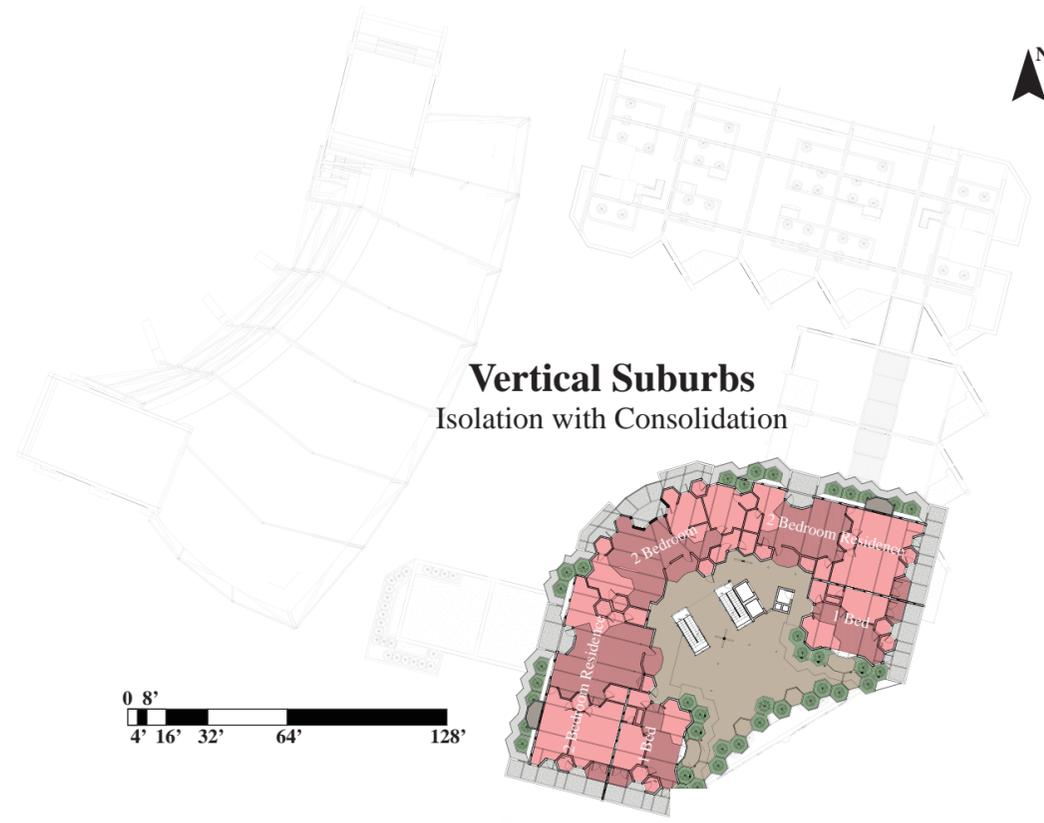
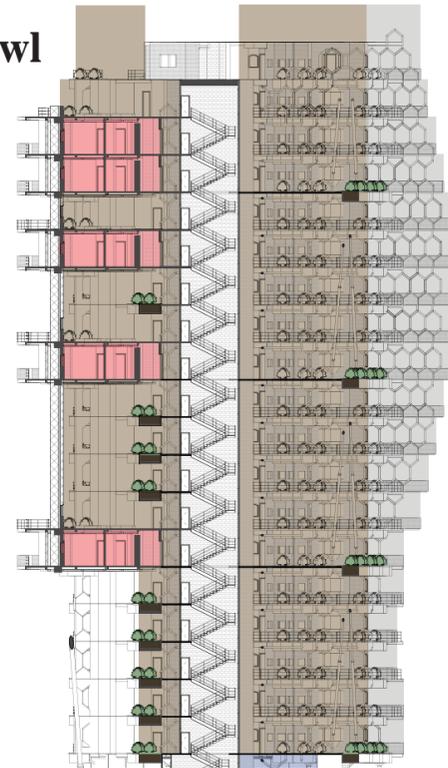


The Experiment - ELEV +175'

The Alternative to Suburban Sprawl

Converging Two Worlds

The new suburban life is integrated in a mixed-use complex that displays a functioning public enclave. Therefore, this previously segregated and isolated population will benefit of the best of both worlds. A rich urban life that embraces the ground and an isolated tower of private residences, that is desperate for an identity and a need for self-expression. All are now accounted for.

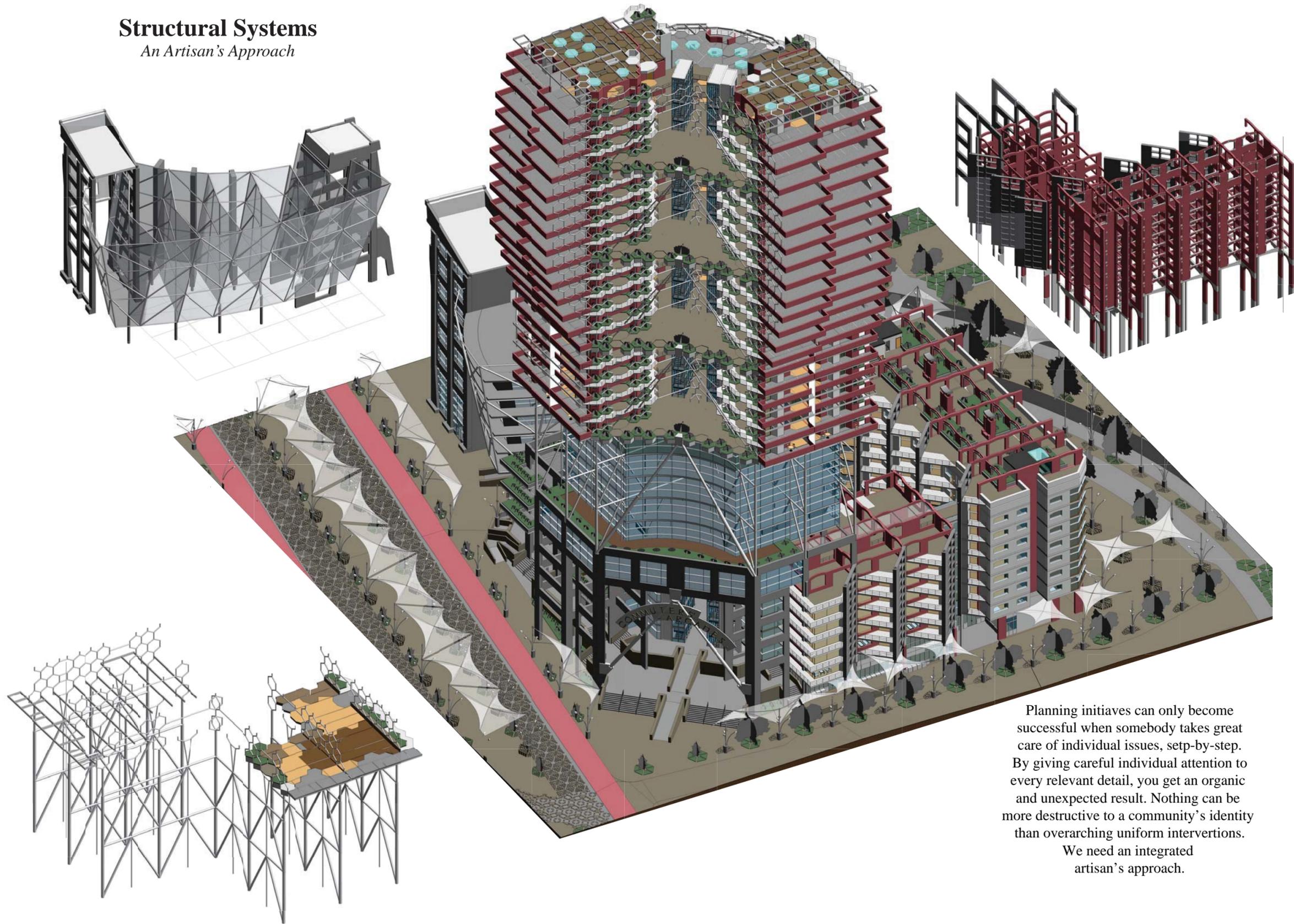


0 8' 16' 32' 64' 128'

0 4' 8' 16' 32' 64' 128'

Structural Systems

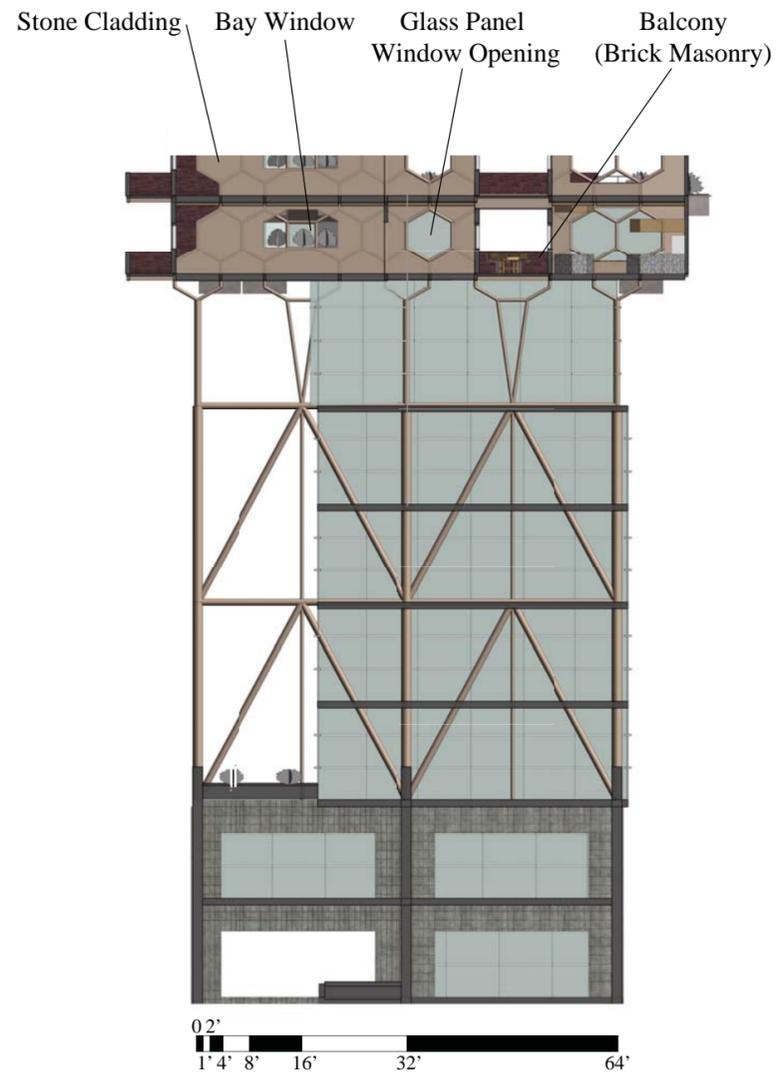
An Artisan's Approach



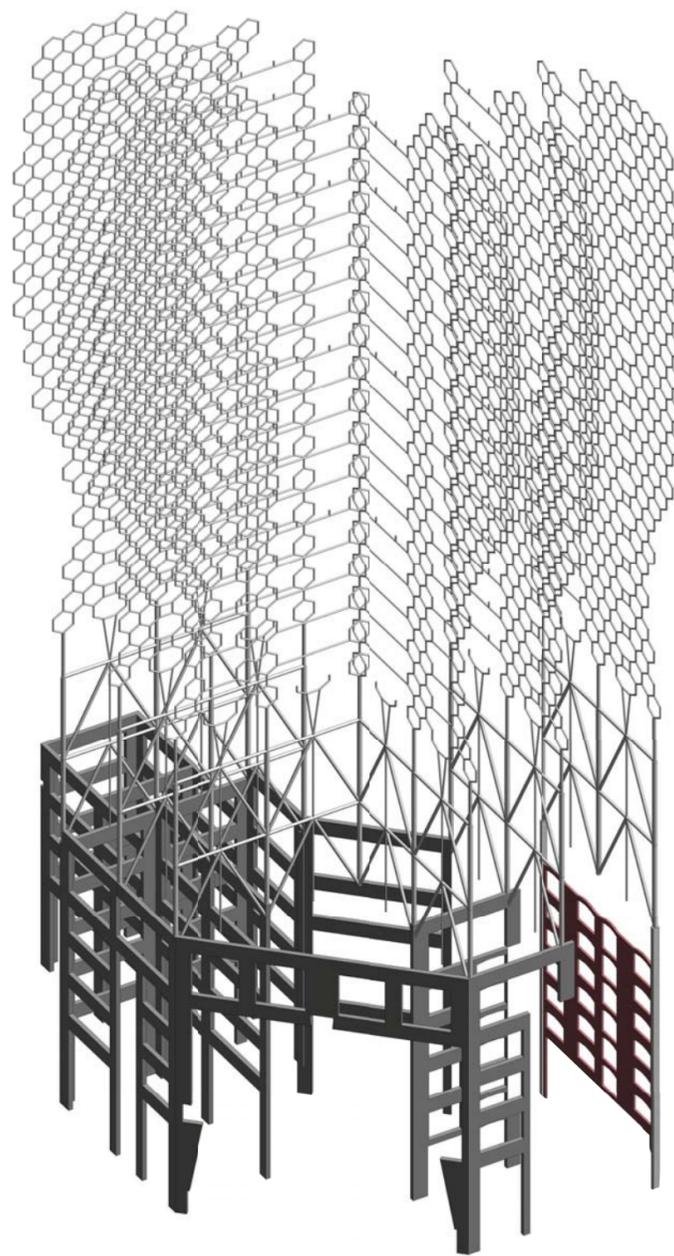
Planning initiatives can only become successful when somebody takes great care of individual issues, setp-by-step. By giving careful individual attention to every relevant detail, you get an organic and unexpected result. Nothing can be more destructive to a community's identity than overarching uniform interventions. We need an integrated artisan's approach.

Structural Systems

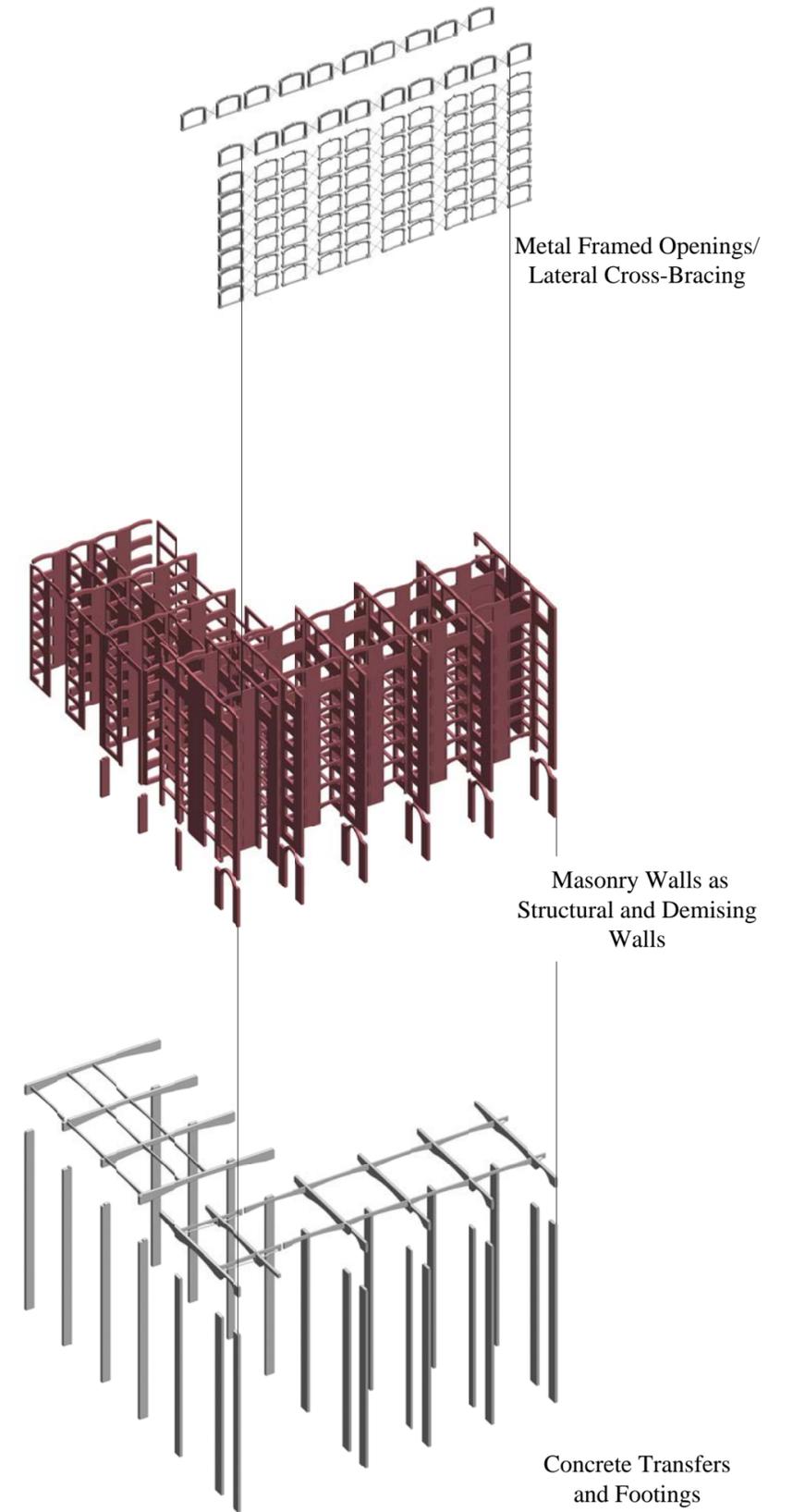
A Layering of Forces and Materials



Section Detail



Modular Steel Structure on Masonry Walls (Structured Growth)



Structural Systems

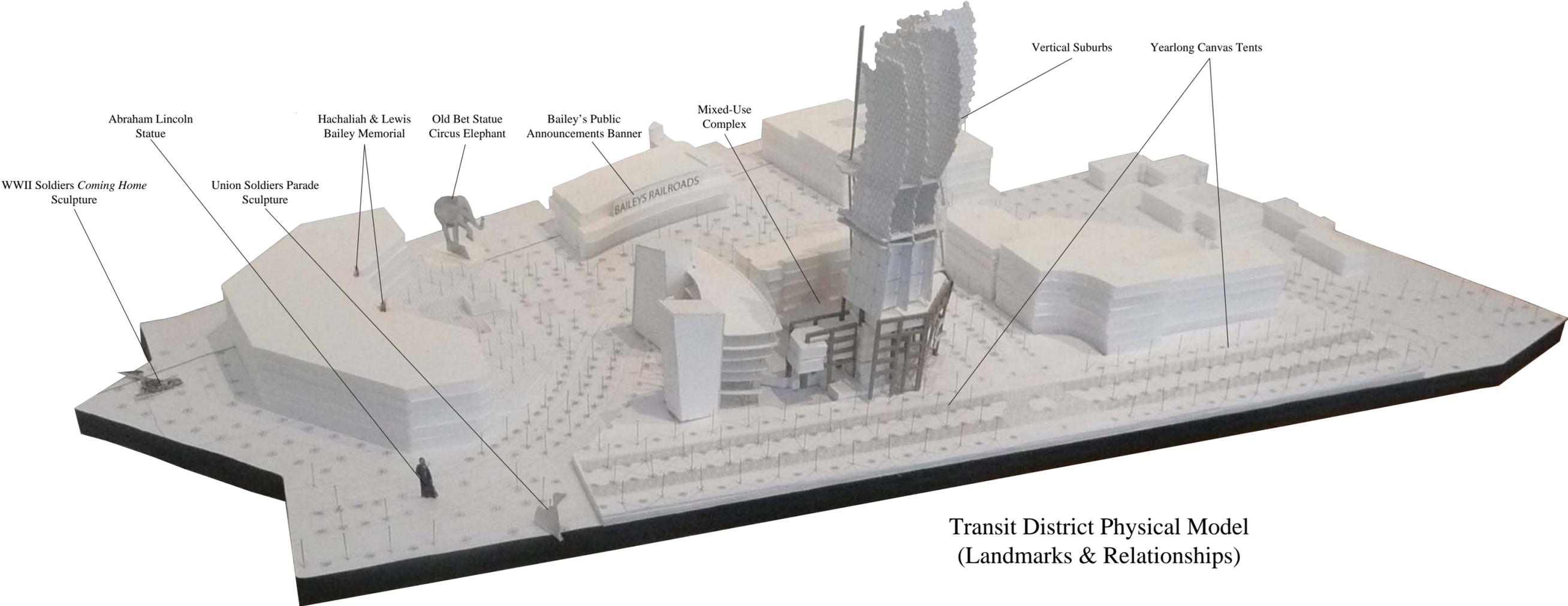
Scaled Physical Models



Cladding Detail



Structural Detail Model

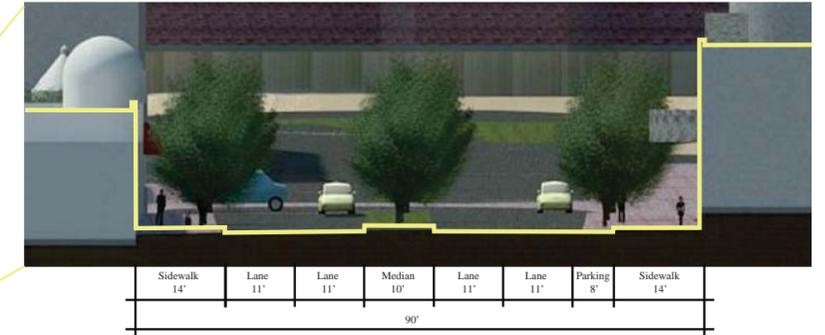
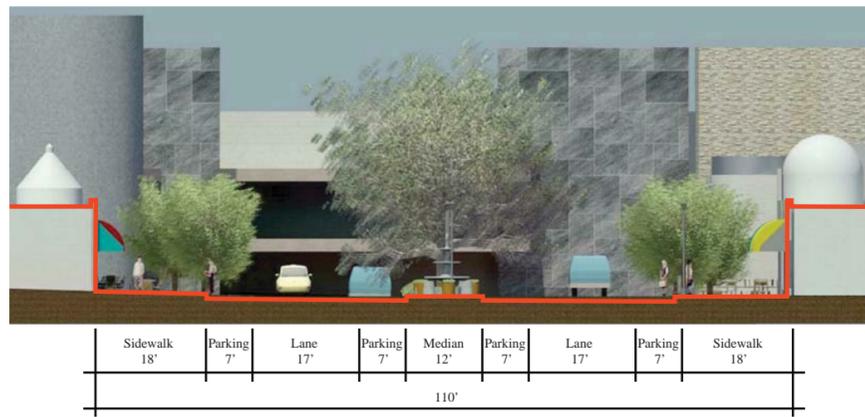


Transit District Physical Model
(Landmarks & Relationships)

Precedent Study :
Architecture & Urbanism

**Documenting
an Urban Environment**
Shirlington, VA

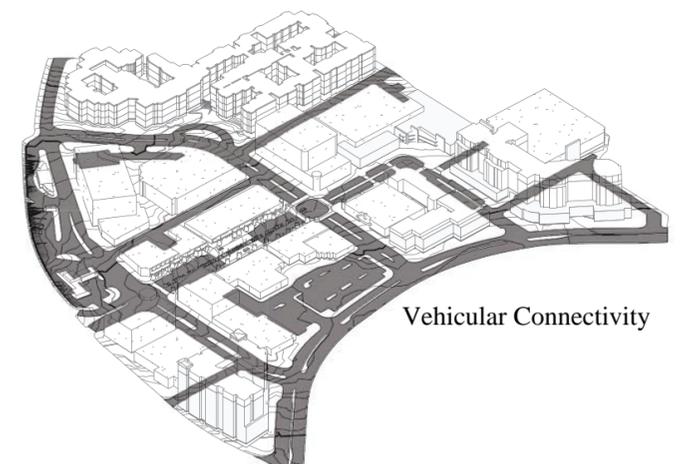
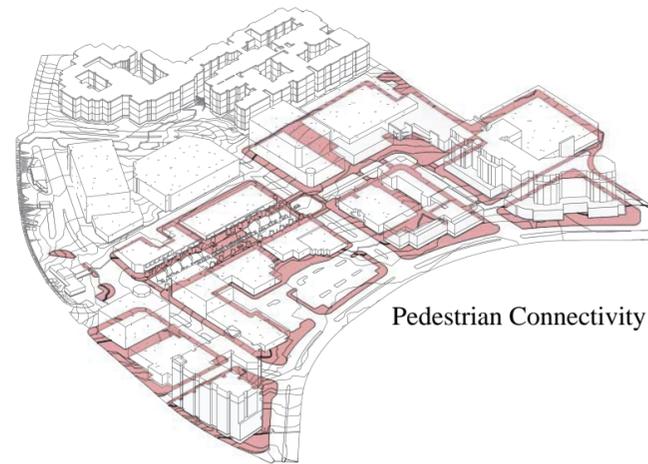
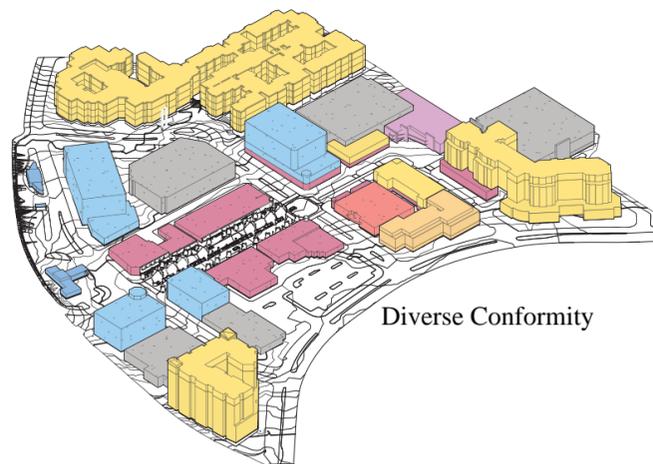
Campbell Ave



S Quincy St



A real pedestrian environment provides people with the opportunity to engage in recreation and participate in communal activity. In a pragmatic sense, it becomes a place that delivers services, presents amenities and is accessible by common transit.



“None of the elements isolated above exist in isolation in the real case. Districts are structured with nodes, defined by edges, penetrated by paths and sprinkled with landmarks” (Lynch, 1960, 48-49)

A Beautiful Fake Street

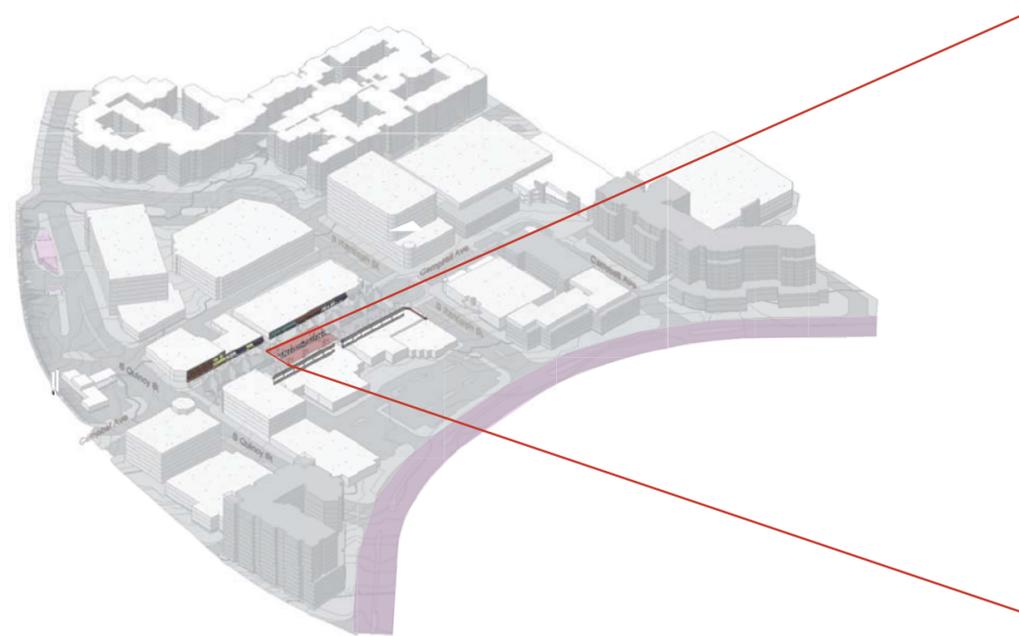
The Village of Shirlington

Although the idea of offsetting parking in the back in order to generate a public place, is a highly appreciated gesture, there is a no true purpose for gathering.

In my opinion, the architectural effort should have been focused on S Arlington Mill Dr (highlighted in purple), where cars and people are already found in movement, or at the transit that is a purposeful occupiable space.



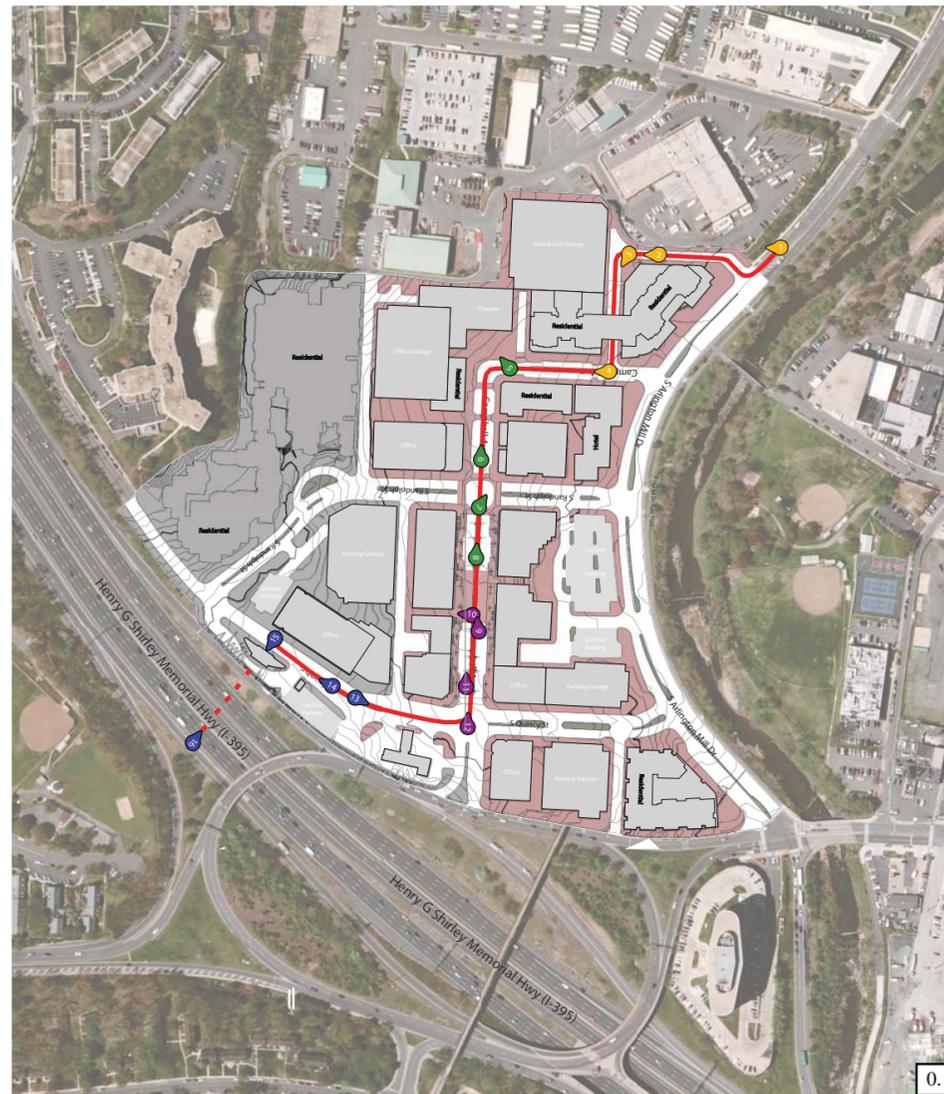
A Fake Street, indeed, because “the outdoors is not just a display of individual works of architecture like pictures in a gallery, it is an environment for the complete human being, who can claim it either statically or in movement”. (Cullen, 2009, 28)



Walking Through "The Village"

"Serial Vision" (Cullen, 2009, 17)

Path and Positions



Here & There



Closed Vista & Deflection



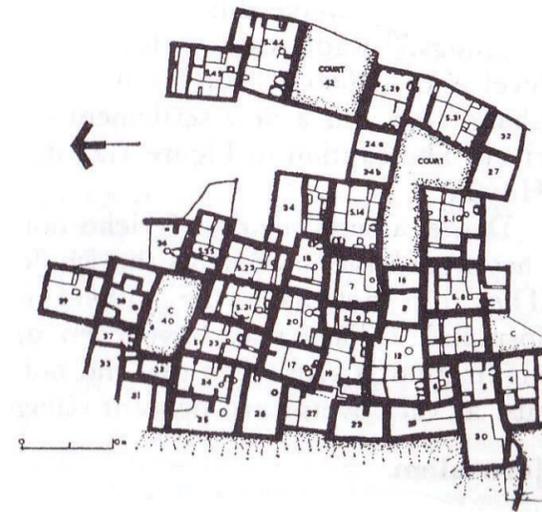
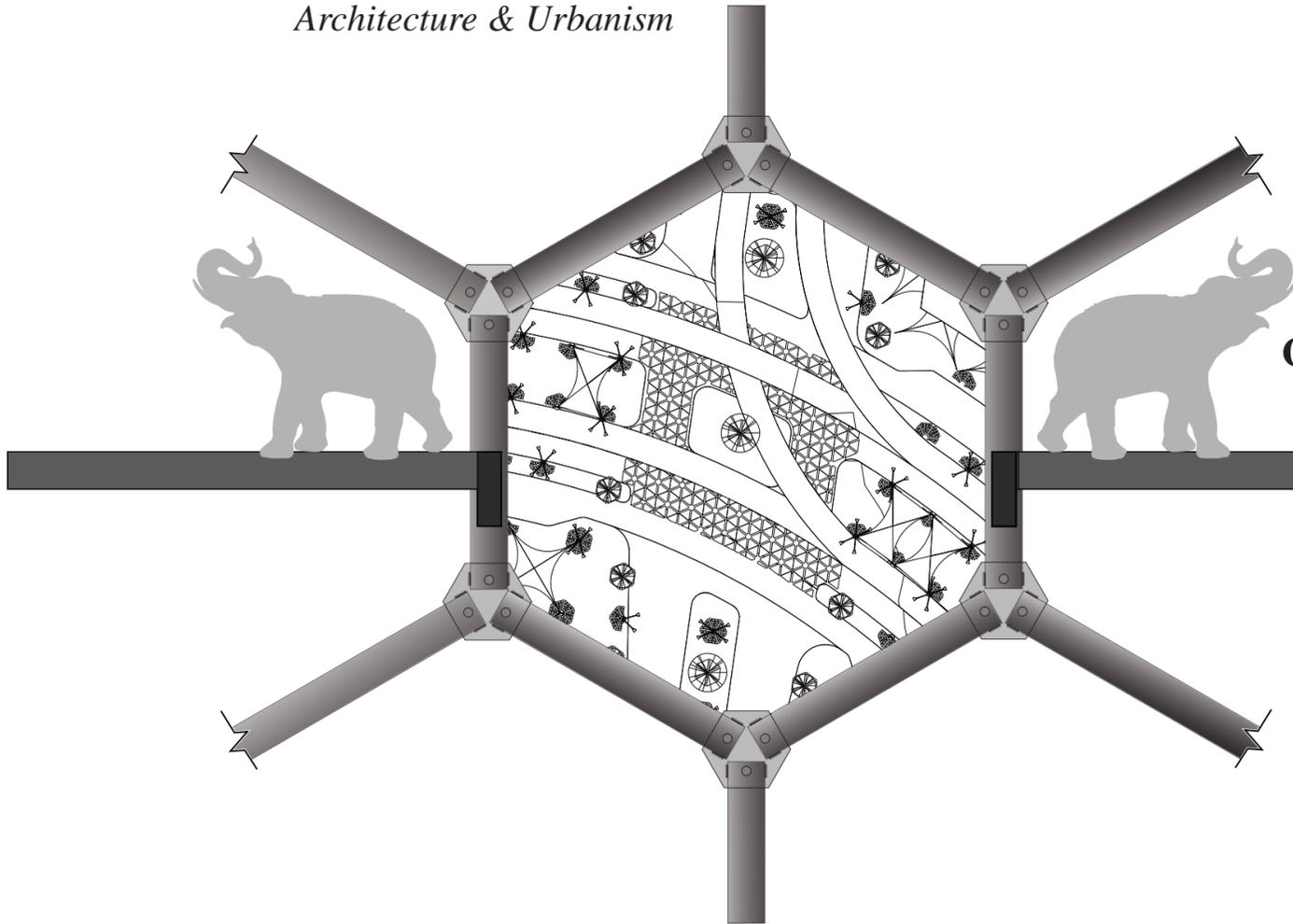
Focal Point & Landmark



Possession & Legibility



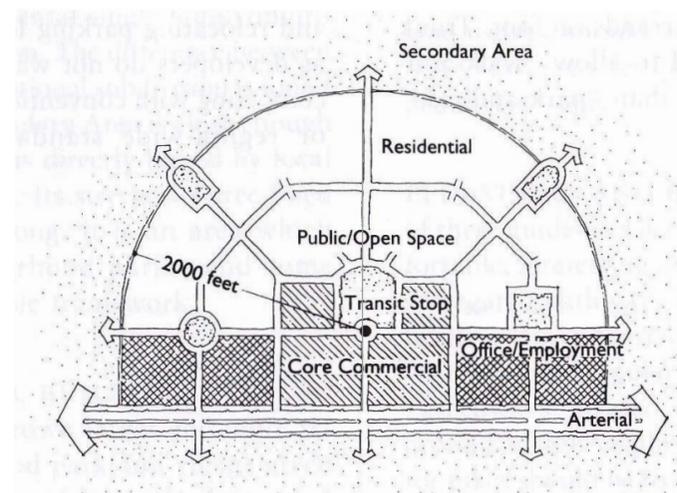
Thesis Research
Architecture & Urbanism



1.

General Historical Survey Vs. New Urbanism Assumptions

A Culturally Informed Approach

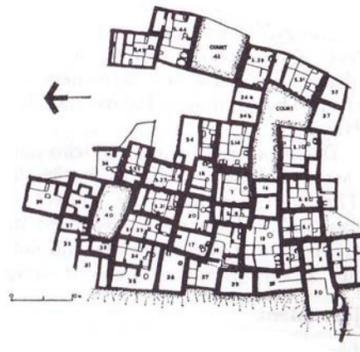


2.

Ancient Civilizations

Early Organic Behavior

Controlled Organic Growth
Catal Huyuk

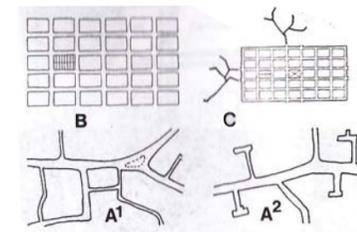


1.

“This arrangement of houses, characteristically entered by ladder from the roof, and grouped around an open space. A city comprising a number of more or less rectangular cells, or the addition of a similar unit, can be seen as representing deliberate town planning. Rather, it is a form of controlled organic growth.”
(Morris, 1994, 19)

“Organic growth describes the kind of urban form which has evolved without preconceived planned intervention. Let us also consider planned extensions, and urban renewals as organic growth.” (Morris, 1994, 9)

“The form of any urban settlement has always been the result of locally effective determinants and human ideology.” (Morris, 1994, 10)

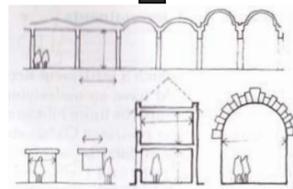


2.

“A. Two characteristic kinds of organic growth: Western European, providing for street frontage plot development, Mesopotamian/Islamic with housing access culs-de-sac. B. Gridiron Plan as the usual for planned urban form. D. Planned gridiron nucleus with organic growth extension.”
(Morris, 1994, 10)

“The term city represents a community of substantial size and population density that shelters a variety of non-agricultural specialists, including a literate elite.”
(Morris, 1994, 5)

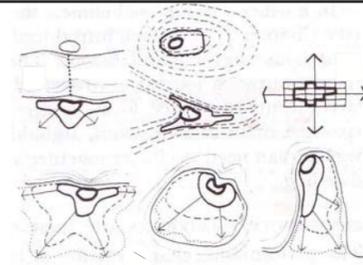
“Trade (the market place factor) is the economic function that distinguishes between rural (village) settlements and the proportion that were elevated to urban (town) status. Usually this resulted from location at a crossing of land routes, or intersection of land and water (river) routes, convenient of access to traders and their customers.” (Morris, 1994, 18)



3.

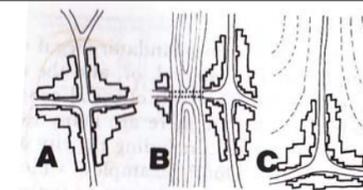
“The performance characteristics of locally available construction materials have imposed constraints on builders and latterly architects.” (Morris, 1994, 12)

“Traditional materials and the techniques for their use, have limited the height of walls, the width of openings, and the clear span of floors and roofs, thereby determining the fundamentally human-scale, thrid dimensional aspects of everyday buildings in historic cities.”
(Morris, 1994, 12)



4.

“Primary motivating forces (trade, political/social power, religion). Not only have these forces had major determining effects on historic urban morphology, but also singly, or in combination, they have been mainly responsible for urban formation and growth.”
(Morris, 1994,12)

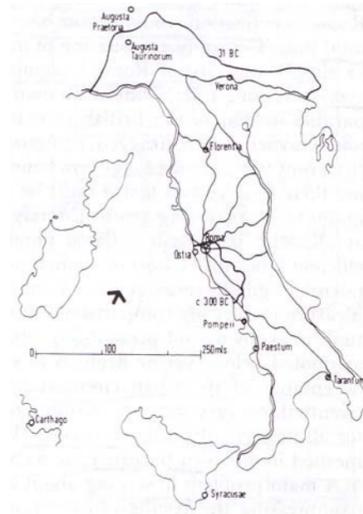


5.

“The role of the city as a market place has required buildings and spaces for the purpose of making and selling of goods. At this time, industry was on a small-scale and domestic, with products being made or finished to order by individual craftsmen employing few assistants.”
(Morris, 1994, 13)

Roman Empire

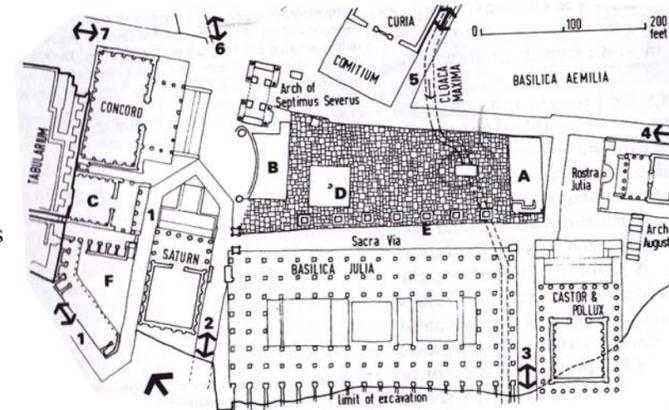
Early Beautification Patterns, Policy & Order



1.

“The most important imperial towns were directly connected to each other and back to Rome by the magnificent system of main roads which facilitated strategic military and trading communications. Less important towns were linked to it by minor roads.” (Morris, 1994, 58)

“Exemplifying Rome’s general organic growth character the center was never planned in its entirety: new facilities were added as need arose. Development was controlled to a considerable extent by inherited constraints: regions, sites and routes, sacrosanct for various reasons; and perhaps the major reason, the need to maintain adequate open space for movement by foot and wheel, and for civic assemblies.” (Morris, 1994, 65-66)

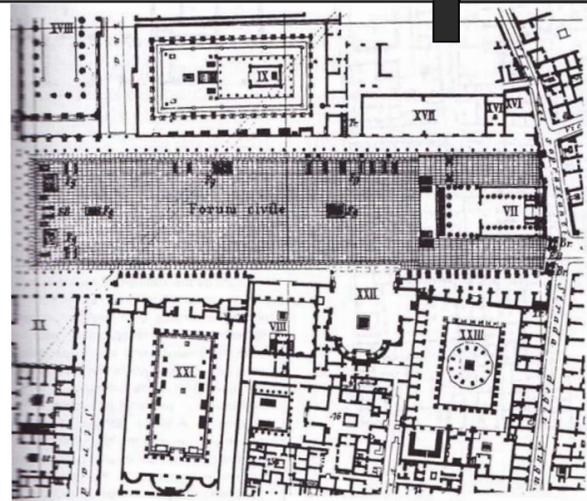


2.

“By the time of Julius Caesar the street system was grossly overloaded, with continual conflict between pedestrian and vehicle traffic. As a result Caesar was forced to ban transport carts from the city during hours of daylight, with the exceptions of builders’ carts and a few categories of official chariots.” (Morris, 1994, 63)



3.



4.

“This forum was located roughly in the center of the city. Enclosing a civic space of some 500 by 160 feet, it displayed carefully composed building relationships and unifying colonnades (The unifying colonnade constructed in front of the individual forum buildings represents that which can be acclaimed the earliest known instance in history of an ‘urban beautification scheme’).” (Morris, 1994, 71)

“The forum area provided the main shopping and commercial facilities but flanking the main streets were many smaller shops and workshops. Although these uses formed part of the housing blocks, they generally stayed completely distinct from the dwelling themselves. The houses invariably followed the pattern whereby rooms faced into central courtyard with only the entrance doors opening into the street. (Morris, 1994, 72)

For too long, “it has been fashionable in certain historical circles to dismiss the artistic, architectural and urban design work of the Romans as at best mediocre copies of Greek originals. While the Greeks were recognized as ‘artists’ in the fullest sense, the Romans were discounted as ‘practical engineers’ without any significant aesthetic ideas of their own.” (Morris, 1994, 55)

Middle Ages

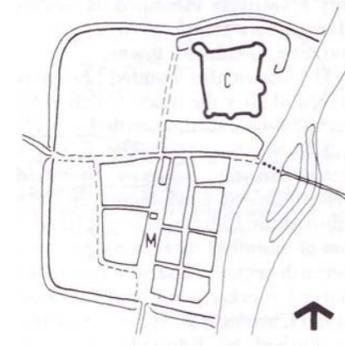
Vernacular/Organic Growth



1.

“The medieval period was the formative era of town development in Europe. Not only is the political, economic and social context extremely complex, but also the towns themselves present an almost infinite variety of forms.”
(Morris, 1994, 93)

“All medieval towns contained a space, if not several, which acted as a market. However, the existence of these specialized spaces dedicated to trade should not blind us to a basic fact: the entire medieval city was a market.”
(Morris, 1994, 99)



2.

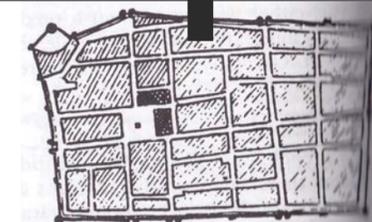
“Markets - The raison d’être of medieval towns - was accommodated in a number of basic ways. Two types are common in both planned and organic growth towns: First, where the market occupies a square to itself, normally located at or near the center; second, where it is located at a widening of the main street... It was usual for the surrounding buildings to be the same height, and unified at ground level by arcades.” (Morris, 1994, 101)

We will focus on two broad categories of organic growth towns in medieval Europe of the eleventh to fifteenth centuries: “Towns that evolved as organic growth from village settlements will be first. Then, Burgs founded as fortified military bases and later acquired commercial functions.”
(Morris, 1994, 92)

“Trade and production went on in all parts of the city; in open spaces and closed spaces; public spaces and private spaces. As a result, although frequently little more than narrow, irregular lanes in organic growth towns, main thoroughfares leading to the gates from the center were as much linear extensions of the market place as communications routes.” (Morris, 1994, 99)

“A medieval village became a town when it acquired the secondary function of a local trading center.” (Morris, 1994, 109)

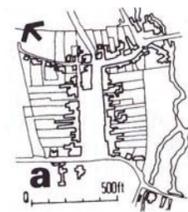
“Street frontage was therefore a valuable commercial asset, especially near the gates and the market place, and its continuous development was normal. Later it also became usual for narrow passageways to be formed off the streets, providing access to new minor street and court development of back gardens.” (Morris, 1994, 99)



5.

“Thus the medieval city acquired its traditional street scene - here was informality, ‘romance’, repeated visual surprise. Above all it was apparently accidental, although there was collective action more frequently than might be supposed.” (Morris, 1994, 99)

“In unplanned towns both the market square and the market street defy precise description: no two layouts were alike, each had its own distinct spatial character.” (Morris, 1994, 101)



3.

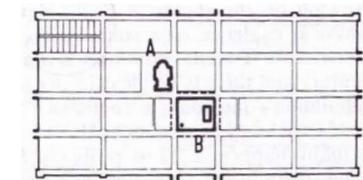


4.

“Throughout the Middle Ages there was a tendency for buildings to encroach even further on the streets (including bridges) and into public open spaces. Attempts to regulate this gradual strangulation met with little success. Upper floors projected, still further, out over the street, until eventually it was literally possible to shake hands between opposite windows.” (Morris, 1994, 94)

“Movement in medieval towns was largely on foot; wheeled traffic reached significant proportions only late in the period and transport of goods was mainly by pack-animal. Street paving commenced early in the period; Paris 1185, Florence 1235 - by 1339 all of Florence was paved.” (Morris, 1994, 99)

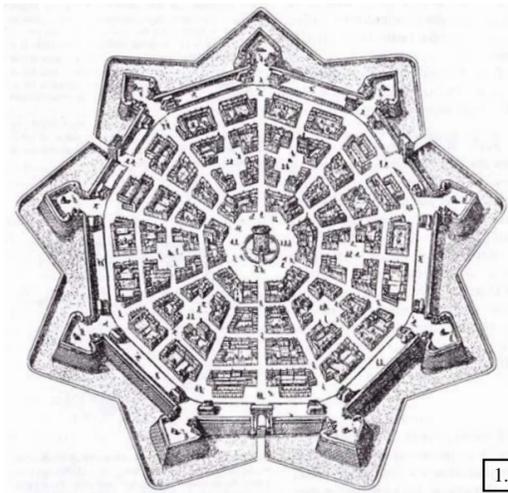
“In french bastides: Generally only the site and its defenses were provided by the founder; tenants were responsible individually for their houses and collectively for the town hall and the church - the two main public buildings in the town. The town hall often took the form of a two storeyed building, with the ground floor used as covered market accommodation: it stood in the main square of the town, at the meeting point of the main streets leading from the entrance gates.” (Morris, 1994, 122)



6.

Renaissance

Advancement in Architecture & Idealism



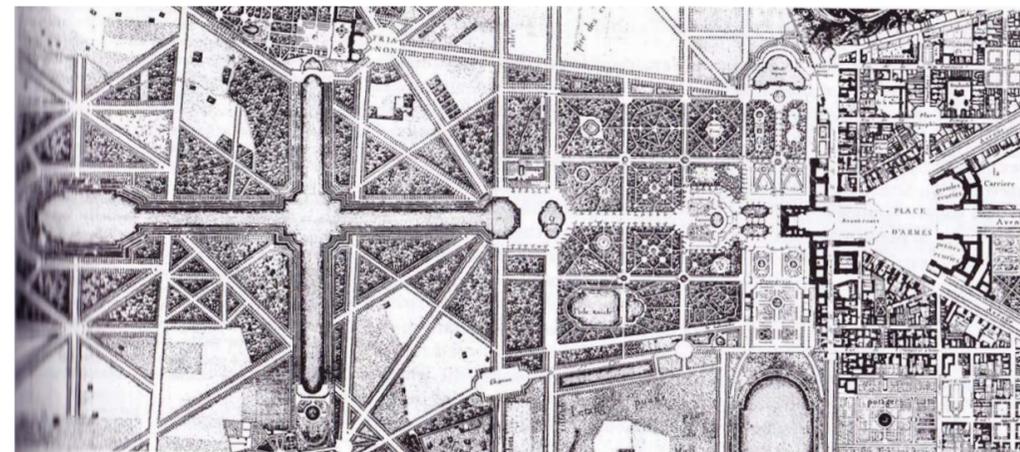
1.

“During the renaissance period of urban history the aesthetic determination of spatial design and that of the enveloping architecture was more closely integrated than any other time. This holds true equally for the early and baroque phases, when generally applied rules of proportion governing the plans, three-dimensional massing and detailed elevational design of buildings were extended outwards for the organization of urban space.” (Morris, 1994, 159)

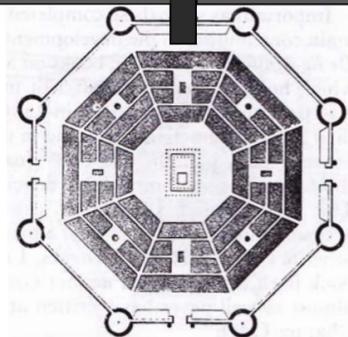
However, “personal aggrandizement came to replace collective interest in a number of instances. Absolut rulers acquired the political power of economic means to instigate and implement complex planning programs of unheard-of scales; most notably those of Louis XIV and XV at Versailles, Peter the Great at St Petersburg, and with different objectives, Sixtus V in Rome. At Correspondingly reduced scale, other lesser rulers transformed their capitals to create an urban scenery appropriate to their own grandeur.” (Morris, 1994, 160)

“The fourteenth-century concern for visual order was specifically an Italian trait, presaging the emergence of the renaissance and with it four centuries of more disciplined urban design. It also provides evidence of the continuing influence from the Roman past - one which included the visual unification of the forum at Pompeii by the construction of a colonnaded arcade in front of the dissimilar individual buildings.” (Morris, 1994, 103)

“At the dawn of the printing revolution, the earliest renaissance urbanism emerged as the conscious arrangement of buildings into a predetermined form. The development of the renaissance in the plastic arts is closely linked with the growth of literacy and scientific humanism. This established intellectual context was favourable to a successful revolt against reactionary medieval myicism.” (Morris, 1994, 157)



2.

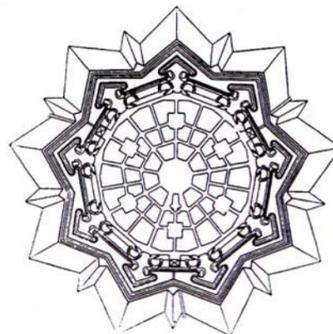


3.

“By the time that Renaissance attitudes and style been firmly established, the new technique of printing enabled new designs and theories to be communicated internationally; it was no longer necessary to turn ideas into buildings to demonstrate architectural intentions and influence others.” (Morris, 1994, 164)

“Great importance was attached to the closing of vistas by the careful placing of monumental buildings, obelisks or suitably imposing statues, at the end of long, straight streets. Individual buildings were integrated into a single, coherent, architectural ensemble, preferably through repetition of basic elevational design.” (Morris, 1994, 161)

“Renaissance urbanists defined space by the use of monuments and architectural landscape elements. For instance, colonnades, screens and terraces, and by various forms of tree and shrub planting. These ways of enclosing space were often used in combination and in a number of instances existing buildings and natural features were incorporated into the design.” (Morris, 1994, 161)



4.

The Neo-Traditional Premise

Argument

“New Urbanism offers an alternative for the future of building and re-building of regions. Neighborhoods that are compact, mixed-use and pedestrian friendly; districts of appropriate location and character; and corridors that are functional and beautiful can integrate natural environments and man-made communities into a sustainable whole.” (Katz, 1994, xx)



1.

“Cities and towns are made up of multiple neighborhoods and districts, organized by corridors of transportation or open space.” (Katz, 1994, xvii)

“A single neighborhood standing free in the landscape is a Village.” (Katz, 1994, xvii)

To the New Urbanist: “It is the quality of development, not just the location or size, that is the principal problem and opportunity of growth. The fundamental qualities of real towns: pedestrian scale, an identifiable center and edge, integrated diversity of use and population, and a defined public space.” (Katz, 1994, xv)

“In every context the quality of new development in a region should follow town-like- principles.” (Katz, 1994, xv)

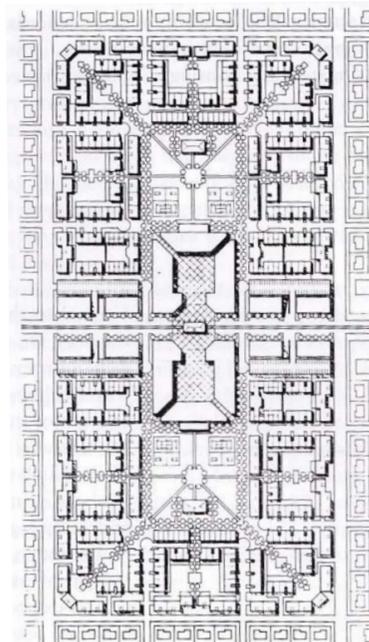


2.

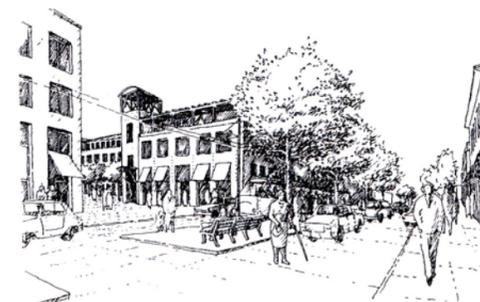


3.

“A sustainable community exacts less of its inhabitants in time, wealth and maintenance, and demands less of its environment in land, water, soil, and fuel. Sustainability implies different solutions for different places. Like the word ‘appropriate’, sustainability is qualified by its context.” (Calthorpe, 2008, ix)



4.



5.

“New Urbanists believe the best way to change suburban development patterns is to change the rules of the game.” (Katz, 1994, xxvi)

“During a charette, the firm confers with local officials, community leaders and interest groups; stages public meetings and presentations; and calls in local architects, planners and citizens to collaborate. The focused program becomes an event, capturing attention in ways that typical planning activities never do.” (Katz, 1994, xxvi)

The Neo-Traditional Premise

Principles

“Seen as a whole, the American metropolis should be designed with much the same attitude as we design a neighborhood:

- There should be defined edges.
- The circulation system should function for the pedestrian.
- Public space should be formative rather than residual.
- Civic and Private domains should form a complementary hierarchy
- Population and use should be diverse.” (Katz, 1994, ix)

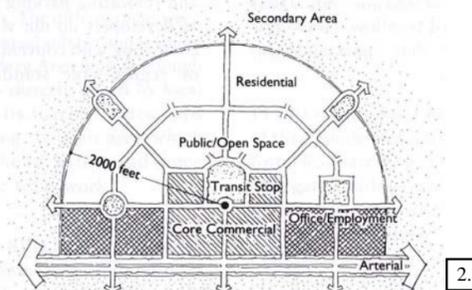
“The fundamental organizing elements of the New Urbanism are the neighborhood, the district and the corridor:

- Neighborhoods are urbanized areas with a balanced mix of human activity.
- Districts are areas dominated by single activity.
- Corridors are connectors and separators of neighborhoods.” (Katz, 1994, xvii)

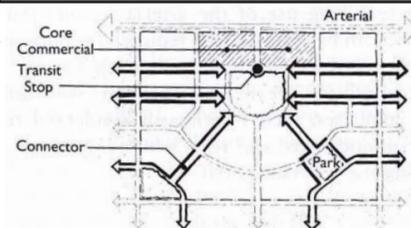
“The neighborhood structures building sites and traffic on a fine network of interconnecting streets:

- Keep local traffic off regional traffic.
- Neighborhood streets of varying types are detailed to provide equitably for pedestrian comfort and for automobile movement.
- Slowing the automobile and increasing pedestrian activity encourages the casual meetings that form the bonds of community.” (Katz, 1994, xix)

“The optimal size of a neighborhood is a quarter mile from center to edge; 5 minute walk.” (Katz, 1994, xviii)



2.



3.

“The district is an urbanized area that is functionally specialized. Although districts preclude the full range of activities necessary for a complete neighborhood, they are not rigorously single activity zones of suburbia: the office parks, housing subdivisions or shopping centers. The specialization of a district still allows multiple activities to support its primary identity.” (Katz, 1994, xix)

“The organizational structure of the district parallels that of the neighborhood and must fit well into the greater region. Districts benefit from transit systems, and their location to support this relationship is crucial.” (Katz, 1994, xx)

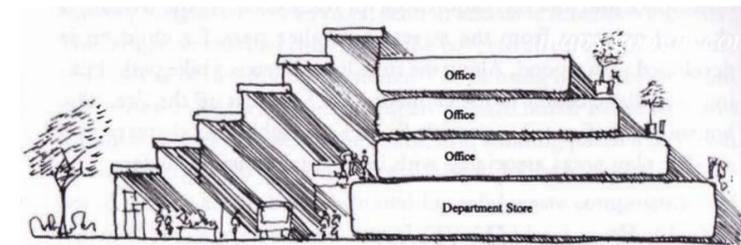
“Interconnected circulation encourages the pedestrian, supports transit viability and ensures security.” (Katz, 1994, xx)



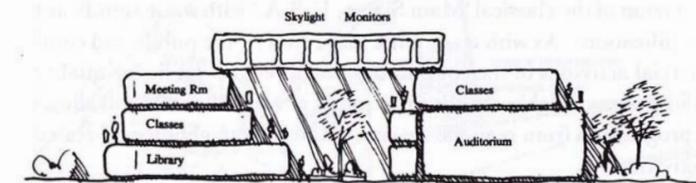
4.

“The corridor is at once the connector and the spectator of neighborhoods and districts. It is an urban element characterized by its visible continuity. It is defined by its adjacent districts and neighborhoods and provides entry to them. In its optimum form, it is the most difficult to implement because it requires regional coordination.” (Katz, 1994, xx)

Place : An accessible public environment for spontaneous gathering, often meets a major corridor and/or is dedicated to human activity.



STREET SECTION AT REGIONAL CENTER



STREET SECTION AT COMMUNITY CENTER

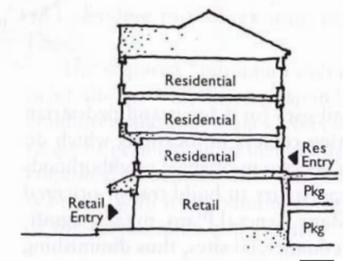


STREET SECTION AT NEIGHBORHOOD

1.

“The true neighborhood, offers a variety of housing types for a variety of incomes.” (Katz, 1994, xix)

“It offers affordable housing choices: garage apartments in conjunction with single-family houses, apartments above shops and apartment buildings adjacent to shopping and workplaces.” (Katz, 1994, xix)



5.

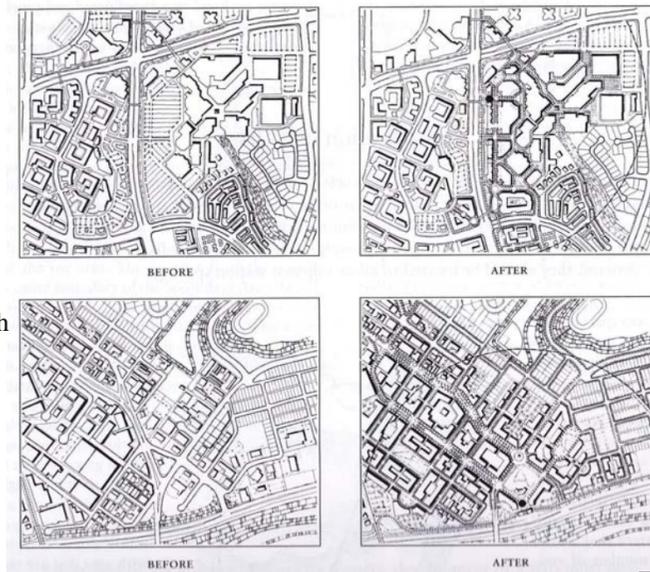
“The entire region should be ‘designed’ according to similar urban principles.” (Katz, 1994, xi)

The Neo-Traditional Premise

Principles

- “New Urbanism on growth:
- It should be limited .
 - Let the towns and suburbs surrounding the metropolitan center grow until they become a continuous mass.
 - Attempt to accomodate growth in redevelopment and infill locations.
 - Plan new towns and new growth areas within reasonable transit proximity of the city center.”

(Katz, 1994, xiii)



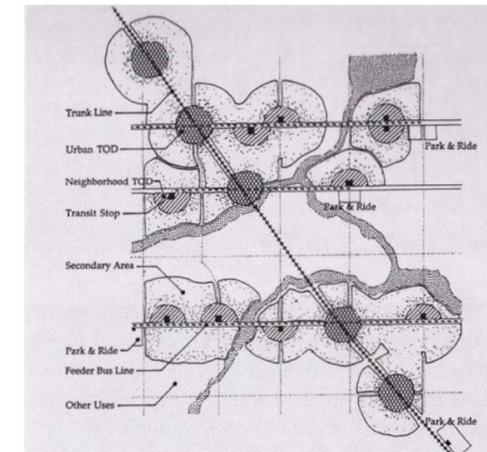
1.

“The basic template of Peter Calthorpe’s regional plan is the “transit-oriented development” or TOD, which channels discrete nodes along light-rail and bus networks.” (Katz, 1994, xxx-xxxii)

“Each TOD would be dense, tightly woven community that mixes stores, housing and offices in a compact, walkable area surrounding a transit station. Calthorpe has written that in theory 2000 homes, a million square feet of commercial space, parks, schools and day care could fit within quarter-mile walk of the station, or about 120 acres. In the same space a typical suburban developer might build just 720 single-family homes.” (Katz, 1994, xxxi)

“Community Planning and design must assert the importance of public over private values.”

(Katz, 1994, xxx)



2.

“The traditional neighborhood development (TND) approach conceived by Andres Duany and Elizabeth Plater-Zyberk (DPZ) and others operates at a smaller scale, includes more fine-grained regulation and varies more in response to local conditions than Calthorpe’s TOD approach, but it is rooted less strongly in convictions about regional planning and the importance of transit.” (Katz, 1994, xxxi)

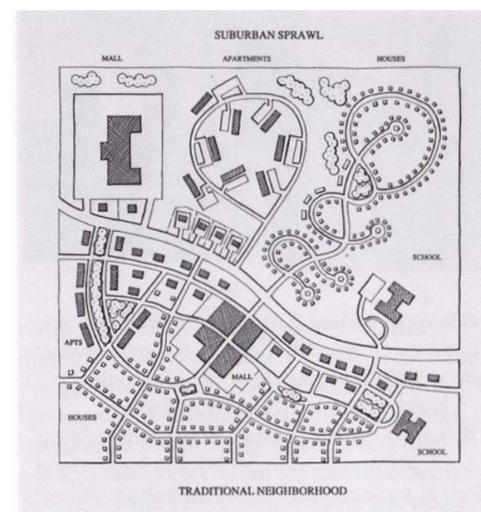
“The basic building block of DPZ’s work is the neighborhood, which is sized so that most of its homes can be within a five-minute walking distance of a neighborhood square.”

(Katz, 1994, xxxi)

“DPZ’s codes are the most elaborate and tightly drawn; sometimes dictating the thickness of mortar bands between bricks.” (Katz, 1994, xxxv)

“The codes, which vary from town to town and often are based on historic styles and local vernacular, can cover the design and placement of elements such as windows, garage doors, balconies and decorative columns; the selection and combination of materials; the massing and pitch of roofs; and more...”

(Katz, 1994, xxxv)

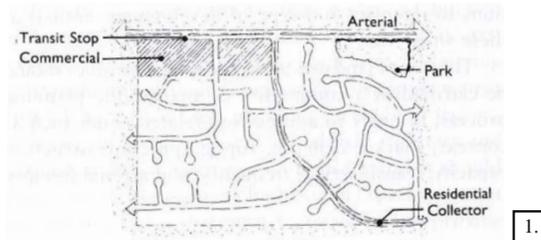


3.

“An alternative besides redevelopment and infill is new growth areas and satellite towns. New growth areas may spread the city size. Satellite towns are typically larger than new growth areas and provide complete spectrum of shopping, jobs, and civic facilities.” (Katz, 1994, xiv)

The Issue of Suburbs

The American Dream (Social Isolation)



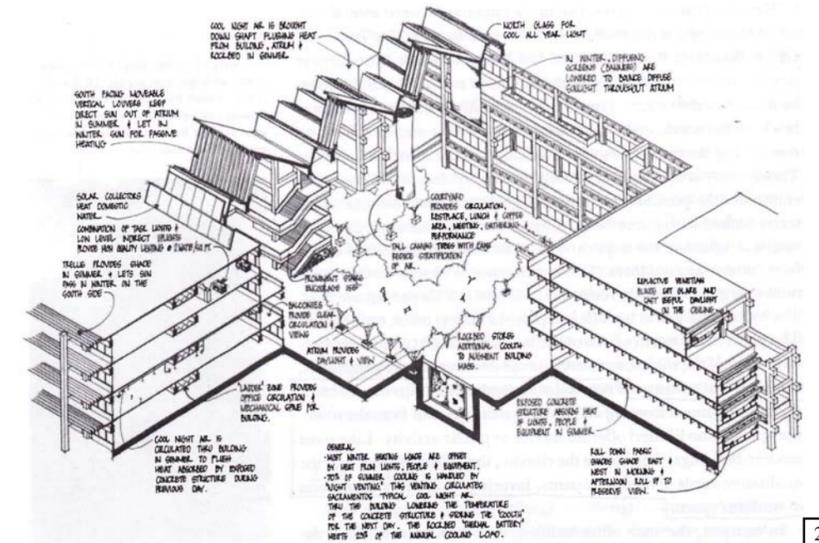
“Americans initially moved to the suburbs for privacy, mobility, security and home ownership. What we now have is isolation, congestion, rising crime, pollution and overwhelming costs.”
(Katz, 1994, xii)

“The house nurtured the family by providing specialized places for socializing, private life and household work, and by offering an opportunity, through landscaping and interior decoration, for the expression of individual taste.” (Katz, 1994, xxvi)

“For architects, contextualism is a retreat from the vain modern echos of casting aside history and the influence of local concerns.” (Calthorpe, 2008, 15)

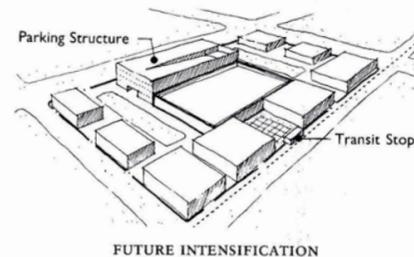
“Without the hierarchy of public street, courtyard, and private room, our cities become anonymous, one place much like the next, with both the individual and the community losing the locus of identity.”
(Calthorpe, 2008, 19-20)

“From a distance, the buildings are an identifiable monument looming above the tree canopy, but from the street, they present no life and offer no shelter or public activity. Like most modern buildings, they ignore the climate, the neighborhood, and the qualitative needs of their occupants, favoring an abstract expression of uniform space.” (Calthorpe, 2008, 17)



“The courtyard used a thermal buffer for energy conservation, offers an identity and generosity rarely matched by our more modern lobby and elevator core.” (Calthorpe, 2008, 18)

“We are still sacrificing even greater percentages of our time to commuting and even greater expanses of land to parking; Women have entered the workforce as the economy has shifted from an industrial to a service base; two-income family is producing a new set of criteria for households and child raising.” (Calthorpe, 2008, ix)



“The shopping mall, an innovation of the 1950s was designed to serve regional markets and always include several anchor tenants: major national and regional department stores carrying a wide variety of merchandising. The first malls sprang up around the new suburbs and were designed as a convenient central alternative to city shopping areas, which typically were congested, and difficult to park in.”
(Calthorpe, 2008, 44)

“At the corner of two major arterials, we come to a major shopping center, one story high, buffered by acres of cars, each large store a familiar national franchise. The sidewalks along the arterials are an anachronism. We have not seen anyone walking, except the short distance from their car in the parking lot to their destination.”
(Calthorpe, 2008, 36)

The Issue of Suburbs

Sprawl/Congestion

“Suburbs have always been with us, but as the modern idea of suburb grew out of a reaction to the ugly, crowded, inhumane nineteenth century cities and towns that quickly expanded to accommodate the industrial work force.” (Calthorpe, 2008, 36)

“For more than 40 years growth has been largely directed by suburban flight, highway capacity and federal government mortgage policy.” (Katz, 1994, xii)

“There were other forces that fueled the boom. Government policy favored decentralization through such programs as the highway building program, the most massive public works program in history. Increasing mechanization and larger units of production in agriculture and improved transportation and food processing reduced the need for the traditional truck farming base around central cities. Farmland was converted to housing and shopping centers with no apparent ill effect to the food supply or cost.” (Calthorpe, 2008, 37)

“The modern suburban city appears highly productive, but it is extremely wasteful in its use of land, resources, energy and human beings. It is a zoned monoculture of huge housing subdivisions, industrial parks, office plazas, and shopping malls.” (Calthorpe, 2008, xi)

“Our old pattern of growth are built on isolation - an isolation between activities and ultimately an isolation between individuals. Buildings ignore climate and place, uses are zoned into separate areas, and individuals are isolated by a lack of convivial public places.” (Calthorpe, 2008, x)

“Each building is set back from the major street by an asphalt parking area in front, on the sides, and behind.” (Calthorpe, 2008, 36)

“People in American suburbs are frustrated. We are isolated in our cars and in our dwellings. Moving at a speed which allows only generic symbols to be recognized, we cannot wonder that the man-made environment seems trite and overstate.” (Katz, 1994, xii)

“With federal and state highway investments, such seemingly remote suburbs and small towns became commute-accessible to the major job centers. They offered low-cost land and affordable housing for the regional work force. Retail, services, recreation and civic uses followed in proportion to the demand created by the housing.” (Katz, 1994, xii)

“When they reached a critical mass, the new suburban areas began to attract jobs. As the new decentralized job centers grew, the process began again creating another layer of sprawl extending out from the decentralized job centers. In 1990s, the suburb-to-suburb commute represents 40 percent of total commute trips while suburb-to-city comprises only 20 percent.” (Katz, 1994, xii)

“Suburban cities are industrial solutions that sacrifice long-term health and sustainability for short-term profit and productivity. They are increasingly vulnerable, unstable and short-lived. They seem to provide products which are tasteless, monotonous, increasingly expensive, and finally, unhealthy.” (Calthorpe, 2008, xi)

“The most crucial aspect missing is the notion of the commons, that the public domain must become richer as the private domain becomes more frugal; that success and well-being must be a shared, rather than a private affair. It is the missing sense of ecology and the commons that makes places real, turns housing into dwelling, zones into neighborhoods, municipalities into communities, and ultimately, our natural environment into a home.” (Calthorpe, 2008, xvi-xvii)

“Our faith in government and the fundamental sense of commonality at the center of any vital democracy is seeping away in suburbs designed more for cars than people.” (Katz, 1994, xii)

Common Ground

Modernist Theories & Ideals

“Taking part in the early socialist attitudes of the French Revolution, Francois Fourier proposed reorganizing society into phalanges, each containing about 1,600 people in a common building. This community would own and work around 500 acres of land, as well as run small businesses. One building would house a fairly self-sufficient town. His benign socialism, though clearly not expressed in his palatial architecture, was a manifest in common ownership.” (Calthorpe, 2008, 192)

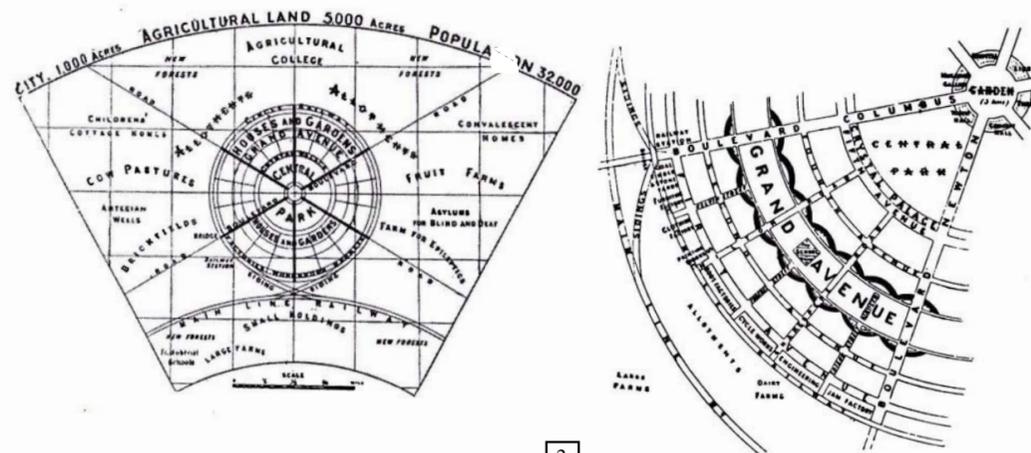


1.

“With the industrial revolution, urban congestion and rural depopulation reached crisis levels. Ebenezer Howard’s Garden City proposed the purpose of new towns as an escape from industrialization and its ill effects.” (Calthorpe, 2008, 189)

“His diagram of the garden city had a single focus and was symmetrical. The ring configuration placed a large park at the center with public buildings at its core. Around the park was to be a ‘crystal palace’. A glass arcade to house the shopping area, sheltered from rain in summer and acting as a winter garden the rest of the year. It was perhaps the earliest proposal for a shopping mall. Beyond the crystal palace were rings containing houses with gardens in which variety of architectural style rather than unity was to be reinforced: Though proper sanitary arrangements are strictly enforced, the fullest measure of individual taste and preference is encouraged.” (Calthorpe, 2008, 194)

“Garden cities tried to reintroduce agriculture and open space in a way that is extremely relevant today.” (Calthorpe, 2008, 191)



2.

“Common ownership of land and common idealism generates strong feelings of community and general responsibility.” (Calthorpe, 2008, 200)

“Led by Ebenezer Howard, the garden city movement sought to describe not only the physical characteristics of an ideal urban form, but also to define an economic, political, and philosophical basis for modern life.” (Calthorpe, 1994, 192)

“Ebenezer Howard’s proposals were diagrammatic and did not predetermine form or style. He advocated a new town of 32,000 people on 6,000 acres, of which 5,000 were to be held as an agricultural reserve. His goals were clearly stated: To find our industrial population work and wages of higher purchasing power, and to secure healthier surroundings and more regular employment.” (Calthorpe, 2008, 194)

“Many homes were built by private individuals, thus providing variety but also deviating significantly from the original plan.” (Calthorpe, 2008, 196)

“Residents of a garden city were its landlords.” (Calthorpe, 2008, 194)

“It is important to note the failings and problems of the garden city concept. Though the garden city succeeded in a real mix of housing, workplaces, and commerce, it was a mistake to believe they could be autonomous.” (Calthorpe, 2008, 199)

“As a stand against both congestion and sprawl, Howard’s proposals and garden cities had a profound effect on planning throughout the twentieth century and are particularly relevant today.” (Calthorpe, 2008, 200)

Common Ground

Modernist Theories & Ideals

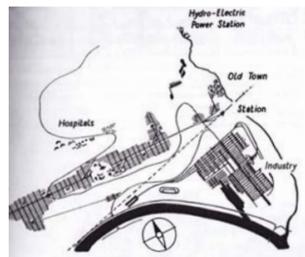
“In his proposal of Une Cite Industrielle, Toni Garnier (1869-1948) selected a hypothetical location in south of France and an industry, metallurgy, around which the construction of a town of approximately 35,000 (Howard’s proposal was of 32,000). His was a rational, functional vision of a city clearly zoned: a residential zone with a civic center, schools, and recreation; a train station quarter with higher density housing and retail next to an existing village; the industrial area with train and water access; and a separate zone for a hospital and sanatorium. This segregation of uses was intended to allow for expansion of each zone as well as compatibility of activities.” (Calthorpe, 2008, 200)

“The political and economic structure of the city was clearly socialist in nature, Fourier being an obvious influence.” (Calthorpe, 2008, 200)

“The efforts to create workable urban forms demonstrated by the Garden City and Cite Industrielle were expanded and radicalized by the modern movement. These expansions took two directions. On the one hand, Le Corbusier (1887-1965) in Europe moved further along the City Industrielle’s rational layout and autonomous building configuration by utilizing the high-rise building as a way of creating density. At the other extreme, Frank Lloyd Wright, in his Broadacre City, used the modern development of the automobile as a way of spreading the city over vast land areas at extremely low densities.” (Calthorpe, 2008, 206)

“The work used axes, symmetry, uniformity, and classical forms to create monumental urban spaces. The counterpoint was provided by Ruskin and Morris advocating the gothic vernacular as a set of design principles.” (Calthorpe, 2008, 203)

“The romantic and classic traditions may appear contrary, but they share one basic trait: the public space—either street, square, or plaza—is the dominant form. The buildings are subservient.” (Calthorpe, 2008, 203)

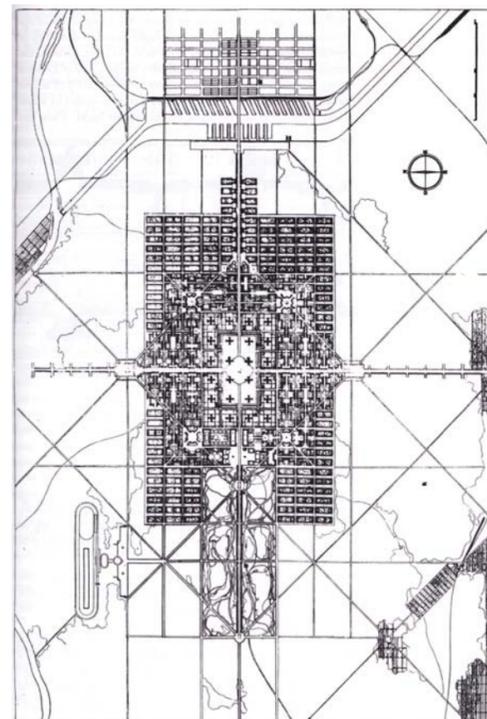


1.

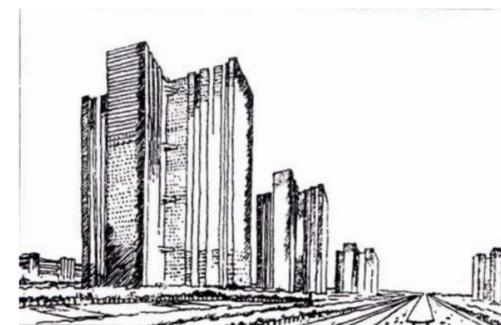
“Garnier’s treatment of buildings as objects in the landscape rather than ‘street walls’ marked a dramatic shift in design perspectives. Garnier’s plan expresses a totally new sense: the building becomes the object, not defining the public space, but situated in it... This formal shift from building as edges to buildings as objects is one of the foundations of modern architecture and planning.” (Calthorpe, 2008, 204)



2.



3.



4.

“Garnier’s Cite Industrielle was never constructed, but its influence was broad. Corbusier met Garnier and was clearly influenced by his work, as were most of the protagonists of the early modern movement. In fact Garnier’s plan, with its human scale, site-specific qualities, and attention to orientation, is of greater interest now than much of the modern proposals for high-rise cities. Its sense of regional autonomy, and use of local power, solar access, landscape order, and rational transportation mix are significant today.” (Calthorpe, 2008, 204)

“The goals for Corbusier’s new city were clearly stated:

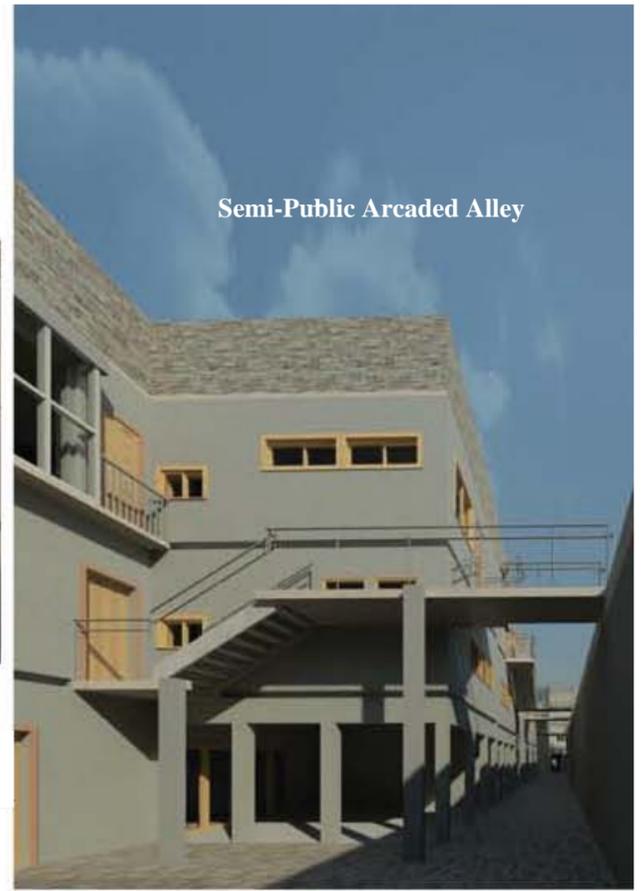
1. We must decongest the center of our cities.
2. We must augment their density.
3. We must increase the means for getting about.
4. We must increase parks and open spaces.” (Calthorpe, 2008, 207)

“In producing his idealized city, Corbusier, like Garnier, chose a hypothetical site. However, his selection is very telling. The site is consciously neutral, absolutely flat, with no specific climate or region.” (Calthorpe, 2008, 207)

Common Ground :
Implementations

Low-Rise Townhomes
Consolidated Living

Common Semi-Public Park / Garage Roof Catwalk



Semi-Public Arcaded Alley

Based on the historical survey and the highlighted new urbanism principles, I first came up with this sample block of mixed-use town homes. I consolidated the uses, kept the community's eyes on the street and provided a shared open space. I decided to apply both western and middle-eastern patterns to the typical facades, by incorporating both framed opening and mashrabiya. A framed opening or window allows for views in both directions, and a mashrabiya is a screen that only allows views from the inside out. Perhaps, I offered these two options for a potential cultural exchange, but also to accommodate for both the shy and the outgoing alike. The back entrances of these residences lead to an elevated park or a shared backyard. It is visible only from the higher floors (bedroom levels). This shared space is intended to allow this small community of neighbors to interact, play and occasionally befriend one another. I saw this idea as the foundation of civil consolidation and a remedy for suburban isolation and sprawl. Isolated living means shyness and seclusion, but consolidation could lead to growth, wealth and well-being.

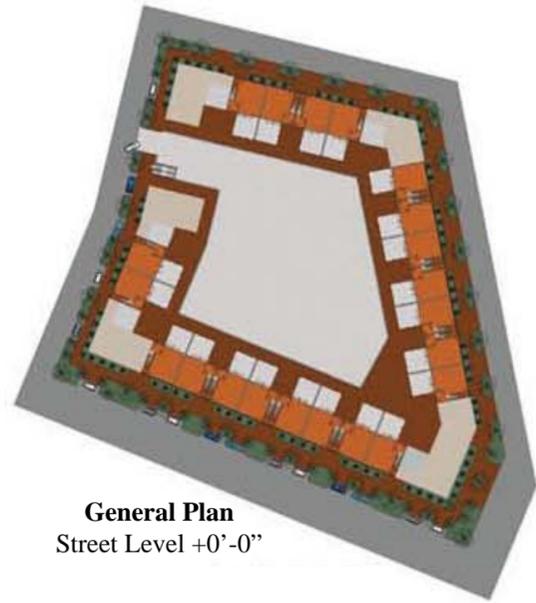
Mixed-Use Development
Full Community



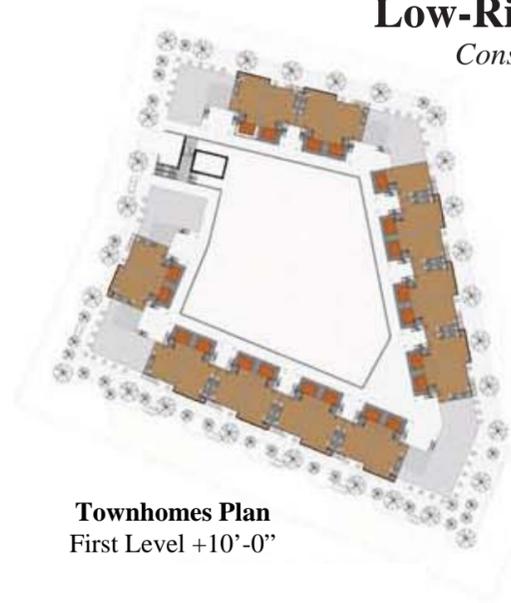
Day / Night
Street View



Low-Rise Townhomes
Consolidated Living



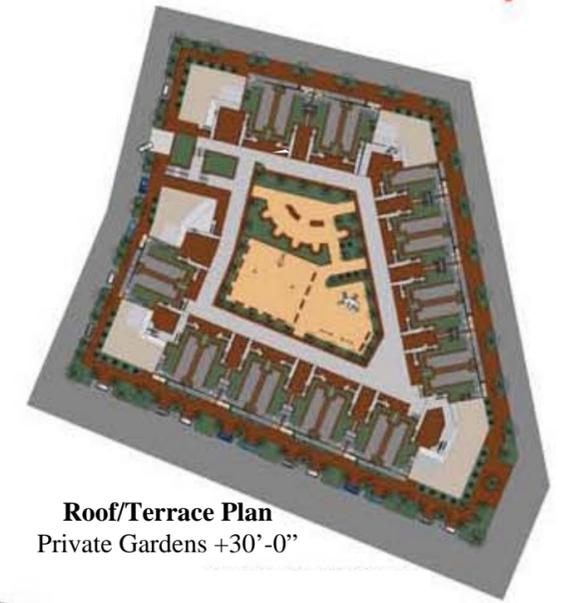
General Plan
Street Level +0'-0"



Townhomes Plan
First Level +10'-0"

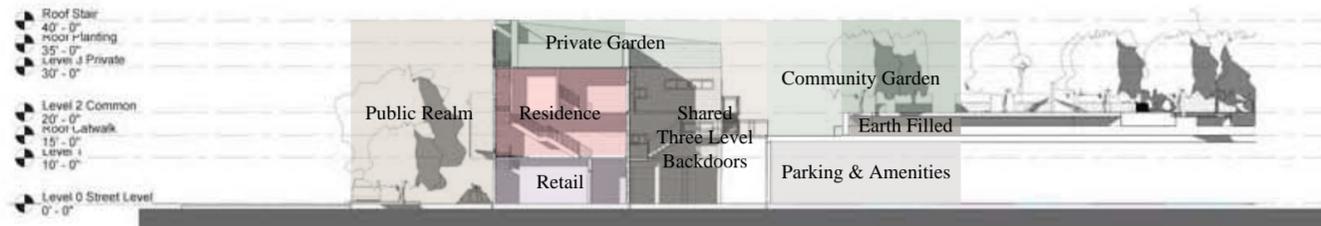


Townhomes Plan
Second Level +20'-0"



Roof/Terrace Plan
Private Gardens +30'-0"

Low-Density Mixed-Use
Eyes on our streets and Backyards



Section - Public/Private/Semi-Public Relationship

Site Plan
Rendered Top View



Elevation - Southern Exposure





Type A - Work/Live Townhome (without Public Facade)



Type A - Work/Live Townhome (Awning + Windows)



Type A - Elevation (Street View) - Facing North

**Typical Work/Live
Townhomes**
Consolidated Living

Type A / Type B
Western Window+Awning / Middle-Eastern Mashrabiya



Type B - Work/Live Townhome (without Public Facade)



Type B - Work/Live Townhome (Screen = Mashrabiya)

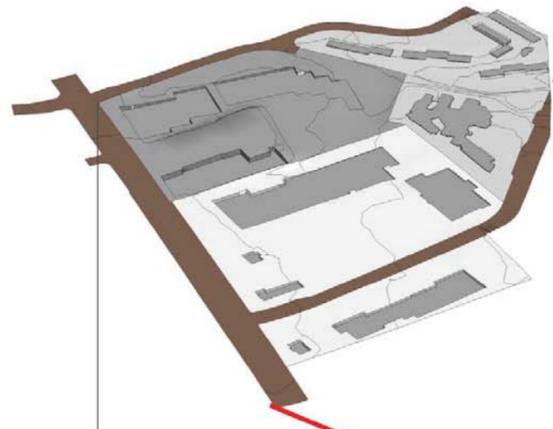


Public Exposures VS. Private Exposures

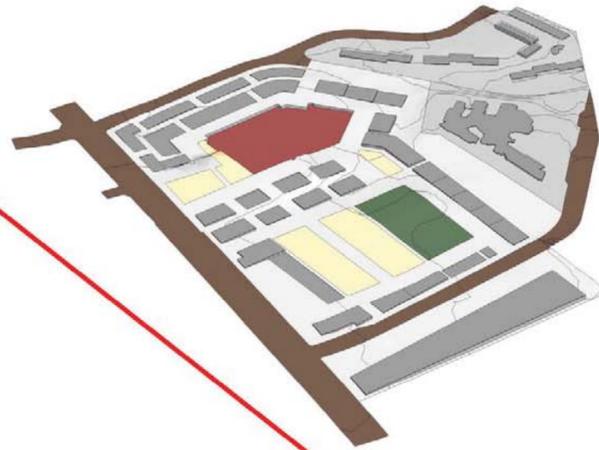


Type B - Elevation (Street View) - Facing North

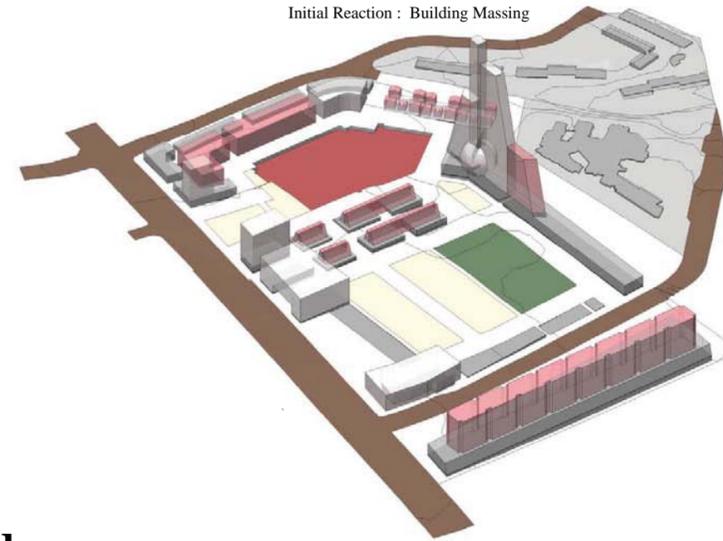
Existing Condition : Footprint



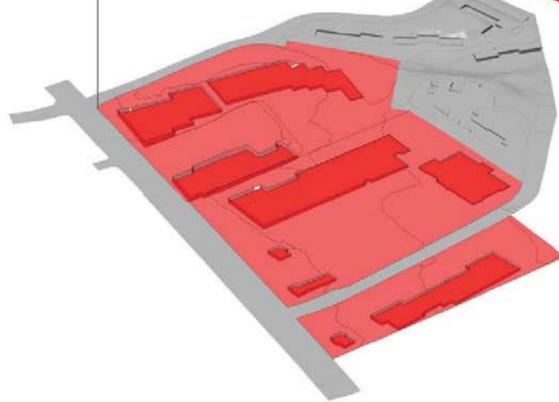
Initial Reaction : Footprint



Initial Reaction : Building Massing

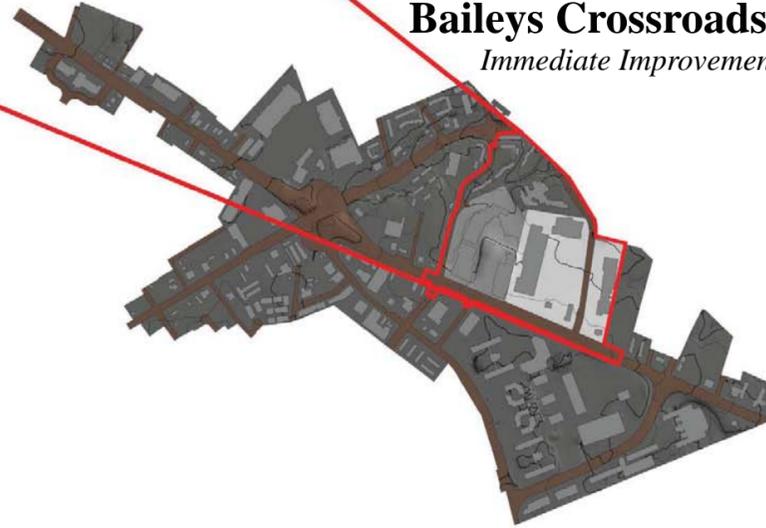


Existing Condition : Demolished

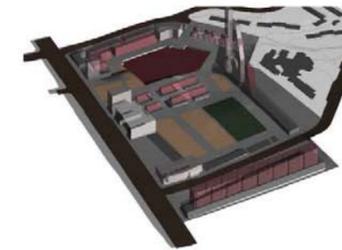


Baileys Crossroads

Immediate Improvement Needed



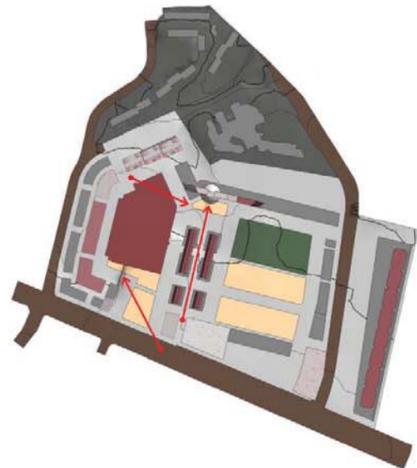
Axonometric : Shaded Site View
June 21, 2011 : 6 : 00



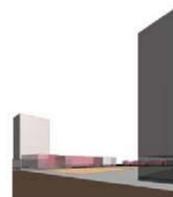
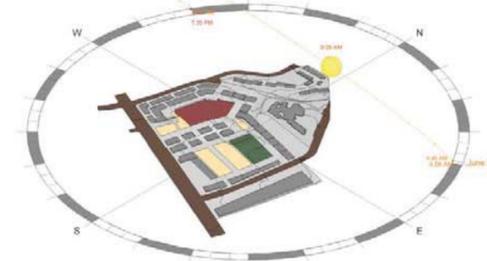
Axonometric : Shaded Site View
June 21, 2011 : 12 : 00



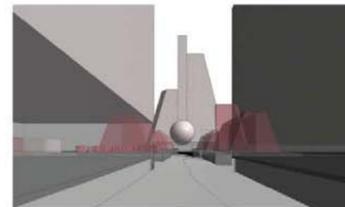
New Condition : Site Plan



Axonometric : Solar Study
June 21, 2011 : Day Path



West View



North Vista

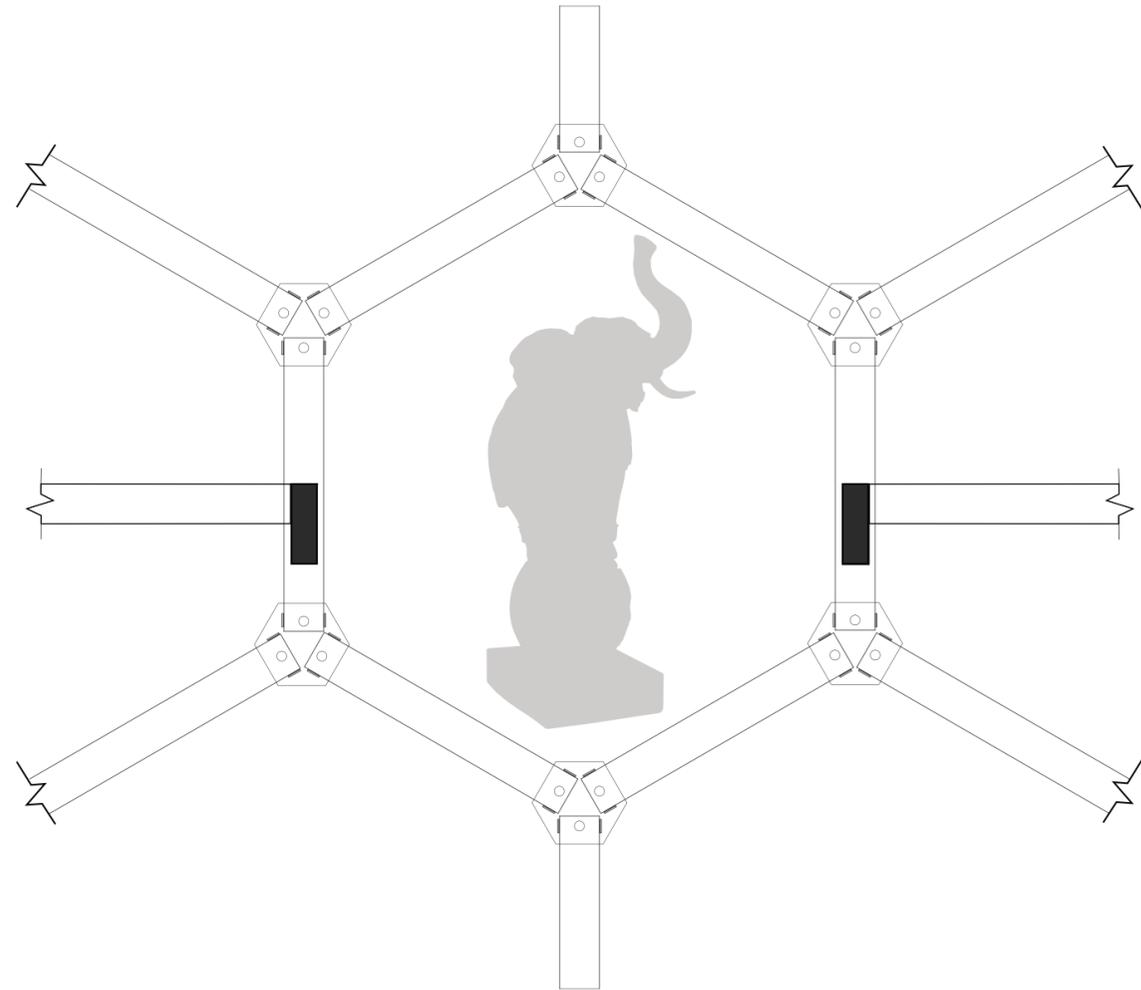


East View

The Alternative to Sprawl : A Civil Consolidation

an Interdisciplinary Integrated Approach

CONCLUSION



Now that this careful examination of general urban theory is behind us, we can safely assume that any ideology is a heroic attempt at best. The most interesting concepts have always been those that evolved over time, or the ideologies that tackled problems at the finer grain first, then expanded. Such as, the colonnades, the arcades, or simple policies that regulate traffic at certain times of the day.

Personally, I will continue to push for this idea of consolidation, because it is not an over-arching gesture. It is not a simple geometric response to a complex problem. As far as I am concerned, it is a way to raise awareness about real issues, at any scale. I do not see this theory as a model to be followed, but as an opportunity to share ideas, provide choices and engage in discourse. Whether you are the designer or the public, my theory provides you with this freedom.

All in all, I suggest the Alternative to Sprawl : A Civil Consolidation to encourage sharing resources, spaces, and ultimately wealth and well-being, to provide options of communication, transit, living, working and randomly meeting. By sharing our lives with one another, we will grow as individuals in a more luxurious architecture, that respects the greater whole.

List of Image Sources

Page 1, Image 1. maps.google.com

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Page 3, Image 1. Elephant and Quaker Guns *Northern Virginia Crossroads of History*, 1994, 45

Page 3, Image 2. Elephant and Quaker Guns *Northern Virginia Crossroads of History*, 1994, 39

Page 3, Image 3. Elephant and Quaker Guns *Northern Virginia Crossroads of History*, 1994, 32

Page 4, Image 1. *The New Urbanism Toward an Architecture of Community*, 1994, xxvi

Page 4, Image 2. Elephant and Quaker Guns *Northern Virginia Crossroads of History*, 1994, 32

Page 4, Image 3. Elephant and Quaker Guns *Northern Virginia Crossroads of History*, 1994, 4-5

Page 4, Image 4. *The New Urbanism Toward an Architecture of Community*, 1994, xxvi

Page 4, Image 5. Fairfax Journal, August 4th, 1978

Page 20, Images 0-16. maps.google.com

Page 21, Image 1. History of Urban form *before the Industrial Revolution*, 1994, 19

Page 21, Image 2. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 56

Page 22, Image 1. History of Urban form *before the Industrial Revolution*, 1994, 19

Page 22, Image 2. History of Urban form *before the Industrial Revolution*, 1994, 10

Page 22, Image 3. History of Urban form *before the Industrial Revolution*, 1994, 12

Page 22, Image 4. History of Urban form *before the Industrial Revolution*, 1994, 11

Page 22, Image 5. History of Urban form *before the Industrial Revolution*, 1994, 18

Page 23, Image 1. History of Urban form *before the Industrial Revolution*, 1994, 43

Page 23, Image 2. History of Urban form *before the Industrial Revolution*, 1994, 47

Page 23, Image 3. History of Urban form *before the Industrial Revolution*, 1994, 48

Page 24, Image 1. History of Urban form *before the Industrial Revolution*, 1994, 55

Page 24, Image 2. History of Urban form *before the Industrial Revolution*, 1994, 66

Page 24, Image 3. History of Urban form *before the Industrial Revolution*, 1994, 67

Page 24, Image 4. History of Urban form *before the Industrial Revolution*, 1994, 71

Page 25, Image 1. History of Urban form *before the Industrial Revolution*, 1994, 101

Page 25, Image 2. History of Urban form *before the Industrial Revolution*, 1994, 105

Page 25, Image 3. History of Urban form *before the Industrial Revolution*, 1994, 108

Page 25, Image 4. History of Urban form *before the Industrial Revolution*, 1994, 108

Page 25, Image 5. History of Urban form *before the Industrial Revolution*, 1994, 120

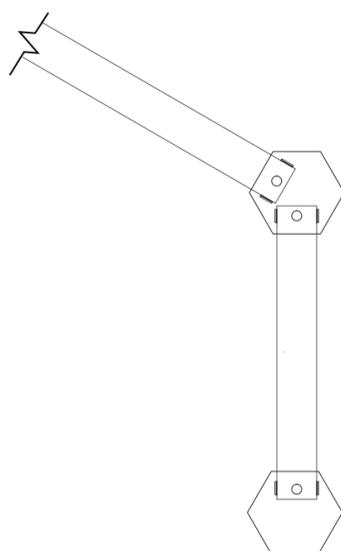
Page 25, Image 6. History of Urban form *before the Industrial Revolution*, 1994, 123

Page 26, Image 1. History of Urban form *before the Industrial Revolution*, 1994, 172

Page 26, Image 2. History of Urban form *before the Industrial Revolution*, 1994, 213

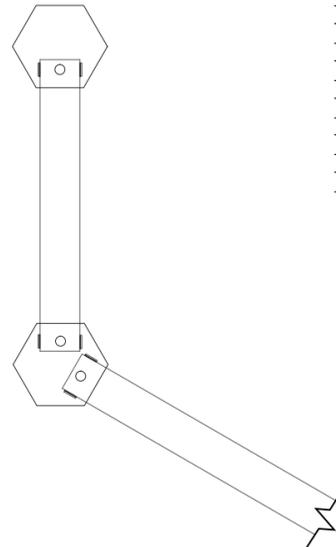
Page 26, Image 3. History of Urban form *before the Industrial Revolution*, 1994, 169

Page 26, Image 4. History of Urban form *before the Industrial Revolution*, 1994, 171



List of Image Sources (Continued)

- Page 27, Image 1.** *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 100
Page 27, Image 2. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 49
Page 27, Image 3. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 49
Page 27, Image 4. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 45
Page 27, Image 5. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 27
Page 27, Image 1. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 100
Page 28, Image 1. *Sustainable Communities : A New Design Synthesis for Cities, Suburbs and Towns*, 2008, 90
Page 28, Image 2. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 56
Page 28, Image 3. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 64
Page 28, Image 4. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 81
Page 28, Image 5. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 81
Page 29, Image 1. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 68
Page 29, Image 2. *The New Urbanism Toward an Architecture of Community*, 1994, xxxi
Page 29, Image 3. *The New Urbanism Toward an Architecture of Community*, 1994, xxx
Page 30, Image 1. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 64
Page 30, Image 2. *Sustainable Communities : A New Design Synthesis for Cities, Suburbs and Towns*, 2008, 18
Page 30, Image 3. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 111
Page 30, Image 4. *The Next American Metropolis Ecology, Community, and the American Dream*, 1993, 111
Page 32, Image 1. *Sustainable Communities : A New Design Synthesis for Cities, Suburbs and Towns*, 2008, 192
Page 32, Image 2. *Sustainable Communities : A New Design Synthesis for Cities, Suburbs and Towns*, 2008, 195
Page 32, Image 3. *Sustainable Communities : A New Design Synthesis for Cities, Suburbs and Towns*, 2008, 195
Page 33, Image 1. *Sustainable Communities : A New Design Synthesis for Cities, Suburbs and Towns*, 2008, 201
Page 33, Image 2. *Sustainable Communities : A New Design Synthesis for Cities, Suburbs and Towns*, 2008, 204
Page 33, Image 3. *Sustainable Communities : A New Design Synthesis for Cities, Suburbs and Towns*, 2008, 209
Page 33, Image 4. *Sustainable Communities : A New Design Synthesis for Cities, Suburbs and Towns*, 2008, 207



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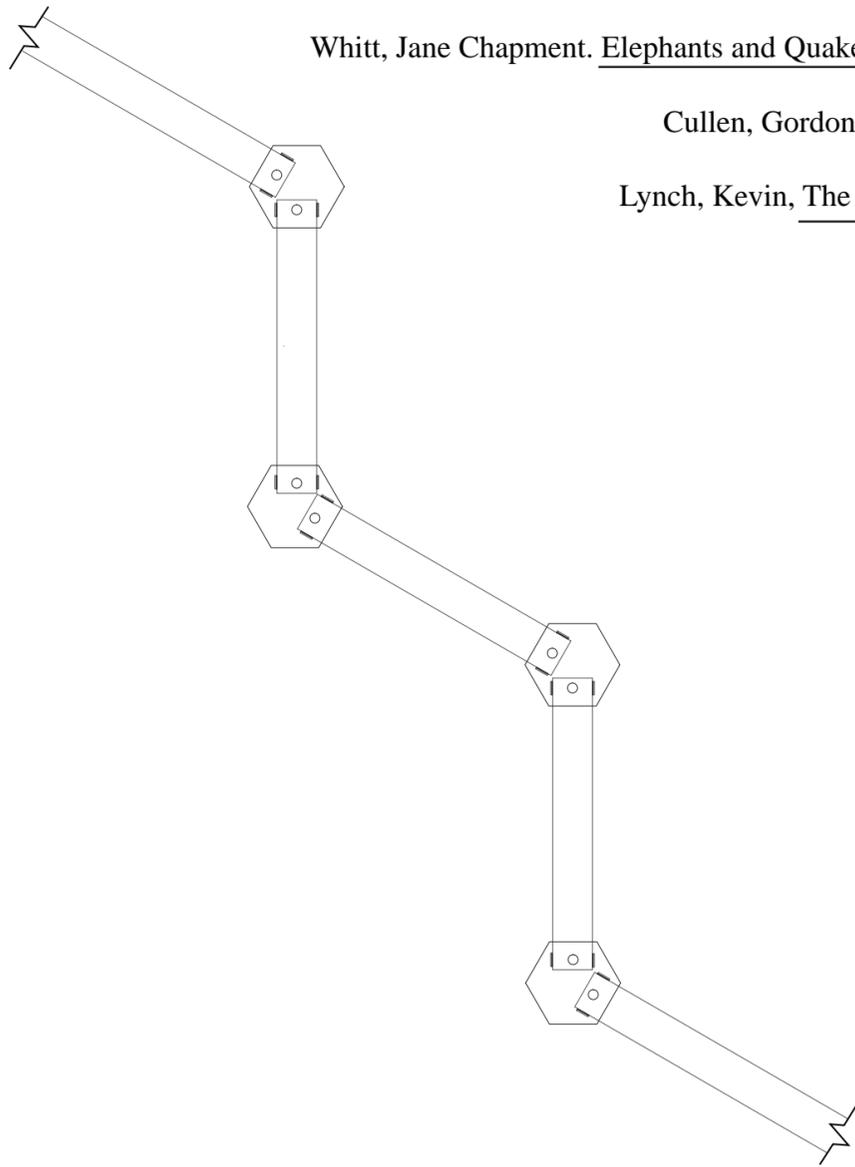
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