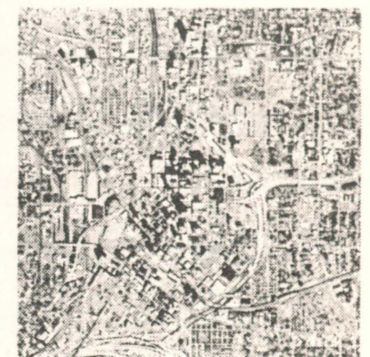
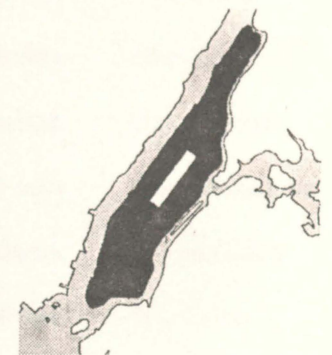
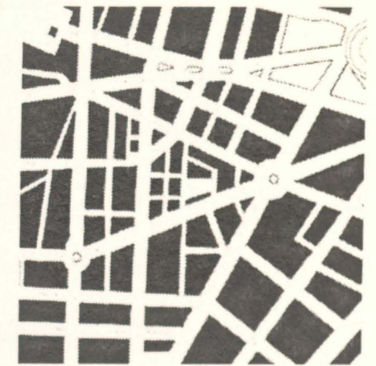
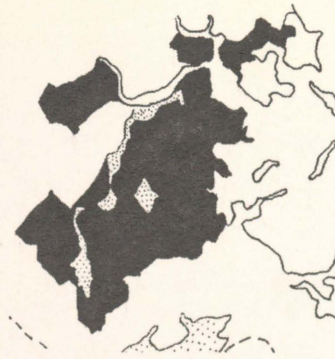


URBAN SCALE AND STRUCTURE COMPARISON



University of Georgia
School of Environmental Design

Fall 1994
LAR 318 Advanced Landscape Design Studio
URBAN DESIGN

TABLE OF CONTENTS

This booklet is the product of a two-week class assignment completed in the Fall 94 Quarter in Professor Alvarez' LAR 518 Advanced Landscape Design Studio. The project was assigned on 9-16-94 and completed on 9-30-94.

The primary focus of this studio is Urban Design. Among the main course objectives are:

To examine the processes used to assess, analyze, and propose appropriate solutions to urban design problems.

To explore the concept of a team approach in urban design.

Through readings, lectures, discussions, field observations, and the application of urban design principles to a given problem, the student will be expected to demonstrate:

A basic understanding of selected urban design theories and issues.

A basic understanding of the complex dynamics in urban design.

The ability to recognize, analyze, and reinforce—through conscious intervention—spatial structure in an urban context.

The ability to site structures, adaptively reuse existing features, and incorporate related circulation systems into a responsive urban design plan.

The ability to properly use lighting, paving, public art, plantings, street furnishings, and appropriate technologies to reinforce and articulate an urban design plan.

Atlanta	<i>Jim Tate</i>
Baltimore	<i>Kevin Hall</i>
Barcelona	<i>William D'Gatta</i>
Boston	<i>Chris Swann</i>
Cairo	<i>Kris Kronlein</i>
Charlotte	<i>Ken Haines</i>
Dallas	<i>Paul Eisen</i>
Houston	<i>Mac Putnam</i>
Manhattan	<i>Adam Ragsdale</i>
New Orleans	<i>Jeff McGahee</i>
Paris	<i>Rob Estes</i>
Portland	<i>Chad McKinney</i>
Rome	<i>Carol Wintzinger</i>
San Francisco	<i>Aaron Wood</i>
Savannah	<i>Katie Blankenstein</i>
Vancouver	<i>Andy Rymph</i>
Washington D.C.	<i>Sean Martin</i>

Completed under the direction of
Professor Leonardo Alvarez.

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Atlanta	Andy Flynn
Philadelphia	Kate Gunkel
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Chicago	Chris Mankoff
Portland	Chris Mankoff
Paris	Bob Eise
New Orleans	Jeff McCarroll
Memphis	John Redden
Houston	Mac Patten
Denver	Paul Gray
Charlotte	Ken Harris
Orlando	Ken Harris
Boston	Chris Zeman
Baltimore	William O'Connell
Birmingham	Kevin Hill
Atlanta	John Hill

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INTRODUCTION

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This assignment was structured to serve as a means of establishing a common vocabulary for students to engage in dialogue about key issues in urban design.

Each city's attributes were drawn at the same scale to facilitate comparisons. Each student was responsible for documenting, analyzing, diagramming, and presenting their city's specific characteristics including:

Natural Context

Overall Urban Form

Primary Circulation System

Spatial Structure of Urban Core
(Include principal urban plaza, typical block form and size, urban park, promenade, etc.)

Special Urban Design Features
(urban landmarks, open space networks, etc.)

Principal Demographics
(overall population, distribution, density, etc.)

All students worked together as a team with the instructor to work out the details of presentation such that all individual efforts were coordinated. All presentations were then duplicated and bound in this volume for use as a reference.



ATLANTA, GEORGIA

ATLANTA, GEORGIA

Natural Context:

Atlanta is located in north central Georgia at 33° 39' north latitude and 84° 25' west longitude with an altitude of about 1,000' above sea level. The city is 250 miles north of the Gulf of Mexico and 250 miles west of the Atlantic Ocean. The terrain of Atlanta, which is situated on the piedmont plateau in the foothills of the southern Appalachians Mountains, ranges from gently rolling to hilly. Atlanta lies just south of the Blue Ridge Mountains and east of the Chatahochee River which forms a significant portion of the western city limits.

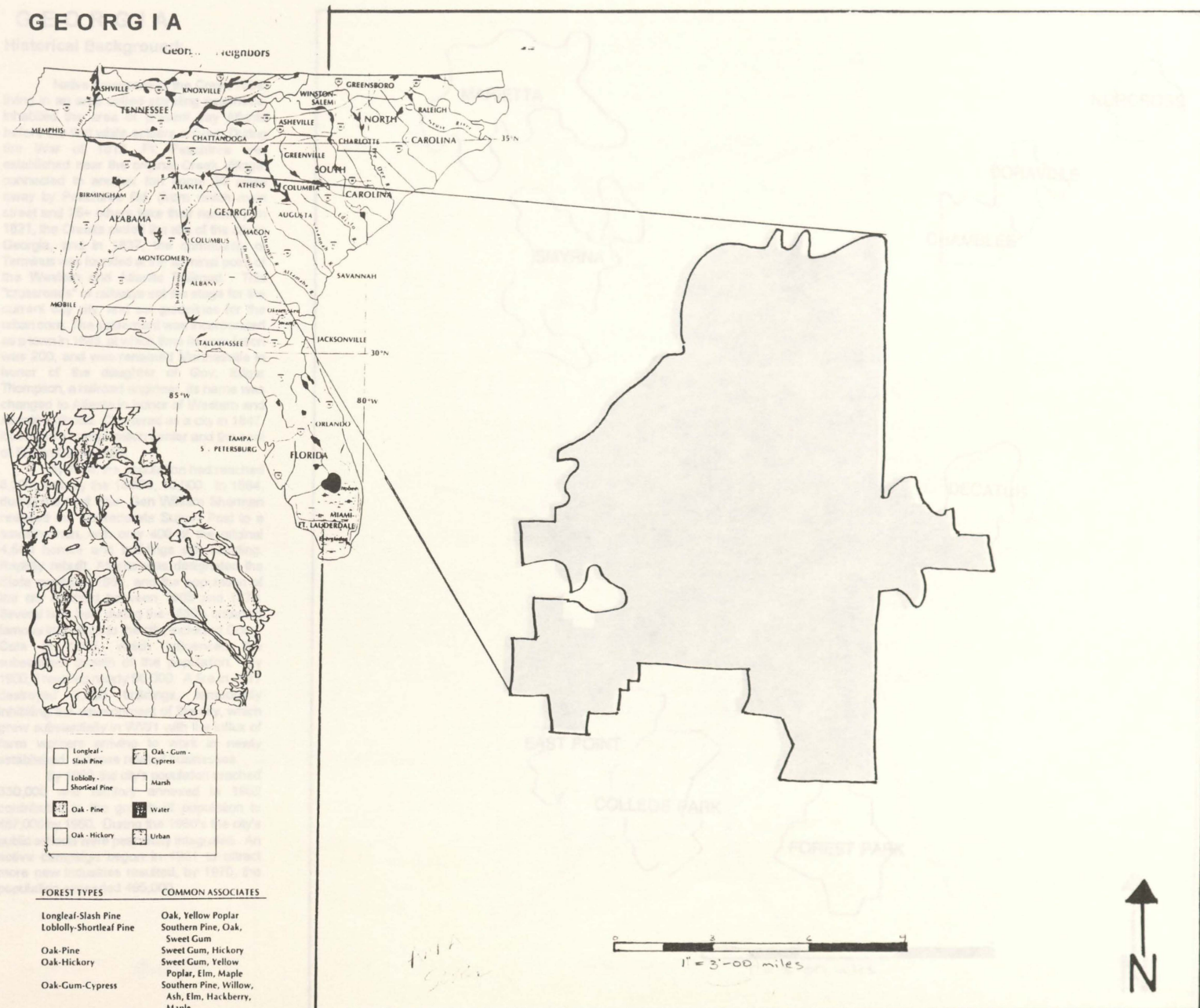
The surrounding metropolitan area is covered by the same type of terrain with streams, rivers, and lakes. The most popular of which are Lake Lanier and Allatoona Lake.

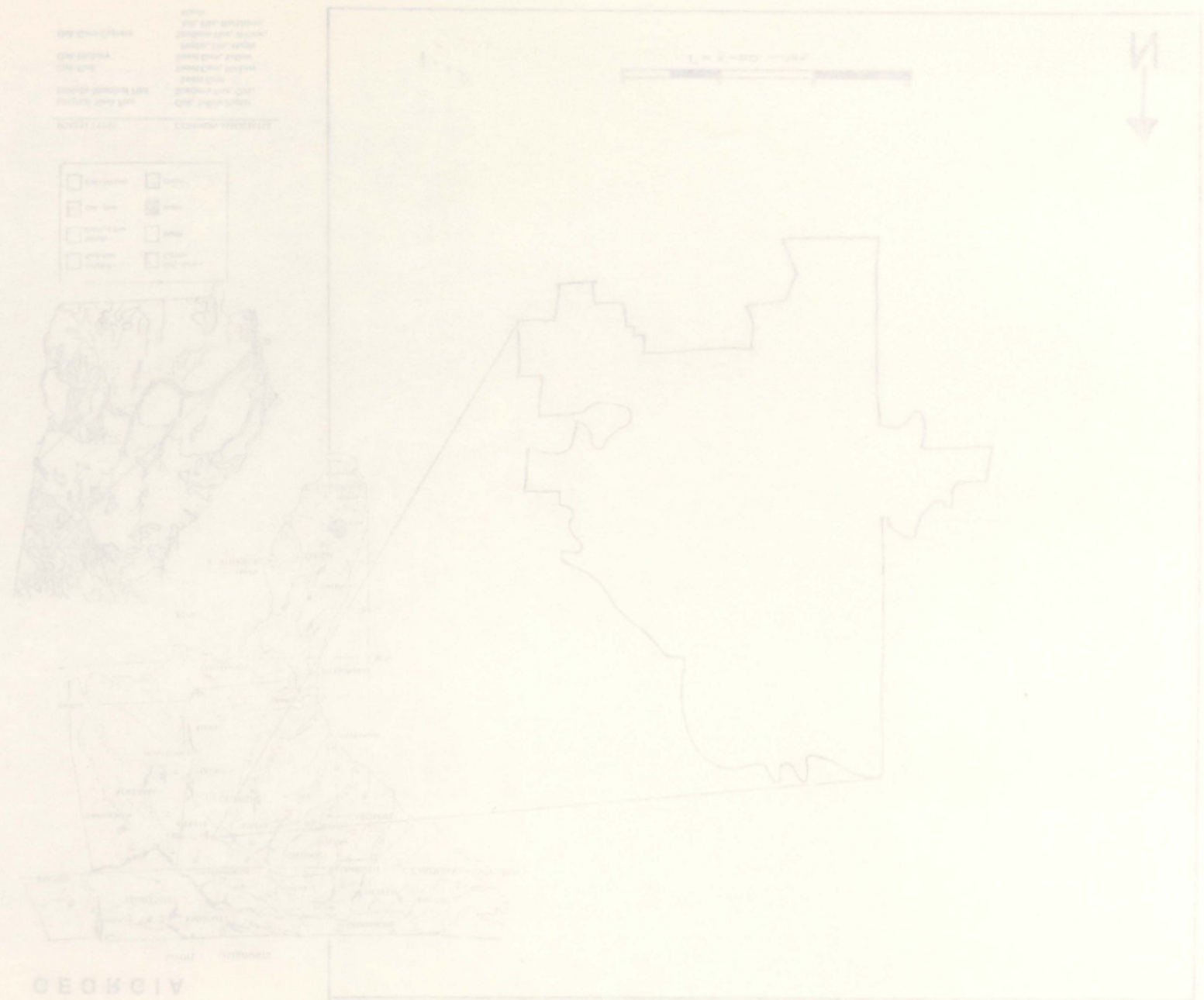
Lake Lanier lies approximately 20 miles northeast of the city limits, and Allatoona rests to the northwest. One other interesting geographical point is Stone Mountain, which features massive carvings of Confederate heroes Jefferson Davis, Stonewall Jackson, and Robert E. Lee.

Atlanta's climate is influenced by the Atlantic Ocean, Bermuda High Pressure Area, the Gulf of Mexico, and the Appalachian Mountains. It is characterized by warm humid summers and mild winters. The average temperature is 45° F in January and 79° F in July with an average annual rainfall from 2" in October to 6" in March. Snowfall usually averages about 1.5" per year, and the relative humidity ranges from 50 to 91%. Atlanta's climate offers a growing season of about 230 days.

Various plants and blooming trees thrive around the city. The dogwood, magnolia, pine are probably the most well known. Since Atlanta is famous for these dogwood blooms it has come to be known as the "Dogwood City."

Native fauna to the area include the raccoon, fox, opossum, and whitetail deer. Common birds are the cardinal, wren, chimney swift, and red eyed vireo. Bullfrogs, tree frogs, mud turtles, water snakes, and the venomous rattle snake also inhabit the area.





ATLANTA GEORGIA

ATLANTA,

Overall Urban Form:

Atlanta is the capital and overall largest city in Georgia. It serves as the distribution, service, and transportation center of the Southeast. The city covers about 132 square miles covering Fulton and a portion of DeKalb counties. The metropolitan area covers 5,192 square miles and extends over 18 counties.

Lying just north of the city is the largest suburb Sandy Springs. Other major suburbs include College Park, East Point, Forest Park, Decatur, Marietta, Roswell, and Smyrna.

Atlanta has had several periods of industrial expansion and construction growth. Today, it is one of the nations fastest-growing urban areas.

The population of the city of Atlanta is around 394,017 the surrounding metropolitan area has nearly 3,000,000 people. Atlanta and the outlying regions contain about two-fifths of the State of Georgia's total population of which approximately two-thirds of the city's population is black.

During the 1970's Atlanta adopted a new nickname, "The New International City," because approximately 43,000 people from foreign countries has moved into the area.

Atlanta's metropolitan areas a center for services and retailing. About 135,000 people are employed in the service fields, and about 245,000 people work in retailing. Annual retail sales are estimated at 20 billion dollars. Manufacturing employs about 155,000 people.

The major governing of the Southeast is in Atlanta. The Eleventh Circuit Court of Appeals, the Sixth Federal Reserve District, and the Centers for Disease Control are all located in the city. Military installations include: Dobbins Air Force Base, Fort McPherson, and Atlanta Naval Air Station.

The city has 113 public elementary and high schools, with about 60,000 students. About 28,000 students attend private and parochial schools in the area. Atlanta has around 20 four-year colleges, universities, and other schools of higher education of which the more famous are Georgia Tech, Emory University, and Georgia State university.

Landmarks and sightseeing spots include: Ebenezer Baptist Churchyard (burial spot of Martin Luther King, Jr.), Cyclorama in Grant Park, Atlanta Zoo in Grant Park, Kennesaw Mt. Battlefield Park, Stone Mountain, Six Flags over Georgia, Underground Atlanta, and the Coca-cola center.

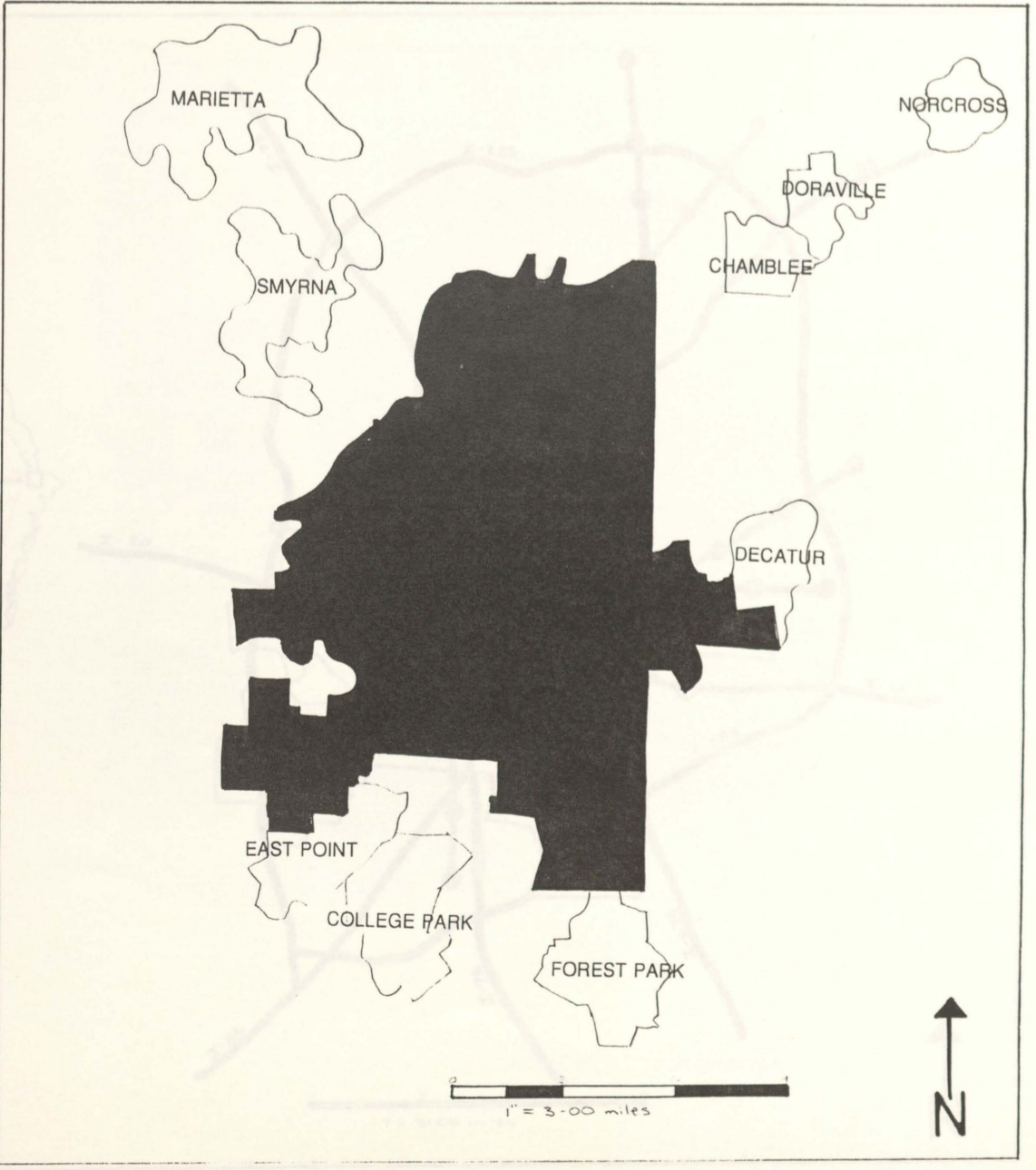
GEORGIA

Historical Background:

Native Americans of the Creek Tribe, living in an area called standing peachtree, inhabited the area of present day Atlanta before the first white settlers arrived. During the War of 1812, Ft. Peachtree was established near the original Creek Village, connected to another fort some 30 miles away by Peachtree Rd. (from which main street and 25+ others take their names.) In 1821, the Creeks ceded the site of the city to Georgia, and in 1837, the community of Terminus was founded at the terminal point of the Western and Atlantic Railroad. This "crossroads" of railways set the stage for the current day city, and set guidelines for the urban core. The settlement was incorporated as a town in 1843, at which time its population was 200, and was renamed Marthasville in honor of the daughter of Gov. Edgar Thompson, a railroad engineer, its name was changed to Atlanta in honor of Western and Atlantic Railroad. Chartered as a city in 1847, it became a transportation center and the seat of Fulton Co. in 1853.

By 1854, the population had reached 6,000, and, by the 1860's, 10,000. In 1864, during the Civil War, Gen William Sherman reduced the Confederate Supply Post to a smoking ruin, with only 400 of the original 4,500 homes and buildings still standing. Rapidly rebuilt, Atlanta was designated the State capital in 1868, and the population of the city doubled between 1865 and 1870. Several fairs held during the 1880's attracted famous industries to the city, including Coca-Cola in 1886, which influenced the subsequent growth of the population. By 1900, it reached nearly 90,000. A fire in 1917 destroyed 2,000 buildings, temporarily inhibiting the development of the city, which grew substantially in WW1 with the influx of farm workers arriving to work in newly established, defense related businesses.

By 1950, the city's population reached 330,000 and territory annexed in 1952 contributed to the growth of population to 487,000 by 1960. During the 1960's the city's public schools were peacefully integrated. An active campaign begun in 1961 to attract more new industries resulted, by 1970, the population exceeded 495,000.



...of the city is I-285. The radials include I-20 (east-west), I-75 (north-south), I-85 (northeast-southwest). Downtown streets are observed closer in "Urban Core" section.

Airlines use Hartsfield International Airport, one of the busiest terminals in the United States. Its location is about 12 miles south of downtown.

Railroads were the reason that the city of Atlanta was formed. Although other modes of transportation are now more prevalent, the railroad system is still in use today for various reasons such as transportation of people, goods, and resources. More detail on the history of the railways and Atlanta can be located in the "History" section.

In 1971, voters approved the construction of a rapid-transit train system for the area to help solve the problems of inadequate public transportation and high traffic amounts. The system is almost complete today with more than 40 of the proposed 61 miles of track to be constructed complete. There are even ideas and plans to expand the system to further cities such as Athens and Carrollton.

Bus lines that currently serve the city are Greyhound, Trailways, and MARTA. MARTA is the "Metro Atlanta Rapid Transit Authority" and currently handles the bulk of Atlanta's non-driving population.

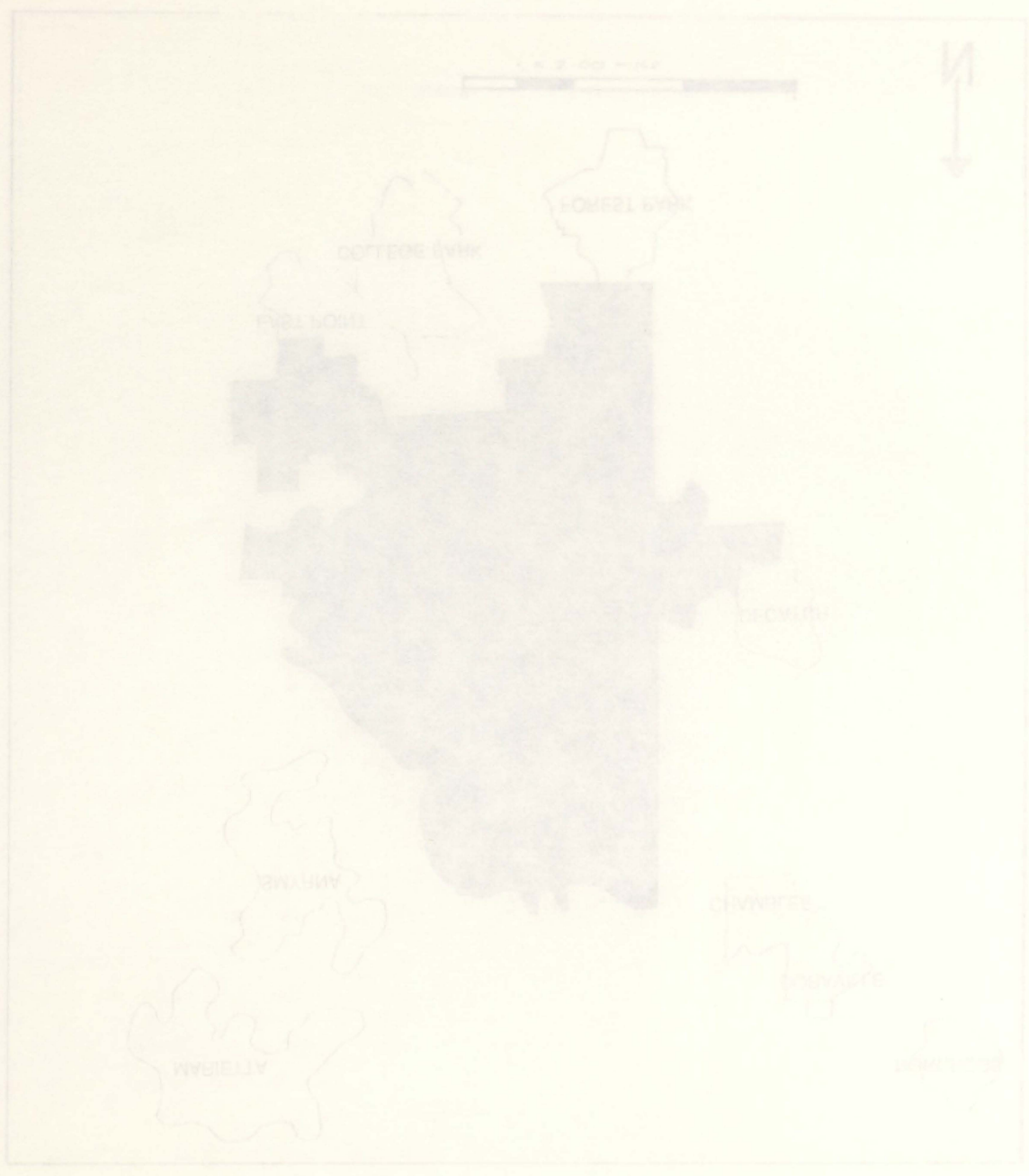
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ATLANTA, GEORGIA

Transportation and Circulation:

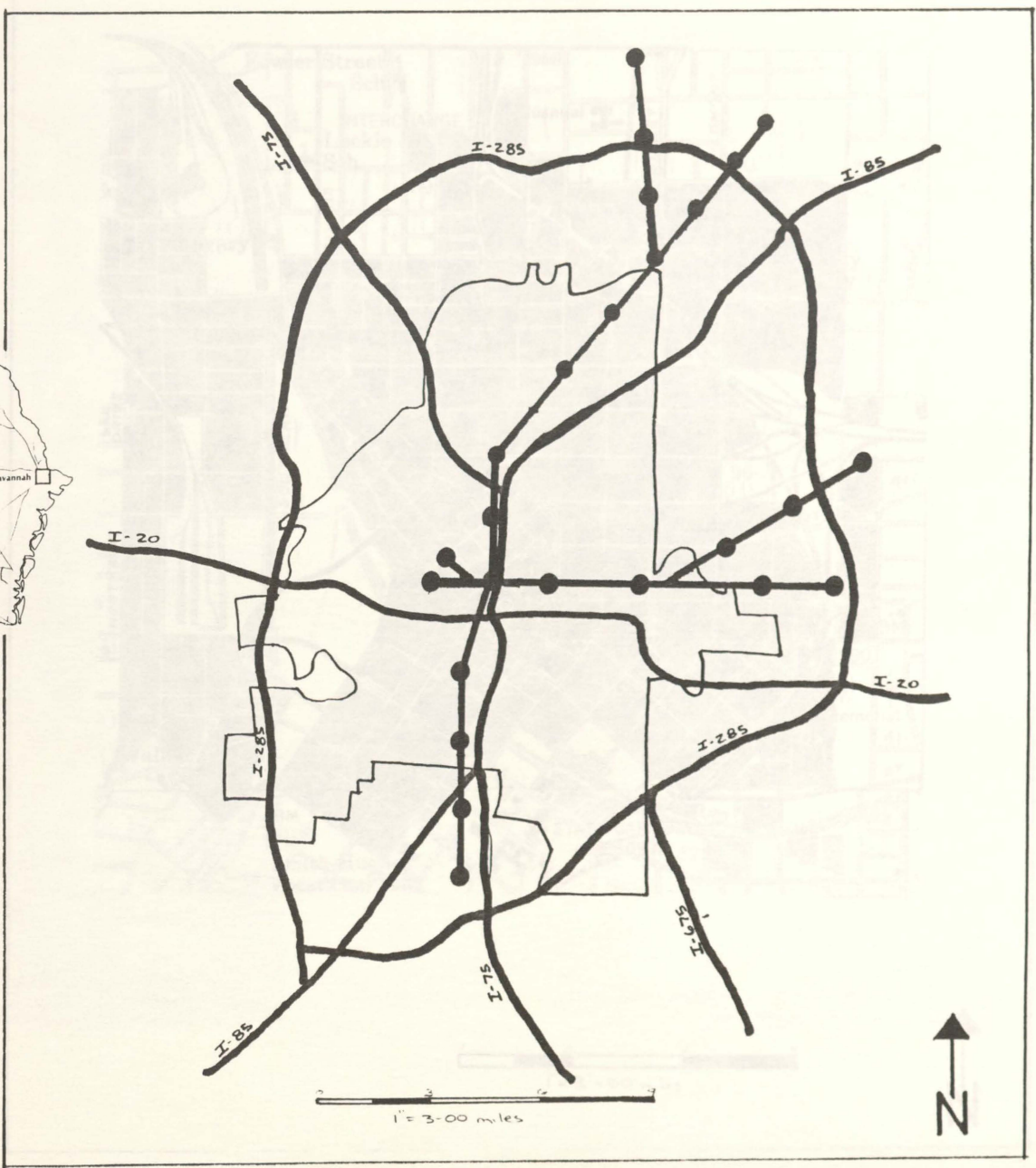
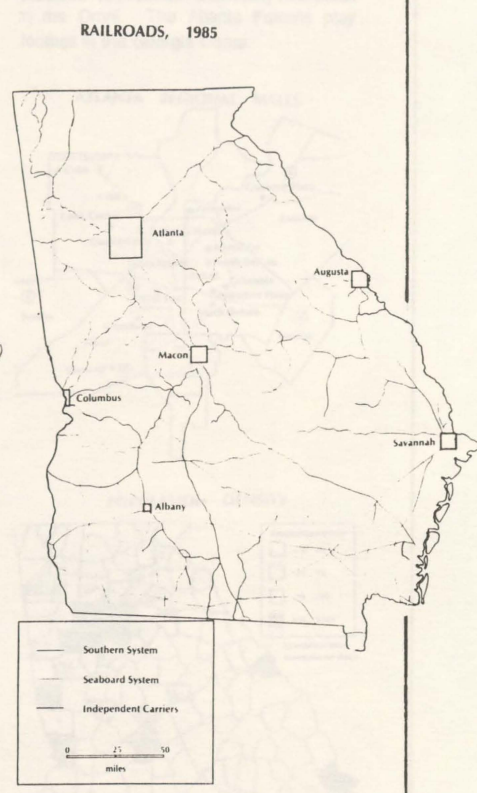
Atlanta is composed of three major lines of transportation: roads, rail roads, transit, and air. The roads consist of interstates, highways, and streets which radiate around the city in an arc-radial system. The major arc that completely encompasses the city is I-285. The radials include I-20 (east-west), I-75 (north-south), I-85 (northeast-southwest). Downtown streets are observed closer in "Urban Core" section.

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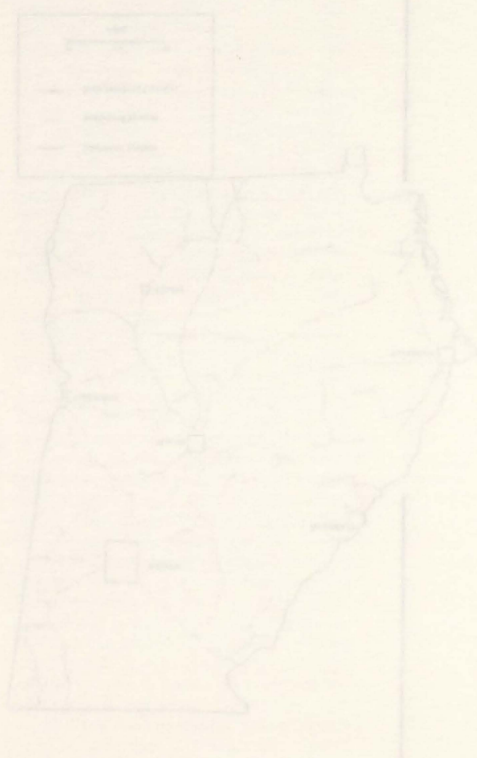
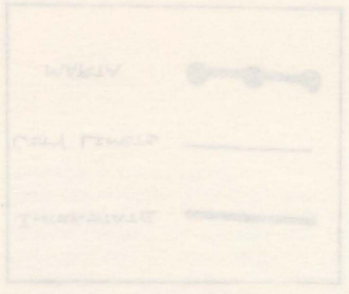
Railroads were the reason that the city of Atlanta was formed. Although other modes of transportation are now more prevalent, the railroad system is still in use today for various reasons such as transportation of people, goods, and resources. More detail on the history of the railways and Atlanta can be located in the "History" section.

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Through the years, Atlanta has grown from a small settlement to a major metropolitan area. The city's location at the intersection of major transportation routes has been a key factor in its development. The city's growth has been rapid, and it is now one of the largest cities in the Southeast. The city's economy is diverse, with a strong base in services, manufacturing, and technology. The city is also known for its rich cultural heritage and its vibrant arts scene.

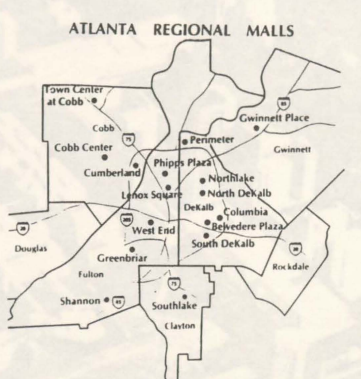


ATLANTA, GEORGIA

Urban Core:

In the heart of downtown Atlanta and office buildings cluster an intersection called five points. Peachtree Center, a modern business complex north of five points, includes hotels, office buildings, restaurants, shops, and convention and entertainment facilities. Underground Atlanta, a shopping and entertainment complex, is south of five points. The Atlanta City Hall, the State Capitol, and other government buildings stand southeast of Five Points. Atlanta's most famous street, Peachtree Street, runs from the central business district to the northern residential areas.

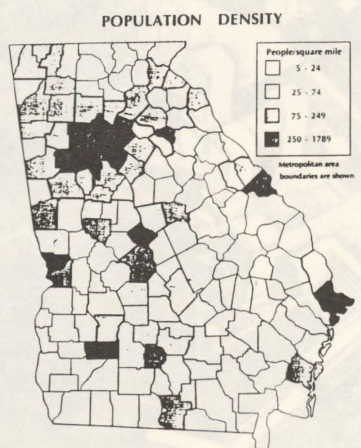
Braves play Baseball in Atlanta-Fulton Co. Stadium. The Atlanta Hawks play basketball in the Omni. The Atlanta Falcons play football in the Georgia Dome.



Cultural Life:

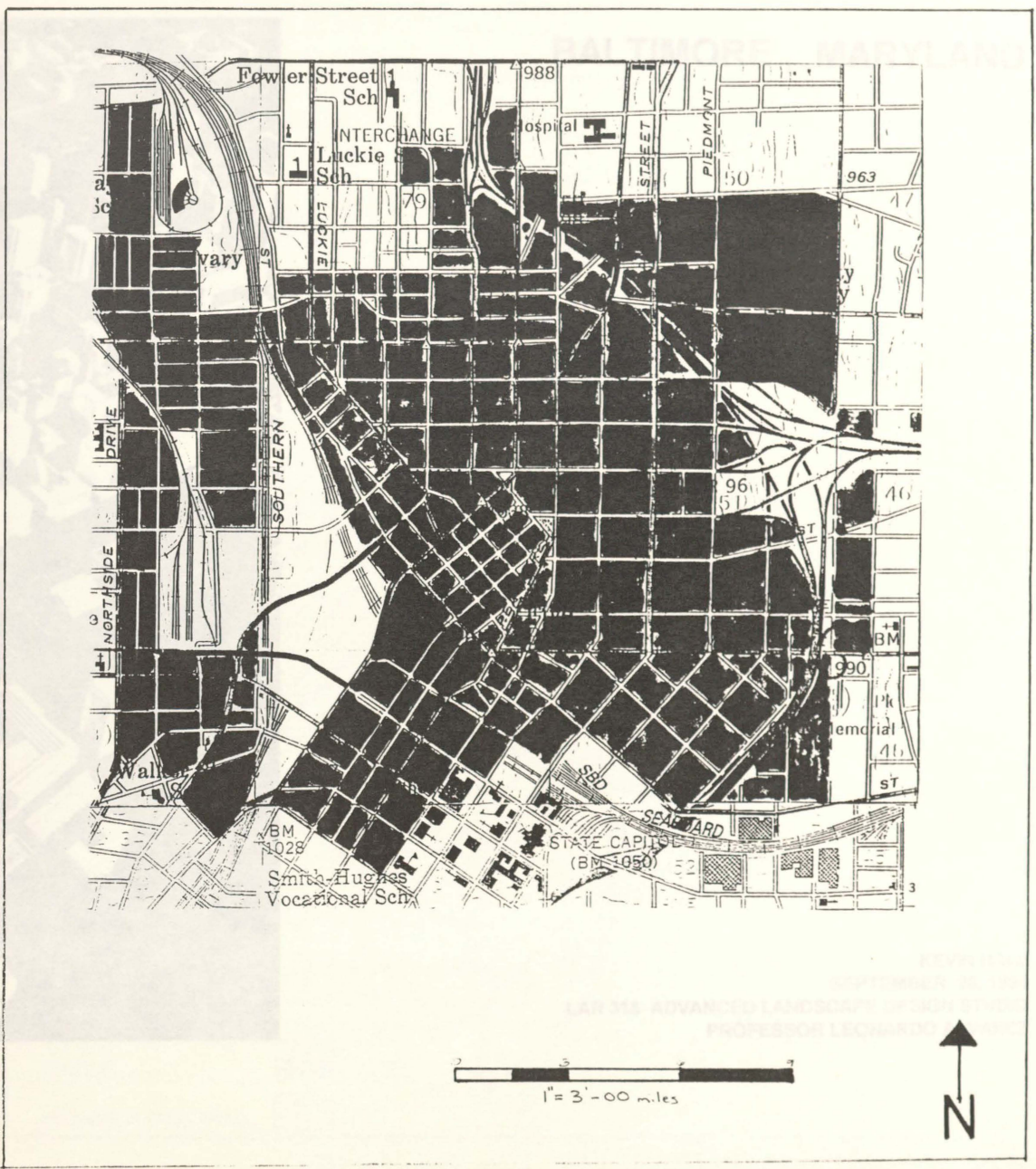
The Carter Presidential Center stands on a hill overlooking downtown Atlanta. This large complex houses the Jimmy Carter Library, which contains documents and other items associated with Jimmy Carter's term in the Presidential office.

The Robert W. Woodruff Arts Center consists of the the Atlanta memorial Arts Building and the adjoining High Museum of Arts. The Memorial Arts Building houses the the Alliance Theatre Company, the Atlanta Opera, and the Atlanta Symphony Orchestra. The High Museum of Art is famous for its Renaissance of Artings. The Atlanta Arts Festival held each year in Piedmont Park, features art exhibits, concerts, and dance programs.



Recreation:

The Atlanta area has about 5,000 acres of parks and playgrounds. Grant Park includes the Atlanta Zoo and the Cyclorama, a circular painting of the Battle of Atlanta of 1864. The Cyclorama is 42' high and 358' wide. Six Flags Over Georgia, a 276 acre amusement park, offers rides, stage entertainment, and other attractions. The Fernbank Science Center has a forest preserve and a planetarium. Stone Mountain offers the monstrous carvings as well as other recreational activities. The Atlanta



REYNOLDS
 SEPTEMBER 28, 1988
 LAR VIA ADVANCED LANDSCAPE ARCHITECTURE
 PROFESSOR LEONARD...

THE UNIVERSITY OF MARYLAND SYSTEM
 COLLEGE PARK, MARYLAND
 DEPARTMENT OF LANDSCAPE ARCHITECTURE
 100 UNIVERSITY DRIVE
 COLLEGE PARK, MARYLAND 20742
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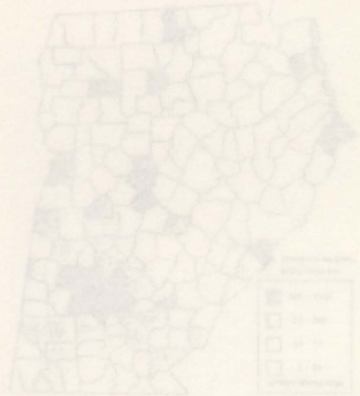
DESCRIPTION:

The project is a multi-phase development in the downtown area of Baltimore, Maryland. The site is bounded by the waterfront to the east, the city center to the west, and the harbor to the south. The development will consist of a mix of residential, commercial, and public spaces. The project is designed to revitalize the downtown area and provide a high-quality urban environment for the residents of Baltimore.

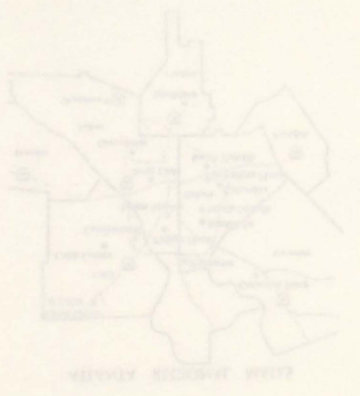
CONTEXT:

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CONCEPT:



PROPOSED DEVELOPMENT

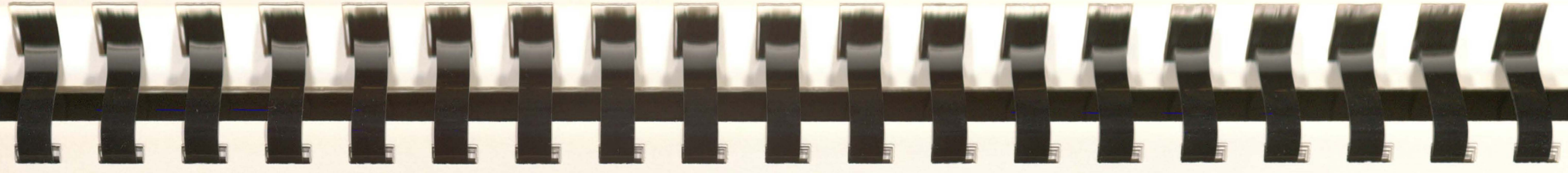


EXISTING DEVELOPMENT

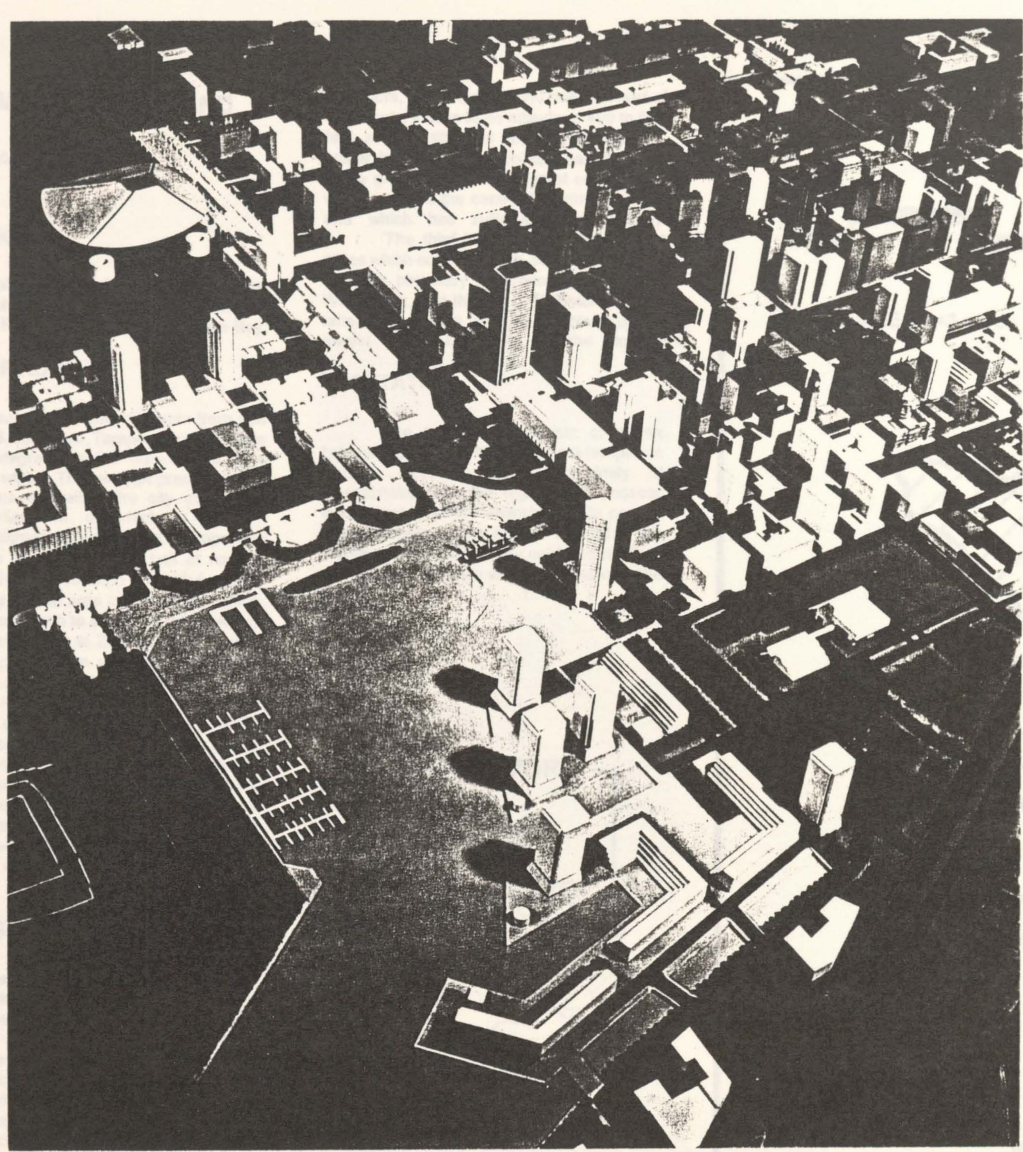
LEGEND:
 - Residential
 - Commercial
 - Public
 - Waterfront
 - Harbor



VIRGINIA GEORGIA



BALTIMORE, MARYLAND



KEVIN HALL
 SEPTEMBER 29, 1994
 LAR 318 ADVANCED LANDSCAPE DESIGN STUDIO
 PROFESSOR LEONARDO ALVAREZ

WATER
 METROPOLITAN AREA



BALTIMORE, MARYLAND

NATURAL CONTEXT

LOCATION

Baltimore is located forty miles by road from Washington, D.C. It is situated on the Patapsco River, an arm of Chesapeake Bay.

DESCRIPTION

The city's elevation ranges from sea level to 445 feet above. Temperatures average from 76 degrees in the summer to 37.4 degrees in winter. The average precipitation is 42.5 inches annually. The city covers 91 square miles, 13 of which is water.

Baltimore County forms an important part of the great continental belt of country known as the Atlantic slope of North America. The county has an area of 718 square miles, 35 miles from north to south, 11 miles wide at the north expanding to 28 miles at the south. Adequate precipitation and mild climate give the area an advantage for sustaining a healthy population. Possessing an abundance of water and timber, easily cultivated soils, and an ability to grow many cereals, vegetables, and fruits, the area has given its inhabitants a healthy environment for many years.

The contours of the surface are brought into prominence by the underlying reliefs of hard rocks and of the solid materials derived from them.

GEOLOGY

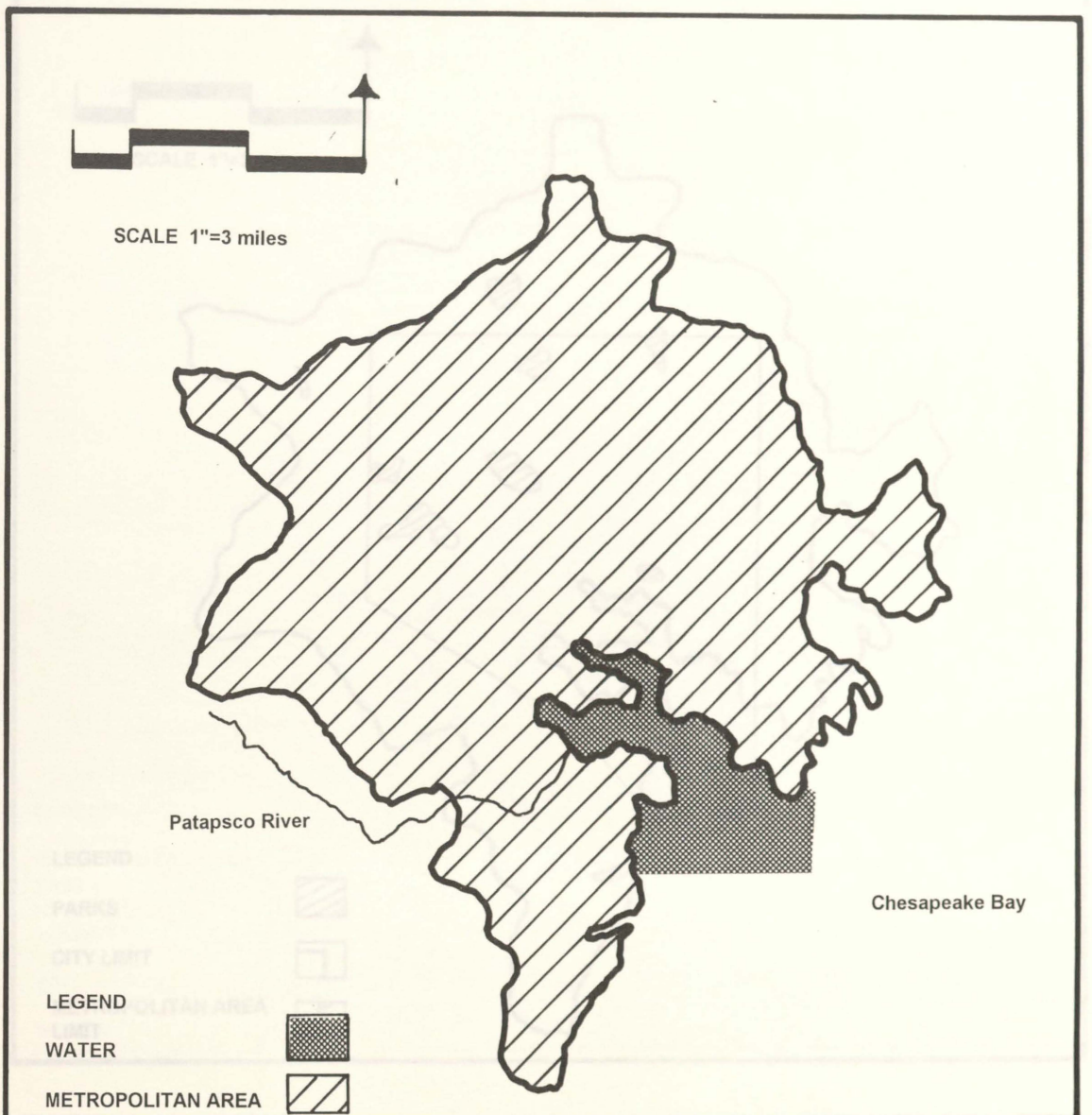
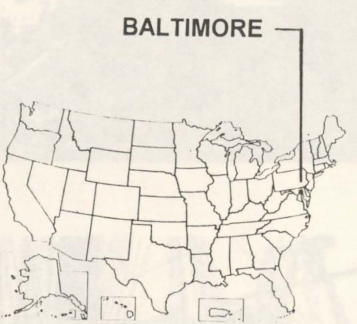
Sharing in the several continental changes which have formed the Atlantic belt of North America, Baltimore County has been developed from its condition of primitive simplicity to an area of varied complexity. It now contains the chief varieties of rocks, minerals, and soils. The county is seen to be traversed diagonally by three general ridges of high hills, inclosing the valleys by lateral spurs and clusters of domes which deflect more or less from the main direction of northwest by southeast. Those on the northwest side rise in series of high, broad-topped masses, with the occasional abrupt backbone ridge breaking their continuity. They rise to an elevation of from 600 to 800 feet above tidewater, and are chiefly composed of hydromica slates. The second series of rocks laid down

members, which crosses the northern part of the county. It rises to an altitude of 400 to 500 feet, and is built of the hornblende gneisses, containing some mica schists, quartzites, and a few granites. This is the great central area which incloses the central limestone valleys, and which has suffered deep erosion.

The third is the area of lower blunt ridges which succeed each other between the northern boundary of Green Spring Valley, Woodstock, and the city of Baltimore. These latter foldings are composed chiefly of the lowest rocks belonging to the county.

VEGETATION

The vegetation consists of a mix between hardwoods and pines in a temperate climate. Because of the proximity of Chesapeake Bay, the region also possess those plant materials associated with coastal areas. Generally, the area is located in the transition zone between the colder climates of the northeast and the warmer climates of the south.





DESCRIPTION

Baltimore is a major seaport and industrial center in the northeastern United States. It is the largest city in Maryland and the 28th largest in the United States. The city is known for its historic architecture, including the B&O Railroad Station and the Walters Art Museum. The city is also known for its diverse economy, which includes shipbuilding, steelworks, and oil refineries.

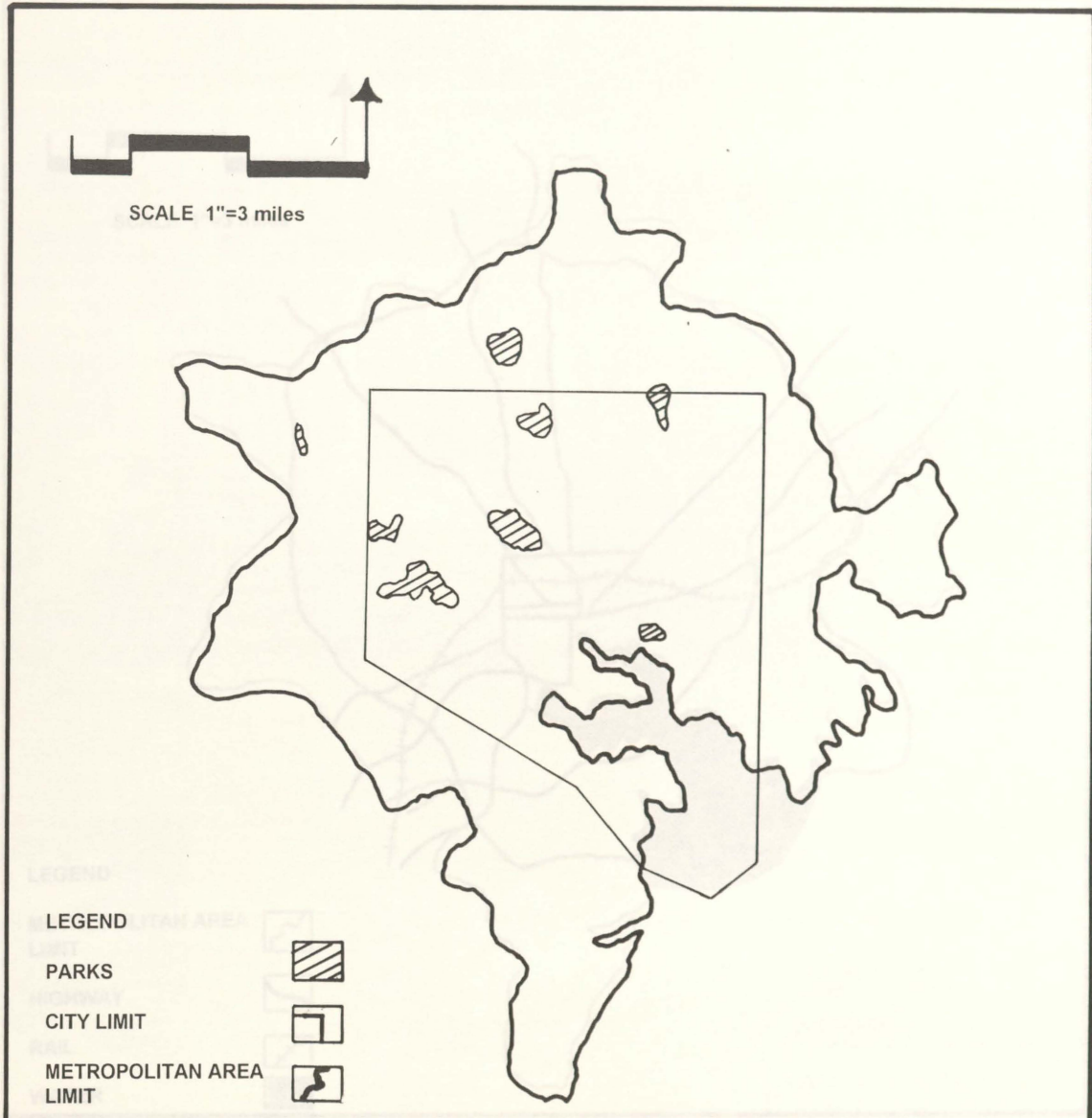
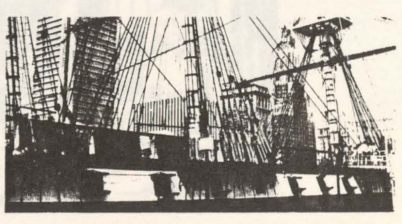
BALTIMORE, MARYLAND

URBAN FORM

HISTORY

Baltimore was the ninth most populous city in the United States at the time of the 1980 census and the 14th most populous metropolitan area. The economy is balanced so that it is not known by a single industry. Baltimore was established in 1729 and named after the Irish baron of Baltimore. The founders of the city intended originally for the city to be an outlet for locally grown tobacco. But by 1760, Baltimore was exporting large amounts of flour as well as tobacco. At the outbreak of the Civil War, the city was a bustling seaport a major shipbuilding center. During the War of 1812, the British tried to capture Baltimore and the U.S. forces successful defense of Fort McHenry (now a national monument) was the inspiration for Francis Scott Key's song "The Star Spangled Banner." In 1827, the nation's first railroad, the Baltimore and Ohio, started from the city's Mount Clare Station, which now houses the railroad museum. During the Civil War, though Maryland did not secede from the Union, many of its citizens had Southern sympathies. Federal troops occupied Baltimore throughout the war and the city took time to recover from this period of severe disruption. A fire on February 7, 1904, destroyed much of the business district, but recovery was rapid. At the beginning of World War I, Baltimore began to grow industrially with the construction of steelworks, oil refineries, and related war industries. It is now a major seaport with extensive shipbuilding and repair facilities and a diverse economy. The seaport is the most important reason for the existence of the huge rail complex centered in Baltimore, from which goods move from the Atlantic coast to the Mid-West.

the early 1900's in the first completely planned residential communities in the country.



Baltimore's past is still evident today. Dockside streets have names such as Thames, Fleet, and Shakespeare. These names date back to the mid-18th century when this part of the city was laid out by a settler only one generation removed from England. Traffic doglegs around a monument erected in 1815 in honor of the battle fought in the War of 1812. Overlooking the inner harbor is Federal Hill, named on the occasion of a great civic celebration in honor of Maryland's ratification of the United States Constitution. Among the most sought-after residences in the city are the rambling and solid but architecturally undistinguished houses in Roland Park, built in

...the city's growth and development...
 ...the city's growth and development...
 ...the city's growth and development...



...the city's growth and development...
 ...the city's growth and development...
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...the city's growth and development...
 ...the city's growth and development...
 ...the city's growth and development...



BALTIMORE, MARYLAND

CIRCULATION

Baltimore has a variety of circulation systems. Interstate 95 connects the city with Washington D.C. to the south, and Philadelphia to the north. Also, 695 by-passes the entire city, creating a perimeter loop which helps to define the metropolitan area.

Along 895, which is an alternate route from I-95, a tunnel takes traffic under the Patapsco River Bay.

Since the first railroad began in Baltimore, a large system of rails criss-cross the city. Local trains as well as Amtrak and commercial rails make up this complex system.

In the older part of the city, grid patterns define the street patterns. Unlike Savannah or San Francisco, there is no one pattern. There are many grids laid together, each with different orientations. This is mainly evident around the inner harbor, with the grid patterns becoming more strict towards the outer edges of the old city. As urban sprawl has increased the size of the metropolitan area, the circulation patterns have become less rigid.

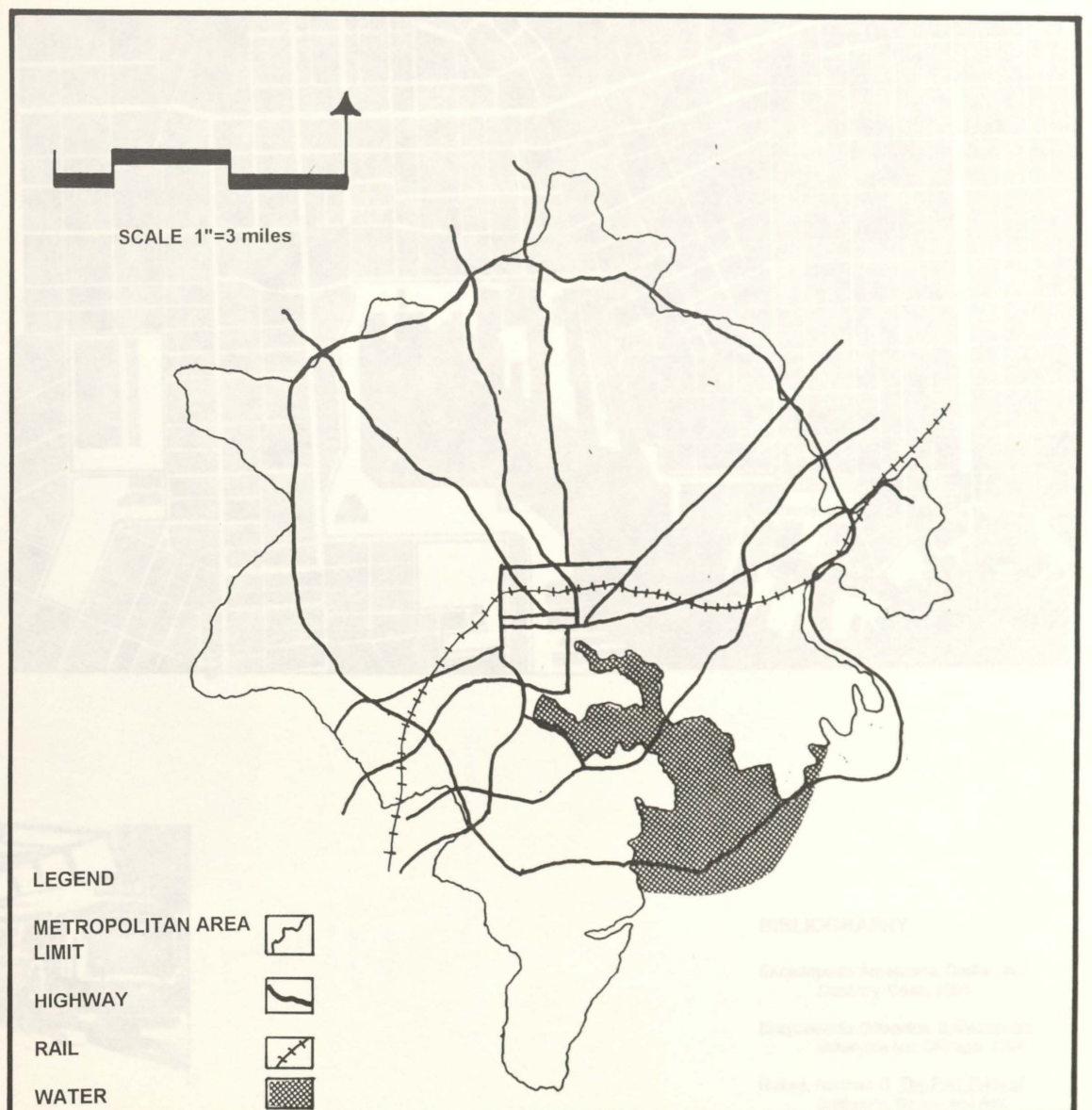


DEMOGRAPHICS

Population-City-736,000
 -Metropolitan Area-2,166,087
 (includes Carroll, Howard, Anne Arundel, and Baltimore counties and Baltimore city).

Area-91 square miles-13 square miles of water.

Density-23,803 persons per square mile (in Metro Area).



...the city's growth and development...
 ...the city's growth and development...
 ...the city's growth and development...



BALTIMORE, MARYLAND

URBAN CORE

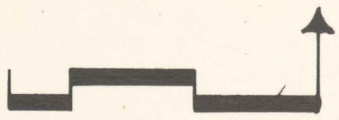
THE INNER HARBOR

In 1964, the development potential of the land bordering the Inner Harbor was unveiled in a bold 20 to 30-year plan to redevelop 240 acres on the north, west, and south sides of the historic basin.

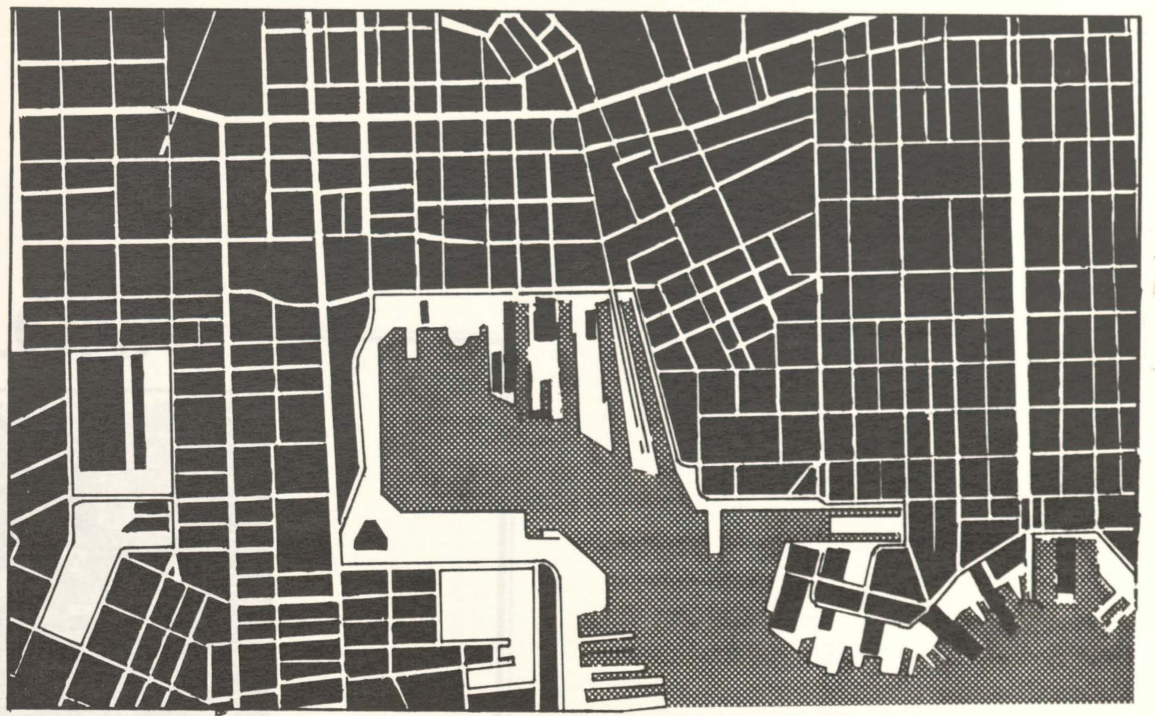
The plan envisioned the attraction of massive new public and private investment, to capitalize on the dramatic setting. New dimension of social, cultural, residential, and recreational facilities were to be introduced into the center of the city by redesigning the water's edge and assembling superblocks facing on wide new boulevards around the harbor basin.

This overall program was clearly too large to be implemented as a single project; so a series of redevelopment projects were carved out, which were implemented in closely related stages.

Baltimore's downtown has not only been financially successful, but aesthetically notable as well. The urban design plans, prepared for the city Department of Housing and Community Development by Wallace, McHarg, Roberts and Todd, provide a blueprint for unifying all the separate architectural designs into one overall scheme of maximum effect.



SCALE 1"=1000'



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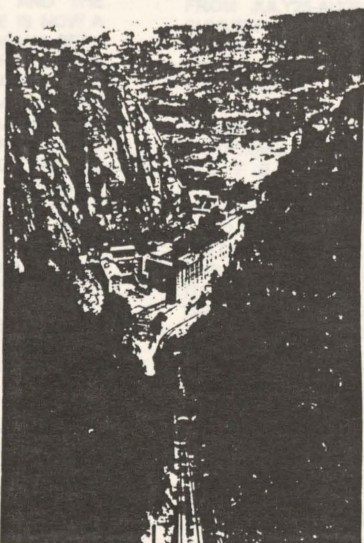
BARCELONA, SPAIN

BARCELONA, SPAIN

NATURAL CONTEXT

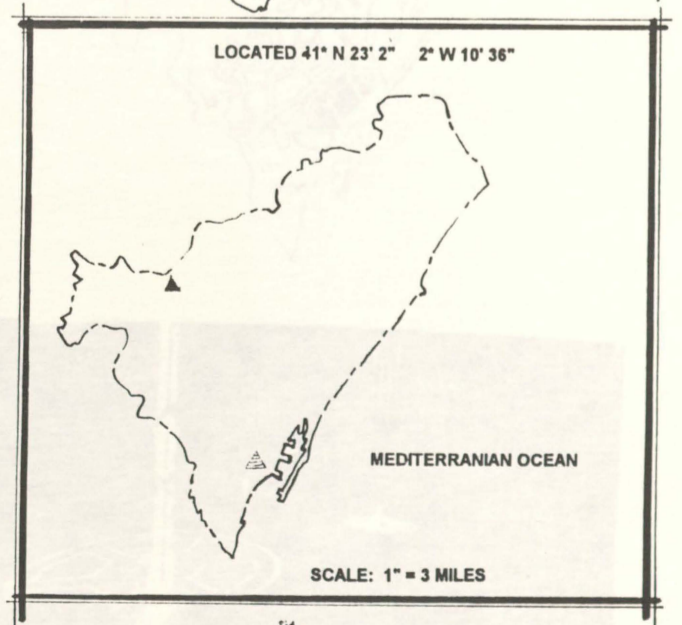
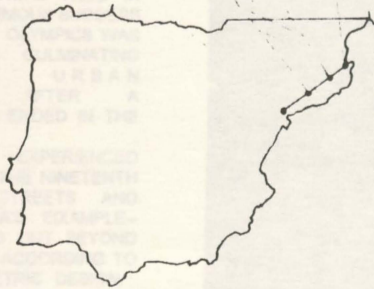
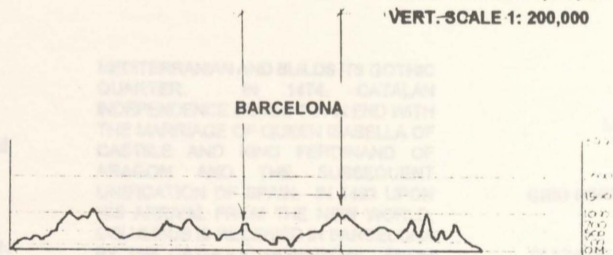
BARCELONA IS SITUATED ON A COASTAL/FERTILE PLAIN BOARDED BY THE BESOS RIVER TO THE NORTHEAST, AND TO THE SOUTHWEST BY THE LLOBREGAT RIVER. BARCELONA, A PROVINCE AND THE CAPITAL OF THAT PROVINCE, IS IN EXTREME NORTHEASTERN SPAIN, IN THE REGION OF CATALUNYA, ROUGHLY 70 MILES SOUTH OF THE FRENCH BORDER AND 315 MILES NORTHEAST OF MADRID. NO PROVINCE HAS A MORE DIVERSE LANDSCAPE. BARCELONA IS A CROSS SECTION OF MANY VARIED GEOLOGICAL ZONES, NAMELY, THE PYRENEES, THE SCARPS AND BASINS OF THE INTERIOR OF CATALUNYA. ANNUAL RAINFALL AVERGES OUT TO ABOUT 22 INCHES. ITS CLIMATE IS MILD, WITH A HOT, DRY SUMMER . BUT WITH THE OTHER SEASONS MODERATE AND WET; SNOW IS RARE. ANNUAL TEMPERATURES RANGE FROM 96F. TO 37F. TOTAL ANNUAL SUNLIGHT HOURS ARE 2054. SUNLIGHT BEING THE SHORTEST IN THE MONTH OF DECEMBER [127 HOURS], AND THE LONGEST IN THE MONTH OF JULY [318 H O U R S]

BARCELONA IS RIDGED LIKE AN AMPITHEATER BY MOUNTAINS TO THE WEST [TIBIDABO] AND SOUTH [MONTJUICH]. HOWEVER, ONE SMALL HILL ALONE RISES IN THE HEART OF THE MASS OF BUILDINGS. RANGES IN TOPOGRAPHY, HOWEVER, ARE MINIMAL. VEGETATION CONSISTS OF OLIVE GROVES, PINE FORESTS, ALMOND TREES, AND LAUREL...



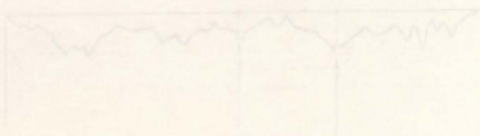
THE MOUNTAIN MONESTARY OF MONTSERRAT PERCHED 3,700 FEET ABOVE THE PLAIN NEAR BARCELONA

HORIZ. SCALE 1: 3,250,000
VERT.-SCALE 1: 200,000



- BARCELONA
- RIVER
- MONTJUICH
- TIBIDABO
- MADRID
- CITY BOUNDARIES

BARCELONA, SPAIN
 MEDITERRANEAN AND BUILDS ITS GOTHIC
 QUARTER. IN 1474, CATALAN
 INDEPENDENCE COMES TO AN END WITH
 THE MARRIAGE OF QUEEN ISABELLA OF
 CASTILE AND KING FERDINAND OF
 ARAGON AND THE SUBSEQUENT
 UNIFICATION OF SPAIN. IN 1493 UPON
 HIS ARRIVAL FROM THE NEW WORLD,
 COLUMBUS IS RECEIVED IN BARCELONA
 BY THE CATHOLIC MONARCHS. FROM
 THE EIGHTEENTH TO THE TWENTIETH
 CENTURY INDUSTRIALIZATION LEADS TO
 THE EXPANSION OF THE CITY AND
 EVENTUALLY TO THE EVOLUTION OF THE
 MODERNIST ARCHITECTURAL
 TRADITION. IN 1859, THE PLAN CERDA
 FOR MUNICIPAL EXPANSION WAS
 ADOPTED. THE EIXAMPLE WAS FUELED
 BY THE PROFITS OF INDUSTRIALIZATION
 AND BECAME A SHOWCASE OF CATALAN
 MODERNISM. IN 1888, THE WORLD
 EXHIBITION IS HELD IN BARCELONA.
 FROM 1936-39 THE SPANISH ENDURES
 ITS CIVIL WAR HOWEVER, DEMOCRACY
 WAS REINSTATED IN SPAIN BY 1977. AND
 FROM JULY 25-AUGUST 9, 1992, THE
 SUMMER OLYMPICS WERE HELD IN
 BARCELONA. THE ENORMOUS SUCCESS
 OF THE 1992 SUMMER OLYMPICS WAS
 INSTRUMENTAL IN CULMINATING
 BARCELONA'S URBAN
 RECONSTRUCTION AFTER A
 DICTATORSHIP WHICH ENDED IN THE
 1970'S.



THE CITY, 35 SQ. MILES, LIES ON
 A SLOPING PLAIN BETWEEN THE
 MEDITERRANEAN SEA AND THE
 CATALAN COASTAL RANGE. AS THE
 METROPOLITAN AREA EXPANDED, NOW
 184 SQ. MILES, BARCELONA'S SUBURBS
 HAVE SPREAD UP THE MOUNTAINSIDES.
 THESE MOUNTAINS ATTAIN HEIGHTS OF
 MORE THAN 1,700 FEET WITHIN 8 MILES
 OF THE CITY'S CENTER. THE CITY ITSELF
 IS SPREADING ALONG THE COAST,
 NORTHEAST TOWARD THE BESOS RIVER
 AND SOUTHWEST TO THE LLOBREGAT
 RIVER. THE EXPANSION TOWARD THE
 SOUTHWEST HAS HAD TO BY-PASS THE
 MONTJUICH, A GREAT HILL RISING 570
 FEET OUT OF THE SEA, AND THE
 COASTAL PLAIN. THIS SITE IS NOW A
 PARK. THE CITY HAS ALWAYS BEEN
 OPEN TO WORLDLY INFLUENCES
 THROUGH ITS EASTERN HARBOR AND
 SOMEWHAT CUT OFF FROM THE REST
 OF SPAIN BY ITS WESTERN MOUNTAINS.
 THESE GEOGRAPHIC PARAMETERS
 ACCOUNT FOR THE CITY'S DISTINCTIVE
 COSMOPOLITAN MANNER AND HIGH
 POPULATION DENSITY.

BARCELONA, SPAIN

BARCELONA, SPAIN

CIRCULATION

URBAN FORM

THE CITY, 35 SQ. MILES, LIES ON
 A SLOPING PLAIN BETWEEN THE
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 POPULATION DENSITY.

BARCELONA'S HISTORY GOES
 BACK AT LEAST 2,000 YEARS. IN THE
 THIRD CENTURY B.C. THE
 CARTHAGINIANS ESTABLISHED THE
 TOWN OF BARCINO ON THE SITE OF A
 FORMER PHOENICIAN SETTLEMENT. THE
 ROMANS IN 201 B.C. BEGAN TO DEVELOP
 THE CITY'S PORT. IN 874 B.C. THE
 COUNTS OF BARCELONA WIN LOCAL
 INDEPENDENCE. 1137, CATALUNYA
 MERGES WITH THE KINGDOM OF
 ARAGON. FROM THE THIRTEENTH
 CENTURY TO THE FIFTEENTH CENTURY
 BARCELONA DOMINATES THE

MEDITERRANEAN AND BUILDS ITS GOTHIC
 QUARTER. IN 1474, CATALAN
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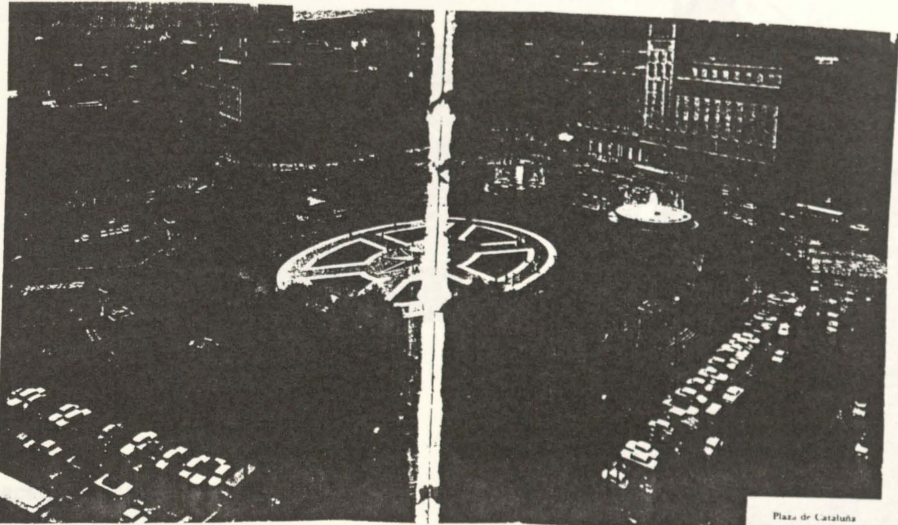
BARCELONA EXPERIENCED
 MASSIVE GROWTH IN THE NINETEENTH
 CENTURY. THE STREETS AND
 BUILDINGS OF CERDA'S EIXAMPLE-
 "EXPANSION"- SPREAD OUT BEYOND
 THE MEDIEVAL WALLS ACCORDING TO
 THE RIDGIDLY GEOMETRIC DESIGN.
 CERDA WAS A PLANNER AND A
 PHILOSOPHER WHO ENVISIONED THE
 IDEAL CITY AND THE PERFECT SOCIETY.
 CERDA WAS FAMILIAR WITH THE URBAN
 PHILOSOPHY OF HIS TIME. THE
 CHALLENGE WAS TO HARMONIZE
 PRODUCTION WITH ACCOMMODATIONS.
 HE ADVOCATED THE REGENERATION OF
 LIVING CONDITIONS FORM A TOWN
 CIR PLANNERS PERSPECTIVE.

LEGEND

- GRID FORMATION
- PLAZA DE CATALUNA
- GOthic QUARTER



SCALE: 1" = 3 MILES



Plaza de Catalunya

SYNOPSIS: BARCELONA, SPAIN
 THE CITY OF BARCELONA, SPAIN, IS A
 METROPOLITAN AREA OF 1,500,000
 INHABITANTS. THE CITY IS A
 MIXED-USE CITY WITH A HIGH
 DENSITY OF BUILDINGS AND
 A HIGH LEVEL OF SERVICE. THE
 CITY IS A MIXED-USE CITY WITH
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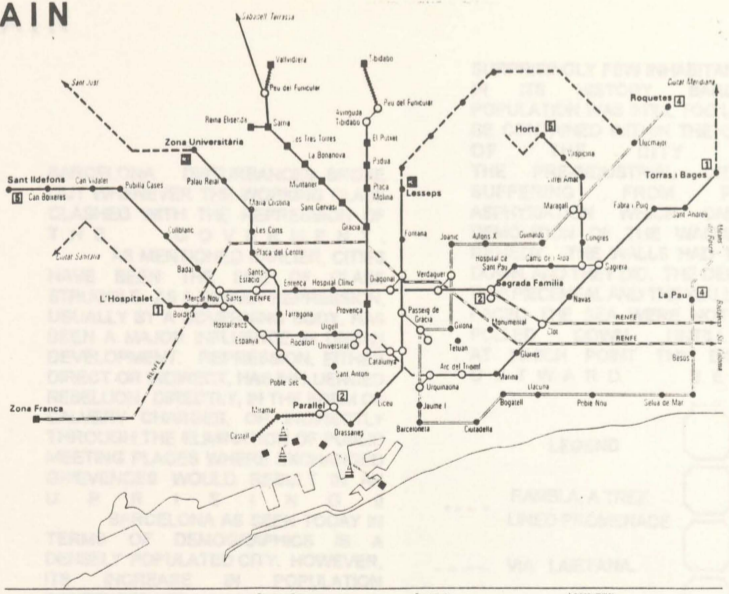


BARCELONA, SPAIN

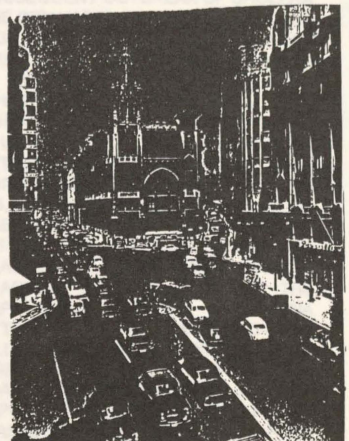
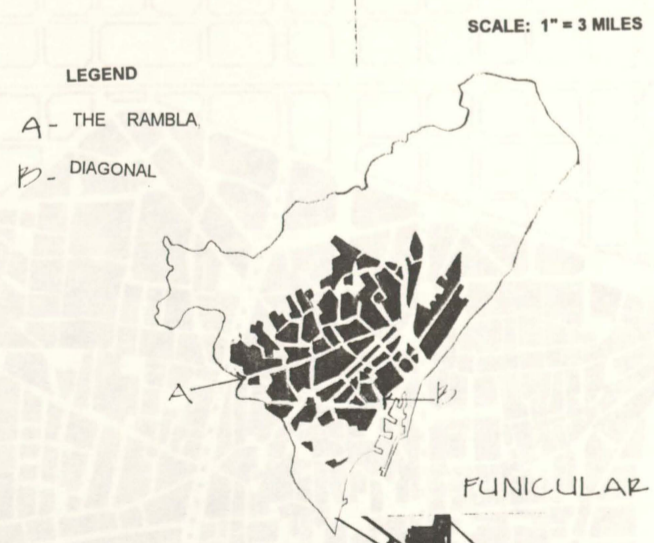
URBAN CORE CIRCULATION

CITY TRANSPORTATION IS FACILITATED BY AN URBAN BELT OF RAPID TRANSIT, INCLUDING SUBWAYS, TUNNELS, BUSES, FUNICULAR, CABLE CARS, AND FREEWAYS. RAILWAYS CONNECT THE CITY WITH THE SUBURBS AS WELL AS WITH REST OF SPAIN AND WITH FRANCE.

TWO PATTERNS ARE EVIDENT IN BARCELONA'S CIRCULATION SYSTEM - RADIAL AND A GRID FORMATION. THE GOTHIC QUARTER POSSESS A RADIAL TYPE, WITH ITS NARROW, WINDING ROADS. THE EXPANSION OF THE EIGHTEEN CENTURY OUTSIDE THE GOTHIC QUARTER POSSESS A RIGID GRID FORMATION. AFTER THE REMOVAL OF THE MEDIEVAL WALLS, THE GOTHIC QUARTER'S BOUNDARIES BECAME WIDE BOULEVARDS. THE RAMBLA, AN INTERIOR ARTERY, RUNNING NORTH AND SOUTH, HAS DIVIDED THIS SECTION. URBAN DEVELOPMENT OF THIS TIME SUBMERGED MANY OF THE CITY'S PARKS AND GARDENS AND CREATED A CLAUSTRORPHIC STREET LABYRINTH WHICH WAS RELIEVED BY THE WIDTH OF THE TREE-LINED RAMBLA AS WELL. WHILE THE PASSEIG DE GRACIA LINKED THE CITY WITH THE OUTLYING MUNICIPALITY OF GRACIA. OUTSIDE THE GOTHIC QUARTER IS THE EIXAMPLE. THE CIRCULATION HERE IS GRIDIRON. A VERY PRONOUNCED AVENUE CALLED THE DIAGONAL, DIVIDING THIS AREA, RUNS NORTHWEST AND SOUTHEAST.



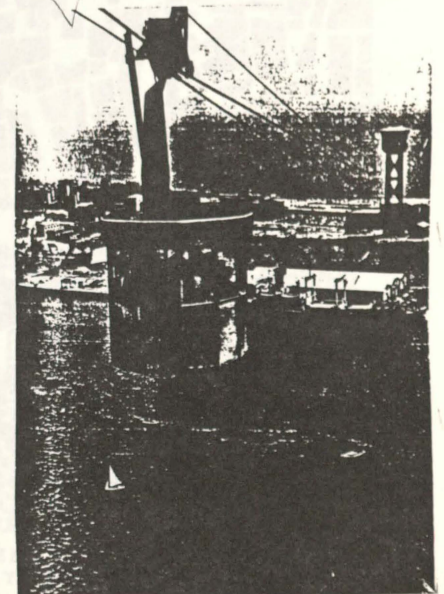
	Estaciones de Metro		Estaciones de Funicular		Estaciones de Cable
	Estaciones de Autobus		Estaciones de Trolleybus		Estaciones de Tranvia
	Estaciones de Metro		Estaciones de Funicular		Estaciones de Cable



RADIAL TYPE CIRCULATION IS STRONGLY EVIDENT IN GOTHIC QUARTER OF BARCELONA - VIA LAIETANA.



RIGID GRID FORMATION



FUNICULAR

THESE BUILDINGS WERE CONSIDERED THE MOST IMPORTANT SINCE THEY WERE BUILT BY THE MOST IMPORTANT ARCHITECTS. THE ARCHITECTURE WAS A MIXTURE OF GOTHIC AND RENAISSANCE STYLES. THE BUILDINGS WERE BUILT IN THE SIXTEENTH AND SEVENTEENTH CENTURIES. THE ARCHITECTS WERE INFLUENCED BY THE ITALIAN RENAISSANCE AND THE SPANISH RENAISSANCE. THE BUILDINGS WERE BUILT IN THE SIXTEENTH AND SEVENTEENTH CENTURIES. THE ARCHITECTS WERE INFLUENCED BY THE ITALIAN RENAISSANCE AND THE SPANISH RENAISSANCE. THE BUILDINGS WERE BUILT IN THE SIXTEENTH AND SEVENTEENTH CENTURIES. THE ARCHITECTS WERE INFLUENCED BY THE ITALIAN RENAISSANCE AND THE SPANISH RENAISSANCE.



CIRCULATION
 BAKCEGONV' BLVIN

BARCELONA, SPAIN

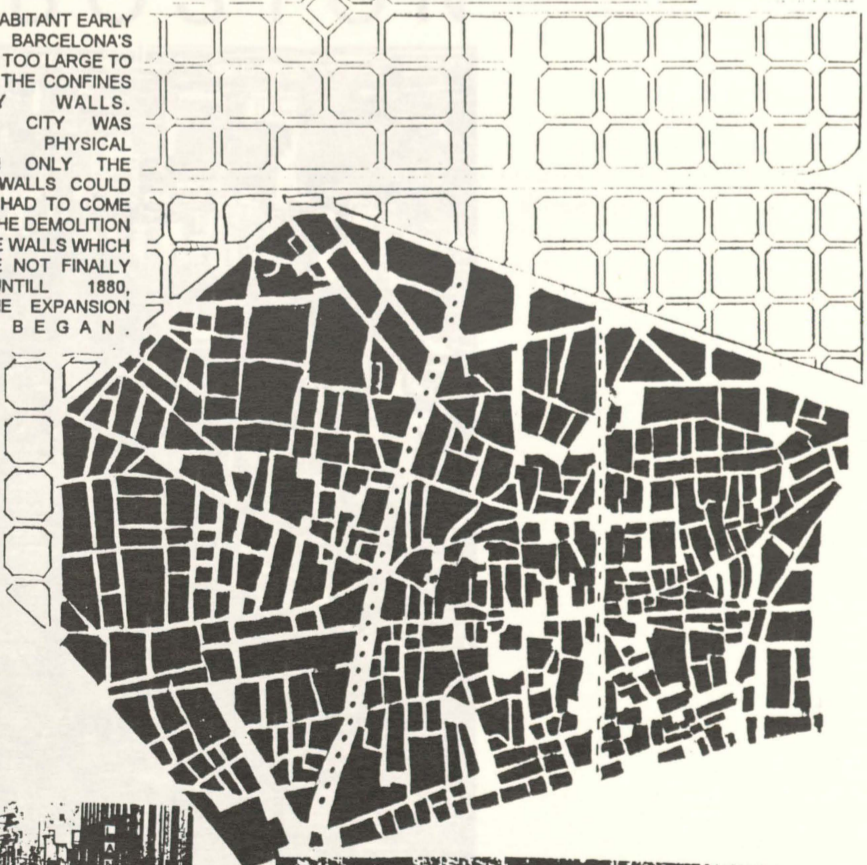
URBAN CORE

CITIES HAVE BEEN THE SITE OF CLASS STRUGGLE SINCE THE BEGINNING OF ANTIQUITY. AS A RESULT REPRESSION, BY A GOVERNING BODY, HAS BEEN A MAJOR INFLUENCE IN URBAN DEVELOPMENT. BARCELONA'S WELL-PRESERVED MEDIEVAL CORE WAS ROUGHLY A SIX-SIDED AREA FRONTING ON THE INNERMOST PART OF THE HARBOR. THE CITY WAS ENCLOSED BY WALLS THAT STOOD UNTIL THE MID-NINETEENTH CENTURY. THE WALLS HAVE SINCE BEEN REPLACED BY WIDE BOULEVARDS. THIS SECTION IS DIVIDED BY THE RAMBLA, A WIDE THOROUGHFARE RUNNING FROM THE PORT TO PLAZA DE CATALUNA, THE HUB OF MODERN BARCELONA. THE RAMBLA, A TREE LINED PROMENADE OF SHOPS, THEATERS, AND CAFES THAT REPLACED AN INTERNAL WALL, PROVIDES A LIVELY ARTERY. NORTHEAST OF THE RAMBLA LIES THE OLDEST SECTION - KNOWN AS THE GOTHIC DISTRICT - WITH ITS NARROW, WINDING STREETS AND MANY MEDIEVAL BUILDINGS. SOUTHWEST OF THE RAMBLA IS THE ARRABAL, A LESS PICTURESQUE SECTION BUILT UP IN THE EIGHTEENTH CENTURY. AT THE SEAWARD END OF THE RAMBLA, IN THE PLAZA DE LA PAZ, IS A MONUMENT OF CHRISTOPHER COLUMBUS - A STATUE ON A 200-FOOT PEDESTAL CONTAINING STAIRS AND AN ELEVATOR, PROVIDING AN EXCELLENT VIEW OF BARCELONA. IN THE NINETEENTH CENTURY THE STREETS AND BUILDINGS OF THE "EXPANSION", PSEUDO-GOTHIC FASCIAE, SPREAD OUT BEYOND THE MEDIEVAL WALLS ACCORDING TO THE RIDGIDLY GEOMETRIC DESIGN. THE EXPANSION OUTSIDE THE GOTHIC QUARTER IN THE NINETEENTH CENTURY, WITH REGARD TO THE AVENUES AND THEIR DIMENSIONS, HAD MILITARY IMPLICATIONS AS WELL. BOURGEOIS TOWN PLANNING IN THE NINETEENTH CENTURY CAN BE EXPLAINED BY THE PERCEIVED NEED TO OPEN WIDE AVENUES, MAKING IT DIFFICULT TO BUILD BARRICADES, YET EASY TO MOUNT CALVEY CHARGES. THIS WAS EVIDENT IN PARIS AS WELL AS

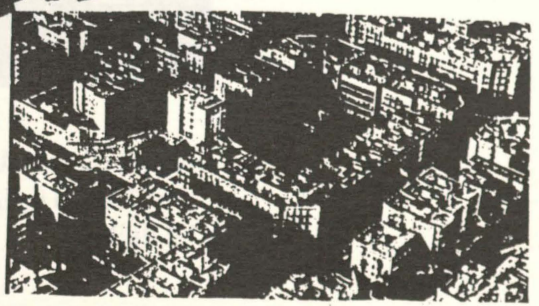
BARCELONA. DISTURBANCES BROKE OUT WHENEVER THE WORKING CLASS CLASHED WITH THE REPRESSION OF THE GOVERNMENT. AS MENTIONED EARLIER, CITIES HAVE BEEN THE SITE OF CLASS STRUGGLE. AS A RESULT REPRESSION, USUALLY BY A GOVERNING BODY, HAS BEEN A MAJOR INFLUENCE IN URBAN DEVELOPMENT. REPRESSION, EITHER DIRECT OR INDIRECT, HAS INFLUENCED REBELLION. DIRECTLY, IN THE FORM OF CALVEY CHARGES, OR INDIRECTLY THROUGH THE ELIMINATION OF PUBLIC MEETING PLACES WHERE EXCHANGED GRIEVANCES WOULD RESULT IN UPRISING. BARCELONA AS SEEN TODAY IN TERMS OF DEMOGRAPHICS IS A DENSELY POPULATED CITY. HOWEVER, ITS INCREASE IN POPULATION CONTENTED WITH MANY UNFORTUNATE CIRCUMSTANCES. ACCORDING TO THE 1835 CENSUS, BARCELONA HAD 118,046 INHABITANTS. DEPOPULATED BY THE WAR WITH FRANCE, THE FIERCE YELLOW FEVER EPIDEMICS OF 1821 AND THE SUBSEQUENT OUTBREAK OF CHOLERA, THE CITY HAD THE SAME POPULATION IN 1835 AS IN 1779. THE POPULATION GREW FROM 130,000 IN 1784 TO 140,000 IN 1820. THE AGRICULTURAL CRISIS WHICH OCCURED AFTER 1833 CAUSED A RURAL EXODUS, AND THE NUMBER OF INHABITANTS INCREASED VERY SLOWLY. BETWEEN 1849 AND 1888 THE POPULATION HAD INCREASED FROM 175,000 TO 273,000; AND AT THE TURN OF THE CENTURY, 537,000. BY 1940 THE POPULATION HAD PASSED ONE MILLION, REACHING 1,079,601, AND 1950 IT REACHED 1,276,675. BY 1992 THE POPULATION OF THE BARCELONA METROPOLITAN AREA EXCEEDED FOUR MILLION. BECAUSE INDUSTRY IS SO HIGHLY DEVELOPED, BARCELONA BOASTS THE SECOND HIGHEST POPULATOIN DENSITY AMONG THE SPANISH PROVINCES. THE BIRTH RATE IS LOW AND IS DECREASING. ABOUT TWO THIRDS OF THE INHABITANTS ARE CATALANS; MOST OF THE REST ARE FROM OTHER REGIONS IN SPAIN. ALTHOUGH THE CITY HAD

SURPRISINGLY FEW INHABITANT EARLY IN ITS HISTORY, BARCELONA'S POPULATION WAS STILL TOO LARGE TO BE CONTAINED WITHIN THE CONFINES OF THE CITY WALLS. THE PRE-INDUSTRIAL CITY WAS SUFFERING FROM PHYSICAL ASPHYXIATION WHICH ONLY THE DEMOLITION OF THE WALLS COULD REMEDY. THE WALLS HAD TO COME DOWN, AND THEY DID. THE DEMOLITION WAS PIECEMEAL AND THE WALLS WHICH FACED THE SEA WERE NOT FINALLY PULLED DOWN UNTILL 1880, AT WHICH POINT THE EXPANSION OUTWARD BEGAN.

- LEGEND
- RAMBLA, A TREE LINED PROMENADE
 - VIA LAIETANA.
 - EIXAMPLE
 - GOthic QUARTER

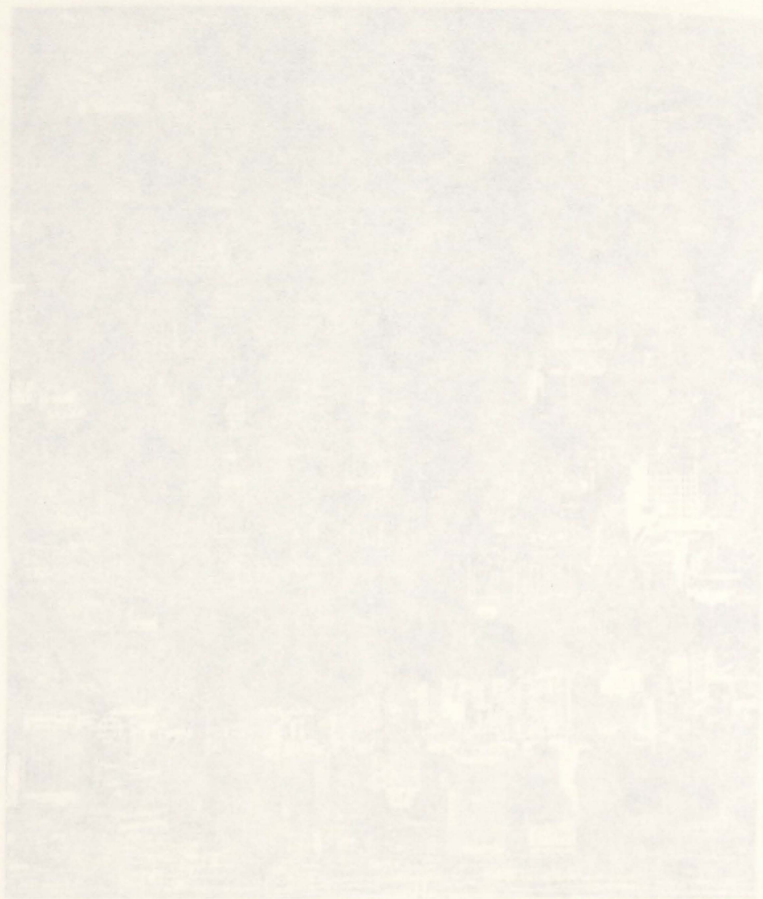


NARROW MARKET STREET OF GOTHIC QUARTER



EVIDENT IN ALL THE BUILDINGS IN CEDRA'S EIXAMPLE ARE PROMINENT COURT YARDS AND UNIQUE 45° CORNER ANGLES.

ERIC S.
 FIVE 212 - VIKING
 BRUCE C. 2000



BOSTON

BOSTON, MASSACHUSETTS

LOCATION

Boston, and its surrounding area, is located on the north-east coast of North America on the Atlantic Ocean. Protected by the arms of Boston's expansive water front, the city's major growth has been in direct relation with the incredible Boston Harbor and the mouths of the Mystic and Charles Rivers. In northeast Massachusetts, the city itself covers 51 square miles and is 188 miles north east of New York City, 315 miles from Philadelphia, and 1,108 miles from Atlanta.

TOPOGRAPHY

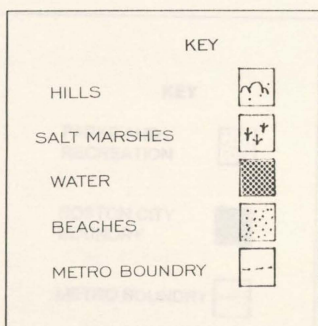
Boston's sheltered deep water harbor is filled with rolling terrain. Although originally the Shawmut peninsula housing Boston followed this rolling terrain pattern, over the years the topography has dramatically changed. Most of the hills were wiped out to provide fill for salt marshes and coves surrounding the peninsula. This has made the peninsula almost indistinguishable from the mainland as well as making the Downtown area of Boston relatively flat. The only undisturbed area being Beacon Hill, which originally served as a beacon station for signaling ships. Many changes in topography have also occurred along the Charles River area. Originally the area along the river contained salt marsh, mud flats, and fens but as the town grew more space was desired for housing. In the mid 1800's the city's landfill project created a community also from surrounding landfill and is now known as the Back Bay. Travelling farther east the Boston area takes on its more natural topography of rolling hills. The area also contains many lakes and rivers developing from the expansive Charles River. Although much of the topography has been disturbed around the city, several areas retain their natural environment. One of these areas is south of the city along the coast. Its tidal flats, mud flats, and swampland, and marshes hold some clues as to how the downtown area may have been like many years ago.

CLIMATE

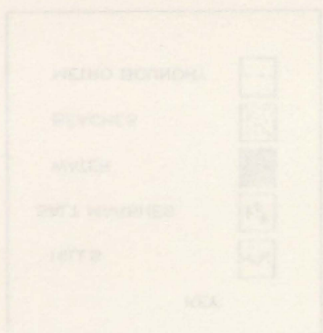
Boston's climate is quite variable mainly due to its northern latitude and proximity to the Atlantic Ocean. It is also one of the wettest cities in the country with frequent rain throughout summer and spring and large amounts of snow in the winter. Average precipitation per year in Boston is 43.43 inches and average snow is 42 inches per year. Although there is great variability in much of the climate, because of sea breezes Boston's highest and lowest average monthly temperatures only vary 58.8 degrees F (from 81.4 to 22.5 degrees F). Boston is also one of the windiest cities in the nation occasionally developing major storms from the Atlantic breezes known as northeasters.

VEGETATION

Boston's small variability of temperatures allows the area to house a plethora of plants. Mostly of mixed hardwood and evergreen needleleaf trees and shrubs the area was obviously abundant with plants before the area became developed. This gives good reason as to why the city supports many parks and green spaces and support the 223-acre Arnold Arboretum of Harvard University, famous for its woody vines, shrubs, and trees from many parts of the world.



NATURAL CONTEXT



Since its founding in 1630, Boston has grown to about 40 times its original size. Set on what the Indians called the Shawmut peninsula, Boston was originally almost completely surrounded by water. It was connected to the mainland on the south by a long narrow neck of land along the line of present-day Washington Street. Settled by the Puritans, and a year later by a group of colonists led by John Winthrop, the group eventually came to settle on today's Beacon Hill. When the settlers first came to this area, they named it "Trimountaine" after a group of three hills. The settlement was officially named Boston on September 17, 1630 after the town in Lincolnshire, England. The town quickly prospered and soon became the religious center of the colony (comprised mostly of Puritans). Most of Boston's prosperity was due to the incredible natural port in Boston with shipbuilding, whaling, fishing, and trading as its principle occupation. By 1675 the town had a population of 4,000 and was then transformed into a royal colony whose governor was to be appointed by the King of England. But Boston soon became uneasy with England's tariffs and were in the forefront of colonial resistance. Such occurrences as the "Boston Massacre" and the "Boston Tea Party" increased tension between England and Boston and eventually led to war. On the night of April 18, 1775, Paul Revere and William Dawes, setting out from Boston and Roxbury, spread the alarm to the Minutemen of Middlesex County, warning that British redcoats were coming. Although times became difficult after the war, the port cities harbor began trade with China and other countries which brought great prosperity. As the war of 1812 again halted growth the city began concentrating on inward growth and the rail system. This brought many Irish workers and a fresh supply of labor to the again growing city around the 1840's and 50's. Boston also saw the emergence of many great intellectuals; such as Ralph Waldo Emerson, James Russell Lowell, and Thorough.

The post-civil war brought great wealth to Boston and began the trend in creating what Boston is today. The flats of the Back Bay were reclaimed from the tidal overflow of the Charles River between 1857-1894. This created an addition of nearly 600 acres to Boston. The city also boasted many first such as the first free public library (1852), municipal baths (1866), branch libraries (1871), a planned park system which linked the Common, Public Garden, and Commonwealth Avenue with Franklin Park in West Roxbury by way of an open park known as the Fenway, which followed the Muddy River off to Brookline and Jamaica Plain. Boston, like many other cities began to experience a downtown decentralization. Not until the 1960's did Boston rebound with the help of the federal, state, and city funds. A huge government center of federal and state office buildings and a new city hall replaced the cheap theaters of Scollay Square; The Prudential Center replaced the old Back Bay yards of the Boston and Albany railroad. Today more revitalization projects are taking place along the waterfront as well as new high-rise apartment buildings.

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DETAILS

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DETAILS

BOSTON, MASSACHUSETTS

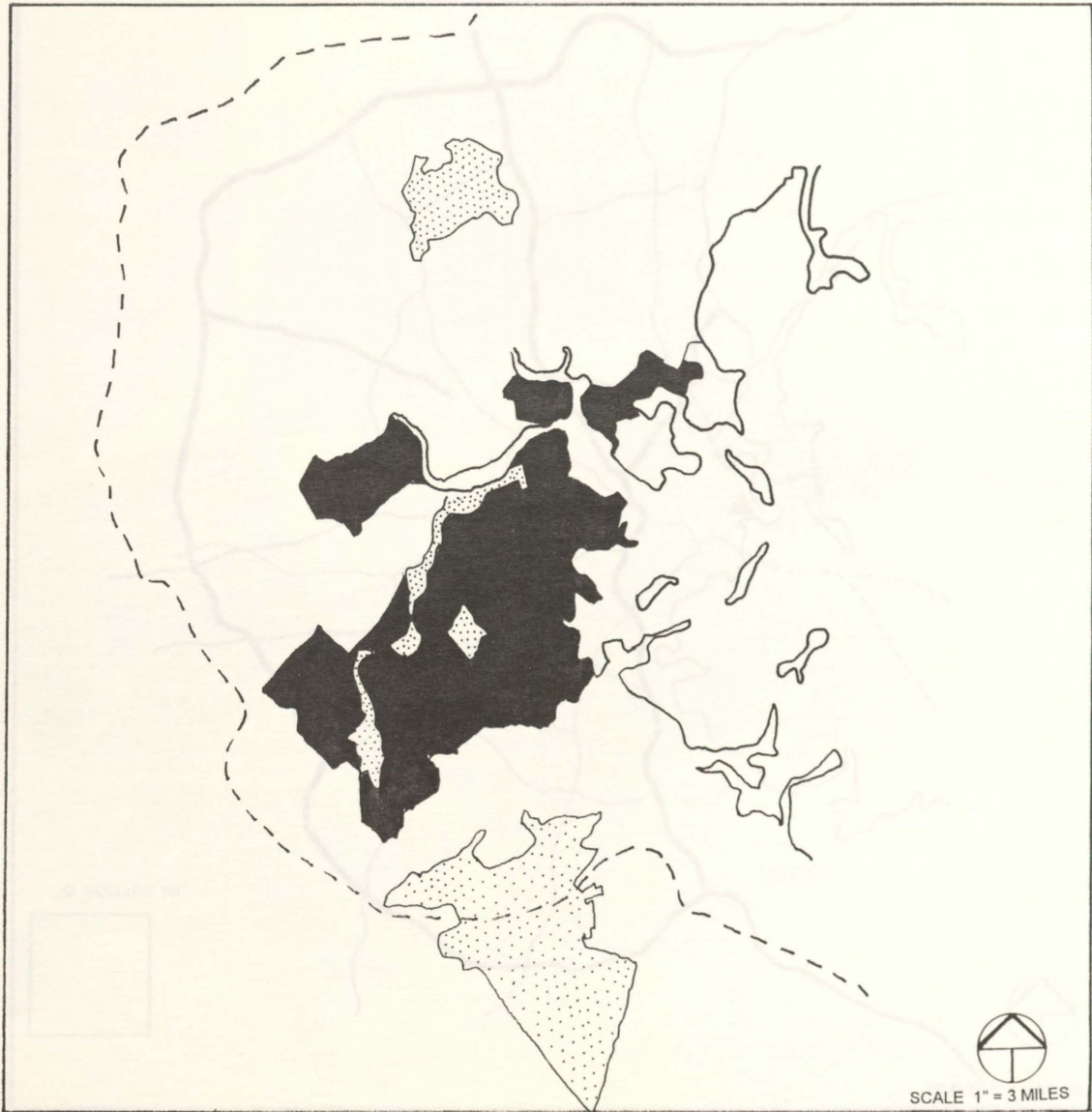
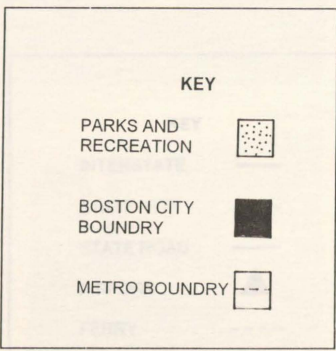
BOSTON, MASSACHUSETTS

LOCATION AND SETTING

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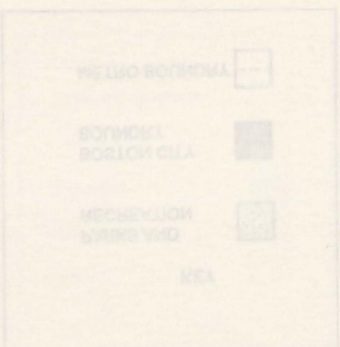
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SCALE 1" = 3 MILES

OVERALL URBAN FORM SYSTEM

Every day more than one million people enter the town of Boston from the suburbs to get to work, visit, or go shopping. Because of this large daily influx, Boston has a major traffic problem. Not only do Bostonians have problems driving in the city, persons unfamiliar with the winding streets of Boston may spend hours attempting to get where they are going. Some of these popular and traffic congested streets include Washington Street, Beacon Street, Commonwealth Avenue, running from the Public Garden to Brookline and Brighton; Bolyston Street, extending from the vicinity of the Common to Brookline; and Tremont Street, extending from the Government Center southeast into Roxbury. Highways have grown out of the center of the city creating a hub of a system of radial expressways. The Southeast Expressway leads to Cape Cod and Rhode Island; the Massachusetts Turnpike leads to the west and to New York; the Northeast Expressway goes to the North Shore and thence to New Hampshire; and Route 128 encircles the city. Within the city the main north-south roadway is the Central Artery over the city, while east-west traffic is carried along the Charles River, paralleling Memorial Drive in Cambridge on the north by Storrow Drive. Numerous bridges also provide passage to the central city, from the north, over the Charles and Mystic rivers. Also two toll tunnels connect the city proper with East Boston.



Other transportation in Boston includes bus, subway, trolley, and commuter rail service. The Massachusetts Bay Transportation Authority (MBTA) operates 765 buses, 352 rapid-rail cars, 26 trolley coaches, and 2 ferry systems. Boston has the oldest subway system in the United States, dating back to 1895. Three rail lines enter Boston: the Boston and Maine Railroad, the New York-New Haven-Hartford Line, and the Boston-Albany Railroad. The Logan International Airport, with 536 flights daily, is the final form of transportation seen in Boston.



BOSTON, MASSACHUSETTS

BOSTON, MASSACHUSETTS

STREETWAYS

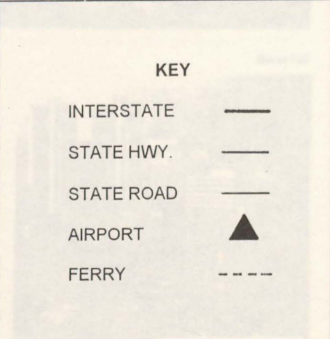
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OTHER TRANSPORTATION

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HARBOR

Although many people remember the coast when they think of Boston, they don't realize what a good source of transportation for persons as well as people. Boston has one of the world's finest natural harbors in the world. A 40-foot channel about 7 miles long leads from the open ocean to the waterfront terminals, with 25 miles of docking space in the inner harbor alone. Petroleum products and sugar are the main imports while grain, iron, and steel are the largest exports. Boston handles 20 million tons of freight a year and the port is handled by the Massachusetts port authority.



PRIMARY CIRCULATION SYSTEM

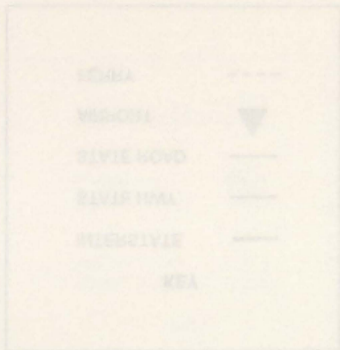
...of the city's urban core is one of the most fascinating of all cities. Although not geared for vehicular traffic, many of the cities most famous sites can be seen on a walking tour. Set around Boston Common, originally a pastureland, areas such as Beacon Hill, Government Center, Chinatown, and Back Bay provide much interest and history into the city (Figure 1). The town also blends modern office buildings and skyscrapers of gleaming glass and steel. North of downtown houses the Government Center, a 60-acre complex of offices, shops, and plazas. The complex also contains the new City Hall and the twin towers of the John F. Kennedy Federal Office Building. East of city hall is Faneuil Hall Marketplace, full of numerous shops, food stalls, and restaurants. Boston's financial center lies south of the Government Center along Congress, General, and Deanshire streets. To the west is the main shopping area of Washington Street. Boston Common, the nation's oldest public park covers 45 acres and is connected to the southwest by Boston's formal Public Garden. The Back Bay area stretches southwest of the park and along side the Charles River. The Back Bay, although previously housing the richest people in Boston, now is popular among college students, young workers, and some families. Beacon Hill lies north of Boston Commons and was once used as a beacon station for signaling ships. Now the area is of red brick townhouses and exclusively for the wealthy. A famous walking area of Boston is called the Freedom Trail and moves from the downtown to the north end of the city. The trail is a 1 1/2 mile marked trail passing through much of the cities historic landmarks; including the site of the Boston Massacre, Site of Benjamin Franklin's birth, Old Cornier Bookstore, Paul Revere's Mall, and the Old South Meeting House. Boston's original grid pattern of development radiated around the Commons and park and was the central hub of the population. As the city grew in a southward direction the gridded pattern was elongated and took on the shape of a more regular grid extending down the Charles River.

FIGURE 1

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FIGURE 2

BOSTON, MASSACHUSETTS



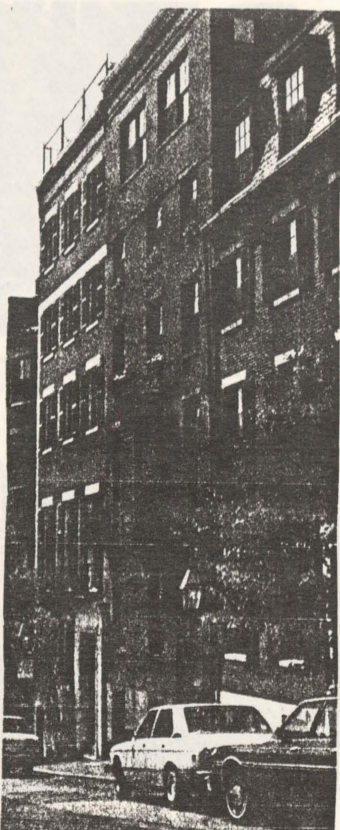
SPATIAL STRUCTURE OF URBAN CORE



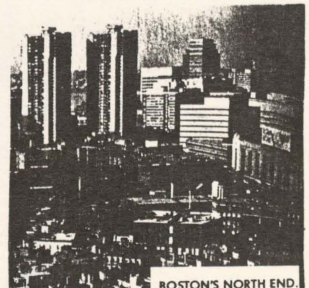
BOSTON, MASSACHUSETTS

URBAN CORE

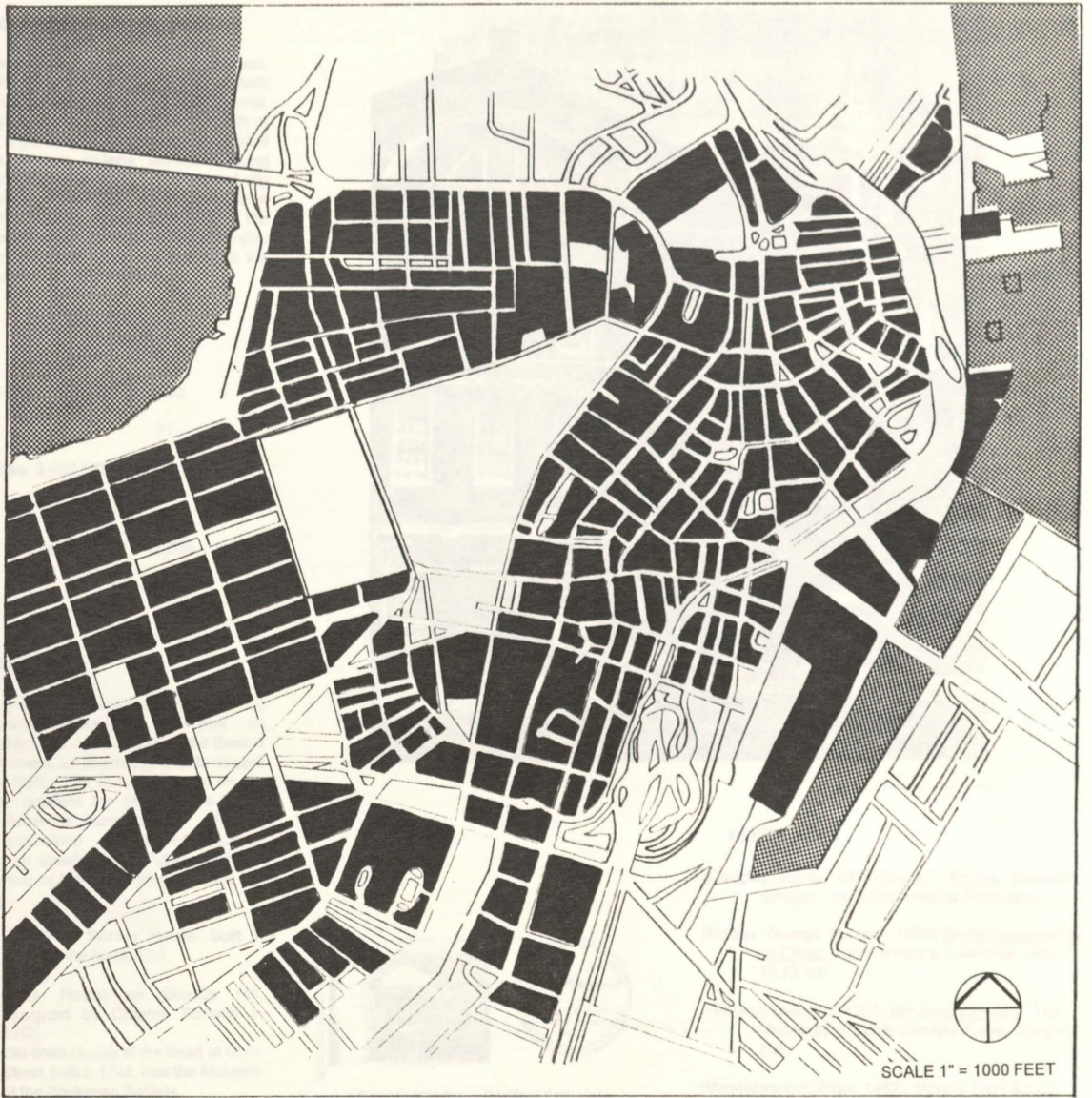
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Beacon Hill



BOSTON'S NORTH END



SPACIAL STRUCTURE OF URBAN CORE



BOSTON, MASSACHUSETTS

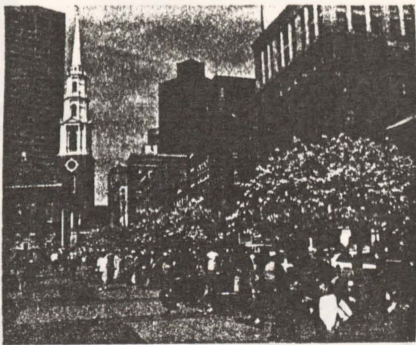
BOSTON, MASSACHUSETTS

DESIGN FEATURES

Many interesting design features can be seen when studying the layout of Boston. One of the most interesting and obvious is the use of waterways and natural harbor seen encompassing Boston. Many of these harbor areas are being used to attract tourists. The city has provided plazas, shopping, restaurants, and even an aquarium to attract people of all ages. Another area being developed into an attractive design feature is in North Boston where old buildings are being revitalized for new apartment complexes. Although sometimes overlooked because of the amount of water in Boston, the amount of parks and recreation are overwhelming. Boston Common, Boston's most well known greenspace was purchased in 1634 for \$150. The common has seen battles, Presidents, the Great Tree, and held the first U.S. football club. Across Charles Street is the Public Garden which connects with the Back Bay Fens, planned by notable landscape architects Frederick Law Olmsted, and covers almost 3,000 acres. The park system includes recreational facilities and a municipal zoo in Franklin Park, Dorchester, which, with 500 acres is the largest park in the city. The Back Bay Fens, a strip of naturally landscaped woodland and meadow, runs out of Jamaica Pond on the border of Brookline. Adjoining the pond is the Arnold Arboreum, a botanical garden containing woods shrubs and trees from around the world. Another park in Boston is the Esplanade, a beautifully landscaped walk along the Charles River Embankment. The city also has miles of beaches and 3 professional sports teams.



Beacon Hill is one of Boston's most charming residential areas. Some of the city's most distinguished families live in the elegant brick houses that line the area's cobblestone streets.



Tremont Street lies in the heart of downtown Boston's shopping district. In Park Street Church, background, the abolitionist William Lloyd Garrison gave his first antislavery speech in 1829.

DEMOGRAPHICS

Boston's population is one of declining numbers. Since World War II the city has progressively lost people mostly to the surrounding areas. Although people are leaving the popularity of Boston is growing for young people. Most of the people are college students, young professionals, or families. The central city constitutes 20.4% of the metro area population and an equal percentage of the metro geographical area. Most of the people, as mentioned previously are moving to the suburbs at a rate of 4.7% a year.

Population

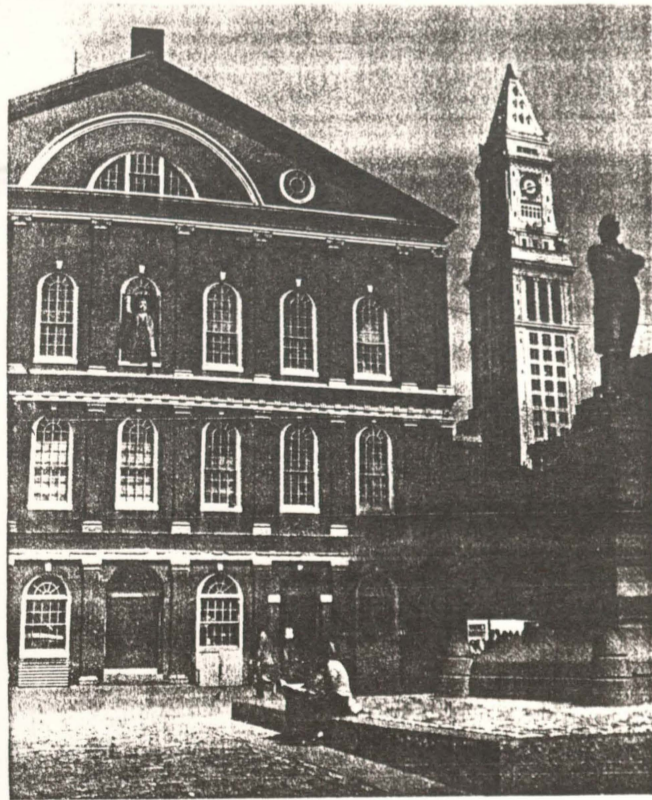
1980 1990

Central City	562,994	547,283
Rank	20	21
Metro Area	3,662,888	3,783,817
Median Age	30.3	
Density (per square mile)	11,865	

LANDMARKS

Boston contains numerous historic, and architectural landmarks, as well as monuments. The most obvious is the Bunker Hill Monument, an enormous granite obelisk 122 feet high. The Shaw Memorial on the Common opposite the State House is the work of Augustus Saint-Gaudens. Thomas Bell's equestrian statue of George Washington stands in the Public Garden. Some areas of historic buildings include the following:

- The Paul Revere House, built in 1670, in the North End.
- State House on Beacon Hill, designed by Charles Bulfinch in 1795.
- Old State House at the head of State Street, built in 1748; now the Museum of the Bostonian Society.
- Trinity Church on Copley Square, completed in 1877 in the Romanesque style by architect Henry H. Richardson.



Faneuil Hall and Old Custom House

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Faneuil Hall
Faneuil Hall was the scene of many protests by angry colonists before the revolution. Boston Massacre site. British soldiers fired into a mob of colonists and killed five patriots here in 1770.

Old State House
Old State House, built in 1713, served as the seat of the colonial government.

Site of Benjamin Franklin's birth
Site of Benjamin Franklin's birth, on Milk Street, is marked by a bronze plaque.

Old South Meeting House
Old South Meeting House, built in 1729, was the meeting place of Boston writers in the 1800s.

Site of America's first public school
The Boston Latin School, which opened in 1635, stood on this spot until 1922.

Statue of Benjamin Franklin
Statue of Benjamin Franklin by Richard Greenough stands near the old City Hall.

Old Granary Burying Ground
Old Granary Burying Ground has the graves of Samuel Adams and Paul Revere. Park Street Church dates from 1809. Gunpowder was stored here by U.S. military forces during the War of 1812.

Paul Revere's House
Paul Revere's house, built about 1670, is the oldest house in Boston. Revere lived there at the time of his famous midnight ride.

State House
State House, the capital of Massachusetts, has many historic American documents.

King's Chapel
King's Chapel, completed in 1734, became the nation's first Unitarian church.

Park Street Church
Park Street Church, built about 1670, is the oldest house in Boston. Revere lived there at the time of his famous midnight ride.

Paul Revere's Hall
Paul Revere's Hall, a park, has bronze tablets that describe Boston's history to 1918.

Old North Church
Old North Church. Lanterns hung here warned patriots of an attack by the British.

Copp's Hill Burying Ground
Copp's Hill Burying Ground, on Snow Street, has graves that date from 1660.

Paul Revere's House
Paul Revere's House.

King's Chapel
King's Chapel.

1982-83 Illustrations by David Cornish

Boston's flag was adopted in 1817. It shows the skyline of downtown Boston as it looked in 1822, the year Boston was incorporated as a city.

The city seal dates from 1827. Boston's motto, *God Be with Us, as He Was with Our Fathers*, appears in Latin at the top of the seal.

The city of Cairo is one of the most densely populated cities in the world. It is a city of contrasts, where the old and the new coexist. The city is a blend of ancient and modern architecture, with the pyramids and the Sphinx in the distance and the modern skyscrapers in the foreground. The city is a hub of culture and commerce, with a rich history and a vibrant present. The city is a testament to the resilience and adaptability of the human spirit.

The city of Cairo is a city of many faces. It is a city of tradition and modernity, of old and new. The city is a city of many stories, of many lives. The city is a city of many dreams, of many hopes. The city is a city of many possibilities, of many futures. The city is a city of many things, of many people. The city is a city of many things, of many people.

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BOSTON WYSSCHIRELLS

C A I R O , E G Y P T

Natural Features

Cairo, the capital of Egypt, is the largest city in Africa. The city has about 10 million people. The city is located on the west bank of the Nile River, about 150 miles from the Mediterranean Sea. The city is a city of many things, of many people. The city is a city of many things, of many people.



The Nile Valley near Cairo

Cairo's climate is hot and dry. The city is a city of many things, of many people. The city is a city of many things, of many people. The city is a city of many things, of many people.



City of Cairo



C A I R O , E G Y P T

Natural Features

Scale: 1" = 2 miles

KRIS KRONLEIN
 SEPTEMBER 30, 1994
 LAR 318 - PROFESSOR LEONARDO ALVAREZ



ГЛАВНОЕ УЧЕБНОЕ ПОСОБИЕ
 ПО ГЕОГРАФИИ
 ЕГИПТА

СИНОПТИЧЕСКАЯ КАРТА

C A I R O, E G Y P T

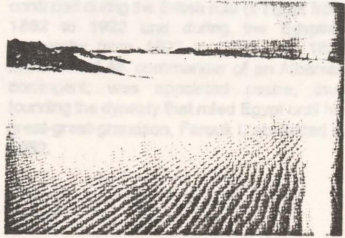
Natural Context

Cairo, the capital of Egypt, is the largest city in Africa. The city has stood for more than 1,000 years on the same site on the banks of the Nile, primarily on the eastern shore, some 500 miles (800 kilometres) downstream from the Aswan High Dam. Cairo is the gateway to the Nile Delta, which begins about 10 miles to the north where the lower Nile separates into the Rosetta and Damietta branches. On either side of the Nile, where Cairo is located, the river valley is bounded by the steep Muqattam Hills, where the land rises to a dry plateau. Just south of these plateaus on each side of the Nile River lie the Eastern Desert and the Western Desert.

Cairo's climate is hot but pleasant, characterized by warm sunny days and cooler nights. During the summer, between March and October, daytime temperatures reach 90 F to 105 F., falling into the 70's at night. Daytime temperatures from November through February rarely drop below 55 F, and frost and snow are unknown, even at night in mid-winter. During the summer months virtually no rain falls on Cairo, and the prevailing northerly breezes, combined with low humidity, temper the heat. In winter, however, dampness can make even the moderate cold of the city penetrating. In March and April, during a 50-day period known as the Khamsin (Arab for 50), winds from the south bring extremely hot air and periodic dust storms to the city.



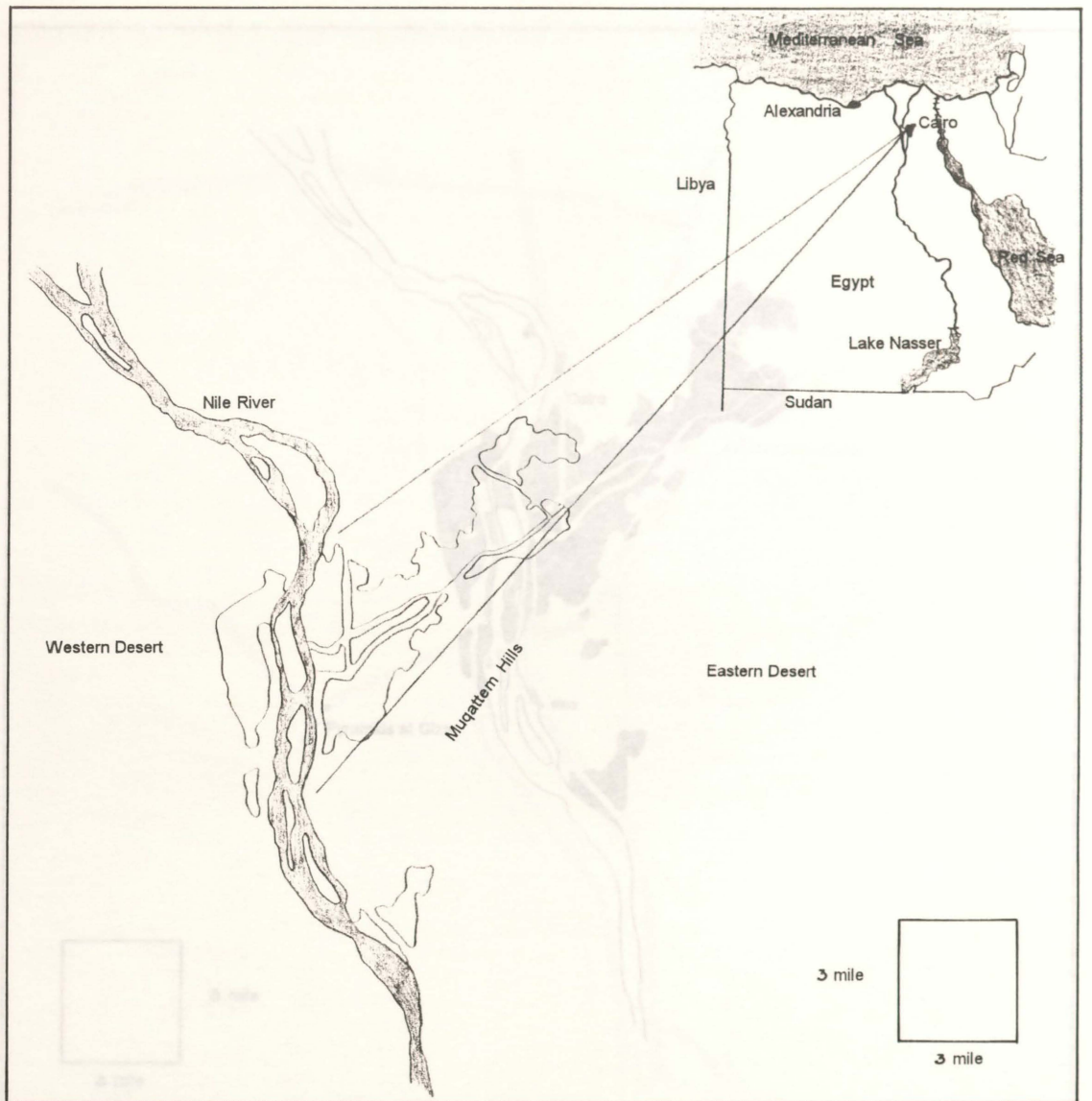
The Nile Valley and Delta



The Western Desert

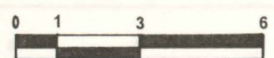


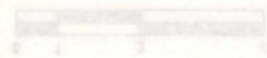
City of Cairo



Natural Features

Scale: 1" = 3 miles





During the 20th century, Cairo grew spectacularly in both population and area. Improvements in transportation fostered the growth of suburban Heliopolis and al-Ma'adi; flood control permitted riverfront development; bridges encouraged settlement of islands and of the west bank.

Cairo is fan-shaped, narrowest in the south, where the river valley is wedged between desert escarpments, and widest in the north, where the valley blends into the Delta. Over the centuries the city expanded westward as a receding river channel left land flood-free. In response to heightened demand, however, the city also has been elongated to the north and south and has developed an expanding annex on the Nile's western shore.



Urban Form

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History

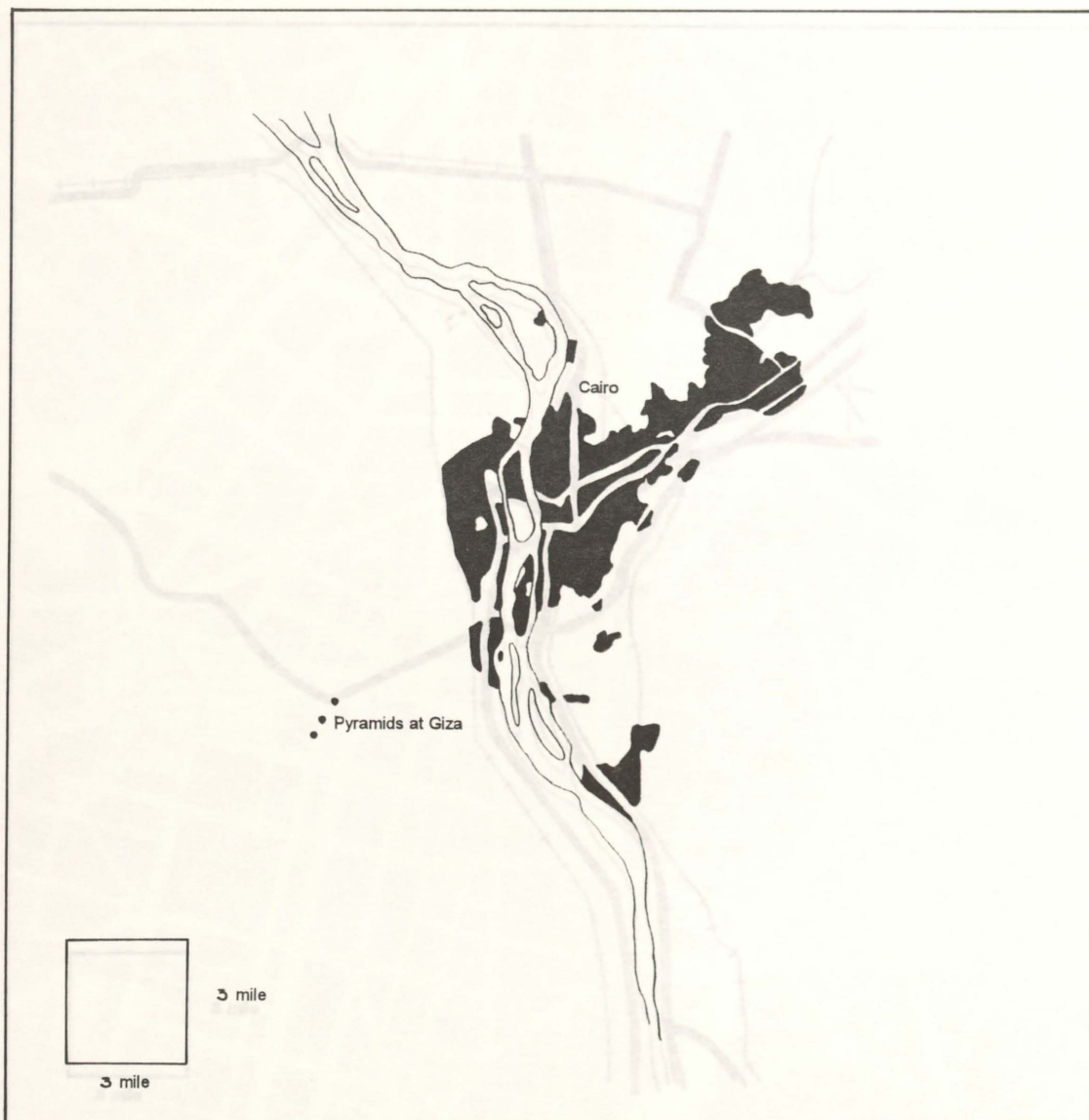
The ancient city of Memphis once stood near the site of present-day Cairo. The Arabic name of the city is El Qahira, meaning "the victorious." It was founded about 3100 B.C. as the first capital of ancient Egypt. In 640 A.D., the Arabs from the east conquered Egypt. At the time, Egypt was a province of the Byzantine (East Roman) Empire, which had established a town called Babylon (now the Misr al-Qadimah quarter), its people - descendants of the ancient Egyptians - were Christians. These Arab conquerors set up a large military camp near what is now southern Cairo. They later built houses, mosques, and palaces, and the camp became the Arab capital, al-Fustat.

The Fatimids (Arabs from northern Africa) conquered Egypt in 969. General Jawhar established a new capital at Cairo for al-Muizz, the Fatimid caliph (ruler). Jawhar built up the area north of the first Arab settlement, and Cairo soon became one of the most important cities of the Arab world. Cairo was built on high ground near the Moqattam Hills to avoid floods. In the 10th century the Nile was broader and spread uncontrolled over the land for a mile or two farther east than the present course of the river. The Fatimids founded Al-Azhar University, which attracted students of Islam from many countries. The Fatimids called their city Al-Qahirah, perhaps because the

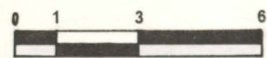
planet Mars (al-Qahir in Arabic) was rising in the sky when they began building. The name Cairo comes from Al Qahirah.

Saladin, the founder of Egypt's Ayyubid Dynasty (family of rulers), expanded the city's boundaries to the south, replaced the old brick wall surrounding Cairo with one of stone, built a number of mosques and other public buildings and built the Citadel in the late 1100's. The Mamelukes, who had been the Ayyubids' bodyguards, ruled Egypt from 1250 to 1517. They built many of Cairo's finest Mosques and extended the city to its present boundaries. The Ottoman Turks controlled Egypt from 1517 to 1882. They allowed the Egyptians a large degree of self-government.

Many people from Europe settled in Cairo during the 1800's, when European nations became increasingly involved in Egypt's affairs. A program to modernize Cairo began about 1865. This program continued during the British rule of Egypt from 1882 to 1922 and during the Egyptian monarchy from 1922 to 1953. In 1805 Muhammad Ali, commander of an Albanian contingent, was appointed pasha, thus founding the dynasty that ruled Egypt until his great-great-grandson, Farouk I, abdicated in 1952.

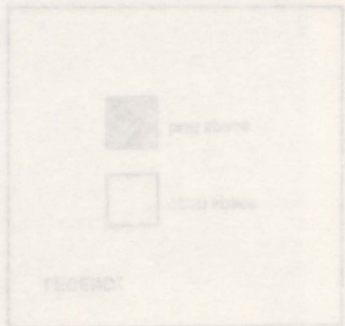
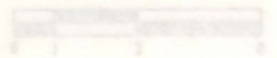


Overall Urban Form



Scale: 1" = 3 miles

Legend



1855

The first railroad in Africa was built to connect Cairo to Alexandria in 1855. Railroads were built linking Cairo to other cities in Northern Egypt and to the Suez Canal, which was completed in 1869.

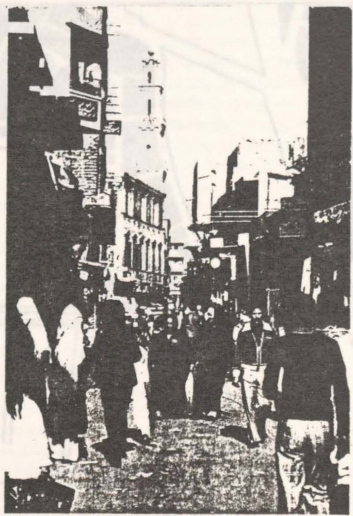
Primary Circulation System

Cairo is served by an international airport beyond Heliopolis and by train service to other major cities. The city itself has mass-transit facilities. The hub of the metropolitan system is a 2.7 mile subway network under central Cairo, construction of which began in 1982. Streetcars and buses thread through all but the Fatimid quarters (the old city), where donkey-drawn carts are still used today.

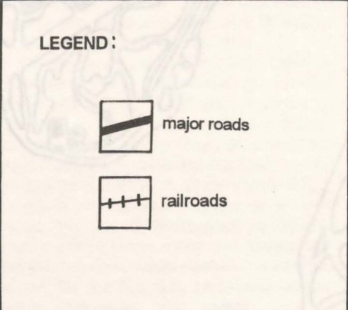
Two major thoroughfares run north and south in the older part of Cairo: Muizz li-Din Allah Street, which bisects the old city and contains the major mosques and markets; and Port Said Street, which runs along the bed of an ancient canal that once marked the western border of Fatimid Cairo. Al-Gohar al-Qaid Street (which runs into al-Muski Street) and al-Azhar Street connecting the old city with the central business district and with the Citadel. Most other streets in the old city are narrow, twisting, and often dead-end. Only major thoroughfares are open to motor vehicles.

In the modern portion of Cairo, the Nile Corniche runs right along the river. Sharia al-Tahrir is a major thoroughfare that winds in a westerly direction through the modern city, across the al-Tahrir bridge to Gezira Island and across al-Gala bridge to the west bank. Farther north, Sharia July 26 runs in a northwesterly direction through the modern city and also crosses Gezira Island to the western suburbs.

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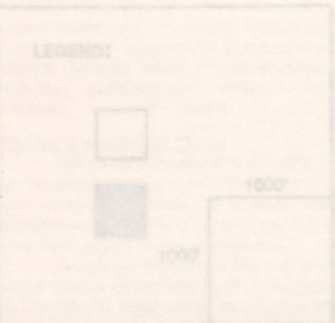
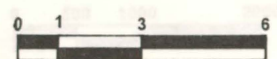


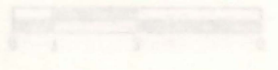
The old sections of Cairo



Primary Circulation

Scale: 1" = 3 miles





The modern portion of Cairo is located along the east bank of the Nile. Here a number of squares and gardens form open places in the overall pattern of irregular small streets, which are crossed at intervals by wider thoroughfares. Also in the vicinity are the intricately curved streets of Garden City, lined with tall apartment houses. Most government buildings, foreign embassies, hotels, museums, and universities are in Garden City, on the islands, or in the suburbs. Most buildings in the modern sections of Cairo were built in the 1900's. Their design is in the style of present-day American and European architecture. The newer areas of Cairo have many gardens, parks, public squares, and wide boulevards, which make these areas less crowded and more orderly than the older sections.

The older part of Cairo, to the east of the modern section, has a traditional Near Eastern atmosphere with winding narrow, alley-like streets, small workshops, marketplaces and curio shops, and many historic buildings. Much of this section was built between the 11th and 16th century. Sharia al-Muski and Sharia al-Azhar are wider streets that run westward from Opera Square in the modern quarter through the old section to famous al-Azhar mosque.

Cairo is definitely a mixture of the old and the new.



Spatial Structure of Urban Core

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Urban Core

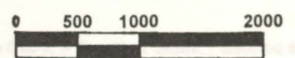
Scale: 1" = 1000'



LEGEND:

Urban Core

Scale: 1" = 1000'





Сейчас в Каире в центре города, в районе, где раньше находилась старая столица, возводятся новые здания. В центре города, в районе, где раньше находилась старая столица, возводятся новые здания. В центре города, в районе, где раньше находилась старая столица, возводятся новые здания.

Special Features

Cairo has about 400 mosques (Muslim houses of worship), minarets (tall, slender towers), mausoleums, museums, palaces, and other buildings that are of interest to the historian and tourist. The old section of Cairo contains a greater collection of Arab architectural treasures that can't be found in any other city in the world.

The following are some of the most popular special features of the Old and New Cairo:

Mosque of Sultan Hasan

Was built about 1361, has graceful proportions typical of classical Islamic architecture.

Sultan Hasan was one of the sons of Sultan al-Nasir Muhammad, the sons of Sultan Qalawun whose descendants dominated the Bahri period (1260-1382). He came to the throne at thirteen, and reigned for fifteen years, from 1347 to 1351 and from 1354 to 1361. The mosque was begun in 1356 and took seven years to complete. But Sultan Hasan was assassinated in 1361 and did not live to see its completion. He was not a glorious and impressive sultan, but rather a puppet in the hands of powerful and manipulative amirs, such as the Amirs Taz, Shaykhu, and Sarghatmish. He was able to build such an imposing monument because the estates of victims of the Black Death (plague of 1348), had swelled the coffers of the treasury with money to be used for royal endowments.

Mosque of al-Azhar

Founded by the Fatimid conqueror Jawhar al-Siqilli in 970 as the congregational mosque of the new city of al-Qahira, it soon became a center for teaching Isma'ili Shi'i theology. It has played an important and continuous role in the religious and political life of Egypt and the surrounding Arab states ever since. Its religious teaching methods and subject matter are essentially unchanged since the time of Salah al-Din. The traditional religious subjects, which include exegesis, traditions, jurisprudence, rhetoric, and grammar, are still taught.

Mosque of Ahmad ibn Tulun

Was built between 876 and 879, it has the oldest mosque plan, consisting of an open courtyard enclosed by arcades. Its simplicity and grandeur of scale make it the most moving of all the great mosques.

Ahmad ibn Tulun was the son of a Turkish slave of the Abbasid khalif al-Ma'mun. He was sent to Egypt in 868 as governor of

al-Fustat, but within two years he had been made governor of the whole country. Shortly thereafter, by refusing to send the annual tribute to the Abbasid court, he established himself as an independent ruler of the province. His family ruled in Egypt until 905. Ibn Tulun founded a new royal city around the Hill of Yashkur near the Muqattam range to the northeast of al-Fustat, razing the Christian and Jewish cemetery that was located on the hill to do so. This was a site to which many legends were attached: it was believed that Noah's Ark had landed here after the flood, that here God had spoken to Moses and Moses had confronted Pharaoh's magicians; nearby, on Qal'at al-Kabsh, Abraham had been ready to sacrifice his son to God. The city that Ahmad ibn Tulun built was called al-Qata'i', 'the wards,' descriptive of the allotments in which each group of his followers settled. In 905, when the Abbasids reestablished control, the city was destroyed and ploughed under. Of its magnificence and scale all that survives is the mosque that formed its center.

Mosque of Muhammad 'Ali

It is the largest mosque which overlooks the old section of Cairo from the heights of the Citadel and has the dome, tall minarets, and other features of Ottoman architectural style.

The mosque is more impressive at a distance than close up. Built in Turkish imperial style as a statement of sovereignty by Muhammad 'Ali, its size and magnificent location make it a Cairo landmark. Its great dome and towering minarets eighty-two meters high give the Citadel a romantic, oriental quality that makes up for any shortcomings of detail. In the courtyard in front of the sanctuary there is a charming Turkish baroque ablution fountain.

In the Northern part of modern Cairo is Rameses Square, which faces the railroad station and has the great ancient statue of Rameses II. Opera Square, about a mile to the south, has the opera house (a copy of the one in Paris) on one side and the Continental-Savoy hotel on the other. In the middle of the square is an equestrian statue of Ibrahim Pasha, the son of Mohammad Ali Pasha. Nearby are sidewalk cafes and restaurants and the Ezbekieh public gardens. A square, named for the Egyptian nationalist whose statue dominates the center.

The largest open place in the city is al-Tahrir ("Liberation") Square near the Nile at Al-Tahrir bridge. Ten streets converge on the square, which is criss-crossed by sidewalks with lawn and flower beds between them. On the southern side of the square are large,

modern government office buildings, and opposite stands the great Egyptian museum, which contains priceless works of ancient Egyptian art and the treasures from the tomb of Tutankhamen. A short distance away is the Museum of Modern Art, which was founded in 1928.

But the greatest attractions of all are the Sphinx and pyramids at Giza.

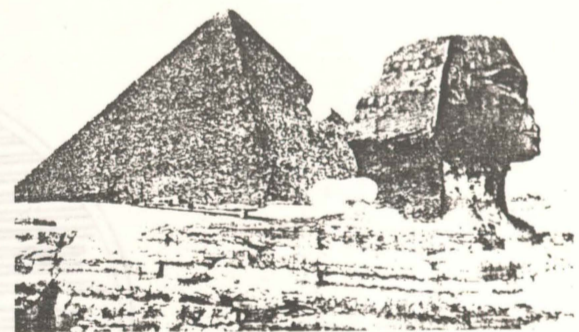
Demographics

Cairo is the primary national center for modern economic production and financial control. It contains most of Egypt's important banks, shipping companies, and airlines; about one-third of all sports, amusement, cafes, restaurants, and hotels in the country are also concentrated in Cairo.

The major manufacturing industry of Cairo is textile making based on Egyptian cotton. There are also plants using wool, rayon, jute, and linen. Piece goods, clothing and hosiery, and carpets are the major products. There is also some heavy industry, such as an iron and steel plant and a cement factory at nearby Helwan. Smaller and older industries are tanning and shoe manufacturing, sugar refining, and the making of cigarettes.

Since 1926, Cairo has had a motion picture industry that makes almost all of the Arab language pictures. The center of the movie industry is in the suburb of al-Jizah.

Because of Cairo's urbanization in the 19th and 20th centuries it has grown by leaps and bounds. You can see this through its large population growth which now puts Cairo at about 6.2 million for Cairo proper and about 10 million including the metropolitan area. Cairo covers about 83 square miles on the east bank of the Nile River in Northeastern Egypt, making the population per square mile, 72,926 people.



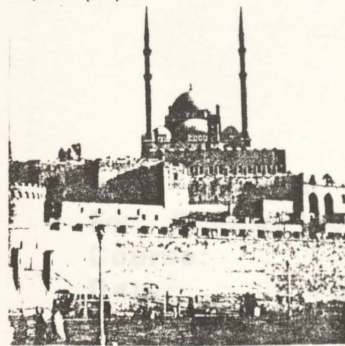
The Sphinx and pyramids at Giza



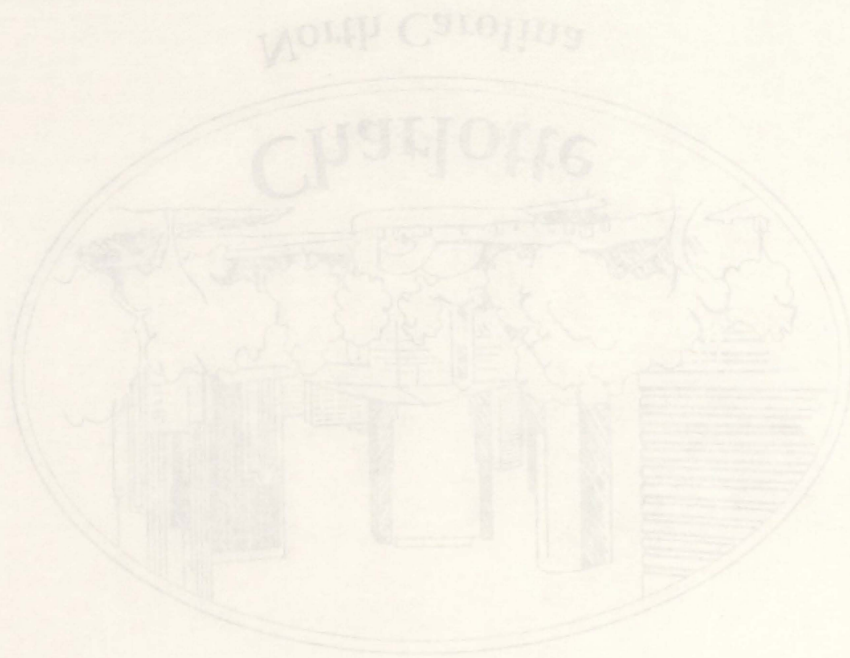
Mosque of al-Azhar

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The Citadel



CHARLOTTE, NORTH CAROLINA

LOCATION

Charlotte, the largest city in North Carolina and seat of Mecklenburg County, lies in the rolling hills of North Carolina's Piedmont just east of the Catawba River. It is approximately 130 miles southwest of Raleigh, the state capital; 75 miles east of the Appalachian Mountains; and 15 miles north of the South Carolina border. Charlotte lies in a strategic location which serves as the primary city and business hub of the Carolinas Piedmont. (See Figure 1).

TOPOGRAPHY

The Piedmont is a hilly region that extends from Delaware to Alabama. In North Carolina, the Piedmont rises from about 300 feet (90 meters) at the edge of the coastal plain to about 1,500 feet (460 meters) at the mountains. Most of the state's manufacturing industries are in the Piedmont with more people than the coastal and mountain regions together.

CLIMATE

Generally Charlotte has a mild climate. The Appalachians moderate winter temperatures by warming air from the west and extreme cold is rare. Snowfall averages only once a month from December through March. Summers are long and warm with afternoon temperatures frequently in the 90's. Nights are cooler with temperatures dropping into the 70's even in the warmest months. Summer precipitation is primarily in the form of thundershowers but the fall season is dry. (Kurian, George Thomas, 1994).

VEGETATION

The original vegetation of this area was, in pre-settlement times, climax stage plant communities. Since Charlotte lays in the valley, it most likely consisted of Slope Forest and Flood Plain Forest communities. Vegetation in these areas included white and red oak, hickory, red maples, loblolly pine, river birch, green ash, and sycamore as well as a variety of subcanopy species. These forests were cleared for agricultural use of the land. The forests also served in the manufacturing of furniture and building supplies in North Carolina developing into a strong industry for the state and its economy. The vegetation of the Charlotte area today

consists primarily of pines with some mixed hardwoods.

SOILS AND MINERALS

The Piedmont has sandy, clay, and silt loam soils mostly red in color. The soils of the Piedmont Valley, where Charlotte lays, are very agriculturally productive. North Carolina has deposits of over 300 minerals and rocks including gold. The Mountain and Piedmont regions have large deposits of gneiss. Sand, gravel, and limestone are found throughout the state. The Piedmont region has clays, granite, and shales. Other minerals include phosphate rock and lithium.

Basic Data	
Name	Charlotte
Name Origin	From Queen Charlotte Sophia
Year Founded	1750 Inc. 1768
Status	State - North Carolina
County	Seat of Mecklenburg County
Area (square miles)	174.3
Elevation (feet)	720
Time Zone	EST
Population (1990)	395,924
Population of Metro Area (1990)	1,162,093
Sister Cities	
Arequipa, Peru	
Baojing, China	
Krefeld, Germany	
Port-au-Prince, Haiti	
Voronezh, Russia	
Distance in Miles To:	
Atlanta	240
Boston	848
Chicago	737
Dallas	1,058
Denver	1,580
Detroit	630
Houston	1,029
Los Angeles	2,412
Miami	740
New York	618
Philadelphia	512
Washington, DC	382

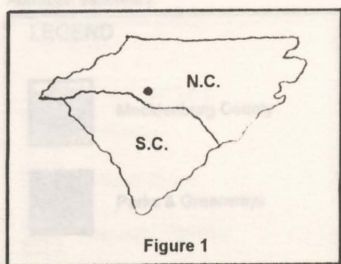
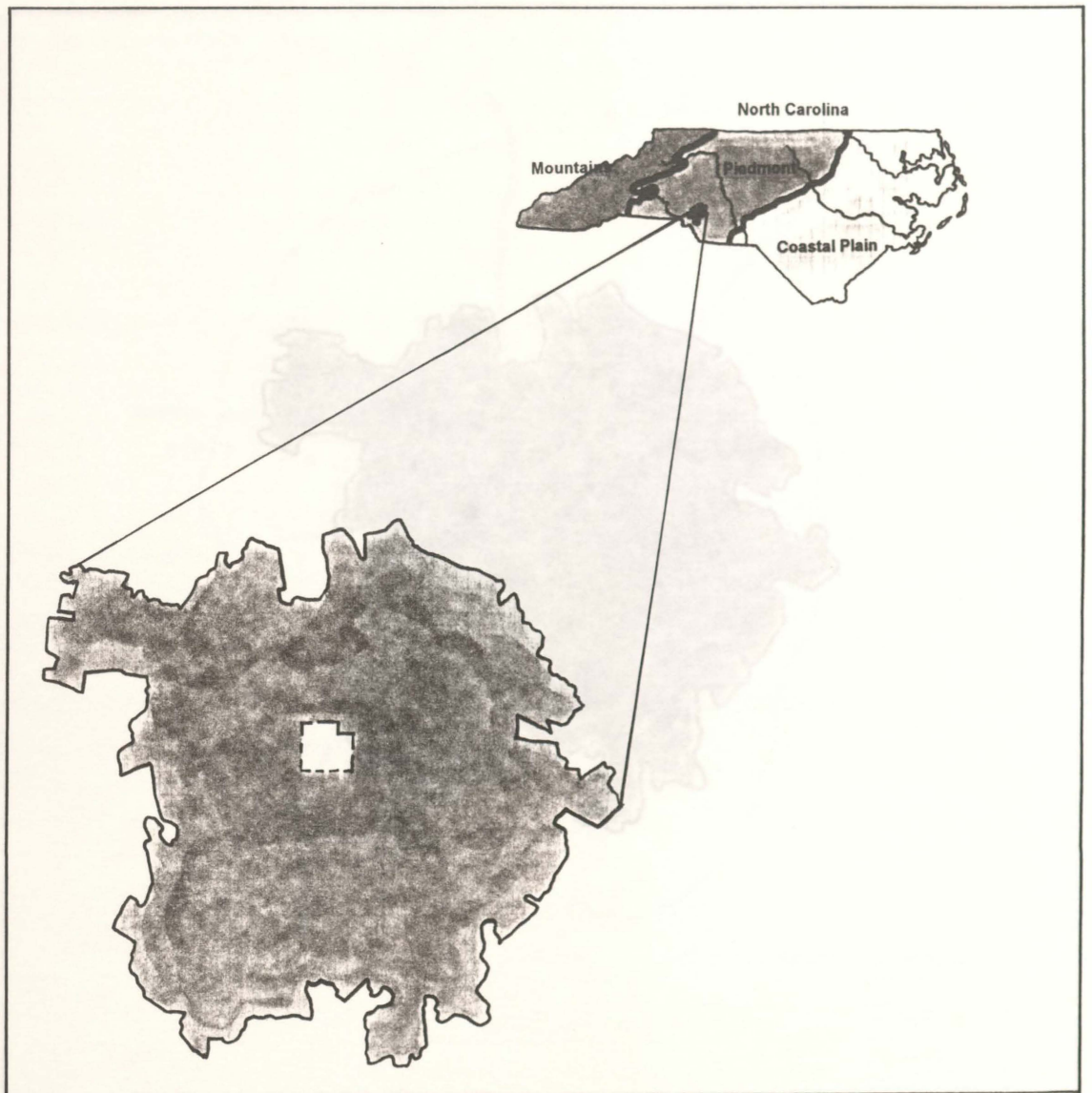


Figure 1



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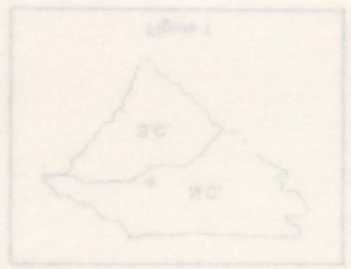
Scale: 1" = 3 Miles

1 Sq. Mi.



NATURAL CONTEXT

THE INFORMATION ON THIS MAP WAS OBTAINED FROM THE U.S. GEOLOGICAL SURVEY AND THE U.S. DEPARTMENT OF COMMERCE. THE U.S. GEOLOGICAL SURVEY IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY APPEAR HEREIN. THE U.S. DEPARTMENT OF COMMERCE IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY APPEAR HEREIN.



MECKLENBURG COUNTY

Scale: 1" = 3 Miles



MECKLENBURG COUNTY

MECKLENBURG COUNTY, NORTH CAROLINA, was established in 1762. It is one of the original 100 counties of the state. The county seat is Charlotte, which is also the largest city in the state. The county is known for its diverse economy, including agriculture, manufacturing, and services. It is also home to several major universities and research institutions.

Area	1,743 sq. mi.
Population	1,000,000
Major Cities	Charlotte, Concord, Gastonia
Major Industries	Textiles, Manufacturing, Services
Major Highways	I-77, I-85, I-95, US-70, US-101
Major Waterways	Catawba River, Charlotte Harbor



CITY

Charlotte is the largest city in Mecklenburg County and the state of North Carolina. It is a major financial and cultural center in the Southeast. The city is known for its skyline, which includes several skyscrapers. It is also home to a vibrant arts and entertainment scene.

REGIONAL CONTEXT

Charlotte is located in the Piedmont region of North Carolina. It is a major hub for the region, with a large metropolitan area that includes several surrounding counties. The city is well-served by major interstate highways, making it a key transportation node.

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SHARLOTTE' NORTH CAROLINA

CHARLOTTE, NORTH CAROLINA

HISTORY

Catawba Indians occupied this region, which the British considered a Crown colony, in 1748 at which time settlers migrated primarily from Virginia and Pennsylvania. Then, as it had for the Indian inhabitants before them, the orientation of the Piedmont valleys played a principle role in the settlement pattern and later in communication and trade routes. (Clay, James W., 1978). The Catawba Indians most likely occupied this area for the agriculturally productive soils of the Piedmont Valley as well as the areas proximity to a major water source, the Catawba River. In 1762 Mecklenburg County, the boundaries of which were political, was carved out of Anson County and named for the birth place of King George III's wife Sophia from Mecklenburg-Strelitz. A town site of 360 acres was purchased in 1767 and the town incorporated a year later thereby giving birth to the "Queen City". In 1774, Charlotte town became Mecklenburg's permanent county seat. Agriculture prospered in the newly formed county with the production of vegetables, grains and livestock. (Kurian, George Thomas, 1994). Leaders in Charlotte opposed British rule and on May 20, 1775 drafted a resolution declaring anyone supporting the king an enemy. During the American Revolution, Lord Cornwallis occupied Charlotte for a month in 1780; he left calling the town "a damned hornets' nest." The first U.S. census of 1790 listed the county's population as 11,725. Among the residents were the Polk family members which included James K. Polk, the eleventh president of the United States. Gold was discovered near Charlotte in 1799, leading to the arrival of banks and the establishment of a U.S. mint branch in 1837. The banking industry thus evolved into a dominant force in Charlotte's economy which has lasted to the present day. By 1852 passengers could travel by rail from Charlotte to Columbia, South Carolina, and by 1856 a railroad connected Charlotte to Goldsboro. With the end of the American Civil War and the abolition of slavery, the economic base of the Piedmont Region changed from agriculture to manufacturing, particularly textiles. A cotton mill opened in 1881; by 1891 the city directory listed ten cotton mills and factories as well as a furniture factory, publishing house, planing mills, and the Carolina Spoke and Handle Works. By 1903

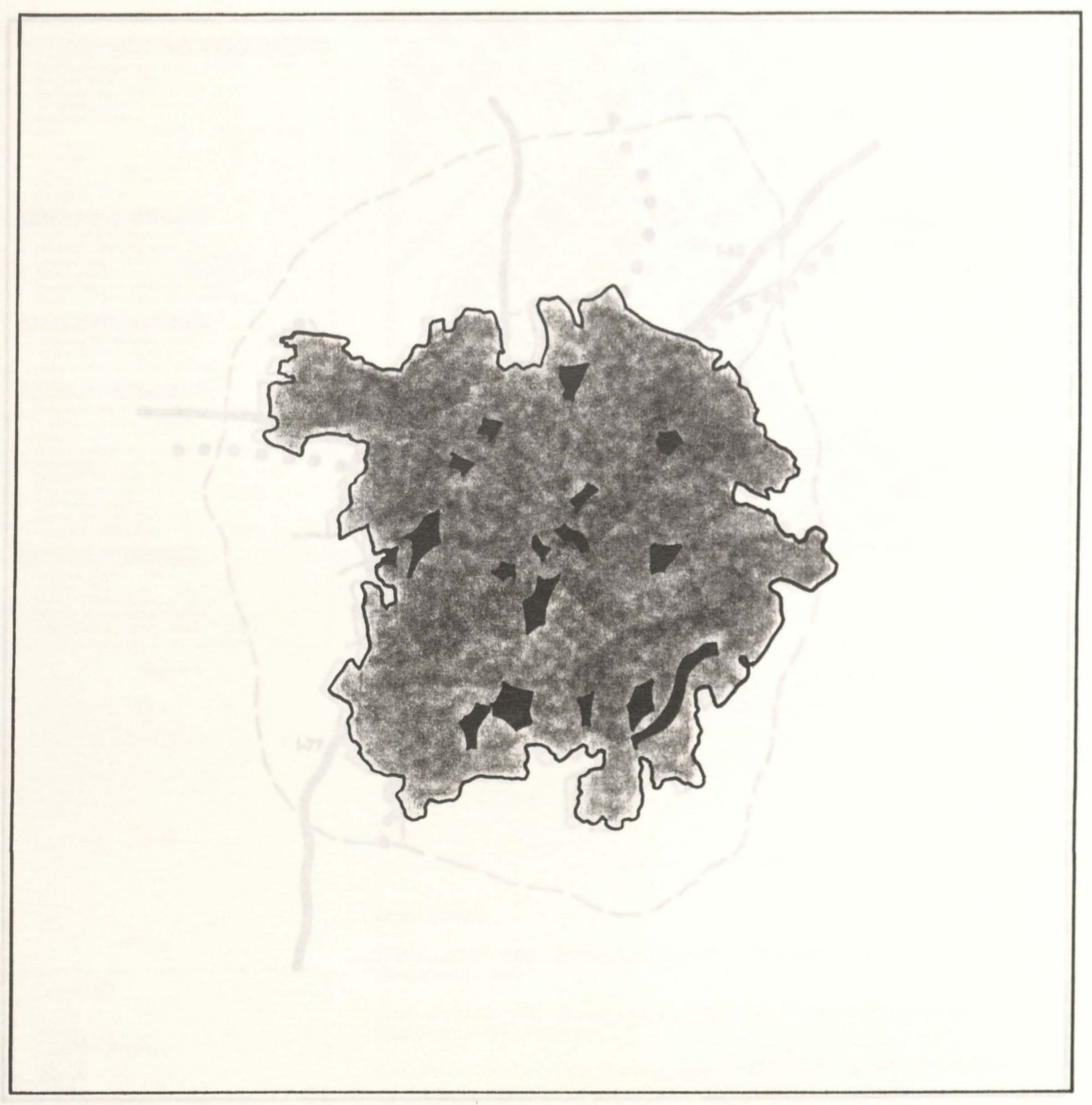
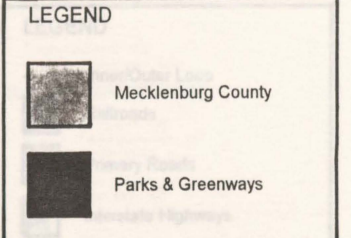
more than half the nation's textile production was located within a 100-mile radius of Charlotte. According to the U.S. census of 1920, Charlotte's population was 51,744. The Charlotte campus of the University of North Carolina opened in 1946. In 1970 the Charlotte-Mecklenburg school system became one of the first integrated school systems. The 1980s brought renovation and growth to the downtown area. In 1983 the city elected its first black mayor, Harvey Gantt, and in 1987 its first woman mayor, Sue Myrick. (Kurian, George Thomas, 1994).

REGIONAL CONTEXT

Although Charlotte does not occupy the unique physical settings of some cities, such as a water front or mountain site, it has a notably strategic location on several different scales. It is the major urban and economic center for North and South Carolina. As a major Mid-Atlantic focus between Atlanta and Washington D.C., Charlotte has become a regional headquarters and distribution point for the elongated Carolinas Piedmont that stretches throughout the urbanized and industrial heart of both states. And on a smaller scale, it is the regional capital for the surrounding 12 county urban region called MetroIrina-an area of nearly 2 million people that overlaps into South Carolina. (Clay, James W., 1978). The city of Charlotte occupies 174.3 square miles while Mecklenburg County contains over 527 square miles.

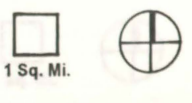
PARKS AND RECREATION

Charlotte boasts of 100 parks and vast recreational complexes, of which the 9 largest cover more than 2,100 acres. The 760-acre Latta Plantation Park, northwest of town, is a nature preserve with a rapture center and Audubon sanctuary.



OVERALL URBAN FORM

Scale: 1" = 3 Miles



Сделавшись в 1843 году столицей Северной Каролины, Шарлотта стала центром торговли и промышленности. В 1851 году в Шарлотте была построена первая железная дорога, соединившая город с Колумбией. В 1856 году город стал центром текстильной промышленности. В 1888 году Шарлотта была объявлена городом. В 1900 году Шарлотта была объявлена городом. В 1920 году Шарлотта была объявлена городом. В 1950 году Шарлотта была объявлена городом. В 1970 году Шарлотта была объявлена городом. В 1990 году Шарлотта была объявлена городом.

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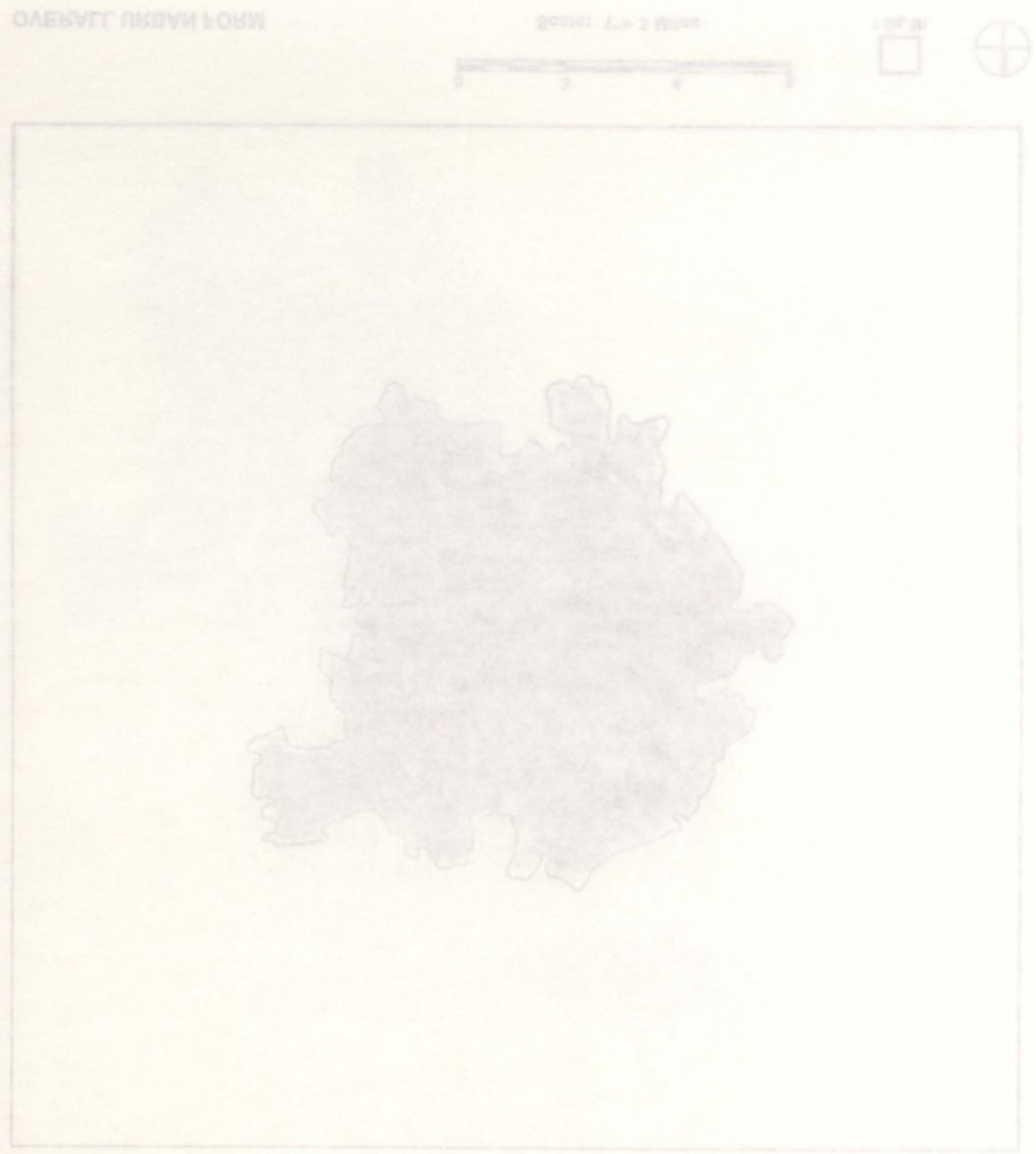
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LEGEND

- Inner/Outer Loop
- Railroads
- Primary Roads
- Interstate Highways



CHARLOTTE, NORTH CAROLINA

CIRCULATION

When settlers migrated from the north, they followed established routes southward from Virginia and Pennsylvania and along river valleys northwestward from South Carolina. Trade routes eventually followed the same valleys. Today highways follow these same early trade routes and thereby perpetuate Charlotte's north-south trade and economic orientation. For example, Interstate 85 follows the same general axis as its predecessor arteries—the Trading Path, the Philadelphia Wagon Road, and the North Carolina Railway. And Interstate 77 follows the basin of the Catawba River in part and connects with Cleveland, Ohio and Columbia, South Carolina. (Clay, James W., 1978). Another great influence in the radial layout of Mecklenburg's major roads was Charlotte's selection as a junction for several rail roads. In 1851 the city opened its first rail line from Charlotte to Columbia; a northwest-southeast route. In 1856 the city added a Piedmont axis rail line from Goldsboro to Charlotte by way of Raleigh, Greensboro, and Salisbury; a northeast-southwest route. Subsequently, Charlotte's circulation routes have developed as the "hub" of a large wheel, the spokes of which are the major U.S. highways which connect Charlotte to such satellite centers as Gastonia, Shelby, Salisbury, Concord-Kannapolis, Monroe, and Rock Hill. In downtown Charlotte, otherwise known as Independence Square, the roads are laid out in a grid pattern dictated by the intersection of the two oldest roads Trade and Tryon streets which mark the center of the city.

MASS TRANSIT

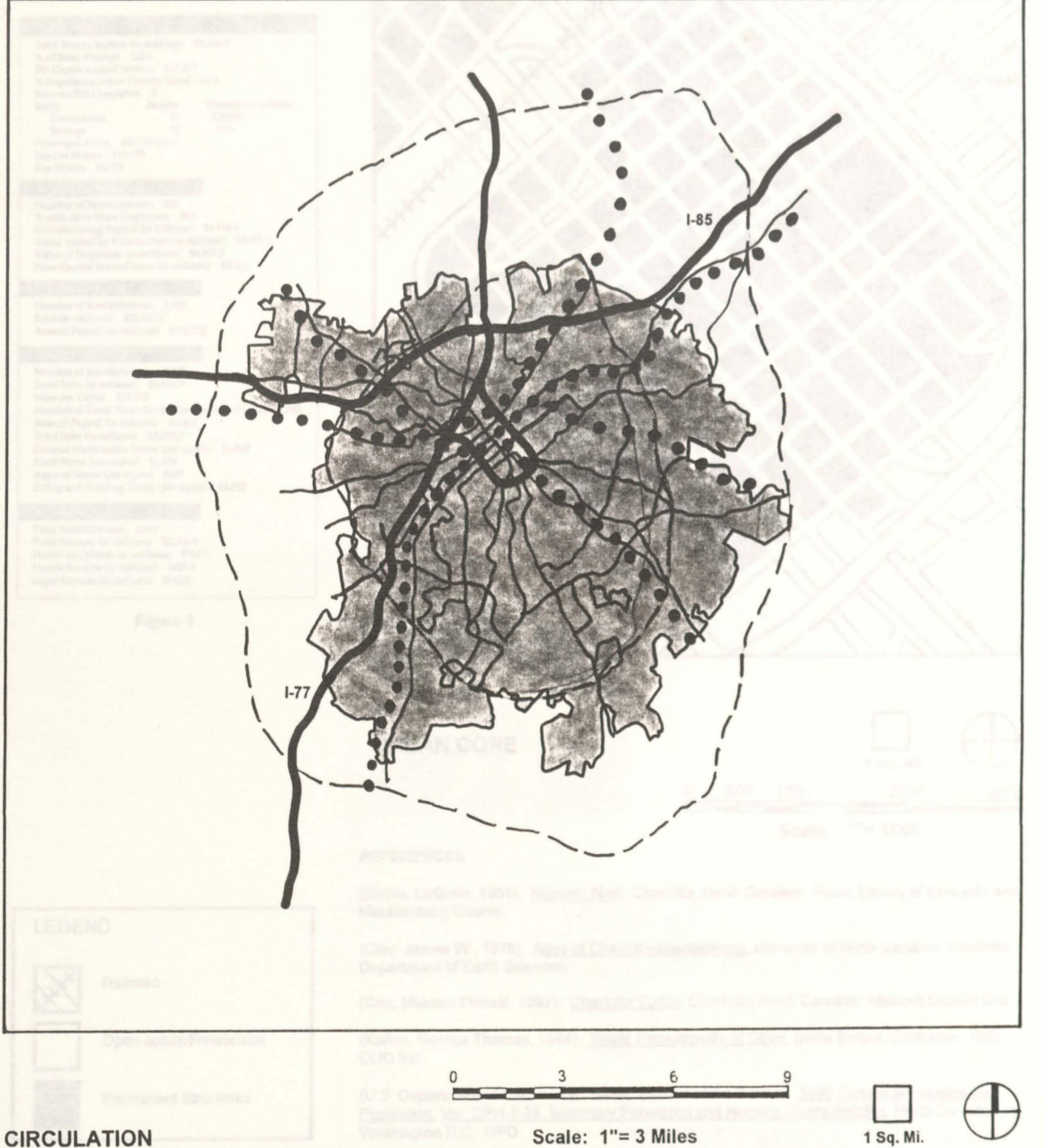
At the local scale, Charlotte transportation focuses primarily on the automobile. Charlotte is effectively the city that "grew up with the automobile," and its land use patterns reflect the dependence upon private transportation. The city offers express bus service designed to speed the flow of people between uptown and various outlying origin-destination points. They also offer a supporting bus system to provide local service to intermediate locations and Metro Center service areas, and to connect outlying residential areas to Metro Centers. Of the total traveling population, less than seven percent utilize these services. The Comprehensive Plan for 1995 calls for a

more balanced distribution between automobiles and mass transit. Even so, the plan forecasts that as few as seven percent of the person trips in 1995 may be by mass transit. (Charlotte Today, 1967). Currently, a limited access Outer Beltway encircling Charlotte is under construction to allow regional traffic to bypass the city; an Inner Beltway is planned to facilitate the flow of cross-town traffic.

As a result of the city's location on major highways, Charlotte is a major transportation hub. In 1961, 200 foreign-owned companies had headquarters in Charlotte. The city is also a major center for the textile industry. The city's location on major highways and its status as a major transportation hub have led to its growth as a major center for the textile industry. (Clay, James W., 1978). The city's location on major highways and its status as a major transportation hub have led to its growth as a major center for the textile industry. (Clay, James W., 1978).

LEGEND

- Inner/Outer Loop
- Railroads
- Primary Roads
- Interstate Highways



CIRCULATION

Scale: 1" = 3 Miles

1 Sq. Mi.

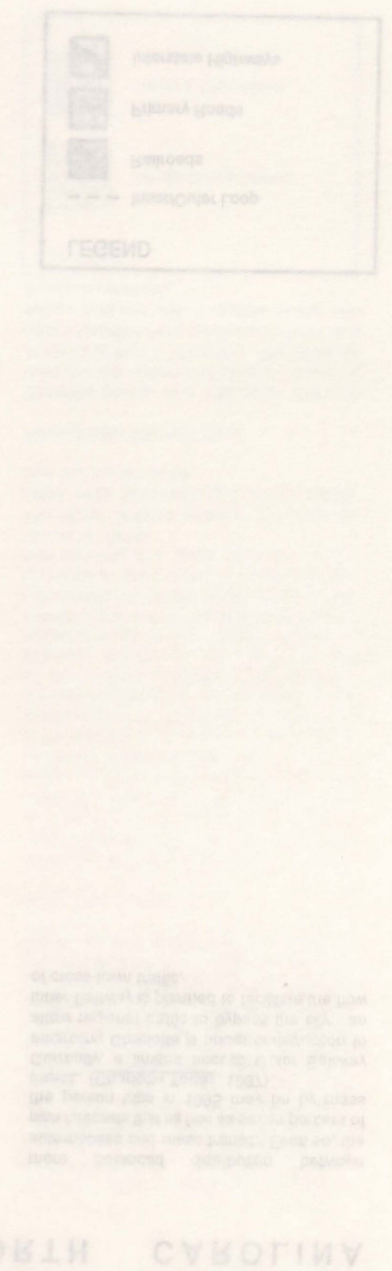
CHARLOTTE, NORTH CAROLINA

THE CITY IMAGE

The skyline of downtown Charlotte is clear and striking as one enters Mecklenburg County. It is easily identifiable on approach from at least ten miles away serving as a focal point or landmark to guide travelers into the city. The roads within the city are laid out on a grid pattern resulting from the historic intersection of Trade and Tryon streets while Interstate 277 serves as a collector loop around the city. This provides for easy orientation in and around the city. Downtown Charlotte is and has always been strictly a business district and therefore consists of broad and/or tall building structures to house the necessary work force. These large structures form strong corridors guiding long views along the length of the streets. Independence Square, at the intersection of Trade and Tryon streets, serves as one of the city's major nodes as well as the core of the city. This square was initially a place where farmers gathered to buy and sell goods. Several historic structures now occupy the square providing points of interest for those who pass through on foot or by car. One of these structures is the first courthouse built in 1762. Other historic landmarks and points of reference in the city include the First Presbyterian Church built in 1815, St. Mary's Chapel, the last surviving structure of the Thompson Orphanage, the Old First Baptist Church built in 1909, and the oldest home in Mecklenburg County, the Hezekiah Alexander Homesite built in 1774. Downtown Charlotte underwent extensive restoration and development throughout the 1980's and to a lesser extent in the 90's. This has given Charlotte the character of a very new and clean city which contributes to its overall legibility or clarity.

POPULATION

Charlotte became the nation's 35th largest city in 1990, reflecting growth contrary to the loss pattern in most large U.S. cities during the 1980's. From 214,000 in 1970, its population grew to 315,474 in 1980, and then to 395,934 in 1990. The percentage increase was 30.2% in the 1970's and 25.5% in the 1980's. This growth pattern has led to the suburbanization of Mecklenburg County as a whole with 216,416 housing units in the county while Charlotte city has 168,021 housing units. This reflects the typical "white flight" associated with the need for equilibrium as



CHARLOTTE, NORTH CAROLINA

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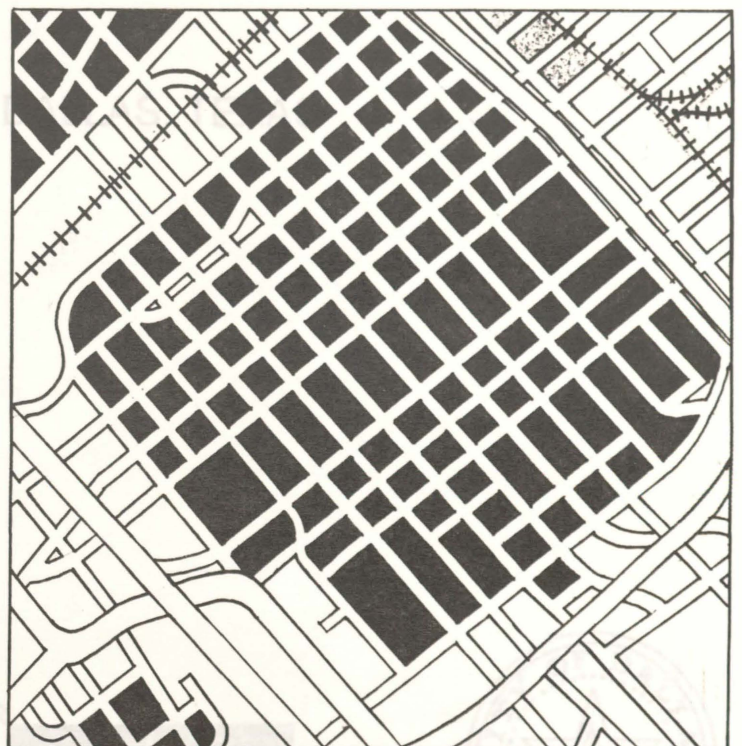
cities become crowded. (Kurian, George Thomas, 1994). (See Figure 2).

ECONOMY

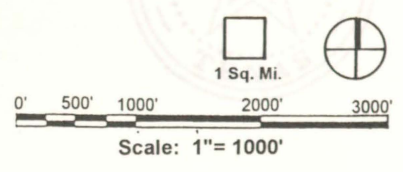
Once known primarily as a textile center, Charlotte has since diversified into banking and industries such as research and development. Charlotte is the third largest financial center in the nation, surpassed only by New York and San Francisco in banking resources. As an inland port facility and a foreign trade zone, Charlotte attracts foreign investors looking for a foothold in the Southeast. By 1991, 260 foreign-owned companies had facilities in Charlotte. Manufacturing is represented by 1,100 producers, including 361 of the nation's 1,000 largest industrial and service companies. In addition to textiles, the major products are chemicals, food products, printing and publishing, and machinery. Charlotte has developed into a major wholesale center with the highest per capita sales in the nation. (Kurian, George Thomas, 1994). (See Figure 3).

Economy	
Total Money Income (in millions)	\$4,316.0
% of State Average	128.8
Per Capita Annual Income	\$12,259
% Population below Poverty Level	12.4
Fortune 500 Companies	3
Banks	Number Deposits (in millions)
Commercial	17 7,342.9
Savings	12 NA
Passenger Autos	288,534 (city)
Electric Meters	215,170
Gas Meters	90,912
Manufacturing	
Number of Establishments	856
% with 20 or More Employees	34.6
Manufacturing Payroll (in millions)	\$1,114.4
Value Added by Manufacture (in millions)	\$2,079.0
Value of Shipments (in millions)	\$4,969.5
New Capital Expenditures (in millions)	\$172.2
Wholesale Trade	
Number of Establishments	2,120
Sales (in millions)	\$21,127.2
Annual Payroll (in millions)	\$790,722
Retail Trade	
Number of Establishments	4,035
Total Sales (in millions)	\$3,652.9
Sales per Capita	\$10,375
Number of Retail Trade Establishments with Payroll	2,820
Annual Payroll (in millions)	\$418.9
Total Sales (in millions)	\$3,590.8
General Merchandise Stores (per capita)	\$1,047
Food Stores (per capita)	\$1,534
Apparel Stores (per capita)	\$607
Eating and Drinking Places (per capita)	\$1,015
Service Industries	
Total Establishments	3,905
Total Receipts (in millions)	\$2,300.9
Hotels and Motels (in millions)	\$166.7
Health Services (in millions)	\$455.7
Legal Services (in millions)	\$143.0

Figure 3



URBAN CORE

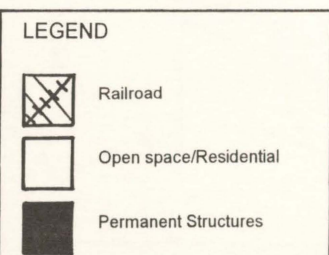


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Population		
	1980	1990
Central City	315,474	395,934
Rank	47	35
Metro Area	971,447	1,162,093
Pop. Change 1980-1990	+80,460	
Pop. % Change 1980-1990	+25.5	
Median Age	32.1	
% Male	47.5	
% Age 65 and Over	9.80	
Density (per square mile)	2,271	
Households		
Number	158,991	
Persons per Household	2.45	
% Female-Headed Households	14.0	
% One-Person Households	28	
Births—Total	5,021	
% to Mothers under 20	16.2	
Birth Rate per 1,000	15.2	

Figure 2



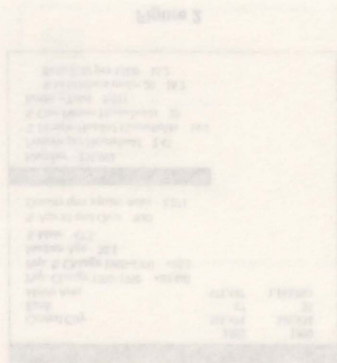
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NOTATION

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THE CLIMATE

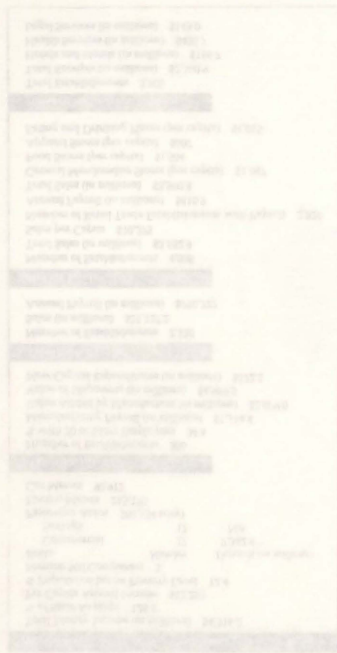
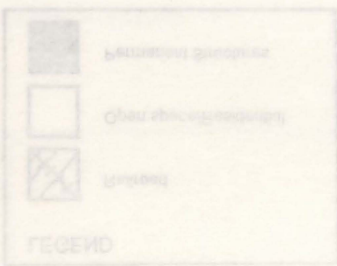
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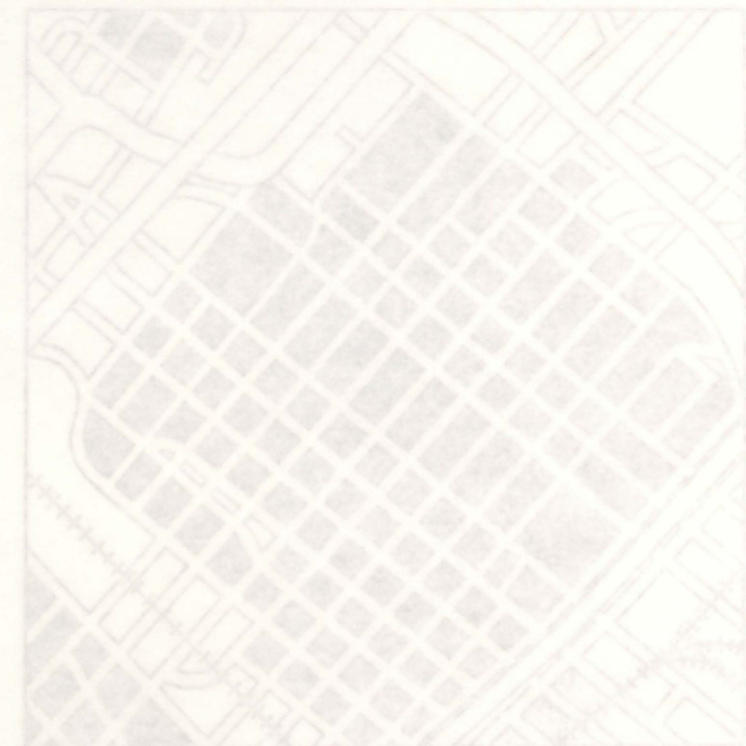
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ECONOMY

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Natural Context

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Vegetation

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Climate

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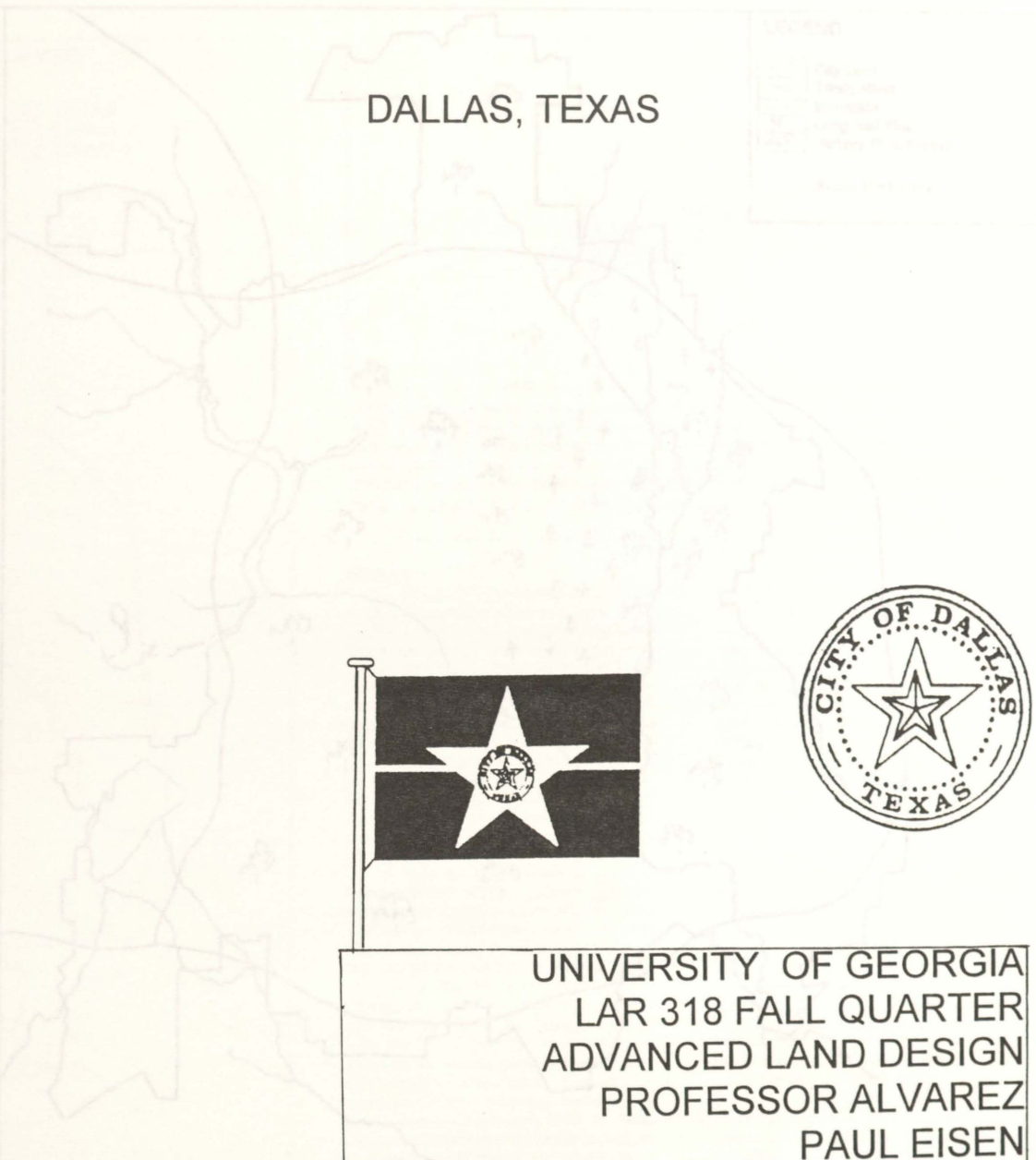
The shaded region in the map above is represented as the Central Texas Geographical Region.



The shaded region in the map represents the area of Dallas, Texas.

Hydrology

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UNIVERSITY OF GEORGIA
 LAR 318 FALL QUARTER
 ADVANCED LAND DESIGN
 PROFESSOR ALVAREZ
 PAUL EISEN
 SEPTEMBER 30, 1994

SEPTEMBER 30 1884
 PAUL EISEN
 PROFESSOR ALABAMA
 ADVANCED LAND DESIGN
 LAB 318 EAST QUARTER
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DALLAS TEXAS

Natural Context

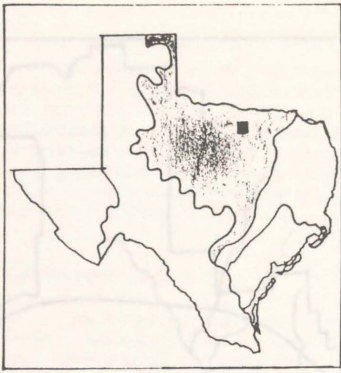
Sitting 512 feet above sea level, Dallas is a city that has developed around the Trinity River. Dallas sits atop the rolling prairies of the North-east corner of the Central Texas Geographic region, 250 miles from the Gulf of Mexico. The Trinity River bisects the city and feeds the White Rock Creek and the White Rock Lake, Turtle Creek and Mountain Creek Lake. Those are the main waterways and lakes in Dallas. The altitudes above sea level vary from 434 feet to 731 feet above sea level. The highest point in the city is Cedar Hill. The city's founder had dreams of a Gulf port in Dallas but the idea has never favored well with residents and has yet to be approved by the city. As a result, Dallas remains the largest city in the U.S. located on a non-navigable waterway.

Soils
 The Central Texas Geographic Region is made up of four soils, three of which Dallas is built on. They are, in terms of the United States Geological Survey, Alluvium, Fluvialite terrace deposits, Ozan Formation and Austin Chalk.

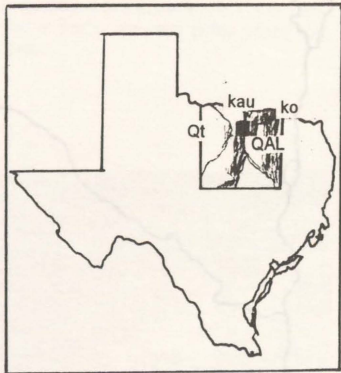
- Alluvium coded as QAL is a floodplain soil including gravel, sand and silt.
- Fluvialite terrace deposits coded as Qt is a soil surrounding the alluvial soils of North-eastern Texas and is comprised of gravel, sand, silt and clay.
- Ozan Formation is a clayey and calcareous silt and sandy soil mix. It reaches a depth of up to 500 feet.
- Austin Chalk is a microgranular calcite with some mix of calcareous clay thinning to the south. It has a depth of 300-500 feet.

Vegetation
 The vegetation consists mainly Longleaf Pines, some Oak forests and Hickory/Pine forests. The area is largely a Blackland Prairie area. The Dallas area is fair to moderately dry. The map depicts the boundaries.

Climate
 The climate of Dallas is typical of Texas. The average January temperature is 46 F with short mild winters. The average July temperature is 85 F with August being the hottest month and the temperatures reaching the upper 90's and even the 100's. The summers are long, hot and dry. The sun shines 66 out of every 100 hours.

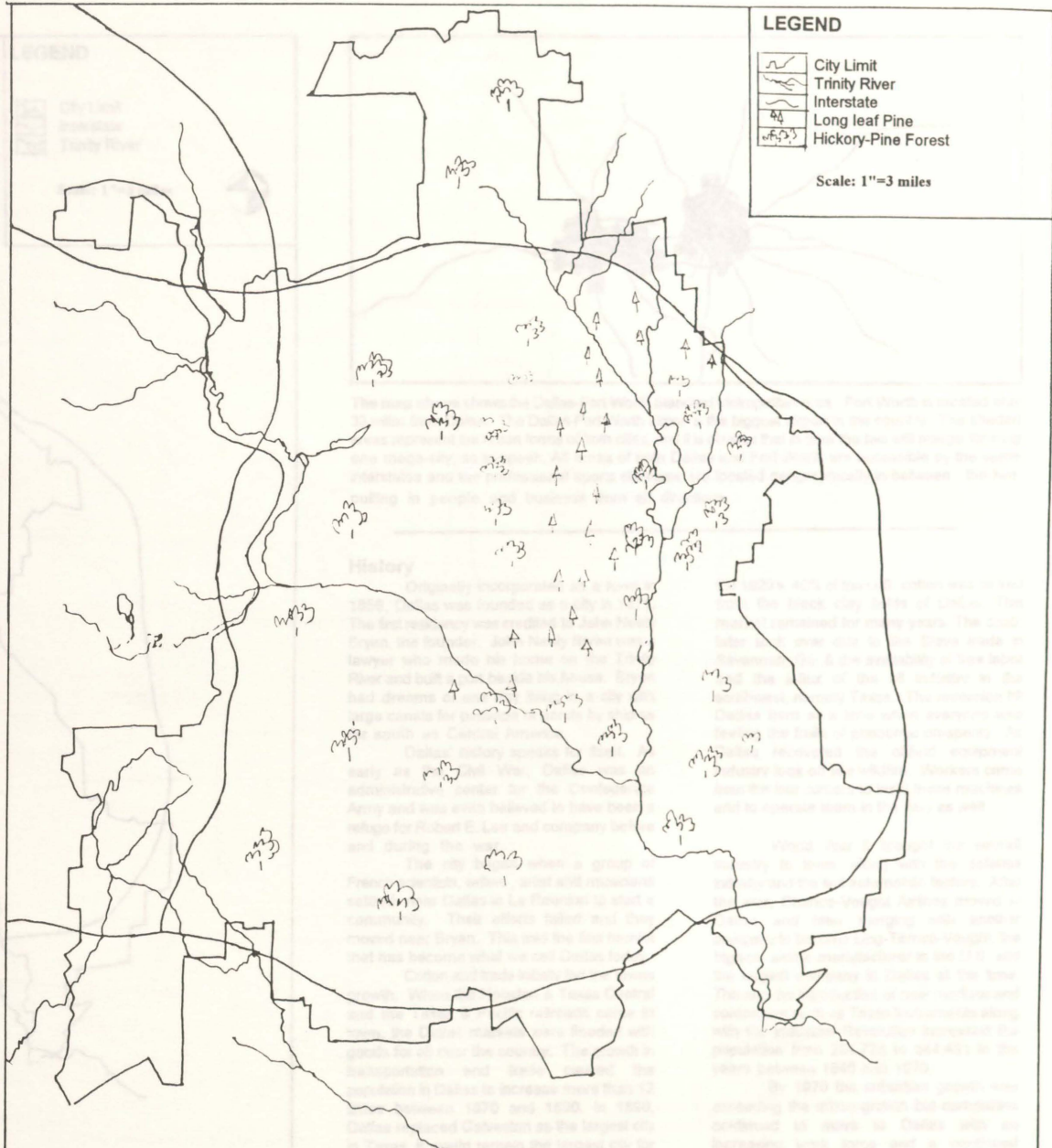


The shaded region in on the map above is represented as the Central Texas Geographical Region.

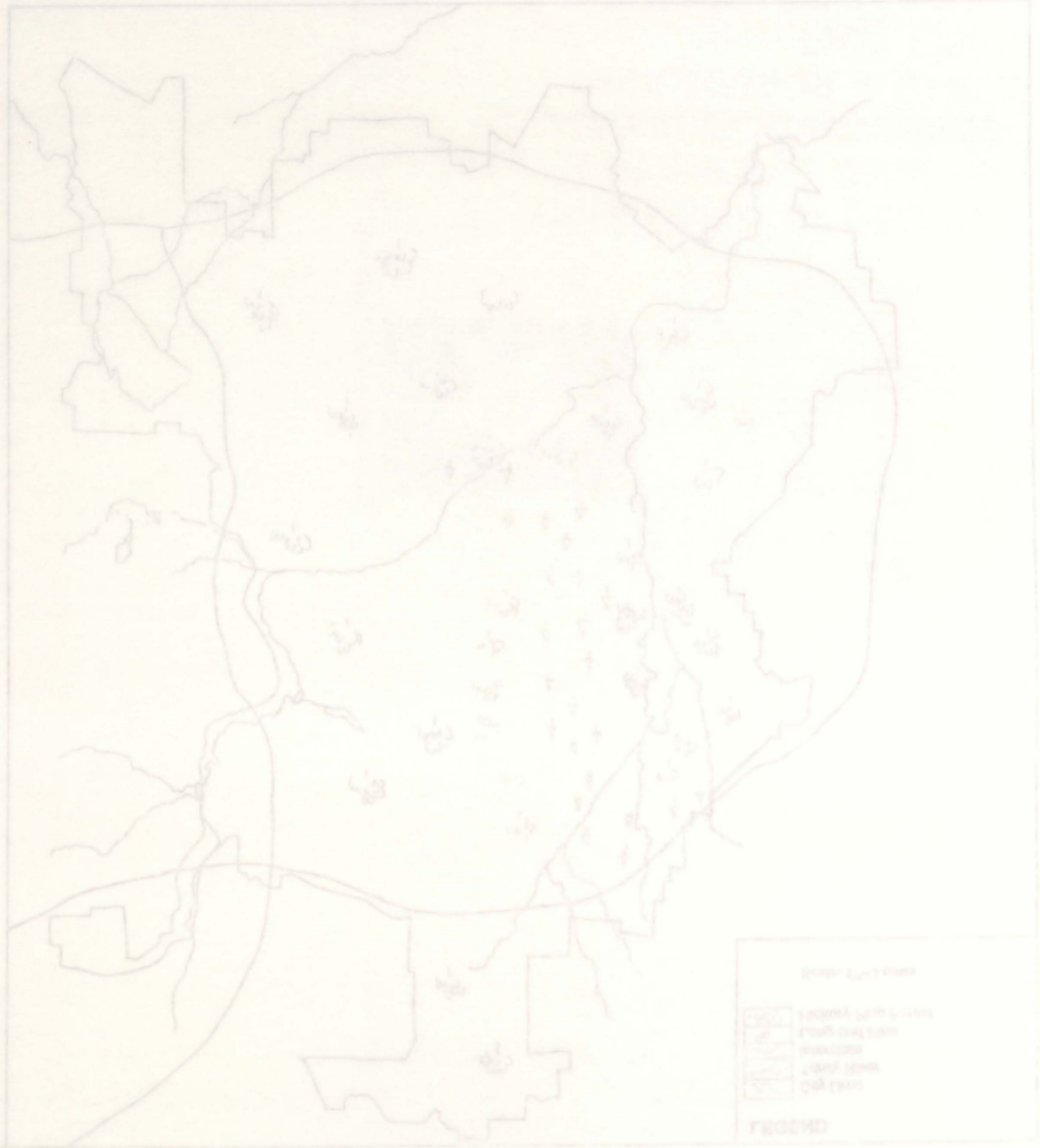
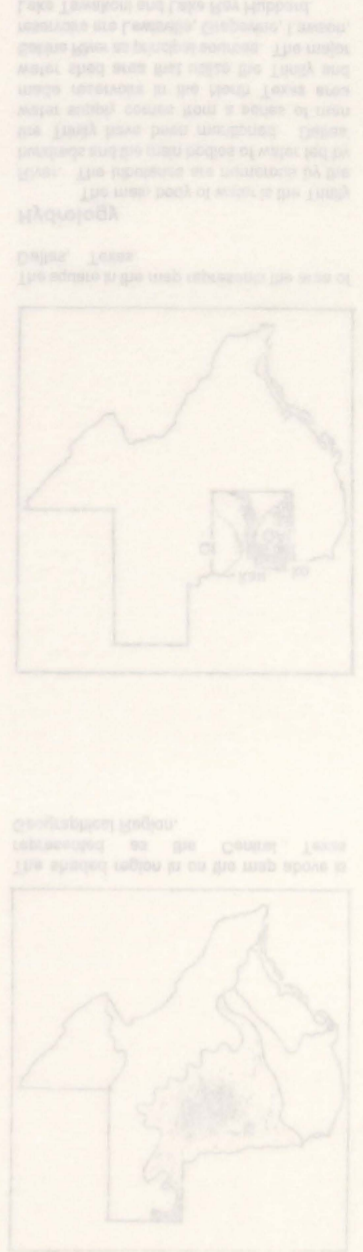


The square in the map represents the area of Dallas, Texas.

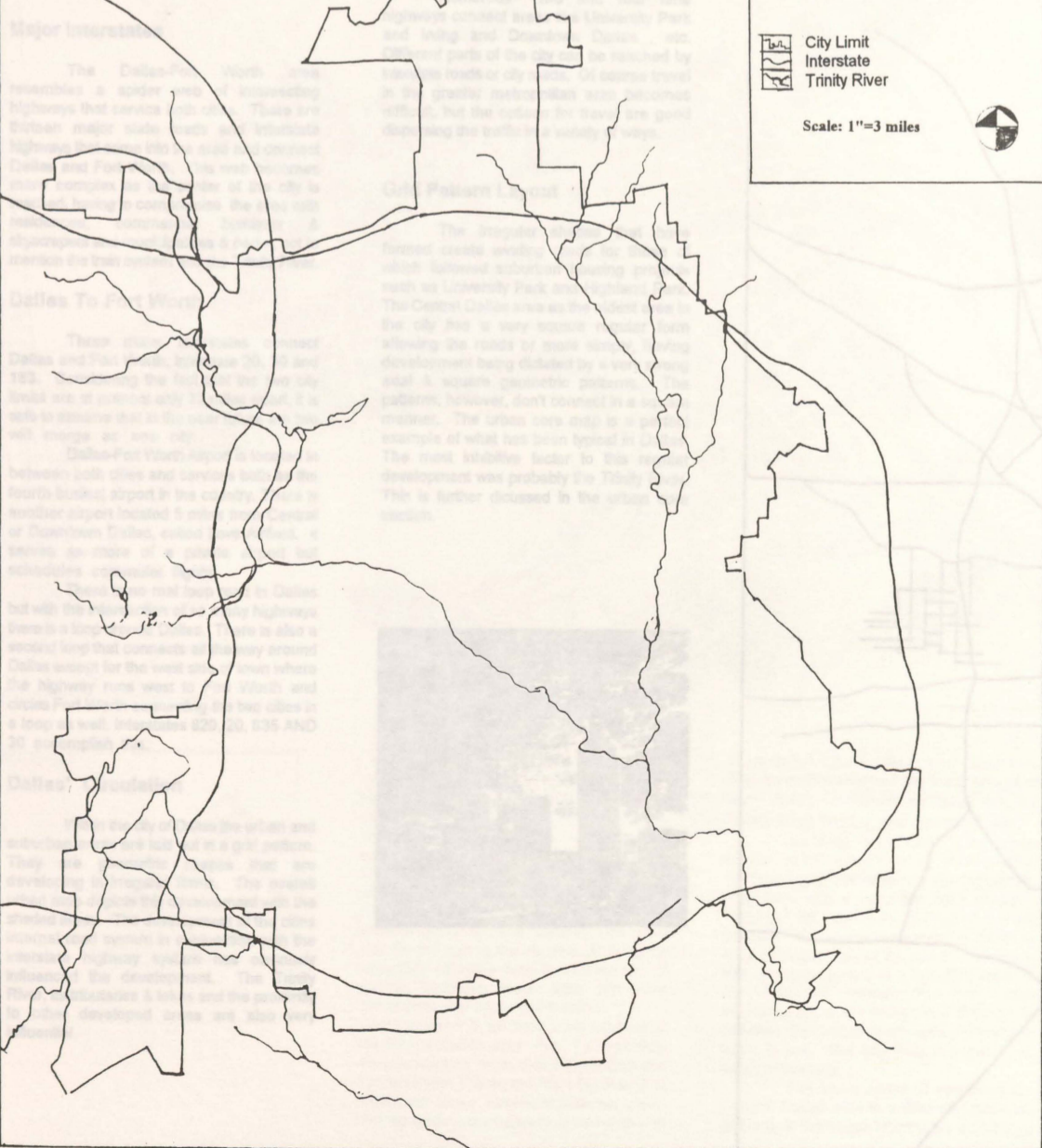
Hydrology
 The main body of water is the Trinity River. The tributaries are numerous by the hundreds and the main bodies of water fed by the Trinity have been mentioned. Dallas' water supply comes from a series of man made reservoirs in the North Texas area water shed area that utilize the Trinity and Sabine River as principal sources. The major reservoirs are Lewisville, Grapevine, Lawson, Lake Tawakoni and Lake Ray Hubbard.



The Dallas-Fort Worth Standard Metropolitan Area (SMA) is a large metropolitan area in the state of Texas, United States. It is the fourth largest metropolitan area in the United States, with a population of approximately 7.5 million people. The SMA is centered on the cities of Dallas and Fort Worth, which are located only 33 miles apart. The SMA is a conurbation of several smaller metropolitan areas, including Dallas, Fort Worth, Irving, and Plano. The SMA is a major economic and cultural hub in the South Central United States.



Urban Form



The map above shows the Dallas-Fort Worth Standard Metropolitan area. Fort Worth is located only 33 miles from Dallas. The Dallas-Fort Worth airport is the biggest airport in the country. The shaded areas represent the urban forms of both cities, and it is obvious that in time the two will merge forming one mega-city, so to speak. All areas of both Dallas and Fort Worth are accessible by the same interstates and the professional sports stadiums are located geographically in between the two, pulling in people and business from all directions.

History

Originally incorporated as a town in 1856, Dallas was founded as a city in 1871. The first residency was credited to John Neely Bryan, the founder. John Neely Bryan was a lawyer who made his home on the Trinity River and built a port beside his house. Bryan had dreams of one day living in a city with large canals for passage of goods by ship as far south as Central America. Dallas' history speaks for itself. As early as the Civil War, Dallas was an administrative center for the Confederate Army and was even believed to have been a refuge for Robert E. Lee and company before and during the war. The city began when a group of French scientists, writers, artist and musicians settled near Dallas in La Reunion to start a community. Their efforts failed and they moved near Bryan. This was the first hamlet that has become what we call Dallas today. Cotton and trade initially fed the towns growth. When the Houston & Texas Central and the Texas & Pacific railroads came to town, the Dallas markets were flooded with goods for all over the country. The growth in transportation and trade caused the population in Dallas to increase more than 12 times between 1870 and 1890. In 1890, Dallas replaced Galveston as the largest city in Texas. It would remain the largest city for the next 40 years or so, up until the time that Houston would become the largest city. By

the 1920's, 40% of the U.S. cotton was picked from the black clay fields of Dallas. This market remained for many years. The south later took over due to the Slave trade in Savannah, Ga. & the availability of free labor and the influx of the oil industry in the southwest, namely Texas. The recession hit Dallas hard at a time when everyone was feeling the fruits of economic prosperity. As Dallas recovered the oilfield equipment industry took off like wildfire. Workers came from the four corners to build these machines and to operate them in the field as well. World War II brought the aircraft industry to town, along with the defense industry and the first automobile factory. After the war, Chance-Vought Airlines moved to Dallas and later merging with another company to become Ling-Temco-Vought, the biggest airline manufacturer in the U.S. and the largest company in Dallas at the time. This and the introduction of new markets and companies such as Texas Instruments along with the industrial Revolution increased the population from 294,734 to 844,401 in the years between 1940 and 1970. By 1970 the suburban growth was exceeding the urban growth but companies continued to move to Dallas with an increasing work force and a continued building boom helping the population reach 1,006,877 by the early 1990's.



The Dallas-Fort Worth area is a major metropolitan area in the state of Texas. It is one of the fastest growing metropolitan areas in the United States. The area is home to a diverse population and a strong economy. The Dallas-Fort Worth area is a major center of commerce and industry. It is a hub for transportation and communication. The area is also a major center of education and research. The Dallas-Fort Worth area is a vibrant and dynamic region.

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Urban Core

Circulation Map

Major Interstates

The Dallas-Fort Worth area resembles a spider web of intersecting highways that service both cities. There are thirteen major state roads and interstate highways that come into the area and connect Dallas and Fort Worth. This web becomes more complex as the center of the city is reached, having to compromise the area with residences, commercial buildings and skyscrapers and municipalities & parks, not to mention the train system and the Trinity River.

Dallas To Fort Worth

Three major interstates connect Dallas and Fort Worth, interstate 20, 30 and 183. Considering the fact that the two city limits are at present only 33 miles apart, it is safe to assume that in the near future the two will merge as one city.

Dallas-Fort Worth Airport is located in between both cities and services both as the fourth busiest airport in the country. There is another airport located 5 miles from Central or Downtown Dallas, called Love Airfield. It serves as more of a private airport but schedules commuter flights.

There is no real road in Dallas but with the intersection of so many highways there is a loop around Dallas. There is also a second loop that connects all the way around Dallas except for the west side of town where the highway runs west to Fort Worth and circles Fort Worth connecting the two cities in a loop as well. Interstates 820, 20, 635 AND 30 accomplish this.

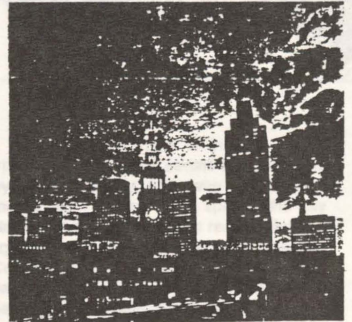
Dallas' Circulation

Within the city of Dallas the urban and suburban areas are laid out in a grid pattern. They are geometric shapes that are developing in irregular forms. The overall urban map depicts this development with the shaded areas. The development of the cities internal road system in conjunction with the interstate highway system has obviously influenced the development. The Trinity River, its tributaries & lakes and the proximity to other developed areas are also very influential.

Numerous two and four lane highways connect areas like University Park and Irving and Downtown Dallas, etc. Different parts of the city can be reached by interstate roads or city roads. Of course travel in the greater metropolitan area becomes difficult, but the options for travel are good dispersing the traffic in a variety of ways.

Grid Pattern Layout

The irregular shapes that have formed create winding roads for those of which followed suburban housing projects such as University Park and Highland Park. The Central Dallas area as the oldest area in the city has a very square regular form allowing the roads or more simply, having development being dictated by a very strong axial & square geometric patterns. The patterns, however, don't connect in a square manner. The urban core map is a perfect example of what has been typical in Dallas. The most inhibitive factor to this regular development was probably the Trinity River. This is further discussed in the urban core section.



The Dallas-Fort Worth area is a major metropolitan area in the state of Texas. It is one of the fastest growing metropolitan areas in the United States. The area is home to a diverse population and a strong economy. The Dallas-Fort Worth area is a major center of commerce and industry. It is a hub for transportation and communication. The area is also a major center of education and research. The Dallas-Fort Worth area is a vibrant and dynamic region.

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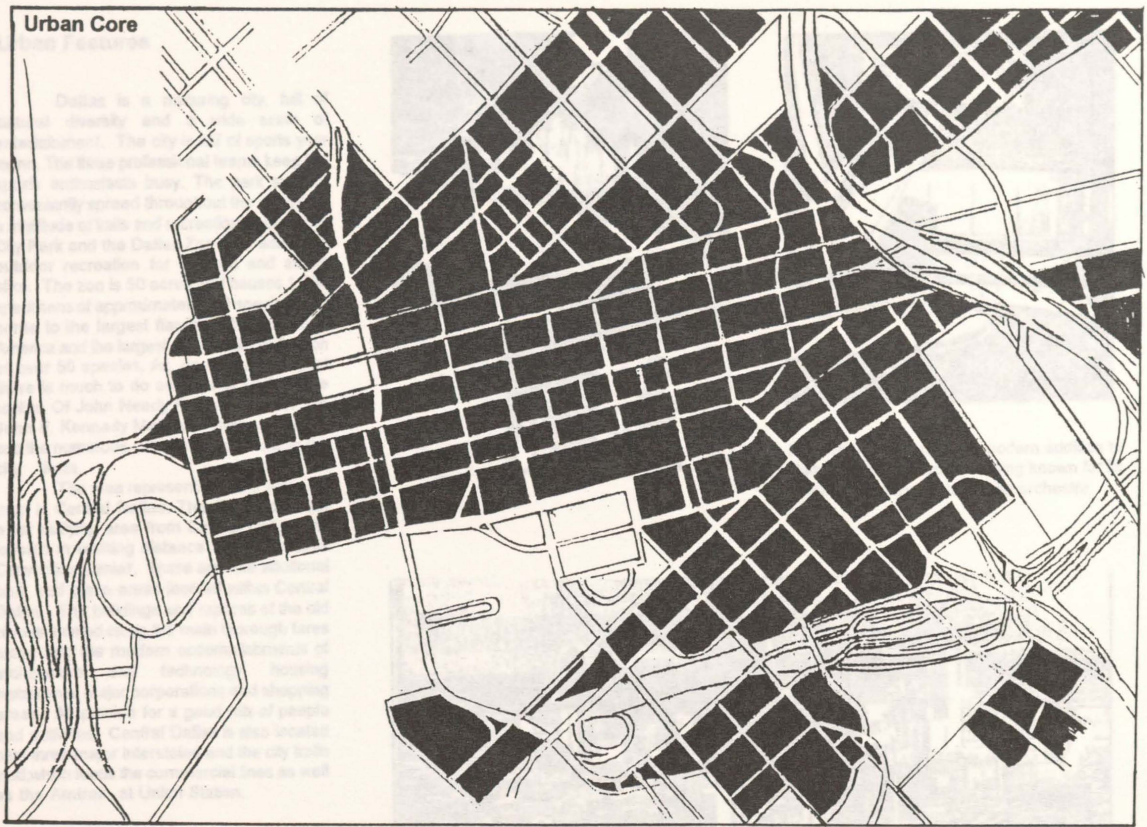
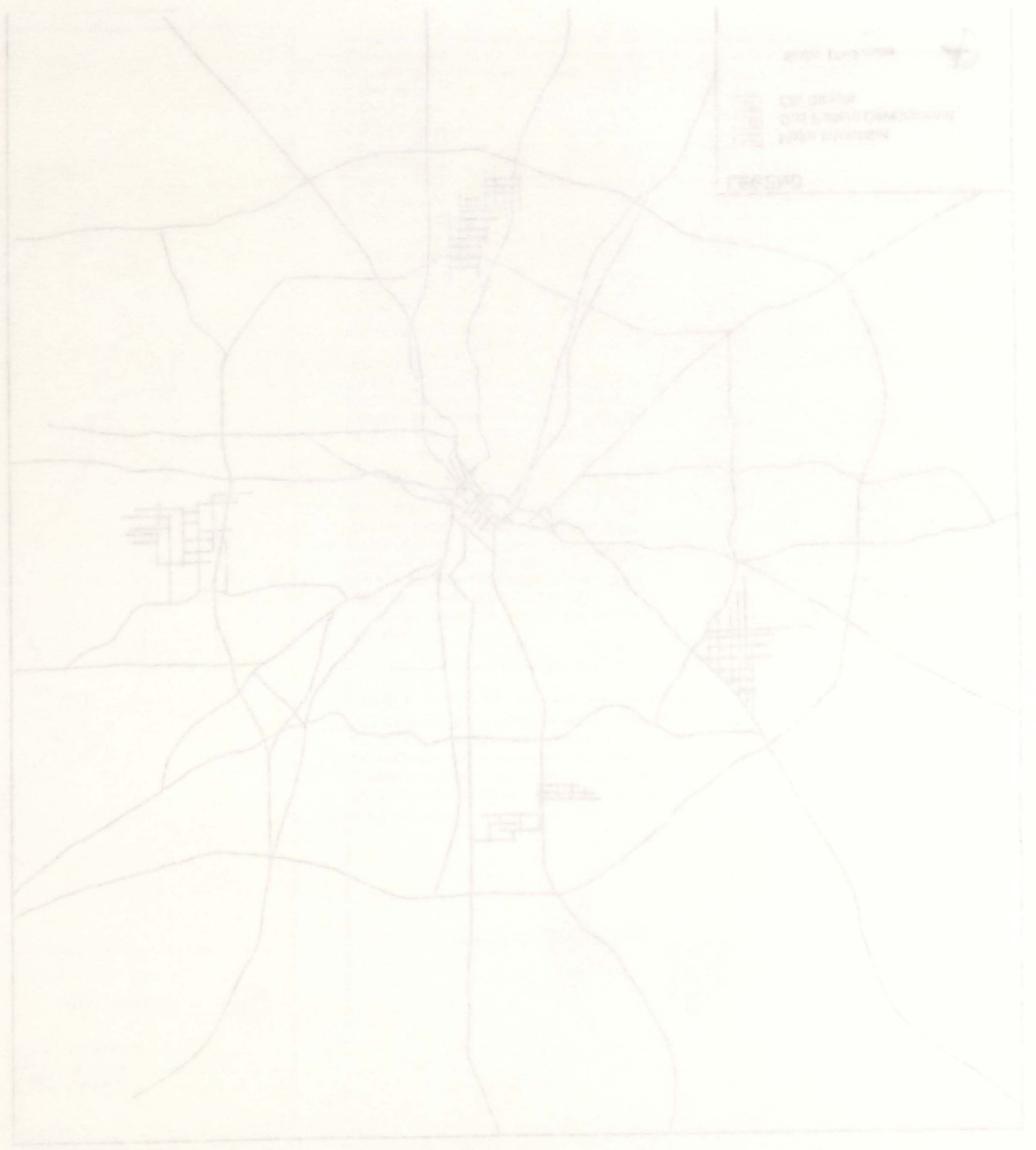


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LEGEND

- Interstates
- City Streets
- Four Lane Hwy
- City Blocks
- Open Space

Scale: 1"=1,000'

The urban core of Dallas is a very irregular shape, which seems to be mirrored by the entire city and even the outlying metropolitan area. The spaces the city streets create are geometric rectangular and square shapes. The urban core map uses the Central Dallas area to illustrate this. The grid pattern established by the streets as the city developed shows where separate nodes have come together to form Central. This holds true for the rest of the city and probably for every other city in the world for that matter. Of course, excluding those cities with other constraints and influential factors. There appears to be three main sections of the Central Dallas area. First, the main strip which is Jackson, Main, Commerce, Elm and Pacific Streets. Pacific and Main are four lane roads with heavy east-west business traffic. Historic areas are located in this area as well

as numerous office buildings and restaurants. This main strip area has the least amount of open space, containing buildings like the NCNB Plaza building and Reunion Tower. Secondly to the north is the upper section of the Central area. It is another continuous grid orientated at a different angle. It borders with a transition zone of urban housing and retail with numerous federal buildings. This section is bisected by the inner loop of Dallas, routes 80 and 67. The loop has obviously served as a breaking point for the "downtown" sprawl. The loop curves southwest and again serves as a dividing line between the Central Dallas grid and outlying open space. The City Park is located just south of the loop. The lower and third section of the Central Dallas area is a third and separate grid only in the sense of orientation. It ties in

beautifully with the main strip at what appears to approximately be a 30 angle. The west side is Union Station and the train yard. The Surtran moves people locally and Amtrak is a national link. The two industrial rail lines also come in at this end of Central Dallas and are bordered to the west by additional highways with commercial traffic. The Dallas Convention Center offers the most amount of open space within this inner city section. The elongated main strip is reminiscent of cities like New York and even the downtown area of Atlanta.

background. All in all, 94% of the inhabitants are U. S. born citizens. Since its establishment in 1871, Dallas has been a cross roads point between Los Angeles, Mexico City, Chicago and New York, for cattle trading to fashion clothing. Excluding Alaska, 3/4 of the known U.S. oil reserves are located within 500 miles of Dallas creating the leading oilfield equipment producers, as well as, electronics, missiles and of course airplane manufacturing. Dallas-Fort Worth airport is the biggest airport in area in the United States and the fourth busiest in terms of commercial travel

Demographics

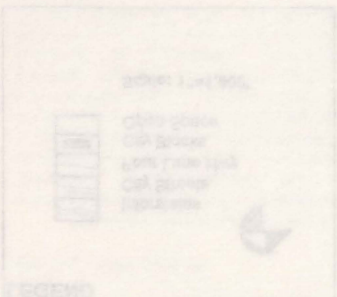
Dallas, Texas is one of the largest cities in the United States and the second largest city in Texas. Dallas was named after George M. Dallas, who served as vice-president to James K. Polk from 1845-1849. The city Dallas covers 378 square miles and the Greater Metropolitan area or the Consolidated Metropolitan area spans 7,198 square miles. The population within the city limits is 1,006,877. The city covers 25 of Dallas County. Dallas and the Metro area include Dallas County and the surrounding five counties; Denton, Collin, Ellis, and Rockwall counties. According to the U.S. Bureau of Census, Dallas is part of the Dallas-Fort Worth Standard Metropolitan area which in total encompasses 11 counties. Dallas is a center for banking, fashion, manufacturing, trade and aviation. The NCNB Plaza Building is a seventy two story skyscraper which is one of the cities landmarks as well as the tallest structure in the city. Dallas houses multiple urban and suburban housing projects, a business district, two airports a downtown shopping/historical area and the City park. The park system in the city is comprised of 14,000 acres. Dallas is home to the Cowboys, the Rangers and the Mavericks, the city's professional football, baseball and basketball teams. Dallas is also home of the Cottonbowl, an important college football game held annually. Dallas's population is incredibly diverse. Thirty percent of the population is black and another 12% is Hispanic. Only 7% of the population is Native American and the remaining minority population is represented by Asian, English, French, German, and Irish



...the city is full of sports year round. The three professional teams keep the sports enthusiasts busy. The park system, conveniently spread throughout the city offers a multitude of trails and recreation areas. The City Park and the Dallas Zoo offer additional outdoor recreation for children and adults alike. The zoo is 50 acres and houses 1,700 specimens of approximately 500 species. It is home to the largest flamingo flock in North America and the largest rattlesnake collection of over 50 species. As, one would suspect there is much to do and see in Dallas. The replica Of John Needy Bryan' log cabin, the John F. Kennedy Memorial , Museum of Art and the numerous colleges located within the city limits.

...The area represented in the adjacent map is Central Dallas. The City Park is the most outlying area from Central Dallas and located in walking distance from the Dallas Convention Center. There are nine additional park and plaza areas located within Central Dallas. The buildings and replicas of the old city are located along the main thoroughfares along with the modern accomplishments of architecture and technology, housing restaurants, major corporations and shopping areas. All provide for a good mix of people and activities. Central Dallas is also located near three major interstates and the city train yard, which feeds the commercial lines as well as the Amtrak, at Union Station.

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Legend

Scale: 1"=1,000'

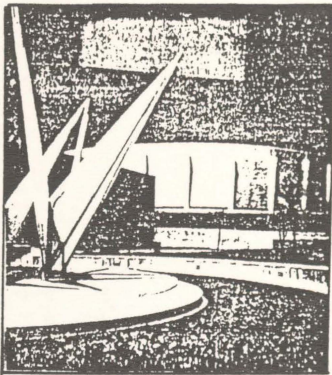
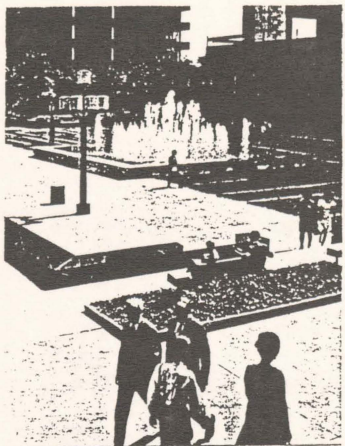
- Building Footprint
- City Street
- Four Lane Hwy

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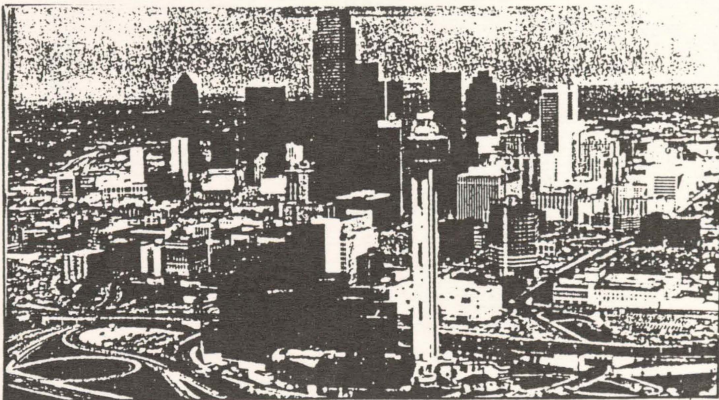
Urban Features

Dallas is a maturing city, full of cultural diversity and a wide scale of entertainment. The city is full of sports year round. The three professional teams keep the sports enthusiasts busy. The park system, conveniently spread throughout the city offers a multitude of trails and recreation areas. The City Park and the Dallas Zoo offer additional outdoor recreation for children and adults alike. The zoo is 50 acres and houses 1,700 specimens of approximately 500 species. It is home to the largest flamingo flock in North America and the largest rattlesnake collection of over 50 species. As, one would suspect there is much to do and see in Dallas. The replica Of John Needy Bryan' log cabin, the John F. Kennedy Memorial , Museum of Art and the numerous colleges located within the city limits.

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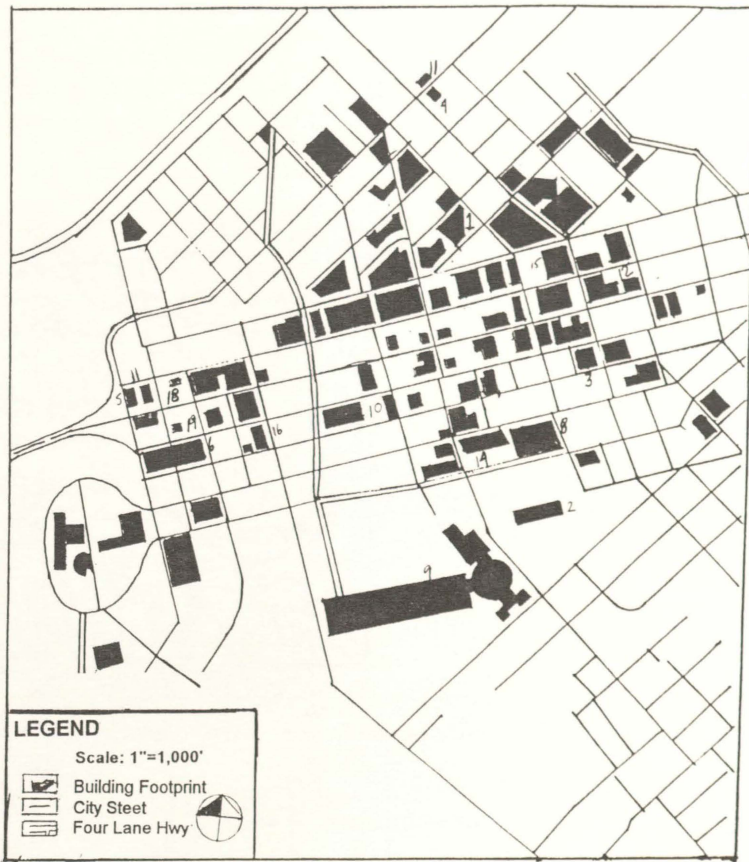


Memorial Auditorium, a modern addition to Dallas. The city is fast becoming known for its cultural activities, including its orchestra.



Downtown Dallas, includes such landmarks as the 72 story NCB Plaza building, the city's tallest skyscraper and the domed Reunion Tower. The Reunion is an office building, with a restaurant at the top. Dallas is fast becoming one of America's most popular cities with its culture and diversity. Dallas is a young city and offers an overload for all the senses.

Located on the map to the right are some of the most attractive as well as famous places located in central Dallas. In examining the list, it is obvious that Dallas does have a wide variety of tourist attractions as well as entertainment hot spots.



- LEGEND**
- Scale: 1"=1,000'
- Building Footprint
 - City Street
 - Four Lane Hwy
- Places of Interest**
- | | |
|-------------------------------|------------------------------|
| 1. Arco Tower | 17. Hilton Hotel |
| 2. City Hall | 18. John Neely bryan |
| 3. Continental Building | 19. John F. Kennedy Memorial |
| 4. Cotton Exchange Bldg. | 20. Lincoln Plaza |
| 5. County Administration | 21. L.T.V. Tower |
| 6. County Courthouse | 22. Majestic Theater |
| 7. Criminal Courts Bldg. | 23. Masonic Temple |
| 8. Dallas Central Library | 24. Nieman-Marcus |
| 9. Dallas Convention Center | 25. New Arts Theater |
| 10. Dallas International Bank | 26. Police & Courts Bldg. |
| 11. Dallas Museum of Art | 27. Renaissance Building |
| 12. Dallas Plaza Hotel | 28. Reunion Arena |
| 13. Federal Building | 29. Reunion Tower |
| 14. Federal Reserves | 30. The Old Red Courthouse |
| 15. First City Center | 31. Union Station |
| 16. Greyhound terminal | 32. West End Market Place |
| | 33. U.S. Post Office |

HOUSTON, TEXAS

PHYSICAL DEMOGRAPHICS

Houston is the largest city in Texas and one of the largest cities in the United States. In 1940, Houston was 700,000 people. By 1990, it jumped to 4.7 million. Its population is equal to 1,700,000 and its metropolitan area is 4,000,000. The area is 500 square miles and most of it is in Harris County. The metropolitan area covers 2,000 square miles and the unincorporated metropolitan area covers 500 miles. The altitude is 41 feet above sea level. The climate is mild, averaging 70 degrees in January and 83 degrees in July. Avg. rainfall is 45 in.

HISTORICAL PROFILE

Houston was founded in 1830 and incorporated in 1837. The first major project was the Astor, Woodfin & Tilton Company. Houston was named after General Sam Houston. The number of the city has been 100,000 since 1830. Houston is one of the largest cities in Texas. The city is located in the Gulf of Mexico. The city is one of the largest cities in Texas. The city is located in the Gulf of Mexico. The city is one of the largest cities in Texas. The city is located in the Gulf of Mexico.

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NATURAL CONTEXT

Houston lies in southeast Texas, about 50 miles from the Gulf of Mexico. A stream called Buffalo Bayou cuts through Houston from west to east. The stream flows past the northern end of downtown and becomes the Houston Ship Channel about 4 miles farther east. The Turning Basin is at the western end of the ship channel. This is where large ships turn around at the port of Houston. The area is flat and Live Oak trees and Texas Oak trees are in abundance. Cattle ranches and rice fields are also the agricultural influences on the landscape.

THE CITY OF HOUSTON HAS A LONG AND DISTINGUISHED HISTORY. IT WAS FOUNDED IN 1836 AND INCORPORATED IN 1839. THE CITY HAS GROWN FROM A SMALL TOWN TO ONE OF THE LARGEST METROPOLITAN AREAS IN THE UNITED STATES. HOUSTON IS A MAJOR INDUSTRIAL AND COMMERCIAL CENTER, AND IS KNOWN FOR ITS OIL AND PETROCHEMICAL INDUSTRY. THE CITY IS ALSO HOME TO SEVERAL MAJOR UNIVERSITIES AND RESEARCH INSTITUTES.

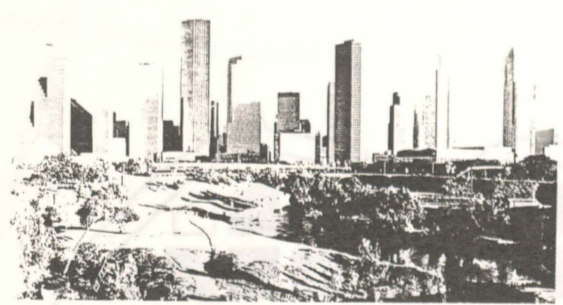
HOUSTON COMPLEX



PRINCIPLE DEMOGRAPHICS

Houston is the largest city in Texas and is one of the largest cities in the United States. In 1940, Houston was 21st in population. By 1990, it jumped to 4th. Houston city population is right at 1,700,000 and the metropolitan area is at 4,000,000. The inner city covers 600 square miles and most of it lies in Harris county. The metropolitan area covers 5,500 square miles and the consolidated metropolitan area is 7,500 square miles. The altitude is 41 feet above sea level, the climate is mild, averaging 55 degrees in January and 83 degrees in July. Avg. rainfall is 45 in.

Houston is nouveau riche, big and ultra-modern. The number of housing units between 1970 and 1980 increased over 70 percent. During this time, the construction boom also took place, and the birth of the galactic skyscraping downtown metropolis erupted out of flat plains practically overnight. In one decade, office space tripled in downtown and almost twice that in metropolitan suburbia. Obviously the majority of the growth was in the suburbs. In the 1980's Houston's population continued to rise and by 1990, the city had 1,630,553 people making it the nation's 4th largest city.

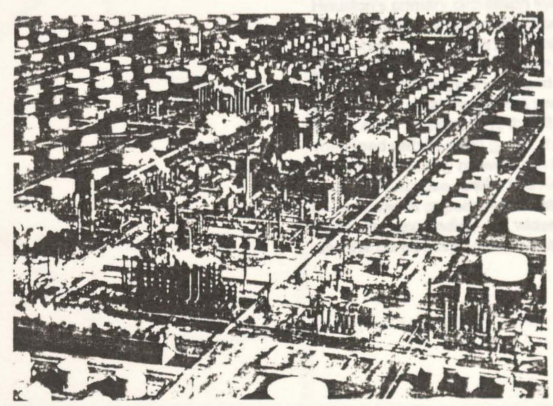


Downtown Houston has many modern skyscrapers. Houston is the largest city in Texas and a major industrial center. Buffalo Bayou winds through Houston's Sabine Park in the foreground.

HISTORICAL PROFILE

Houston was founded in 1836 and incorporated into a city in 1839. Two real estate promoters, the brothers Augustus C. and John K. Allen, founded Houston and named the town for General Samuel Houston, commander of the army that won Texas' independence from Mexico in 1836. Development of the oil and shipping industries in the early 1900's helped bring about Houston's rapid population growth. Houston is a major industrial city. The region contains rich oil deposits, and the Houston area is the nation's most important oil-refining center. Houston also serves as a center of the United States space program. Space flights are directed from the National Aeronautics and Space Administration's Lyndon B. Johnson Space Center at Houston. In spite of its inland location, Houston is one of the world's major seaports. The Houston ship channel links it to the Gulf of Mexico and permits ships to sail to and from Houston. Of U.S. port cities, only New York City and New Orleans handle more cargo than Houston does.

Petrochemicals as Houston's chief industry. The production of petrochemicals and oil refining lead the nation and about 30 major oil companies have their headquarters in Houston. Houston is one of the nations leading medical and technology centers. The Texas Medical Center is located in Houston and many of the worlds most advanced medical breakthroughs and hi-tech surgical implementations and rehabilitations occur there. Also among high points are the Astrodome complex. It includes the famous Astrodome-the world's first baseball and football stadium with a roof-the Astrodome convention center and Astroworld and Waterworld amusement parks. Several top ranked universities are located there, among them are Rice University, Texas Medical Center which includes Baylor College of Medicine.



The Port of Houston provides easy transportation for goods. It has helped make Houston the Southwest's leading trade center.

Urban form is a result of the interaction of many factors, including the physical environment, the economic system, and the social and cultural values of the community. The urban form of a city is a reflection of its history and its current needs. The urban form of a city is a reflection of its history and its current needs. The urban form of a city is a reflection of its history and its current needs.

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URBAN CIRCULATION SYSTEM

FIGURE 4.1 URBAN FORM



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URBAN FORM AND CIRCULATION

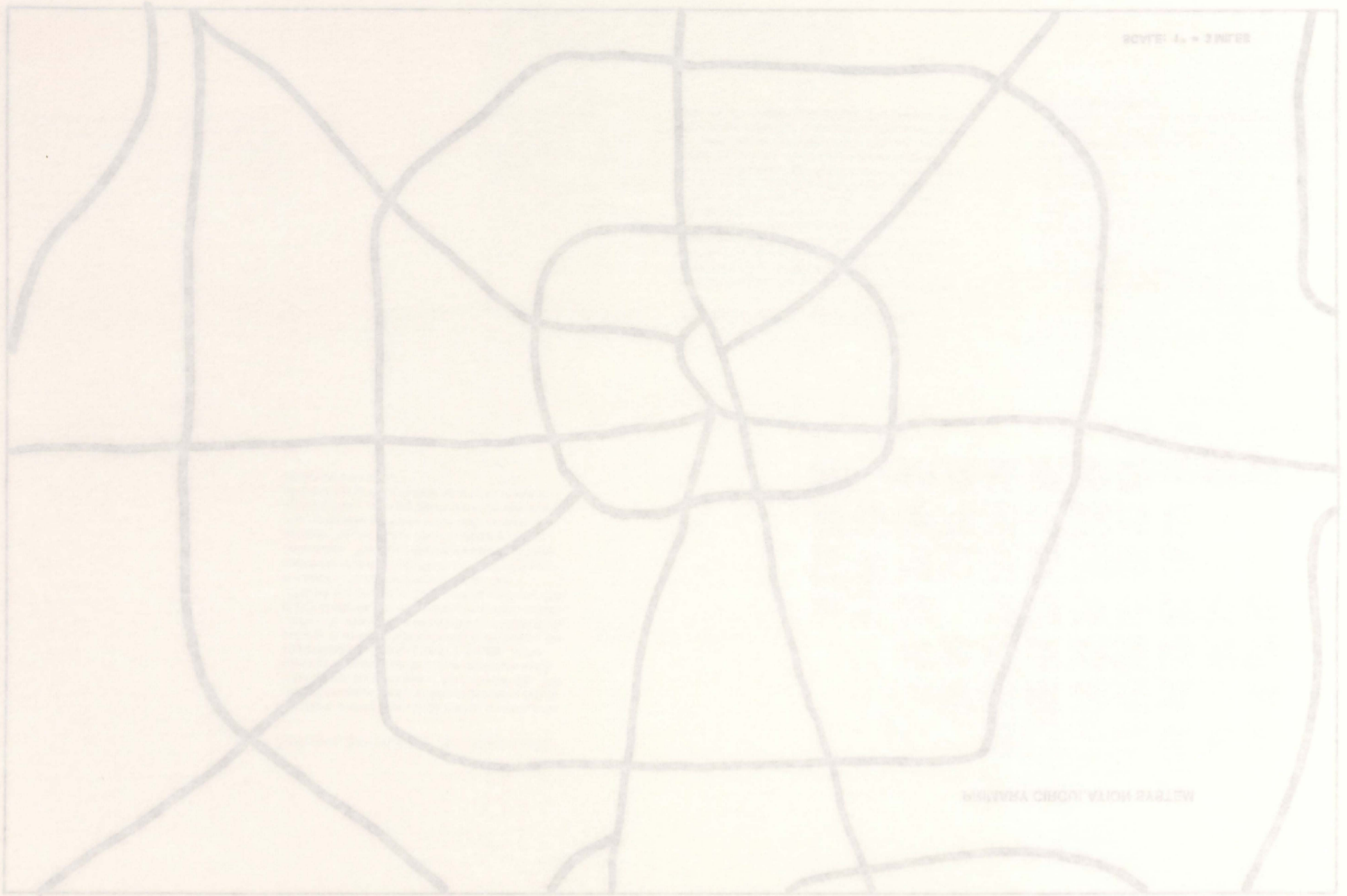
OVERALL URBAN FORM

The overall urban form of a city is a reflection of its history and its current needs. The overall urban form of a city is a reflection of its history and its current needs. The overall urban form of a city is a reflection of its history and its current needs. The overall urban form of a city is a reflection of its history and its current needs.

PRIMARY CIRCULATION SYSTEM



SCALE: 1" = 3 MILES

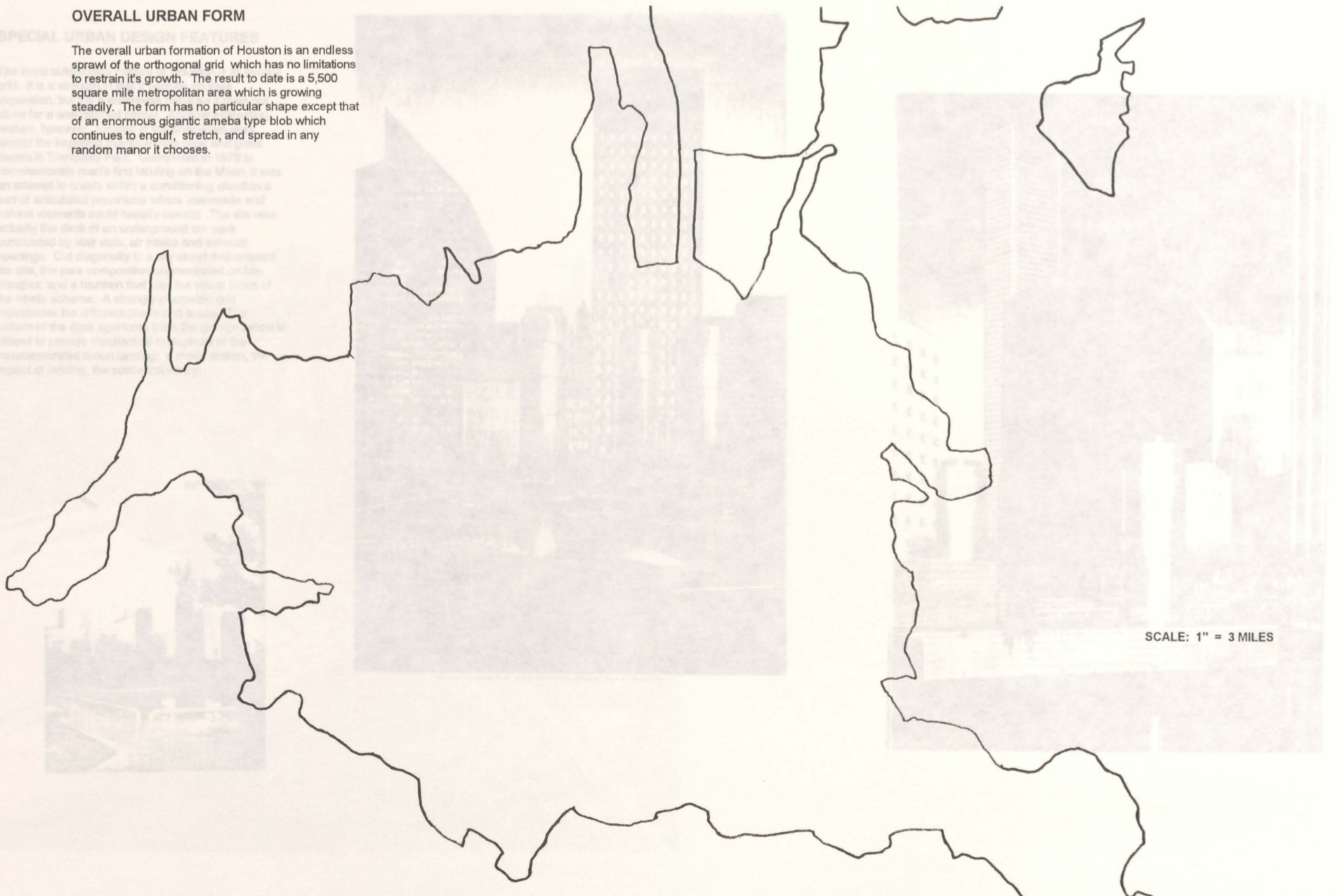


OVERALL URBAN FORM

SPECIAL URBAN FORM

The overall urban formation of Houston is an endless sprawl of the orthogonal grid which has no limitations to restrain its growth. The result to date is a 5,500 square mile metropolitan area which is growing steadily. The form has no particular shape except that of an enormous gigantic amoeba type blob which continues to engulf, stretch, and spread in any random manor it chooses.

The street grid of Houston is a complex, irregular network of streets that has grown over time. It is a result of the city's expansion and the need for more space. The grid is composed of many different types of streets, including main roads, boulevards, and residential streets. The overall form of the city is a sprawling, irregular shape that has grown over time.



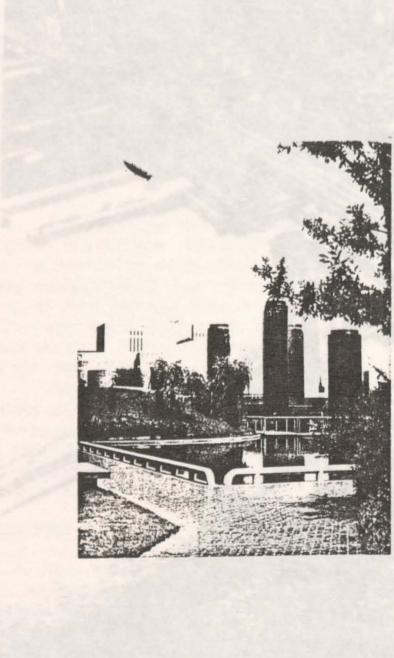


Il piano di Houston è un esempio di un sistema di griglia che si adatta a un terreno irregolare. La griglia è basata su un sistema di assi cartesiani che si intersecano in punti regolari, creando una struttura di riferimento per la disposizione degli edifici e delle strade. Questo sistema di griglia ha permesso di organizzare lo spazio urbano in modo efficiente, pur mantenendo la flessibilità necessaria per adattarsi alle caratteristiche del terreno.

FORNITORE: L&P

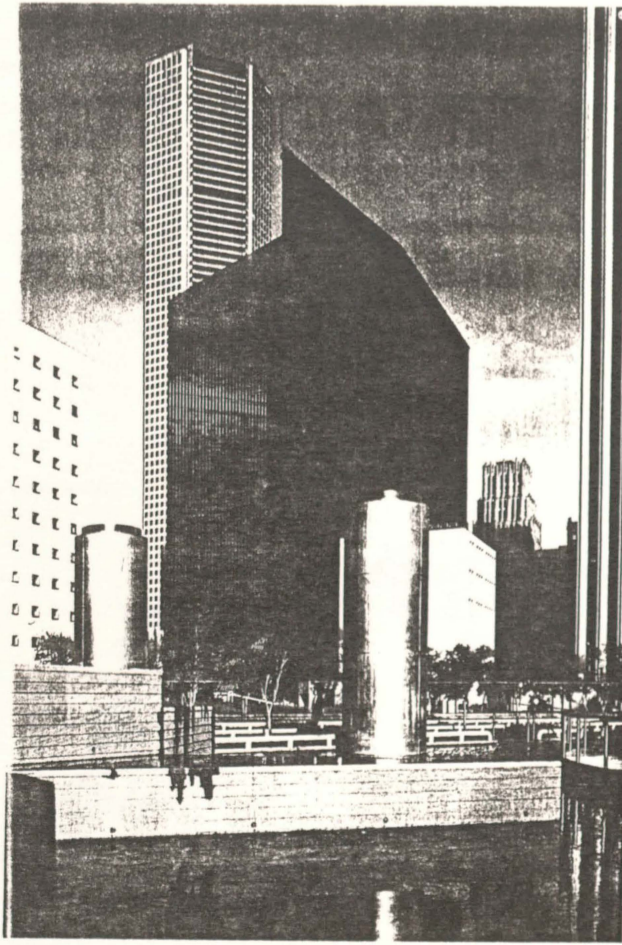
SPECIAL URBAN DESIGN FEATURES

The most outstanding feature of Houston is its square grid. It is a strength in that it permits endless expansion, but it is a weakness because it does not allow for a well-defined center. The downtown area amidst the imposing overpowering steel and glass towers is Tranquility Park. Completed in 1979 to commemorate man's first landing on the Moon, it was an attempt to create within a conditioning situation a sort of articulated panorama where manmade and natural elements could happily coexist. The site was actually the deck of an underground car park punctuated by stair exits, air intake and exhaust openings. Cut diagonally to a city street that crossed the site, the park composition concentrated on two triangles, and a fountain that was the visual focus of the whole scheme. A strongly geometric grid individuates the different levels and areas. The pattern of the deck apertures from the garage below is utilized to provide mechanical metaphors of the commemorated moon landing: a moon station, the impact of landing, the space trajectory.



Houston, Tranquility Park, veduta da sinistra di Pennell Place di Johnson & Burgee

Manhattan, NY

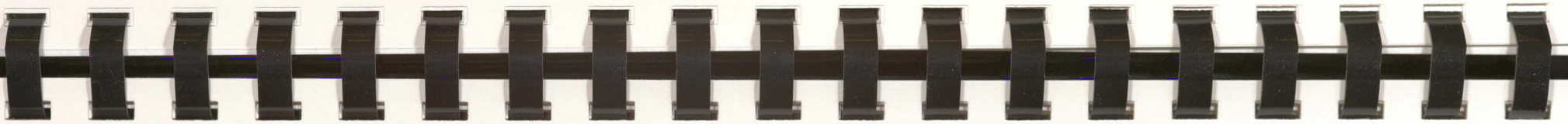
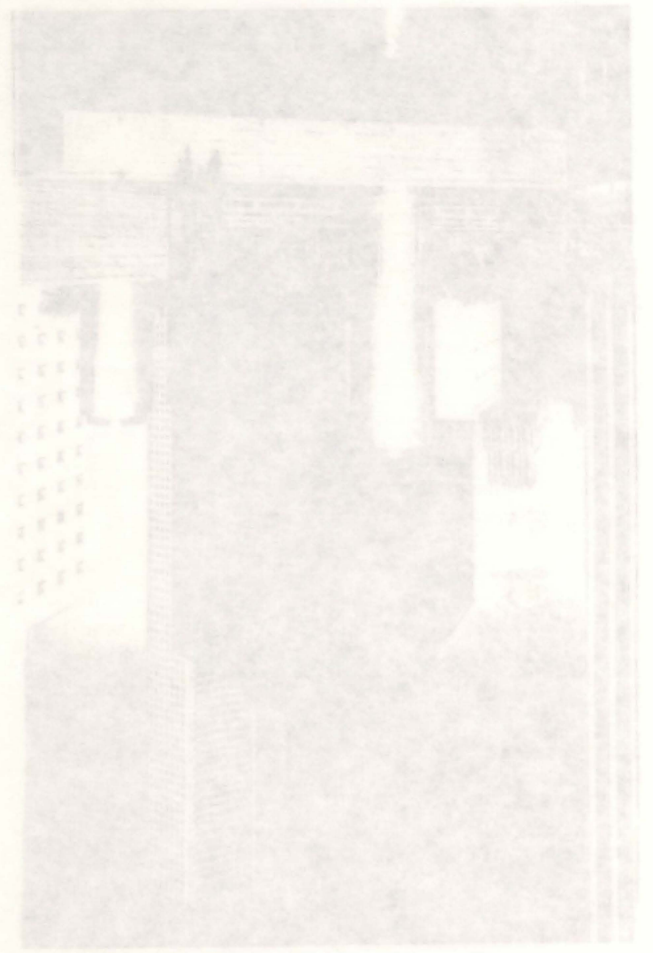
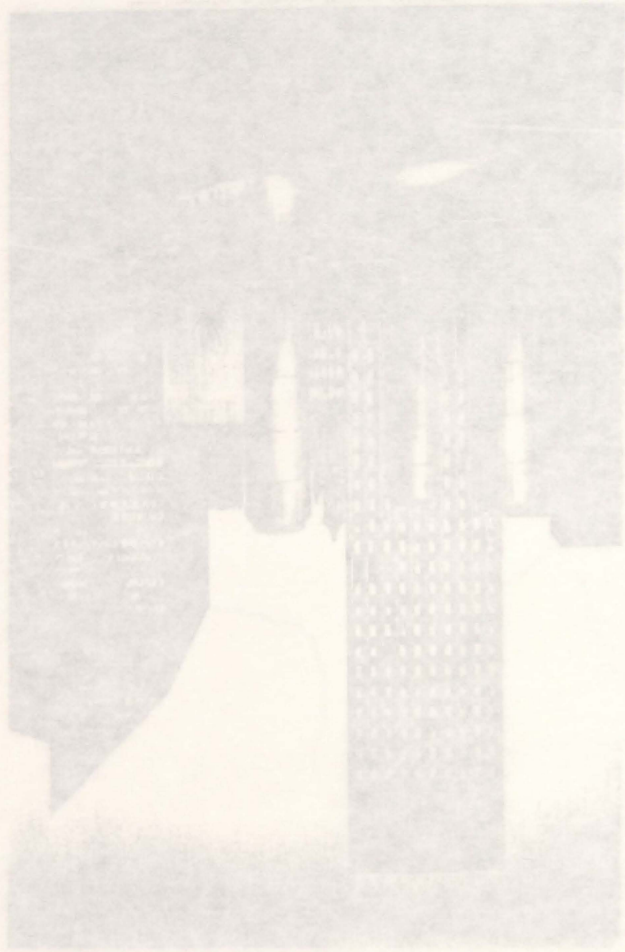


Edoardo Sottsass
29 Sept. 1974, Fall Quarter
L&P 215, Professor Alvarez



The project's primary goal is to provide a high-quality, multi-modal transit system that will serve the needs of the city and its surrounding areas. The design team has developed a comprehensive plan that includes a mix of transit modes, including light rail, bus rapid transit, and commuter rail. The plan also includes a series of transit-oriented development (TOD) projects that will create vibrant, walkable communities around transit stations. The project is expected to be completed by 2025 and will significantly improve the city's transit system and reduce traffic congestion.

DESIGN TEAM



MANHATTAN NEW YORK

NATURAL CONTEXT

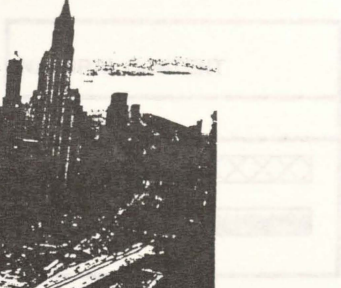
The natural setting of Manhattan is one of the world's most dramatic and diverse. The island is surrounded by water on three sides, with the Hudson River to the west, the Harlem River to the east, and the East River to the south. The island's topography is characterized by steep hills and a dense network of streets. The project is designed to integrate with the natural environment and provide a high-quality transit system that serves the needs of the city and its surrounding areas.

DESIGN

The design team has developed a comprehensive plan that includes a mix of transit modes, including light rail, bus rapid transit, and commuter rail. The plan also includes a series of transit-oriented development (TOD) projects that will create vibrant, walkable communities around transit stations. The project is expected to be completed by 2025 and will significantly improve the city's transit system and reduce traffic congestion.

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View from the southeast. The project area is highlighted in the lower part of the island.

Manhattan, NY

Adam Ragsdale
 29 Sept. 1994, Fall Quarter
 LAR 318, Professor Alvarez



THE CITY OF NEW YORK
 DEPARTMENT OF ENVIRONMENTAL CONSERVATION
 DIVISION OF PLANNING

MANHATTAN, NY

MANHATTAN NEW YORK

NATURAL CONTEXT

The natural setting of Manhattan is the chief reason for its rise to the top as one of the world's largest metropolitan areas in the world. The natural harbor which became a port was the initial drawing card introducing settlers to the level-to-gently rolling islands that offer immediate access to the Atlantic Ocean, Long Island Sound and the Hudson River.

GEOGRAPHY

Manhattan lies within the New England and Eastern New York Upland Southern Part land resource area. Soils are shallow and acidic on glacial till over flat to moderately steep terrain. The bedrock on which the island rests on consists of deep, unconsolidated deposits.

The coastal lowland follows up from Manhattan to the Manhattan Hills area. Upon reaching this area the river's flow down into a chasm of green rolling hills and high cliffs in the Palisades area. The rocky Hudson Highlands vary from rolling to steep, from a 200' to 1600' elevation and from a crescent north of Manhattan to New Jersey to Connecticut.

VEGETATION

The primary vegetation of Manhattan is granite and concrete. This is not to say, however, that all of the surrounding areas are devoid of natural beauty. The nearby lowland areas of New York and New Jersey are covered with oaks and pines and the northern areas are filled with northern hardwoods, spruce and firs.

Manhattan's granite base is not the primary reason for the cities growth though. In the beginning, the soil was highly suitable for agriculture. In fact, New York was once the nations leader in agriculture but has since dropped to twenty third.

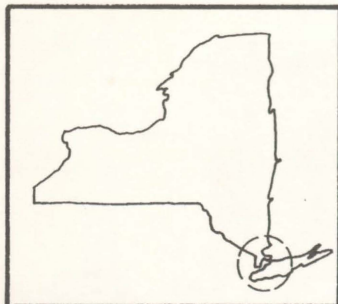
WEATHER

Manhattan enjoys a moderate climate with seasons ranging from mild to hot in the summer to cold winters. It's proximity to nearby water bodies influences it's weather characteristics but the primary influences on Manhattans weather are the two air masses from the continent. One of them delivering cold, dry air from the northern interior, and the other delivering warm humid air from the

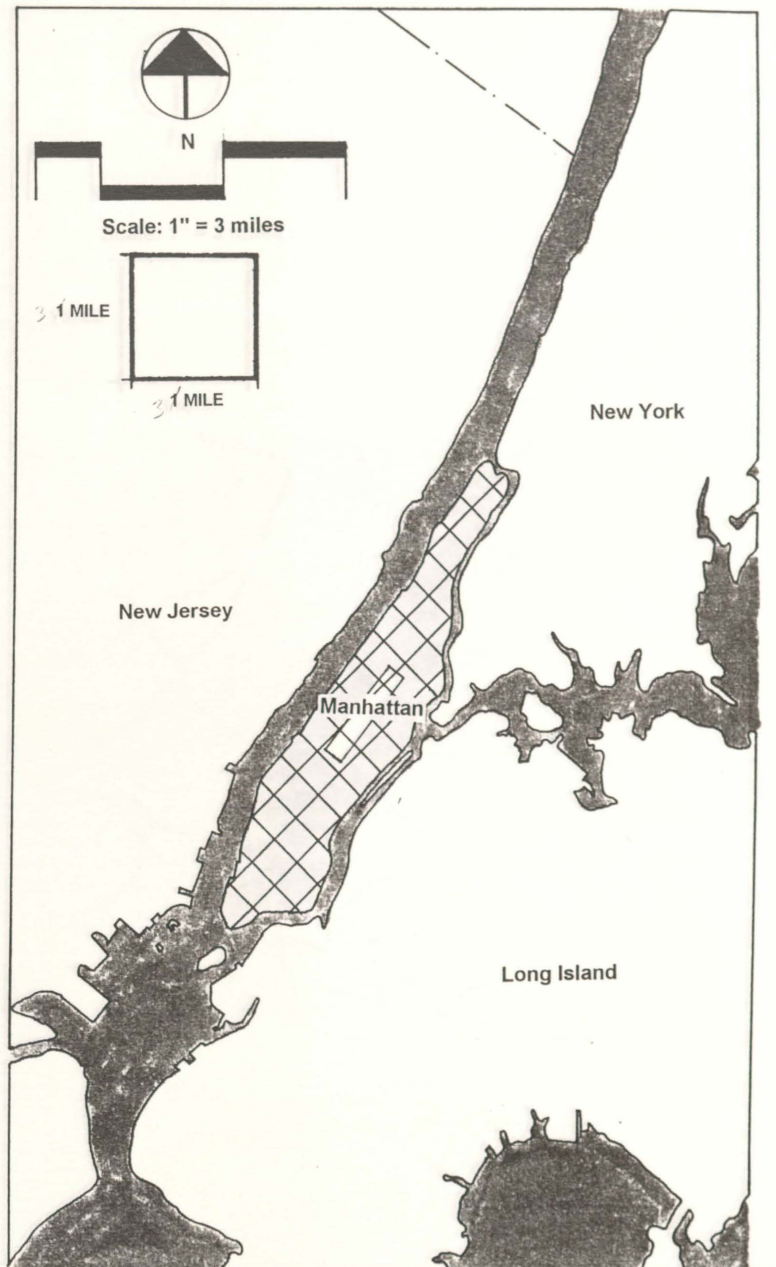
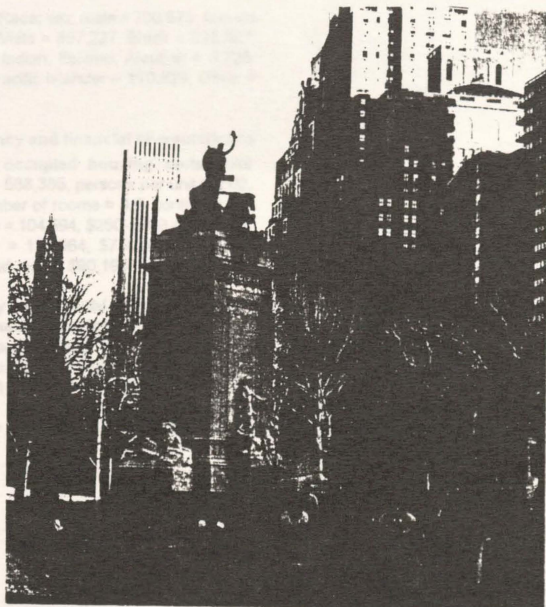
Gulf of Mexico. Another air mass that is the primary reason for the, cold, cloudy damp weather is the high pressure Arctic masses which generally engulf the area. These systems from Central Canada or Hudson Bay cause lengthy periods of abnormally cold weather in winter. In summer, however, high pressure systems usually stagnate over the nearby Atlantic and cause hot humid weather.

GEOLOGY

Manhattan rests upon a solid base of granite, this provides the foundation for the enormous structures that cover nearly the entire island. An example of the strength of this foundation would be taking Manhattan and placing all of it's structures on top of St. Simons Island, Georgia. The structures would sink into the earth's crust due to the unsuitable soil systems of the area.



NATURAL CONTENT	
LEGEND:	
GRANITE	
WATER	



...the

HISTORICAL

... ..

DESCRIPTION

... ..

CONCLUSION

... ..

MANHATTAN

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MANHATTAN	[Pattern]
WATER	[Pattern]
CENTRAL PARK	[Pattern]



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HISTORIC INFORMATION

Manhattan has been inhabited by the white man for thousands of years. The following is a bullet list in sequential order to better help you to understand how it came to be today:

- November 1613, Adriaen Block is the first white man to land on Manhattan. To this day there is still a tablet marking this position. It reads "This tablet marking to site of the first white man on the island of Manhattan. Adriaen Block commander of the Tiger erected here four house or huts November 1613. He built the Restless the first ship made by Europeans in this country. The restless was launched in the spring of 1614. This tablet was placed here by The Holland society of New York September of 1890.

- New York was first settled by the Dutch, Block Island in the New York harbor is named for it's discoverer.

- Fort Amsterdam was built in 1626. Within the fortification was erected the first substantial church edifice on the island of Manhattan. The fort was demolished in 1787 and the government Building was built in it's place.

- From the thirteen years between block landing on Manhattan and Fort Amsterdam being built, no colony was made by the Dutch to establish a colony. Soon the British began to lay claim to the territory saying that, due to Cabot's discoveries, they had claim to the entire coast. The Dutch, realizing they would have to establish a permanent settlement in order to hold their possessions, in 1626, brought a number of families and a general director, Peter Minuit from Holland.

- Minuit promptly purchases the land called Manhattan from the local Indians, the Mohicans, for 60 guilders or roughly 24 dollars worth of beads and trinkets. Minuit along with about 200 colonists and 11 black slaves planned the city to be the military, economic and political center of the province.

- In 1643, the peaceful Wecquaesgeek Tribe of Pavonia was arbitrarily massacred. This fueled a war and forced all whites behind the wall on lower Manhattan. This area would later be known as Wall Street.

- By 1644, Manhattan had become a melting pot where one could encounter a thousand residents representing 18 languages and a

large variety of religious groups.

- 1664, Dutch rule is surrendered unconditionally to the English. Colonel Richard Nicholls is established as the first English governor.

- 1683, The Charter of Privileges and Liberties was passed providing for a permanent elected assembly to elect laws and approve or reject all taxes. This act was the major building block for the modern thriving metropolis of Manhattan.

DEMOGRAPHIC INFORMATION

The borough of Manhattan, is one of the most demographically diverse cities in the United States. The following are some of the statistics taken from the 1990 census:

- Land area and population density; total area = 28.4 square miles, total persons = 1,487,536, persons per square mile = 52,378.

- Age; 5 and under = 78,590, 16-18 = 25,769, 18-20 = 54,597, 21-24 = 96,169, 25-44 = 583,014, 45-54 = 173,886, 55-59 = 68,254, 60-64 = 67,405, 65 and over = 197,384.

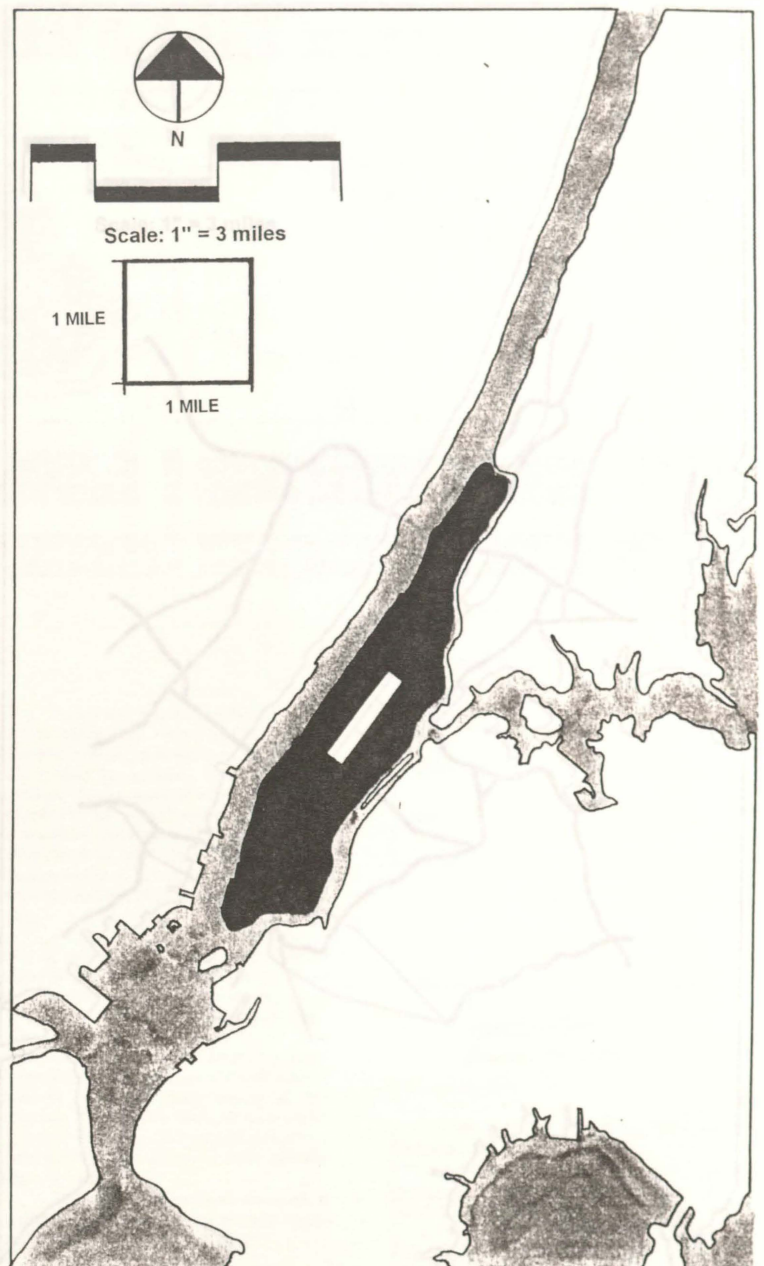
- Sex and Race; sex: male = 700,573, female = 786,967, Race: White = 867,227, Black = 326,967, American Indian, Eskimo, Aleutian = 5,728, Asian or Pacific Islander = 110,629, Other = 176,985.

- Occupancy and financial characteristics of renter occupied housing units: total occupied = 588,385, persons per unit = 2.02, mean number of rooms = 3.0, contract rent: under \$250 = 104,594, \$250-\$499 = 201,355, \$500-\$749 = 122,964, \$750,999 = 60,684, \$1,000 and up = \$90,178.

- Occupancy and financial characteristics of owner occupied housing: Total occupied = 128,037, persons per household = 1.88, value; less than \$50,000 = 85, \$50,000-99,999 = 165, \$100,000- \$149,999 = 112, \$150,000- \$199,999 = 185, \$200,000 to \$299,999 = 265, \$300,000 or more = 1,367.



URBAN FORM	
LEGEND:	
WATER	[Pattern]
MANHATTAN	[Pattern]
CENTRAL PARK	[Pattern]



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СЕНТРАЛЪН БУЛЪВ	_____
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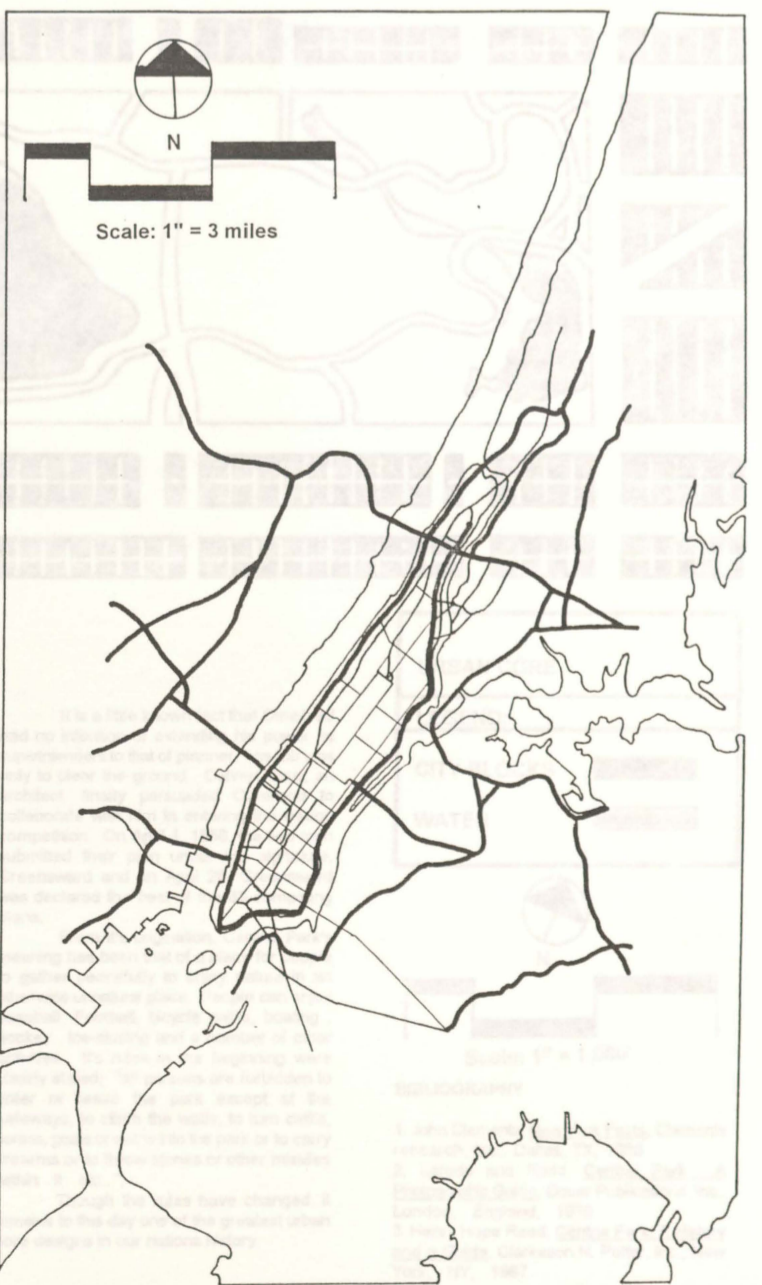
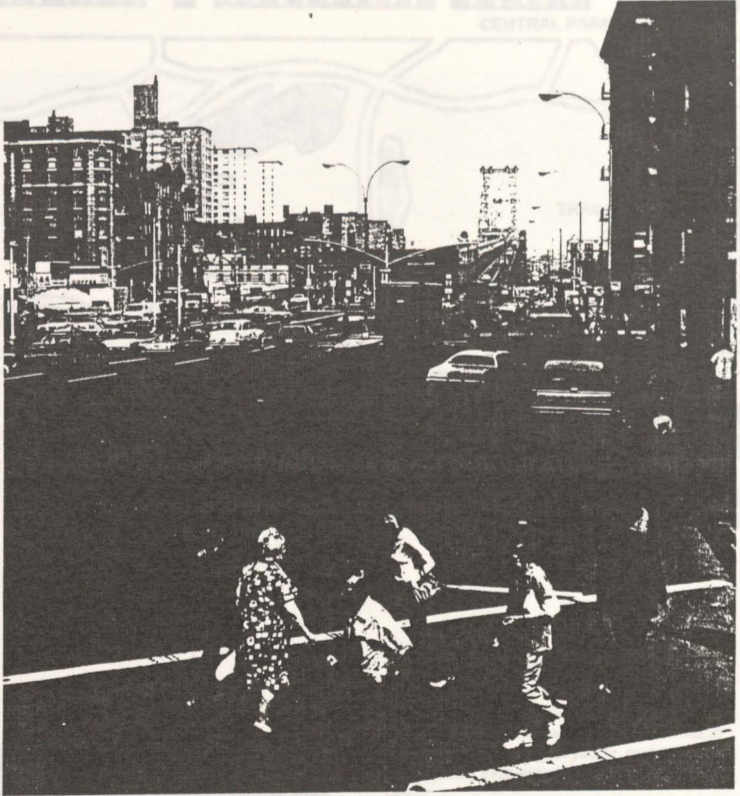
CIRCULATION AND TRANSPORTATION

Manhattan and New York City have been a long standing transportation hub for both commerce and passenger traffic. Manhattan is serviced by two major airports, John F. Kennedy International and Laguardia. These two airports combine to make one of the busiest air transportation systems in the world.

The New York and New Jersey Port Authority located on the Hudson is not only the first self sustaining corporate agency of two states, it is also responsible for bringing it to the level of one of the largest commercial centers in the world.

Manhattan is served by a number of interstate and tunnel transportation of the large number of commuters and tourists in and out of the metropolitan area. Interstate 95 is the major north-south running interstate bringing people into and out of the area. Manhattan can be reached directly by either the Brooklyn Bridge, Manhattan Bridge, Williamsberg Bridge, Queensboro Bridge, I-278 Toll Bridge, George Washington Toll Bridge or the I-95 extension from Long Island.

Manhattan's subway system is one of the most efficient in the world. It minimizes the necessity of personally owned vehicles and maximizes the economy of public transportation. It consists of 24 main routes and hundreds of substations allowing easy accessibility to every area of the island. The subway, in turn, is serviced by a bus system to further simplify accessibility to Manhattans many areas of interest.



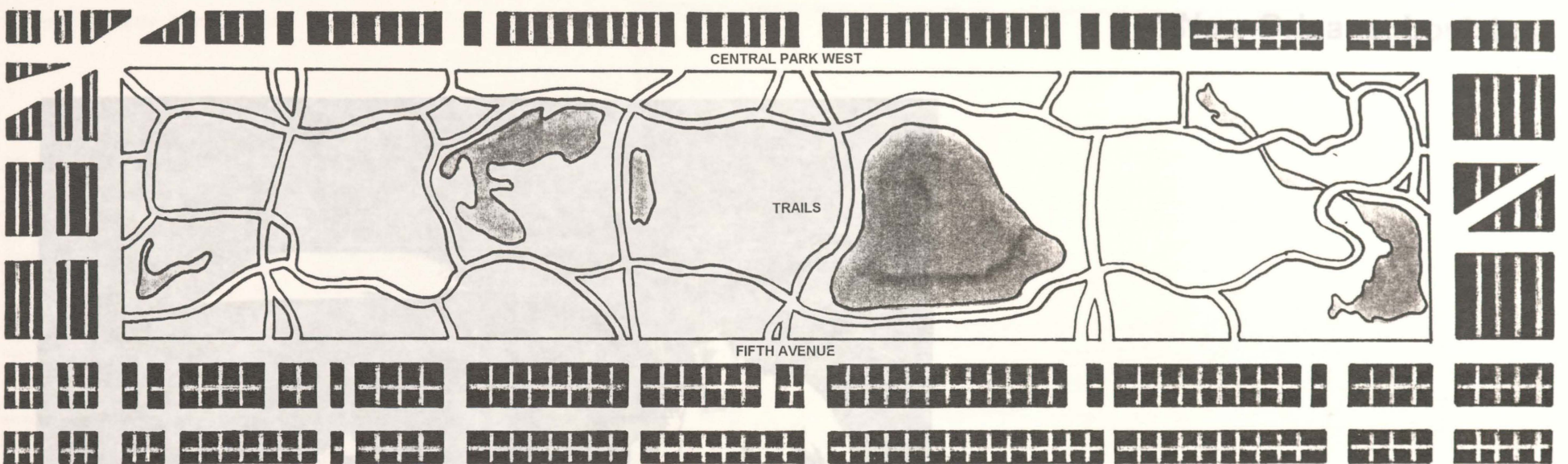
CIRCULATION SYSTEM	
LEGEND:	
4 LANE HWY	_____
THROUGH HWY	_____
OTHER ROADS	_____

OTHER HOUSES	_____
UNBUILT HOUSES	_____
EXISTING HOUSES	_____
TRAILS	_____
CIRCULATION SYSTEM	_____



Central Park is a large urban park in Manhattan, New York City. It is one of the largest urban parks in the world. The park is located in the center of Manhattan, between 59th and 110th Streets. It covers an area of 843 acres. The park was designed by Frederick Law Olmsted and Calvert Vaux. It was opened to the public in 1858. The park is a popular destination for tourists and locals alike. It offers a variety of recreational activities, including walking, jogging, and playing sports. The park is also home to many beautiful gardens and monuments. One of the most famous monuments is the Apollo Fountain. The park is a great place to spend a day. It is a beautiful and peaceful oasis in the heart of the city.

URBAN CORE
CIRCULATION SYSTEM



URBAN CORE

Central park is without a doubt, the urban core of Manhattan. Twenty million people wander through it yearly, making it the most heavily frequented park of its size in the world.

In 1853 the New York state legislature authorized the city to buy an area of 624 acres from fifty-ninth to one hundred and sixth streets and between fifth and eighth avenues. By 1859 it was decided the park should be enlarged to include land from one hundred and sixth streets to one hundred and tenth streets. This brought the total area to its present size of 840 acres at a cost of 5 million dollars.

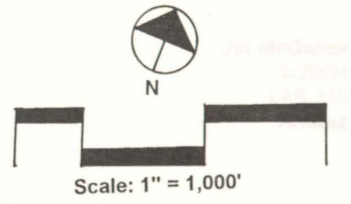
Site clearing began on August 12, 1857. Frederick Law Olmstead, who's background at the time was that of a passionate amateur, applied and was hired as Central Park Superintendent. As Olmstead first viewed the site he summed up his emotions as "a pestilential spot, where rank vegetation and miasmatic odors taint every breath of air". This was due to the fact that the site was littered with squatters shacks, bone boiling works, "swill-mills" and hog

It is a little known fact that Olmstead had no intention of extending his power as superintendent to that of planner. His job was only to clear the ground. Calvert Vaux, an architect, finally persuaded Olmstead to collaborate with him in entering the design competition. On April 1, 1858, the two men submitted their plan under the signature, Greensward and on April 28, Greensward was declared the best of the 33 competing plans.

From its origination, Central Park's meaning has been that of a place for people to gather peacefully to enjoy nature in an other wise unnatural place. People can enjoy baseball, Football, bicycle paths, boating, hockey, ice-skating and a number of other activities. Its rules in the beginning were clearly stated; "all persons are forbidden to enter or leave the park except at the gateways, to climb the walls, to turn cattle, horses, goats or swine into the park or to carry firearms or to throw stones or other missiles within it etc..."

Though the rules have changed, it remains to this day one of the greatest urban core designs in our nations history.

URBAN CORE	_____
LEGEND:	
CITY BLOCKS	_____
WATER	_____



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3. Henry Hope Reed, *Central Park: A History and a Guide*, Clarkson N. Potter, Inc., New York, NY, 1967

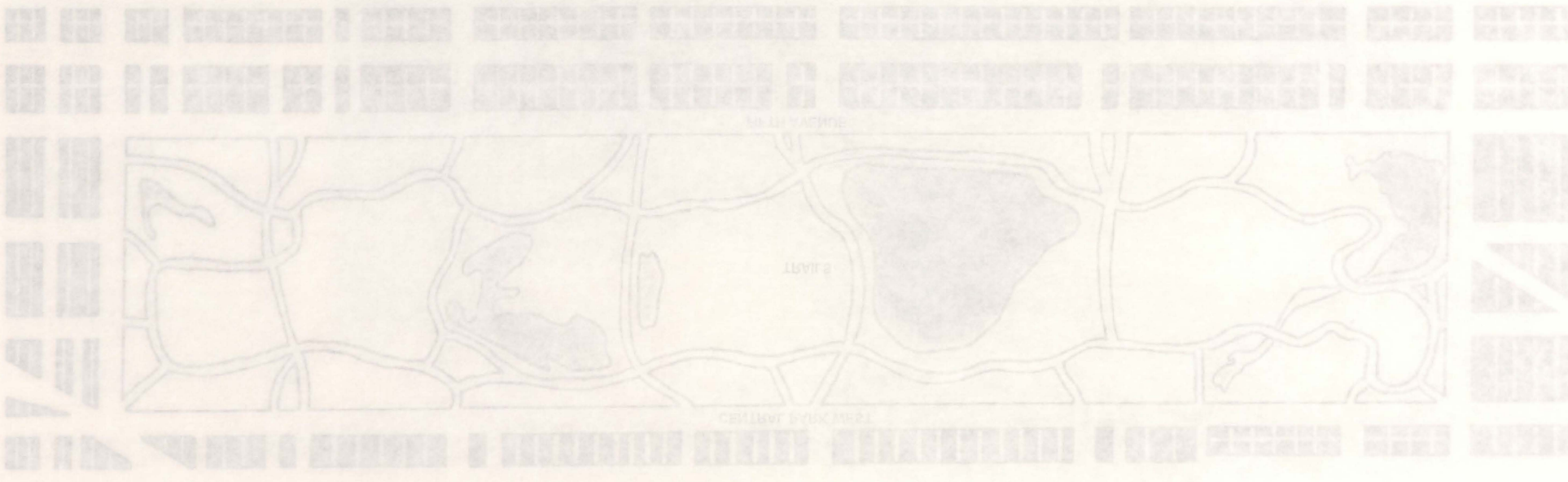


This is a map of the city of New Orleans, Louisiana, showing the city's layout and the Mississippi River. The map is oriented with North at the top. The city is shown as a grid of streets, with the Mississippi River to the east. The map is titled "New Orleans, Louisiana" and includes a scale of 1:25,000.

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This is a legend for the map, showing symbols for various features. The legend includes:

- Symbol for "New Orleans" (a square with a circle inside)
- Symbol for "City of New Orleans" (a square with a circle inside)
- Symbol for "Legend" (a square with a circle inside)
- Symbol for "New Orleans" (a square with a circle inside)

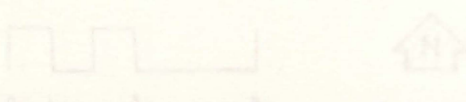


New Orleans, Louisiana

New Orleans, Louisiana



Jef McGahee
 9/29/94
 LAR 318
 Alvarez





UNIVERSITY OF CALIFORNIA
LIBRARY
DIVERSITY

New Orleans, Louisiana

New Orleans, Louisiana

Natural Context

New Orleans is a semitropical city with hot summers and mild winters. The average daily temperatures from October through March is 60 degrees and from April to September the daily average is 77 degrees. Freezing weather is uncommon and during the summer it is unlikely that the high will exceed 95 degrees for more than six or seven days. Average annual precipitation is 53.9 inches. Heavy rainfall and high humidity can make the summers muggy which is not uncommon throughout the south. The elevation of the city ranges from 5 feet below sea level to 12 feet above sea level. The city itself is located in a saucer like depression and is slowly sinking because it is essentially on top of low lying delta lands and filled in swamps. To accommodate this problem after periods of heavy rainfall water is pumped through underground canals to Lake Pontchartrain to avoid flooding. Levees both natural and man made protect the city from the raging waters of the Mississippi during the spring. As a back up system The Bonnet Carré upriver from the city is open allowing the floodwaters to flow into the lake. Even with all this protection the terrain is still quite marshy.

History

1717, in Paris the decision was made to establish Nouvelle-Orleans by John Law's Company of the West, which had gained control of the Louisiana territory that year. The intent of New Orleans, named after the Duc D'Orleans, was to be a port to move goods to and from inland United States via the Mississippi River. The Clearing of new city began in spring of 1718, the engineers in charge of instrumenting the new city were faced with many problems: uncooperative convict labor, lack of supplies, the inhospitable atmosphere of mosquito-infested swamps and two major hurricanes in 1721 and 1722. Engineer, Adrien de Pauger drew up the first plan for the town, which is now the Vieux Carré an area of 66 squares forming a parallelogram.

The first inhabitants of the city were a very colorful mix of Canadian woodsmen, company troops, convicts, slaves, local Indians and women of questionable moral character. In 1722, New Orleans was established the capital of New Orleans. New Orleans returned to French control in 1731, and a higher caliber of people trickled in. The

main staples grown at this time were indigo and tobacco for export and rice and vegetables for local consumption. French ships rarely would take advantage of it's port because these goods were just to cheap to warrant the trip.

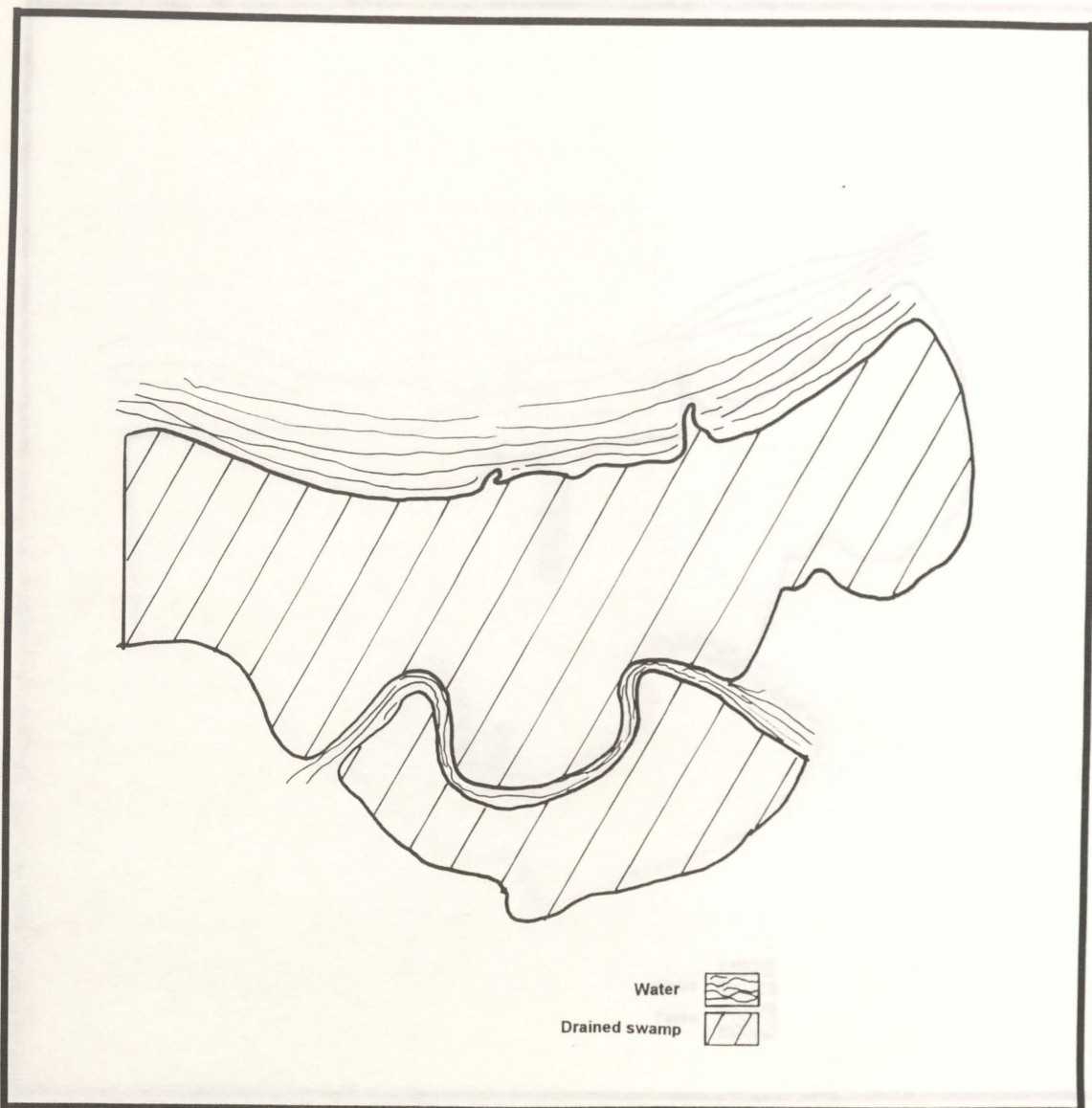
By 1762, France was quite ready to get rid of it's unprofitable port and gave ownership to Spain. After a brief rebellion the inhabitants became to enjoy being under Spanish rule, and traded with the British colonies in spite of Spain's restrictions.

New Orleans was given back to France in 1800, while Napoleon was in power and 3 years later he agreed to it's sale to the United States. By this time the population had outgrown the original city limits and moved westward of what is now New Orleans major street, Canal Street. This new area later became the "American section" and was the center for business. During the War of 1812 New Orleans was threatened by British forces, but General Andrew Jackson with an army of frontiersmen overwhelmingly defeated the invasion attempt, too bad that the war was already over.

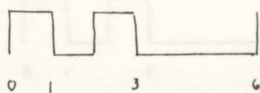
During the next 40 years New Orleans was in a golden age because of the cotton industry, by 1840 the port was rated fourth in the world. At this time German and Irish immigrants flooded into the city and the city's population soared. Unfortunately the city was overwhelmed by the problems associated with growth: lack of sewage systems and frequent flooding. Flooding provided huge breeding grounds for disease and in 1853 there was a huge epidemic of yellow fever.

During the civil war the southerners didn't realize how unprotected New Orleans was, and the city was seized by Union forces in April of 1862, and the city was unwillingly governed under tight republican control until 1877.

By the early 20th century the river steamboats, unable to compete with railroads, disappeared. This sent the city into a period of decline, but with the invention of barges capable of carrying an entire trainload of goods New Orleans moved rapidly to becoming one of the biggest ports in the nation, and today it is second only to New York City.



History and Natural Context
1" = 3 miles





...the city of New Orleans is situated on the mighty Mississippi River 110 miles northwest of her mouth at the Gulf of Mexico. Lake Pontchartrain forms the north boundary of the city, while the River serves as the southern limit. This elongated development along a sharp bend in the river gives the city its nickname the "Crescent City". The city is totally contained within Orleans parish which expands over 365 miles including 165 miles of water. The city itself houses 496,938 people and the surrounding metropolitan area adds another 1,238,816 to the total.

The River totally dictates the shape of the city. Before the extensive drainage systems were perfected the only place to build was the natural levees that border the Mississippi and levees around the river's many tributaries. Unfortunately every hundred years or so the River can change its course and create and destroy real estate in a wholesale manner. In recent times the Army Corps of Engineers has minimized this by dredging the river to maintain a minimum 40 feet depth and using the material to create flood control measures and create dry land which the ever expanding city needs. In many parts of the country the Corp of Engineers is criticized for raping the land, but in general Orleanians have a high opinion of the Corps' work.

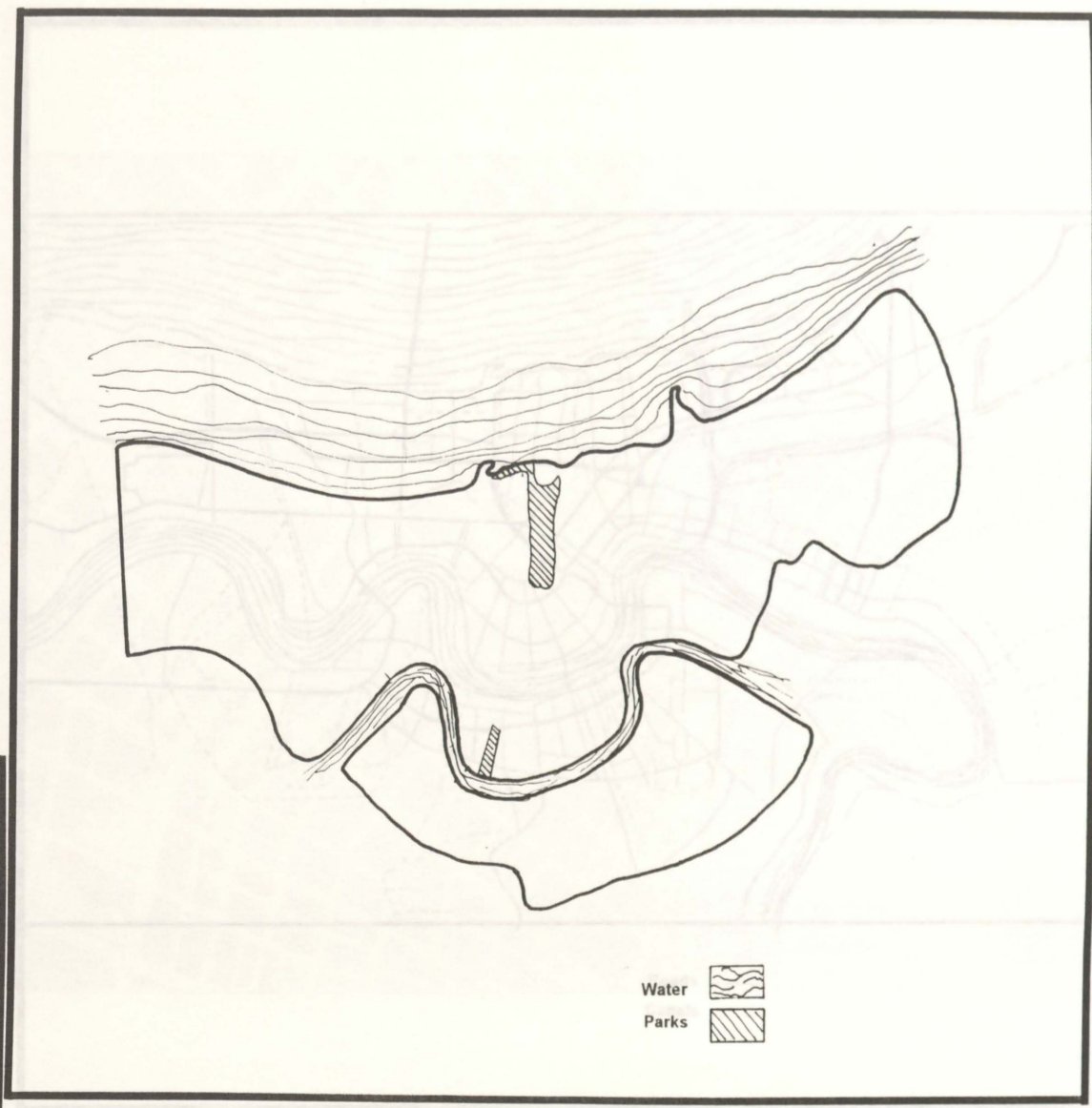
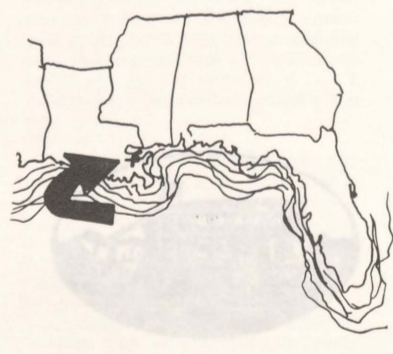
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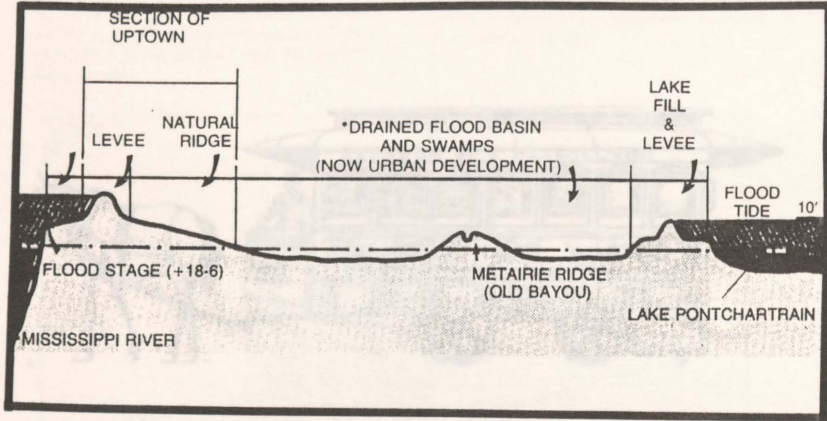
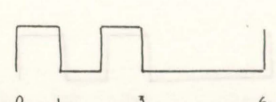
New Orleans, Louisiana

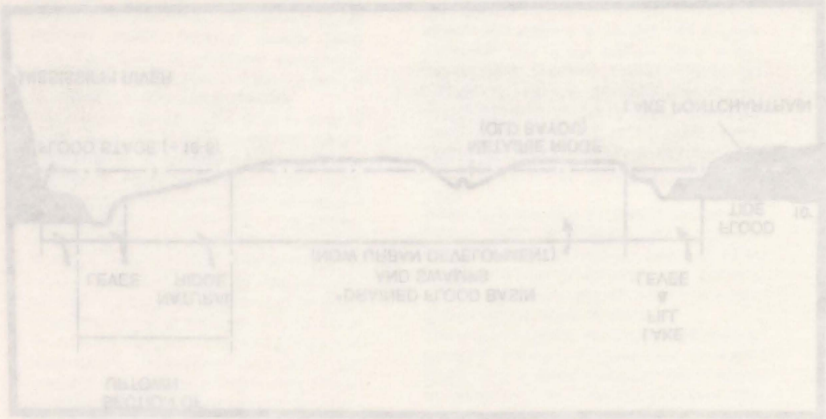
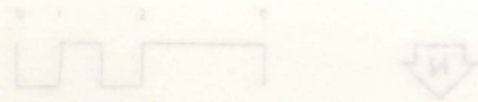
Shape of the city

The city of New Orleans located in southeast Louisiana, situated on the mighty Mississippi River 110 miles northwest of her mouth at the Gulf of Mexico. Lake Pontchartrain forms the north boundary of the city, while the River serves as the southern limit. This elongated development along a sharp bend in the river gives the city its nickname the "Crescent City". The city is totally contained within Orleans parish which expands over 365 miles including 165 miles of water. The city itself houses 496,938 people and the surrounding metropolitan area adds another 1,238,816 to the total.



Overall Urban Form
 1" = 3 miles





THE CITY OF NEW ORLEANS IS LOCATED ON THE WEST BANK OF THE MISSISSIPPI RIVER, ABOUT 100 MILES FROM THE MOUTH OF THE RIVER. THE CITY WAS FOUNDED IN 1718 BY THE FRENCH AND WAS RENAMED NEW ORLEANS IN 1765. THE CITY IS ONE OF THE MOST IMPORTANT PORTS IN THE SOUTH AND IS A MAJOR CENTER OF COMMERCE AND INDUSTRY. THE CITY IS SURROUNDED BY A RIVER AND A LAKE, WHICH MAKE IT ONE OF THE MOST BEAUTIFUL CITIES IN THE WORLD.



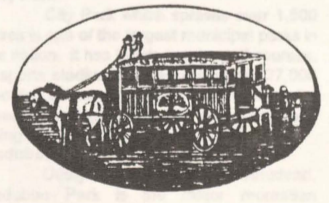
New Orleans, Louisiana

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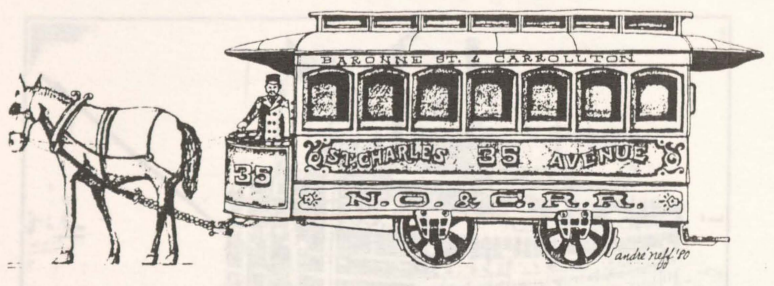
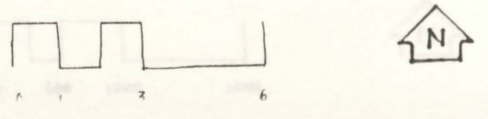
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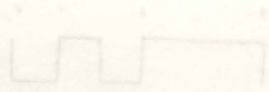
Circulation
 The transportation network of New Orleans is composed of 3 major airports: New Orleans International Airport to the west of the city provides complete commercial airline services; New Orleans Airport, on Lake Pontchartrain serves the private and corporate sector; and the U.S. Naval Air Station, serving various military branches. Several railroads operate out of New Orleans providing quick efficient land movement of goods to the port incoming and outgoing. Buses provide the main form of public transportation, moving around on gridded roads, but street cars used to spaghetti throughout the city and are now more for the tourist industry than for the cities inhabitants. The major bridges serving the New Orleans metropolitan area are: The Greater New Orleans Bridge and the Huey P. Long Bridge, which both cross the river into neighboring Algiers, and the Pontchartrain Causeway, which is more than 23 miles long and moves traffic north toward Baton Rouge. Canals also move through the region in a loose grid pattern moving both goods and passengers, this system like the streetcars has fallen more into the tourist realm.

Lafayette Cemetery
 Located in the French Quarter, Lafayette Cemetery was established in 1823. New Orleans cemeteries are unique to American cemeteries because they are above ground. The low, humid climate decomposes the body rapidly and thus the above tombs are dropped into a cage below the earth, making room for new burials. The unique method of burial is proof that in the late 19th century, the city was a city of the dead.



Circulation 1" = 3 miles





THE HISTORY OF THE CITY OF NEW ORLEANS
FROM 1718 TO 1804
BY JAMES MONROE
NEW ORLEANS: THE UNIVERSITY OF LOUISIANA PRESS
1965



New Orleans, Louisiana

New Orleans, Louisiana

Urban Form

The look and feel of the city is dictated by three major factors. First the geology of the area dictates very much what can be built and until recent advances in engineering most buildings were in the 4 - 6 story range, but in modern times skyscrapers have crept in. The second factor is the city is a large seaport and like all seaports it is afforded a wide variety of material goods as well as an influx of diverse cultures. The third factor is probably the most significant, New Orleans is a mix of French, Spanish, Irish and German people. When these people settled they brought with them their own ideas of food, music, religion, and architecture. It is this mix that makes up New Orleans eclectic atmosphere.

Flood Control

Flood control has always been a main concern for the city's government. The city is surrounded by levees 25 feet tall on the Mississippi side and 10 feet tall on the lake side. There are more than a dozen pumping stations, and the pumping machinery is some of the world's largest and most advanced. After the terrible Hurricane Betsy in 1965, much of the city was under water and measures were taken to hurricane proof the pumping stations.

Vieux Carre

The French Quarter is the oldest part of New Orleans. Most of the houses in this area are flush with the sidewalks and balconies with wrought iron railings look down on the street. The living quarters look onto courtyards that are often very lavish. These courtyards serve as the residents outdoor living space.

Lafayette Cemetery

Located in the Garden District, Lafayette Cemetery was established in 1833. New Orleans cemeteries are strange by American standards, because they are above ground. The hot, humid climate decomposes the body rapidly and then the older remains are dropped into a crypt below the tomb, making room for new burials. This unique method of burial is partly due to the high water table making below ground burial unfeasible and it also conserves land, a commodity very valuable in a city surrounded water, marsh, swamp, and built on the narrow banks of a river.

City Park

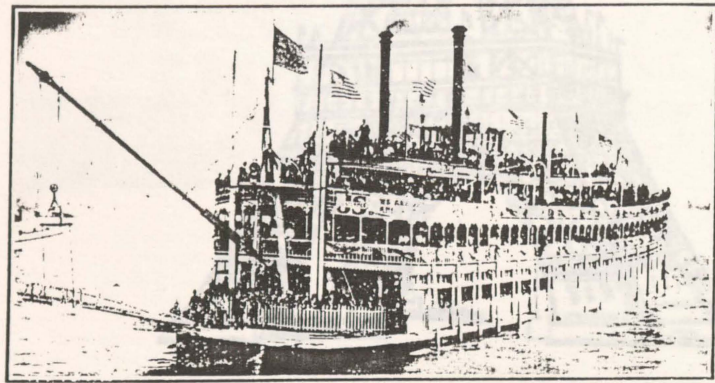
City Park which sprawls over 1,500 acres is one of the largest municipal parks in the nation. It has tennis courts, golf courses, a sports stadium that accommodates 27,000 people, an amusement park, facilities for boating, fishing, swimming, and horseback riding.

Audubon Park

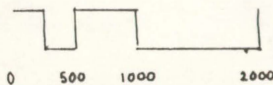
Designed by Frederick Law Olmstead, Audubon Park is the major recreation opportunity for uptown. The 340 acre site is used mainly for golf, running and the zoo. The zoo is famous for being the first institution to successfully hatch and raise the endangered whooping crane in captivity. The variety of experiences of Audubon Park is almost unmatched by any other park in the United States.

Lee Circle

This monument to Robert E. Lee was completed by sculptor Alexander Doyle in 1884. The general faces north not only expressing defiance to his enemies, but also serves as the city's only easily seen reference to a cardinal direction.



Urban Core
1" = 1000'



ROBERT G. ESTER
ARCHITECTURAL FIRM
128 312 PINE AVENUE



L = 1000
1:10000

0 100 200 300



Paris, the capital of France, is located in northern France on both banks of the Seine River. 145 km (90 miles) from the coast, Paris is the capital of France. A city of 2,122,421 in 1992, it is greater than the Los Angeles region, which is one of Europe's largest metropolitan areas. A city of world reputation and culture, Paris is a major center of science, technology, and the arts. Paris is the most visited city in the world, with 10 million visitors each year. Paris is the most romantic city in the world, with its many parks, museums, and historic buildings. Paris is the most beautiful city in the world, with its many parks, museums, and historic buildings. Paris is the most romantic city in the world, with its many parks, museums, and historic buildings.

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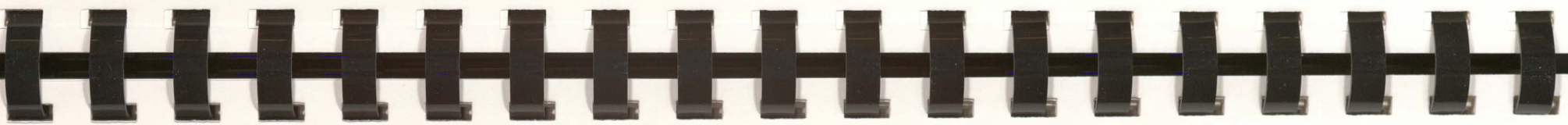
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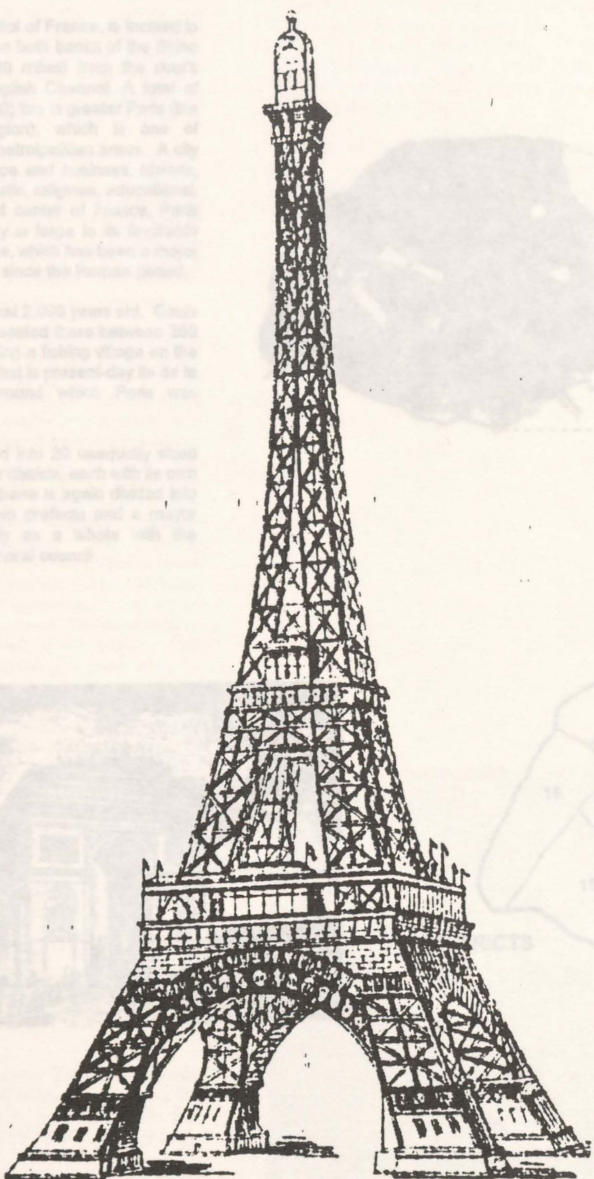


OVERALL URBAN FORM

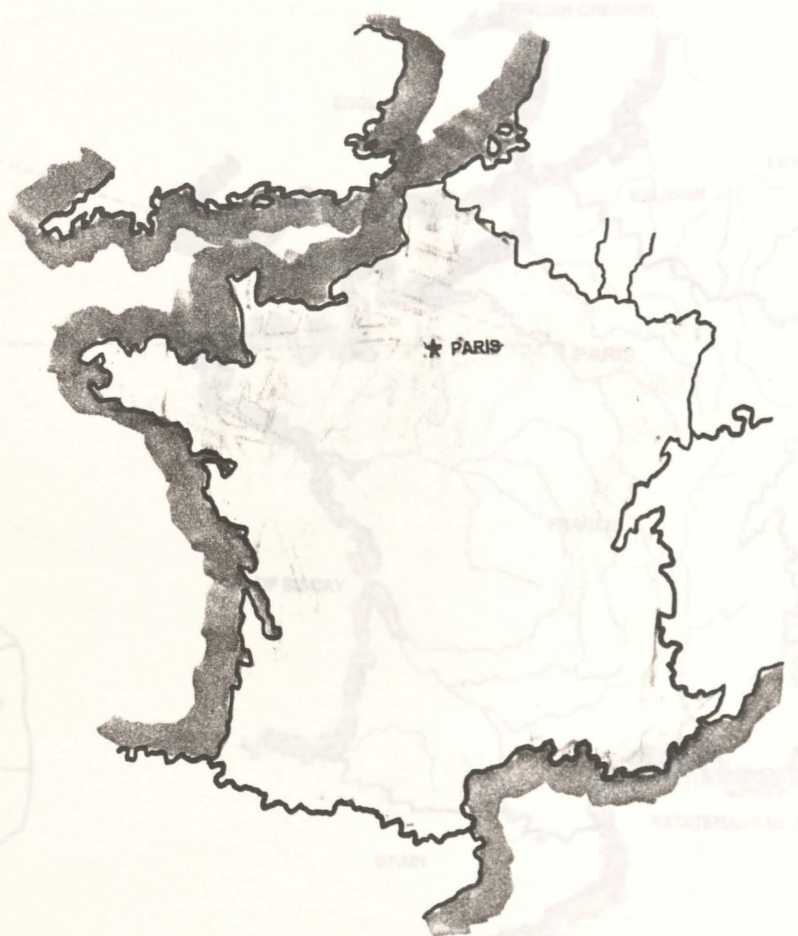
Paris, the capital of France, is located in northern France on both banks of the Seine River. 145 km (90 miles) from the coast, Paris is the capital of France. A city of 2,122,421 in 1992, it is greater than the Los Angeles region, which is one of Europe's largest metropolitan areas. A city of world reputation and culture, Paris is a major center of science, technology, and the arts. Paris is the most visited city in the world, with 10 million visitors each year. Paris is the most romantic city in the world, with its many parks, museums, and historic buildings. Paris is the most beautiful city in the world, with its many parks, museums, and historic buildings. Paris is the most romantic city in the world, with its many parks, museums, and historic buildings.

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PARIS, FRANCE



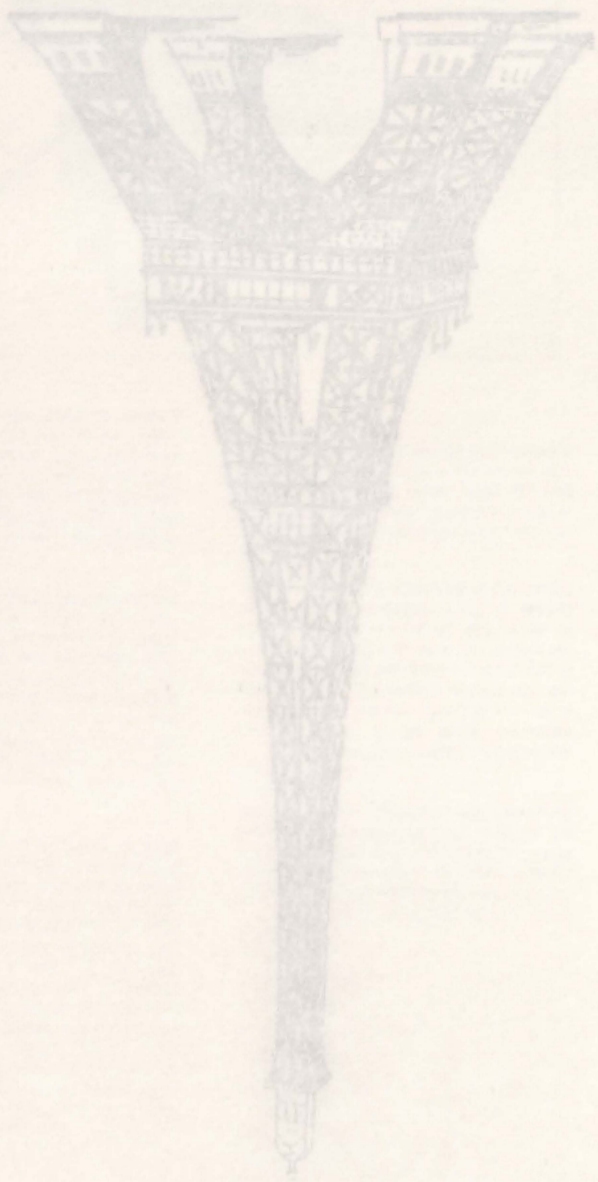
PARIS, FRANCE

OVERALL URBAN FORM



ROBERT G. ESTES
09/30/94 FALL QTR.
LAR 318 PROF. ALVARAZO

SCALE 1" = 1 MILE



PARIS, FRANCE



PARIS, FRANCE

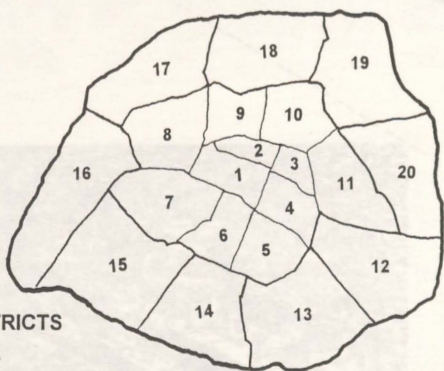
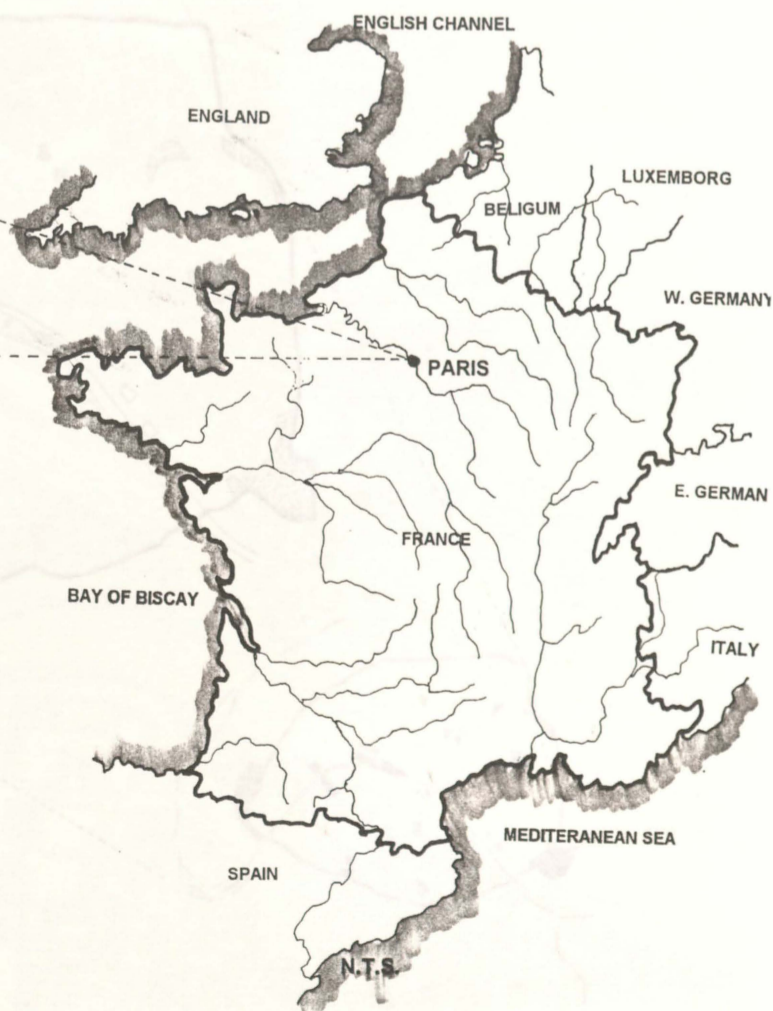
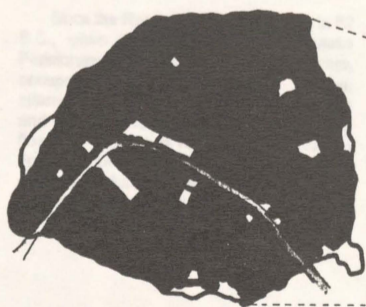
NATURAL CONTEXT & HISTORY

OVERALL URBAN FORM

Paris, the capitol of France, is located in northern France on both banks of the Seine River, 145 km (90 miles) from the river's mouth on the English Channel. A total of 2,152,423 +/- (1990) live in greater Paris (the Ile-De-France region), which is one of Europe's largest metropolitan areas. A city of world importance and business, historic, intellectual, diplomatic, religious, educational, artistic, and tourist center of France, Paris owes its prosperity in large to its favorable position on the Seine, which has been a major commercial artery since the Roman period.

Paris is more than 2,000 years old. Gauls of the parisii tribe settled there between 250 and 200 BC, building a fishing village on the island in the river that is present-day Ile de la cite— the city around which Paris was developed.

Paris is divided into 20 unequally sized arrondissements, or districts, each with its own mayor. Each of these is again divided into four sections. Two prefects and a mayor administer the city as a whole with the assistance of a general council.



Historical illustration of the Arc de Triomphe in Paris, showing the monument and people gathered around it.

PARIS, FRANCE

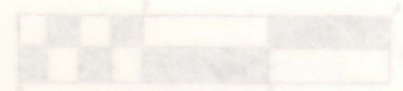
OVERALL URBAN FORM



NORTH



SCALE 1" = 3 MILES



PARIS
DISTRICTS



PARIS is a city of diverse topography and climate, and broad ethnic heritage, yet one that maintains an uncommon sense of national fraternity and pride. Its passion for intellect and creativity, its devotion to style and manners-and appreciation of tradition- have made a lasting impression on the entire world.

Now France, once a far-reaching empire, finds its legacy of culture both a source of honor and a burden. It is a nation in the midst of radical self-examination to determine its role in a constantly changing society. As elsewhere in the modern world, France is confronting the economic and scientific challenges on which the future depends.

Paris, one of the world's loveliest cities, has grown from a tiny settlement on an island in the seine, Ile de la Cite, to a great metropolis with an atmosphere completely its own- and incomparable to any other. It is renowned as a center of intellectual, cultural, and artistic life and, for centuries, has attracted writers and painters from every corner of the earth. Paris is a city of wide, tree-lined boulevards; beautiful historical monuments, squares, and parks; distinguished educational institutions; a broad range of industries and commercial facilities; and well-deserved reputation for both haute couture and haute cuisine. The population of the city is estimated at 2.2 million. The metropolitan population is approximately 11 million.

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NATURAL CONTEXT & HISTORY

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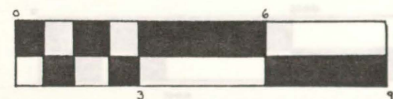
Some of Paris' most notable attractions are the Louvre, with its outstanding art collections; the magnificent Cathedral of Notre Dame; the Arc de Triomphe, the world's largest triumphal arch; the avenue des Champs-Elysees (the famous street whose name means "Fields of Paradise"); the Eiffel Tower; the Latin Quarter, La Madeleine (Church of St. Mary Magdalene); the University of St. Mary Magdalene; the Hotel Dieu, dating from the year 600, and one of the oldest hospitals in Europe; and the beautiful Place de la Concorde, with its obelisk and glistening fountains. There is an almost endless list of historical and interesting places to visit.

Benjamin Franklin, the first American diplomatic agent to France, established his office in the french capitol in 1778. the archives of the Paris consular office date back to October 1, 1801.

Many places of special interest near Paris can be visited within one day: the Palace of

Versailles (royal residence of Louis XIV), Malmaison (residence of napoleon and Josephine), Palace of Fontainebleau (2,000 rooms showing the luxury in which French kings and emperors lived), and the famous Gothic cathedral at Chartres.

Since the Roman conquest of Paris in 52 B.C., when the town was named Lutetia Parisiorum- through 20 centuries of wars, occupation and liberation, famine, plague, alternating periods of prosperity and decline and most notably, artistic and intellectual flowering- Paris has remained the "heart of France." The fascination of its history and the glow of its culture and life-style beckon visitors from all over the world.



1848-1852

1853-1859

1860-1866

1867-1873

1874-1880

1881-1887



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1888-1894

1895-1901

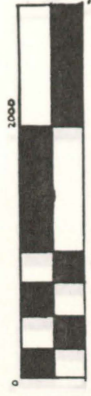
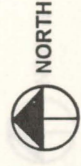
1902-1908

CONCLUSION

Paris is the best of large and old cities... The urban core of Paris is the best of large and old cities...



PARIS, FRANCE
URBAN CORE CIRCULATION



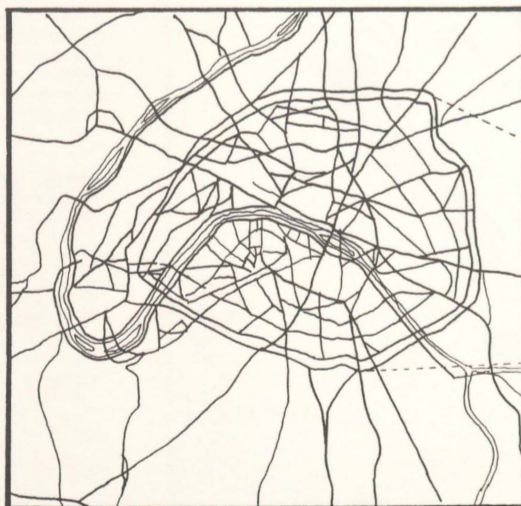
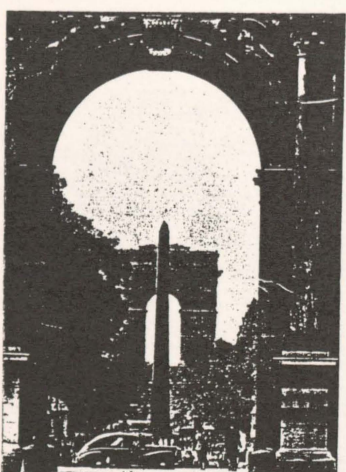
SCALE 1" = 1000'



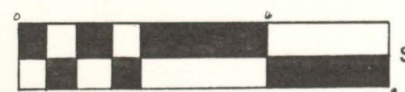
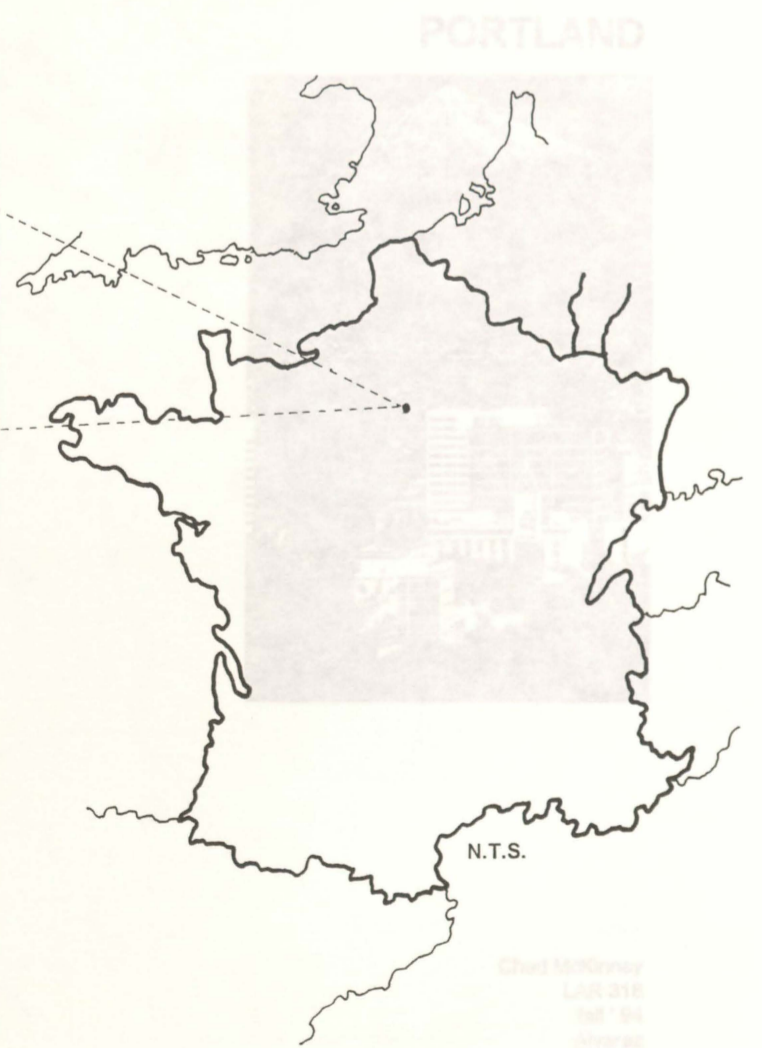
CIRCULATION

Paris is the head of barge and ship navigation on the Seine and it is the fourth most important port in France (after Marseille, Le Harve, and Dunkerque). The Loire, Rhine, Rhone, Meuse, and Scheldt rivers can be reached by canals connecting with the Seine, and a large amount of the imports and exports of the city are transported via water. Total freight carried to and from the port annually amounts to 43 million U.S. tons. Paris is also a major rail, highway, and air transportation hub. Two international airports, Orly and Charles de Gaulle, as well as Le Bourget (for international flights), serve the city. De Gaulle ranks as the fifth busiest international airport in the world and Orly as the seventh. The city's subway system, the metro, was opened in 1900.

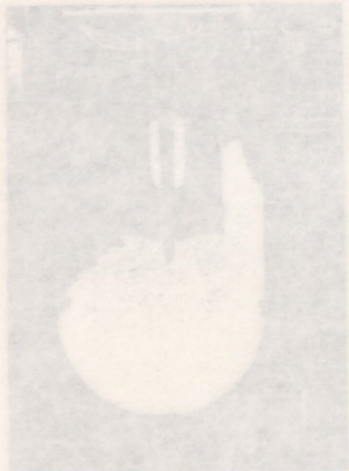
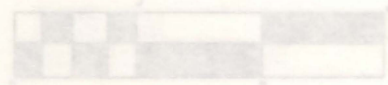
The street plan and total urban development of Paris are divided into two parts by the Seine and connected by 31 bridges. The major street pattern is the result of the 19th-century plan (effected between 1853 and 1870) of Baron Georges Haussmann, prefect under Napoleon III. He positioned the main streets and boulevards so that they are long and straight and focus on the major traffic circles, intersections, and architectural landmarks throughout the city. Between the major thoroughfares are the narrow, winding, congested streets.



PARIS, FRANCE
CIRCULATION



SCALE 1" = 3 MILES



PARIS, FRANCE
 The city of Paris is situated on the banks of the Seine River, which winds through the heart of the city in a winding path with deep valleys stretching along it.

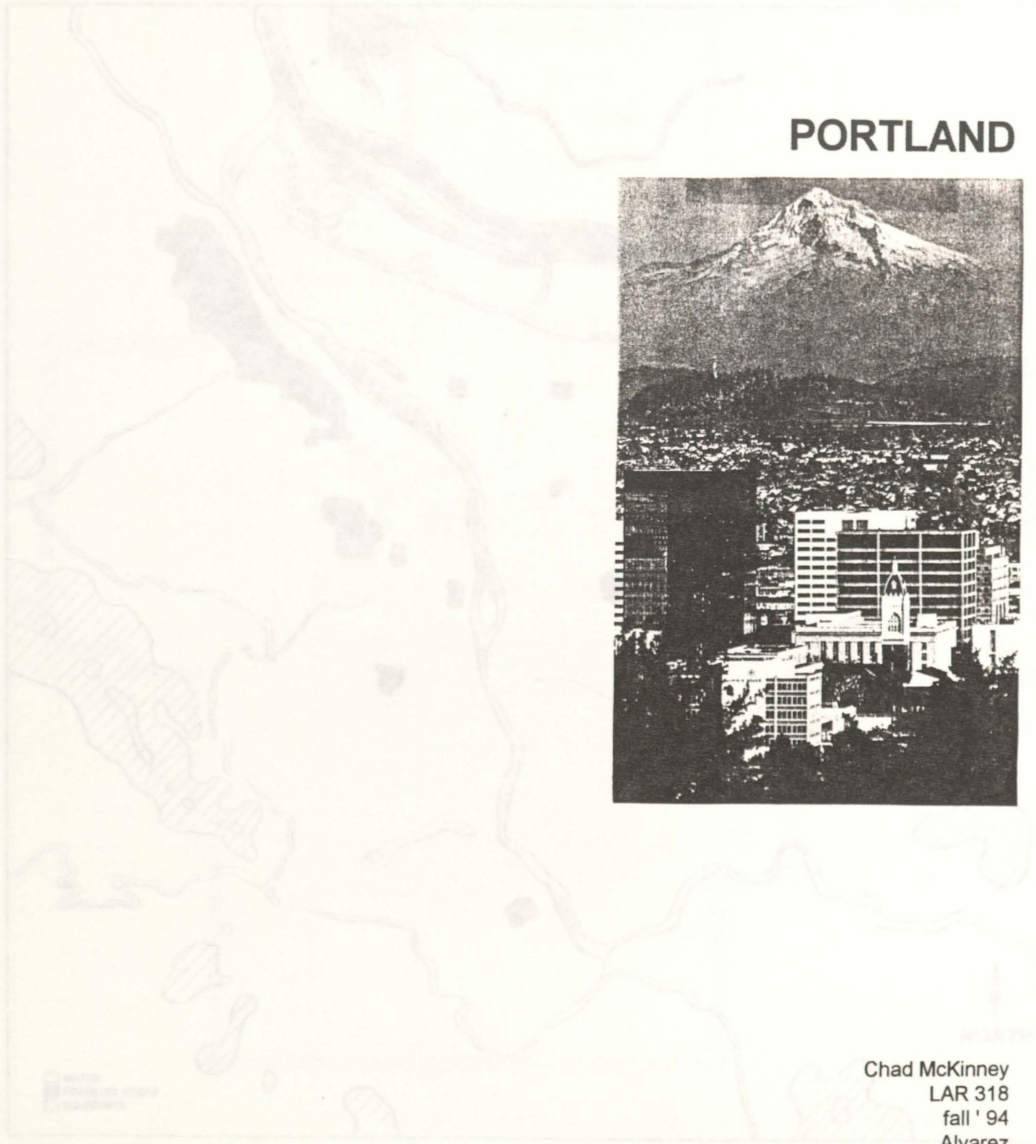
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CIRCUITRY

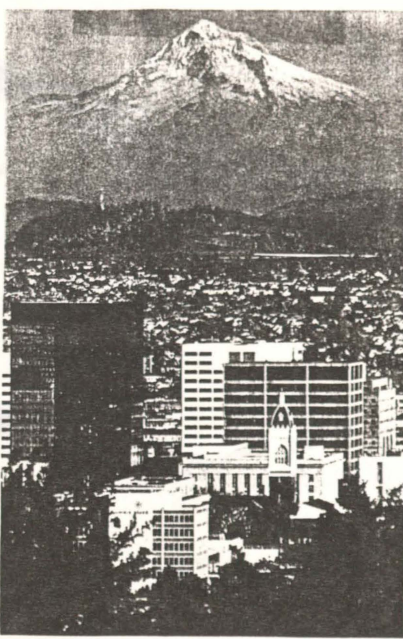
NATURAL CONTEXT

The Willamette and Columbia Rivers give birth to the natural landscape of Portland. Although the city is situated on the banks of the Willamette River, which winds through the heart of the city in a winding path with deep valleys stretching along it.

With west Oregon's economy in expansion, the land is covered with high quality forests. Many forests remain only after the Willamette River, which winds through the heart of the city in a winding path with deep valleys stretching along it.

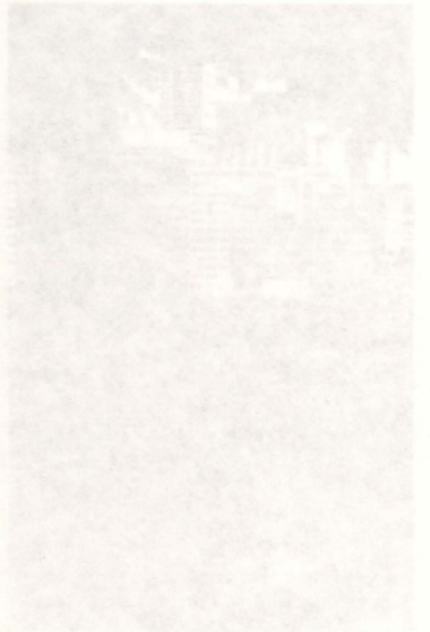


PORTLAND



NATURAL CONTEXT
 SCALE: 1" = 3 miles

Chad McKinney
 LAR 318
 fall '94
 Alvarez



BOB LEVARD

NATURAL CONTEXT

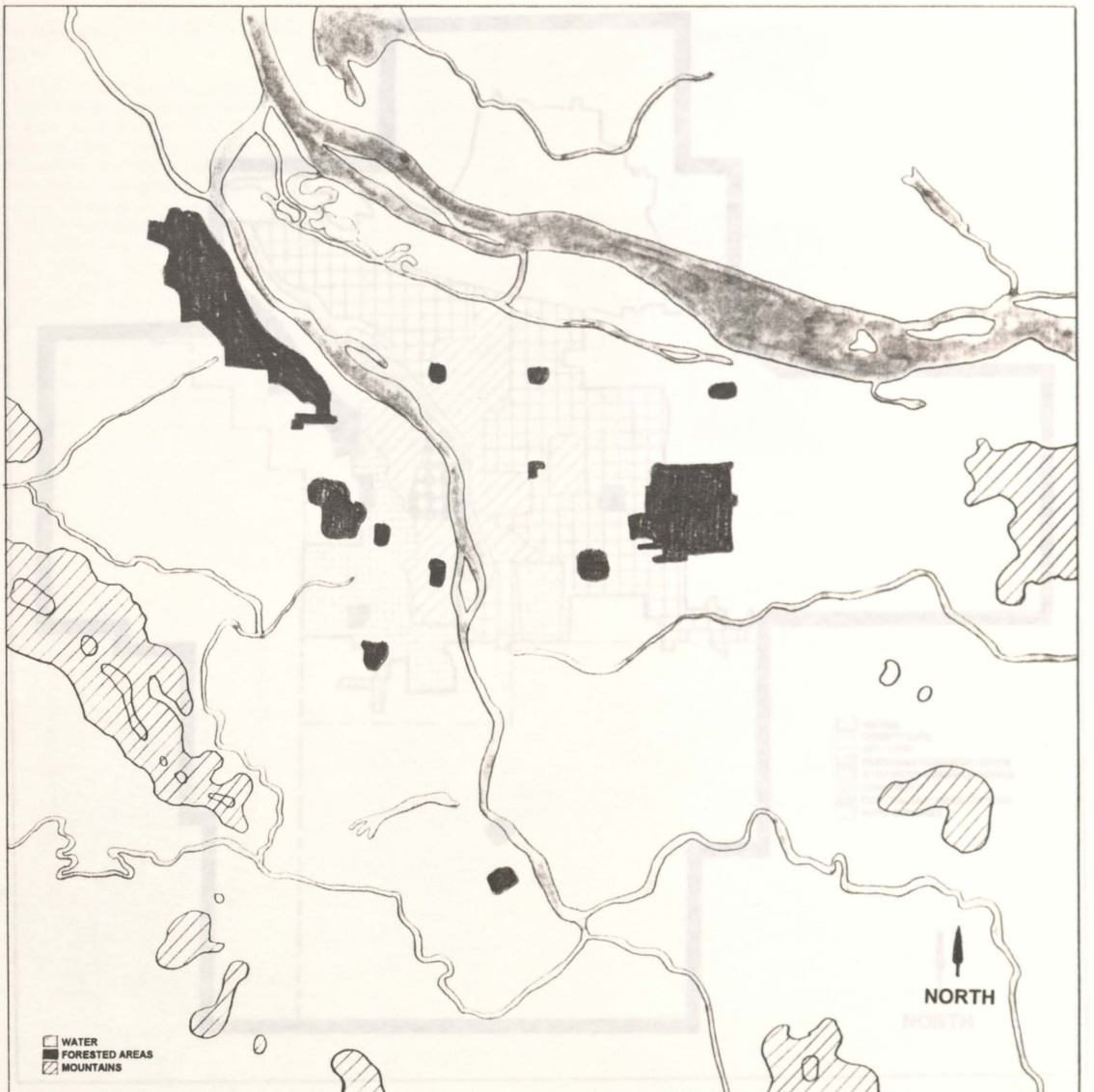
The Willamette and Columbia Rivers gave birth to the present day metropolis of Portland. Although the city is eighty-six miles from the coast Portland acts as an inland harbor. The Willamette River, which cuts through the heart of the city is a working river with deep waters enabling shipping.

The inner city is located in a fault-block basin consisting of sand and gravel. The Willamette Valley's broad alluvial flats on a gentle north facing slope provides rich soil for grain cultivation. The valley which runs two-hundred kilometers in a north-south direction is fragmented by small hills topped with thicker soils, basalt, and bauxite. Basalt, a volcanic rock, comes from the small cascade volcanos to the west which were active during the Eocene Age. Bauxite, rich in aluminum, is deposited in the hilltops also.

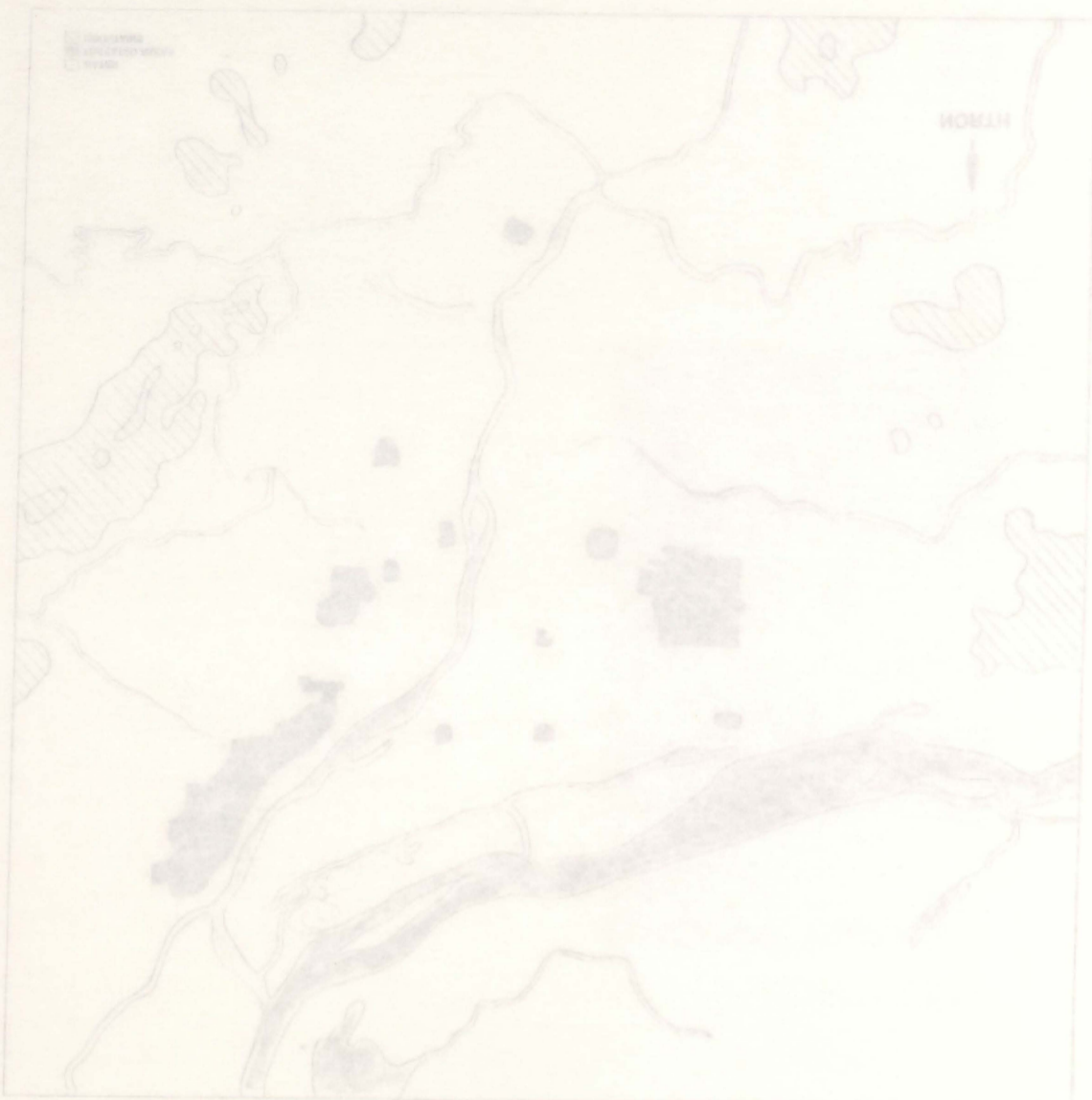
Portland is surrounded by geographic boundaries. Beyond the suburban hills in the West lies the Coast Range. The eastern boundary is marked by sloping buttes and mounts which lead to the Cascade Range. Mt. Hood's snow capped peak, located within the Cascade Range, is visible to Portlanders. The Columbia River is the Northern boundary.

North west Oregon's scenery is spectacular. The land is covered with lush green forests. Many endemic plants only grow in these mesic temperate coniferous forests such as *Pseudotsuga menziesii*, *Tsuga heterophylla*, and *Thuja plicata*.

The mild climate and is favorable for forest development. Average temperatures range from 65.3°F. in the summer to 42.8°F. in the winter. Forty-one inches of rain fall annually. There is an eight month drizzly season when it rains for 180 days. Snowfall does not occur very often in Portland where the average elevation is 175 feet above sea level.



NATURAL CONTEXT
SCALE: 1" = 3 miles



INTRODUCTION
The urban form of Portland has been evolving for 150 years. Asa Lovejoy and Francis Pettygrove founded the "River City" in 1845. The original settlement was located on the West Bank of the Willamette. During the 1870's, Portland served as a supply point for the gold rushers. Ocean commerce prospered from the beginning with ports and shipyards lining the river. The railroads had a big influence on the growth of the city. In 1905, the Lewis and Clark Centennial Exposition brought many people to Portland and made a good impression of the city. Immigrants began to flock to the Northwest Territory.

The Greater Portland Plan adopted in 1917 was conceived by Edward Bennett and John Olmstead with assistance from Robert Moses. It consisted of diagonal boulevards, an expanded park system, and moving the shipping industry on the waterfront downstream toward the Columbia River which would provide space for larger ships. The Willamette is the integral part of Portland unifying all of its parts.

Both the citizens and the political leaders played a role in shaping their environment. Innovative planning brought about the development of Portland. Zoning ordinances divided the functions within the city as well as the social classes.

The city which occupies 88.2 square miles stretches 20 miles in all directions from the urban core or central business district. The cbd is the older part of town on the West Bank.

As more and more people migrated to Portland the demand for housing increased. Ethnic communities settled on the crescent of the flatlands around the cbd including the east side settled in the early 1900's. These areas are known as the "stopover neighborhoods". Today, growth has had adverse effects on this area where high density and poverty are indigenous problems. However, it has become a growing trend to restore these inner city neighborhoods and they are reviving themselves.

Rising population in 1910's encouraged separation of social classes. Blue collar workers wanted better living conditions as he ascended up the social ladder. Further east of the Willamette, the "everyday neighborhoods" were constructed. They offer convenience with corner groceries in shopping districts and public transportation in close proximity. The bungalow houses were set off by native vegetation including Azaleas, Conifers, and lawns. They are the old street rail car suburbs.

When the automobile came of age people

demanded an escape from the urban life, a high status community. Between the 1920's and 1940's people moved to the "highlands" in the West Hills and on hilltops in the east. They offered privacy, curved roadways, large houses, full grown trees, and control over business where the upper class can live in seclusion.

After 1945 the suburban plague erupted. The "auto suburbs" are the largest proportion of the Portland metropolitan area. They followed the settlement pattern defined by the street rail car communities. Suburban Portland is divided into five suburban sectors including North, Northwest, Southwest, Northeast, and Southeast.

All of these separate entities are united by the integrity of the river. Each is different in space and social hierarchy but they all coincide. The evolution of the city is captured by the bridges which cross the Willamette. The Old and the New work good together providing a "good sense of place".

URBAN FORM

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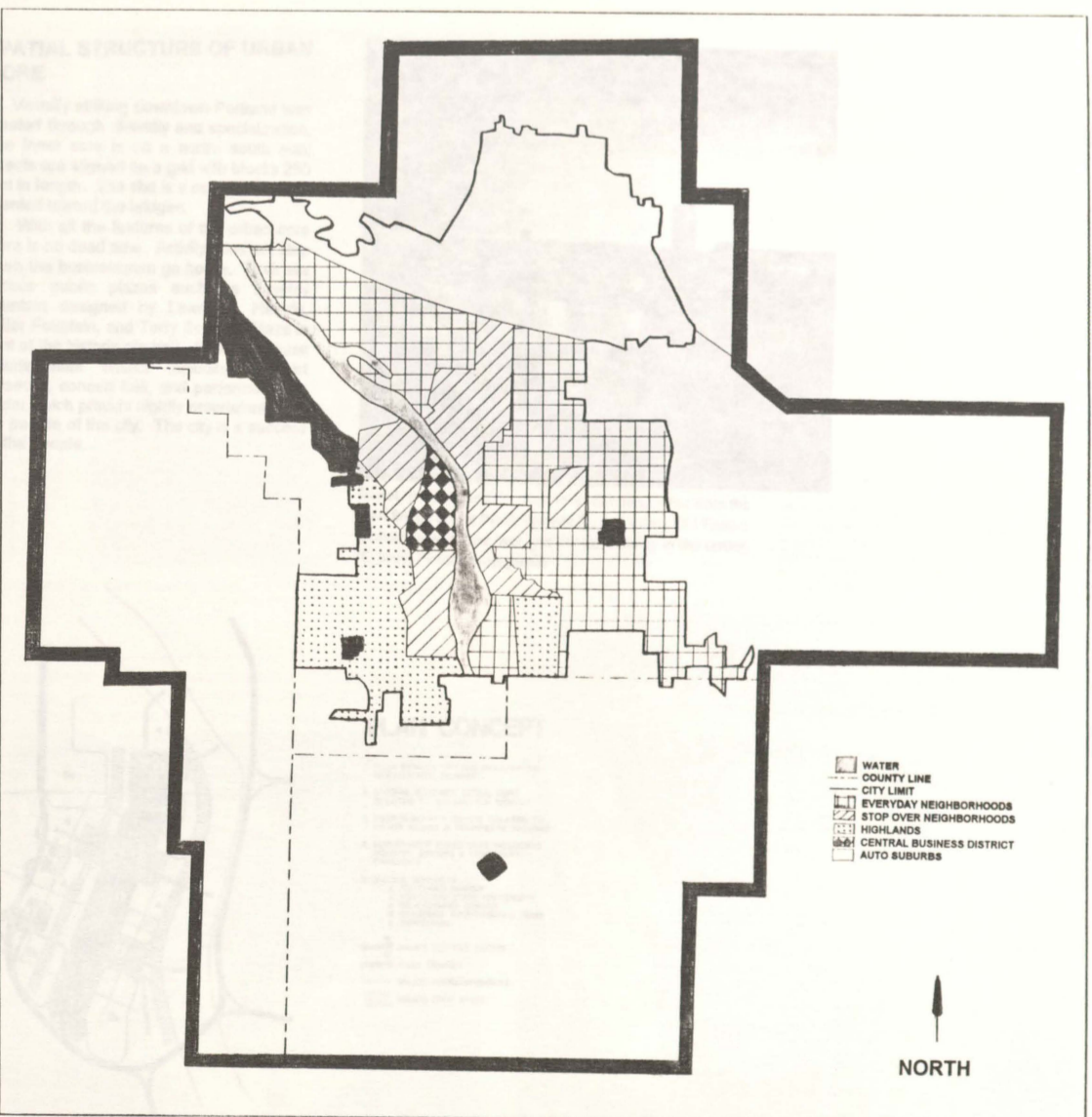
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These Victorian houses on Northwest Irving Street were one of the first examples of private reinvestment in Portland's old stopover neighborhoods. Picture courtesy of the Oregon Historical Society.



URBAN FORM
SCALE: 1" = 3 miles



GENERAL LAYOUT
 showing main lines and branches.



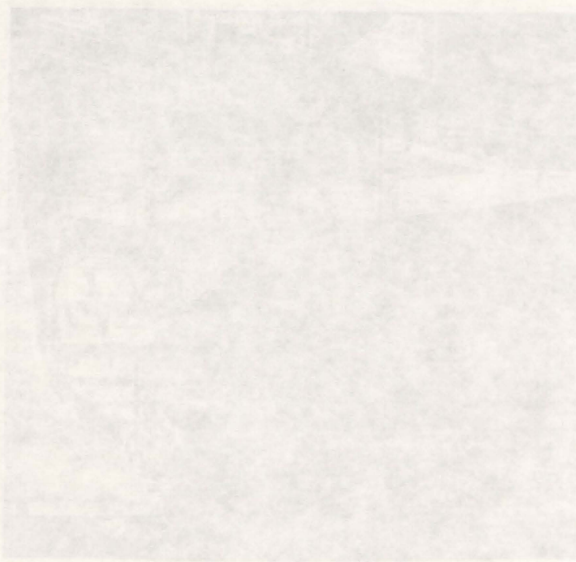
View of the building from the east showing the central tower and the wings.



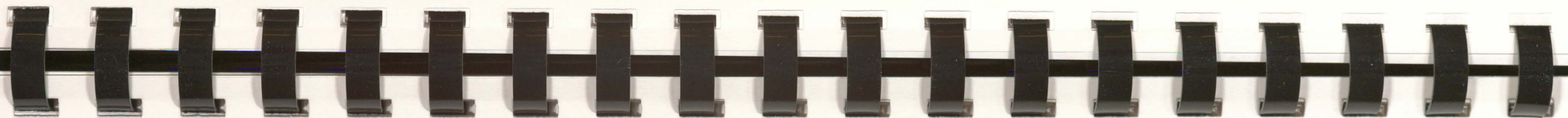
View of the building from the south showing the angular design and the central tower.

...the building was designed to be a landmark in the city. It was a well-structured street car city. However, with the introduction of the automobile changes had to be made. North-South boulevards were constructed giving the inner city its gridded pattern which Charles Cheeney drafted in 1920.

EVANSON
 DESIGN
 ARCHITECTS



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PRIMARY CIRCULATION SYSTEM

Early pioneers of the city took advantage of the flat land using a street rail car transportation system which ran east-west. It was a well structured street car city. However, with the introduction of the automobile changes had to be made. North-South boulevards were constructed giving the inner city its gridded pattern which Charles Cheeney drafted in 1920.

The Present day Portland has the form of a typical auto city. It is a radial pattern with arterial connectors and a central hub giving it a spider web image in plan. The nodes where the roads junction created the small suburban towns. A freeway loop around the commercial core was constructed in the 1960's to increase convenience.



Railroad tracks wind throughout the city with central station within the urban core. Tri-County Metropolitan Transportation uses these rails to bring as many as 60,000 commuters into the city each day. It is integrated into the old street rail car lines.



CIRCULATION PATTERN
 SCALE: 1" = 3 miles

SCALE 1:10000
CIRCULATION SYSTEM

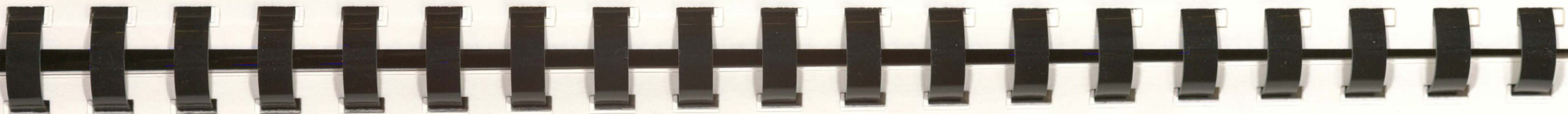


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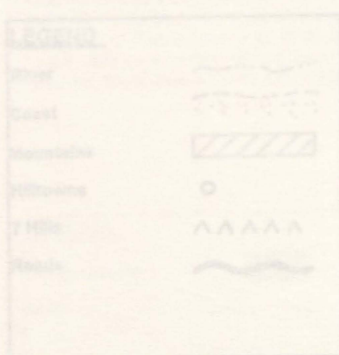


ROME, ITALY

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Piazza Life in Rome



Carol Wintzinger
September 30, 1994/Fall Quarter
LAR 318-Urban Design/Alvarez



ROME, ITALY



ROME, ITALY

ROME, ITALY

Natural Context

Rome is located in the Latium region of Italy, lying between the sandy coast of the Tyrrhenian Sea and the Apennines, a limestone mountain range formed by a Tertiary fold running down to Sicily.

Rome lies on both banks of the Tiber river. The Tiber is the largest river in the peninsula, and its width never exceeds 330 feet. To Ancient Rome the Tiber provided a convenient route to the Tyrrhenian Sea, which lay about 15 miles to the west. Rome was far enough from the sea to escape raids by pirates.

Rome is built on recent volcanic material upon which there sometimes appear clay deposits. Ancient Rome arose on seven wooded hills-Aventine, Caelian, Capitoline, Esquiline, Palatine, Quirinal, and Viminal. Quirinal is the tallest of the seven hills. Although not very tall, the seven hills were very steep and they played a vital role as defensive sites and as features shaping the urban landscape.

Outside the center, the topography moves on to the more open horizons of the Roman Campagna. On these vast open spaces, composed also of volcanic tufas, yet much less distinct, there is no obstacle to urban development.

The area is not luscious in agricultural vegetation due to the poor quality of soil and the infertile limestone mountains (which are better used for grazing). Poor quality forest is also widespread and minerals are lacking in the area.

Other natural context facts:

Climate: Average temperature-January 45 F
July 78 F
Average annual precipitation-38"

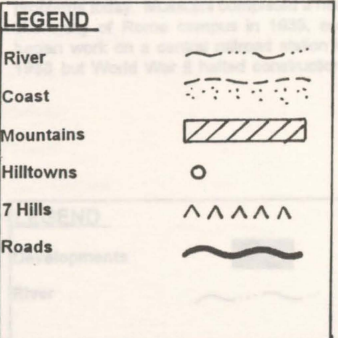
History

Birth of Rome- This is based on a legend about Romulus and Remus, the twin sons of Mars and descendants. Through their mother, Venus, they were exposed in a cradle on the flooded Tiber. The ebbing river cast them up at the foot of the Palantine Hill. A she-wolf suckled them until a shepherd took them in and brought them up. In 753 B.C. Romulus, a born leader, traced the walls of the growing city with a plough. Whoever crossed the furrow outside the gates would be put to death. Remus defied Romulus and he was put to death. Romulus opened the city to all adventurers who cared to settle there, and he found them wives by carrying off the Sabines, women of a neighboring tribe.

Among the kings who followed Romulus, the Tarquins, who were Etruscans, were superior to their predecessors. Servius Tullius (578-534) established a regime with democratic tendencies, but the discontented aristocracy overthrew royalty and founded the Republic.

Ancient Rome- At first a Republic and then an absolute Empire, Rome fell to the Barbarians after having brought the entire Mediterranean Basin under its rule.

The 1920's have been a period of widespread corruption in Rome. During the 1920's and 1930's, the Fascist dictator Benito Mussolini proposed a massive public works construction program to improve traffic, parks and scenery.

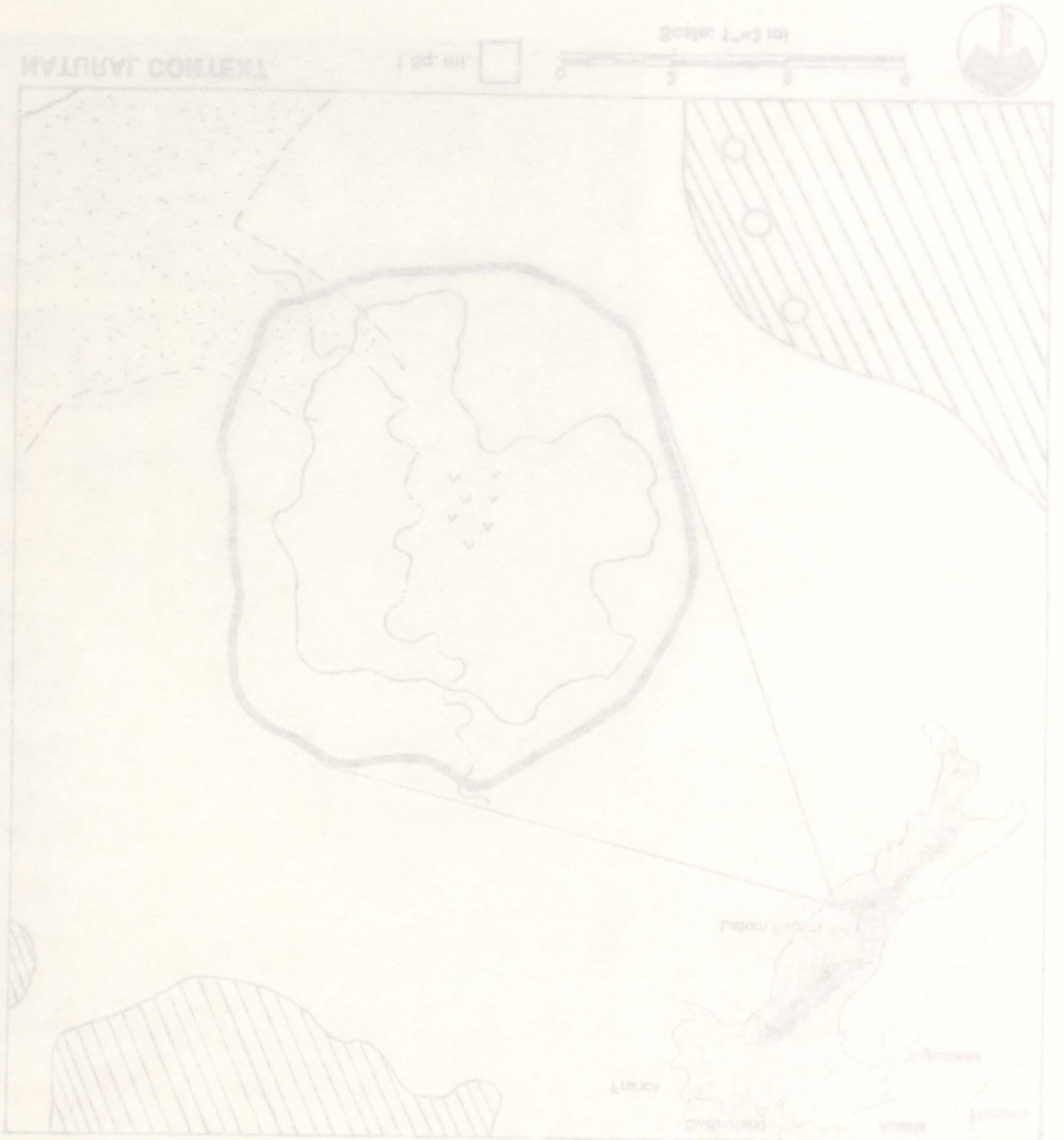


NATURAL CONTEXT

1 Sq. mi.

Scale: 1"=3 mi





For nine centuries (509 B.C.-476 A.D.) Rome lived through many dramatic changes. It was sacked by the troops of Brennus in 309 B.C. and in 44 B.C. Julius Caesar, the conqueror of Gaul, was assassinated in the Senate. In A.D. 64 most of the town was burned under Nero, the cruellest of Rome's emperors. Rome was sacked by Alaric and his Visigoths in 410 and by the Vandals of Genseric.

Rome also knew some finer years with the triumphs of many generals. Good administrators like Augustus and, from 96 to 192 A.D., the Antonines: Trajan, Antonius Pius, and Marcus Aurelius, covered Rome with fine buildings which have lasted to this day.

Unfortunately the Roman Empire was too big and when attacked, it was difficult to defend. It split into two parts, the Eastern Empire and the Western Empire and the emperors left Rome.

Papal Rome- Christianity, which spread throughout the Roman Empire was at first persecuted but later became the state religion under Constantine. The Bishop of Rome was the chief of the church and successor of St. Peter. The people of Rome turned to the bishop in their difficult times after the emperors left.

Rome was ravaged by the Germans of Totila in 546 A.D., by the Saracens in 846, and in 1084 by the Normans of Robert Guiscard. From 1143-1155 a republican regime ruled Rome under Arnaldo da Brescia and in 1347 under Cola di Rienzo.

Rome once again became prey to anarchy during the exile of the popes at Avignon. Upon his accession, Gregory XI found Rome in ruins. With Martin V and the end of the Schism of the West, Rome became the permanent seat of the papacy. Under the influence of popes like Sixtus IV (1471-1484), Julius II (1503-1513), and Leo X (1513-1522), Rome became one of the chief artistic centers of Italy. The Renaissance flourished there: Bramante, then Michelangelo rebuilt the basilica of St. Peter and Sixtus IV had the Sistine Chapel built. Great artists like Perugino, Il Sodoma, Raphael and Michelangelo worked there, and though Rome was sacked once more in 1527 by the troops of Charles V, it remains one of the

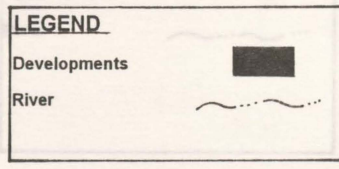
jewels of the artistic world.

The "Risorgimento" and Modern Rome- In 1798, after Napoleon conquered the Italian Peninsula, the victorious French troops entered Rome. Napoleon ended the pope's political power in 1809. He made the papal states a part of his empire.

The movement for unity and freedom from foreign rule swept over Italy and the Risorgimento (Resurrection) was born of this desire. But when Pope Pius IX became the leader his conscience as a Christian would not allow him to declare war on Austria, the chief oppressor of Italy. Pope Pius IX fled the city when he fell prey to violent attacks.

In 1861, when Victor Emmanuel II became king of a united Italy, Rome was not yet a part of the new kingdom. Italian volunteers tried to take Rome in 1867, but French defenders stopped them. Then in 1870, after the French had left, Victor Emmanuel entered the city almost without bloodshed. He ended the pope's political power, and made Rome his capital in 1871. In protest, Pius IX shut himself up in the Vatican and refused to deal with the government. Succeeding popes followed the same policy until 1929. That year, Vatican City was made an independent state, and Roman Catholic Church officials recognized Rome as Italy's capital.

The 1900's have been a period of widespread construction in Rome. During the 1920's and 1930's, the Fascist dictator Benito Mussolini promoted much poorly planned construction. It has led to severe traffic jams and other city problems today. Mussolini completed a new University of Rome campus in 1935, and began work on a central railroad station in 1938 but World War II halted construction.



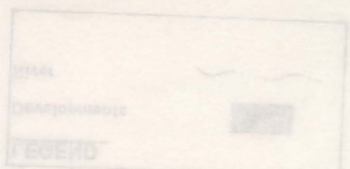
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LEGEND



and it was not completed until 1950. Mussolini also began building the Esposizione Universale di Roma (Universal Exposition of Rome, or E.U.R.). This project included government and private office buildings, and apartments, museums, and restaurants. The E.U.R. was completed in 1976. Many large companies and government agencies operate there. In the early 1980's Rome's city government adopted a long-term plan to restore many of Rome's ruins. By the early 1900's, several monuments such as Trajan's Column, the Arch of Constantine, and the Trevi Fountain had been restored.

Overall Urban Form

Rome is 582 sq. miles. The area within the loop is approximately 12 miles wide and 15.5 miles long. Thus 396 sq. miles of development is outside the loop that surrounds the city. Rome's form is one large irregular mass with several satellite developments surrounding the central area. It is a stratified city with the construction of each of its historical periods superimposed on one another:

First there is Ancient Rome with primary urban features still existing today such as the Forum, Pantheon and the Colosseum.

Second, during the Renaissance and Baroque the urban framework took shape during this time period with such developments as Pope Sixtus V's plan to unify major church squares with straight roads and Egyptian obelisks as monumental markers to be seen throughout the city. The papal influence also resulted in the construction of prestigious buildings and gardens such as St. Peters.

Third, in the Modern Era Rome's open space was lost due to the development of administration buildings during Mussolini's rule and when it became the capital of Italy.

The first two time periods contributed what is today the architectural heritage of the city. All of these developments coexist but not without some chaos.

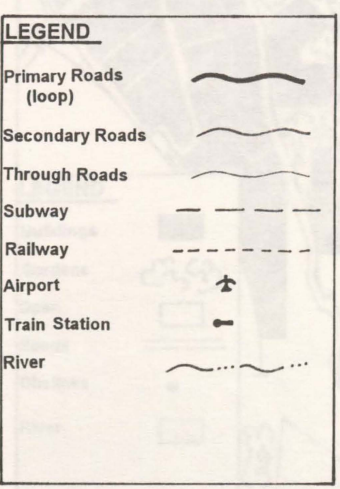
Primary Circulation System

A belt highway called the Raccordo Anulare (Ring Road) encircles Rome 6 miles from the center, tying together the successors of the ancient roads that fanned out from the city.

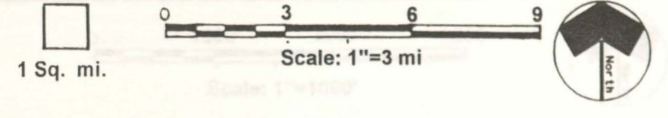
Traffic problems abound in Rome once the center of the city is reached. Pedestrian areas and zones for public transport were created too late and there are no planned parking areas so it is very difficult to park.

Rome has a transit system consisting of buses, streetcars, taxis, and trolleys. Many of these methods are discouraging due to traffic and congestion. Rome also has a subway with two lines, one running north-south and the other running east-west, which does alleviate some of the traffic problem.

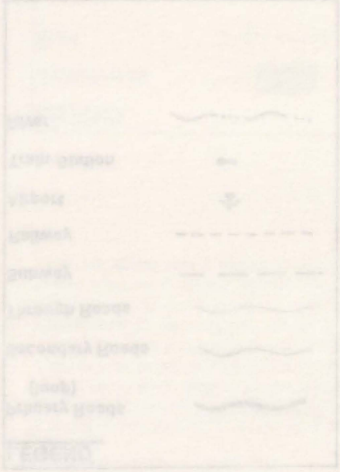
Rome is a major transportation center of Italy. Railways and roads connect it with other parts of the country and airlines link Rome with the rest of the country and world.



PRIMARY CIRCULATION SYSTEM



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Spatial Structure of Urban Core

The typical urban core of Rome is one of many open squares, called piazzas, connected by streets and surrounded by a high density of buildings including retail shops, churches and cafes.

Some parks and gardens do exist, on the outskirts of the center of town, which were developed from the grounds of old villas. Fountains play an important role in several of the piazzas entertaining, cooling and refreshing many people as they tour the city. Rome also consists of many museums, palaces and monuments which all contribute to making up its urban core.

In 270 A.D. the Aurelian Wall was built around the city which had grown beyond the seven hills.

It encloses most of the Esquiline and Caelian hills and all of the other five. The enclosed area constitutes only 4% of the modern municipality and is the smallest of the city's 12 administrative zones. Another wall surrounds St. Peter's and the Vatican.

Characteristics of Central Rome:

- old narrow streets and modern avenues coexist
- open spaces which are gardens such as Villa Borghese
- ancient ruins which are also open spaces
- exceptional architectural density
- monuments everywhere
- commercial streets such as Via de Corso, Vittorio Veneto de Tritone, and Nationale
- working class areas which are Trastevere, and the lower part of Quirinale
- streets with hotels crowd the main station
- depopulation due to the inconvenience of living in old buildings and to the noise and congestion

The suburban structure of Rome is still developing. The area of the "World Fair" (EUR) is the first type of suburb and includes high level tertiary activities, (ministries and research offices), deluxe residences and well-



SPATIAL STRUCTURE OF URBAN CORE

0 1000 2000 3000
Scale: 1"=1000'





established commercial activities. The *borgate* are working-class areas all with a similar plan without open spaces and for a long time without adequate facilities. At the worst level are the *borgatti* - full scale shanty towns which house more than 50,000 people in shacks without even the most basic amenities.

The Quarters of Rome:

The Center: In the heart of Rome is Piazza Colonna. Rome's main street the Via del Corso runs 1 mile through Piazza Colonna and links two other squares to the north and south. Piazza del Popolo, the square to the north, was the ceremonial entranceway to Rome in ancient times. The extremely grandiose monument to the King Victor Emmanuel II stands at the southern end of Via del Corso and it overlooks Piazza Venezia. (This monument is a very good landmark for orientation due to its large size and stark white exterior. It has been coined with the name "The Wedding Cake Building because it resembles the tiers of a wedding cake.)

The Foreigners' Quarter: This lies near the Piazza di Spagna and in the 17th century foreign artists used to live here. Today foreigners are in the habit of meeting in this quiet quarter.

The "Ludovisi": This area covers the Villa Ludovisi and it is the center of social and fashionable life in the capital. Its main artery is Via Veneto. The residential quarters of Rome are found in the north around the Villa Borghese and beyond the Tiber.

Field of Mars: This is the most secluded quarter in Rome which forms a maze of narrow, silent little streets around the Piazza Navona and the Pantheon. The atmosphere is of pious, papal Rome with its churches and palaces.

Principle Demographics

Rome has a population of 3,028,000 according to 1992 figures. Based on the inner loop square mileage (186), its density is 16,280 people per square mile. Romans barely exceed 10% of the city's population. The city has increased in number by 1.6 million since 1940 of which 1 million are probably new arrivals. The origin of migrants is diverse coming from the surrounding regions of Latium (which forms the largest group), Abruzzi, Campania, Calabria, and Sicily. As a result the city's inhabitants exhibit a southern demographic pattern. The old and young are the largest groups with a birthrate of 17.5 per 1000 and mortality rate of 8.5 per 1000 people.

Rome is a great administrative and tourist center rather than an industrial city. When Rome became the capital in 1870, the printing and construction industries increased due to the need for printing government documents and building administration buildings. Light industries developed such as food stuffs, soap, paper goods, chemicals, textiles, leather, and metal goods. Only one fifth of the total work force has jobs in industry; most are employed in commerce or government. All governmental offices of the region, country, and city are in Rome. The



St. Peter's Square

administrative offices of the Roman Catholic Church are in Vatican City and various parts of Rome. Rome is governed by a city council consisting of 80 members, who are elected every four years. The City Council elects one member of its group as mayor. The council also elects 18 of its members to the City Executive Committee. The mayor heads the committee as well as the general city administration. Fifteen departments direct the city's affairs, including health, markets, public works, and transportation.

Other demographic facts:

- Schools-** The University of Rome, Founded in 1303 is Italy's largest university.
- Sports-** Soccer is Rome's most popular sport.
- Movies-** There are more than a dozen studios in Cinecittà, making Rome one of the film capitals of the world.
- Papers-** Rome has more than a dozen daily newspapers, the principle ones being: *il Messaggero* (The Messenger), *il Tempo* (The Time), and *La Repubblica* (The Republic).
- Media-** Italy's radio and television system has its headquarters in Rome.



St. Peter's

The Colosseum: The Colosseum, or Flavian amphitheater, is the city's most overwhelming monument of Ancient Rome. It was begun during the reign of the Flavian Emperor Vespasian and completed in 80 by his son Titus. The stadium accommodated 50,000 spectators, who regularly watched mock naval battles, fights between gladiators, and fights with wild beasts.

St. Peter's and the Vatican: St. Peter's basilica fronts on St. Peter's Square, one of Bernini's greatest architectural triumphs. Two semicircular colonnades partially surround the square. In its center are two fountains and a tall obelisk. The basilica stands at the head of the piazza, and the Vatican Palace is to the right of St. Peter's. The basilica is probably without rival among the Christian churches of the world. It stands over what the pope confirmed in 1950 to be the tomb of St. Peter. The Emperor Constantine had a basilica built on this spot in the 4th century. It was there that Charlemagne was crowned emperor in 800. The present church replaced the earlier basilica in the 16th-17th centuries and is the work of such giants among architects as Bramante, Raphael, Michelangelo (who designed the dome), and Carlo Maderno. Bernini designed the piazza and the interior of St. Peter's, which included the baldacchino, for which the Pantheon supplied the bronze.

Special Urban Design Features

To put it mildly, Rome has an overabundance of urban design features and sites to see. Some of the major places are the Roman Forum with the Colosseum nearby, St. Peter's and the Vatican, the Pantheon, Piazza Navona, and the Trevi Fountain.

The Forum: The Roman Forum grew up in the trough between the Palatine and Capitoline hills. It was the center of Roman life in every respect-religious, political, and commercial. Among the best-preserved monuments is the Curia, where the Senate deliberated. The 3rd century Triumphal Arch of Septimius Severus is at one end of the Forum; at the other is the 1st century Triumphal Arch of Titus, commemorating Rome's victories in the Judean War. Three Corinthian columns recall the Temple of Castor and Pollux. There are also remnants of the temples of Saturn, of Vespasian, of Antoninus and Faustina, and of Vesta, and of the House of Vestal Virgins. One of the largest ruins and finest examples of Roman architecture is the Basilica of Constantine.

Adjacent to St. Peter's is the Vatican Palace. Displayed in its museums and galleries are some of the greatest of the world's treasures. The Sistine Chapel, which forms part of the palace, was built for Sixtus IV in the 15th century and continues to be used for conclaves held for the election of popes. Michelangelo covered its ceiling with frescoes and the altar wall with the *Last Judgement*.

The Vatican Gardens are also beautiful and provide a good view of the dome of St. Peter's at eye level.

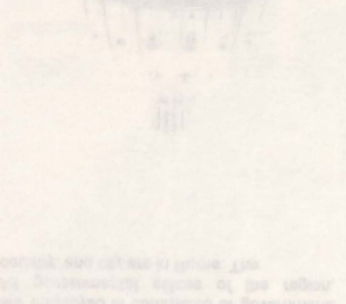
Piazza Navona: The square built on the site of Domitian's stadium retains its shape. It is adorned at the center with Bernini's baroque masterpiece, the Fountain of Four Rivers, completed in 1651. The statues represent the four rivers (Danube, Ganges, Rio del la Plata and Nile) symbolizing the four corners of the earth. Among the churches and palaces lining the square are Sant Agnese in Agone with a baroque facade by Borromini and the adjoining 17th century Palazzo Pamphili.



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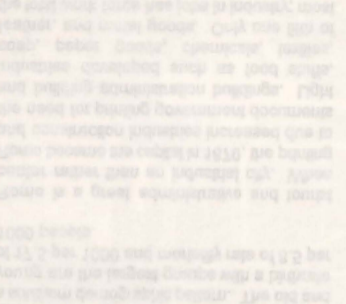
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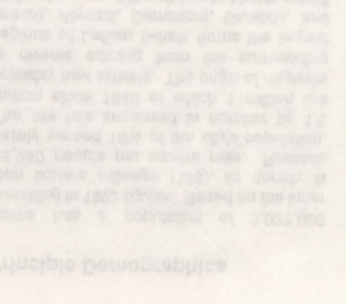
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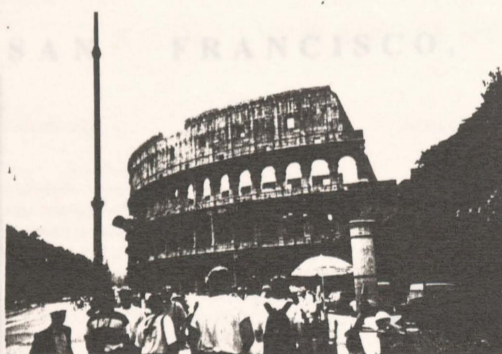
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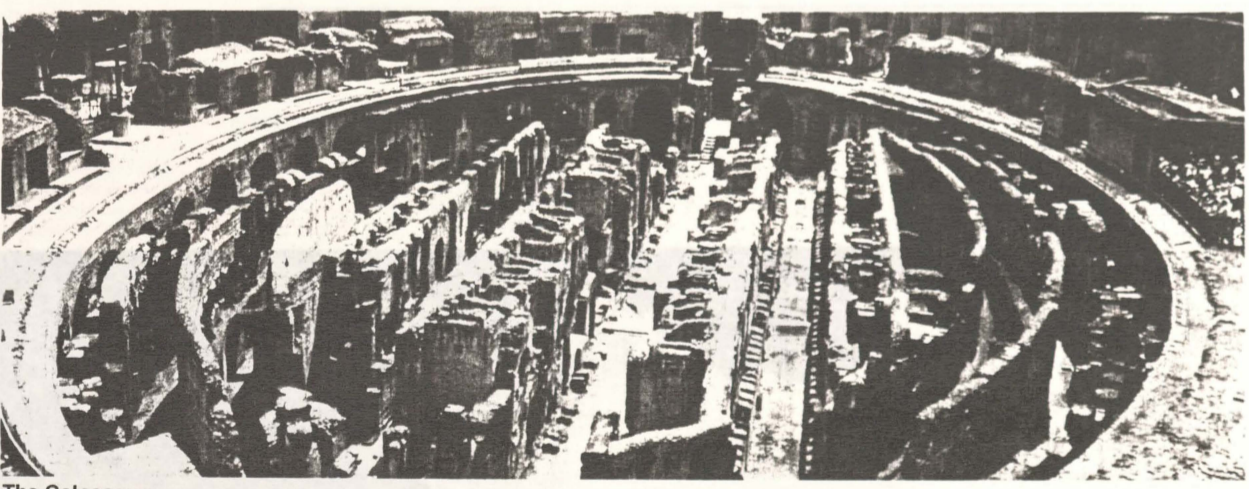
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Colosseum Exterior



The Colosseum

Trevi Fountain: This late baroque creation was commissioned by Clement XIII from Nicola Salvi in 1762. The fountain fills the whole width of the palace facade which acts as a backdrop and gives the impression of a triumphal arch. The central figure, the Ocean, rides in a chariot drawn by two sea-horses and two tritons. The fountain takes on a whole new character at night when the lights give the fountain life and the rocks fade into the water flowing over them. Tourists continue to play their traditional role by throwing two coins over their shoulders into the fountain- one coin to return to Rome and the other for the fulfilment of a wish.

Other Special Urban Features Include:

- Palantine
- Imperial Forums
- Caracalla's Baths
- The Arch of Constantine
- Castel Sant Angelo
- Campidoglio
- The Spanish Steps
- San Luigi Dei Francesi
- San Carlo alle Quattro Fontane
- Santa Maria della Vittoria
- Gesu Church
- Basilica of St. Mary Major
- Basilica of St. John Lateran
- Basilica of St. Paul Without the Walls
- Catacombs
- Farnese Palace
- Villa Borghese and the Borghese Gallery
- Villa Giulia National Museum
- National Roman Museum



The Pantheon

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Maps:

- ROMA- plan of the city, pub. by E.N.I.T., Italian State Tourist Department.
- ROMA la Rinascente, copyright by Edizioni Di Lauro Milano.

San Francisco Bay is the largest
California Coast Range land resource area.
Approximately 47% of the 20,000 acres of land is
government owned. The topography of the
San Francisco Bay area is characterized by the
central and western portions of the peninsula,
steeply rising terrain in the western portion and a
flat plain along the northeastern and eastern
margin of the peninsula. Yerba Buena and
Alcatraz Islands consist of rocky ridges in level
areas. The highest point in the city is
Mount Diabolo, 426 feet above sea level.

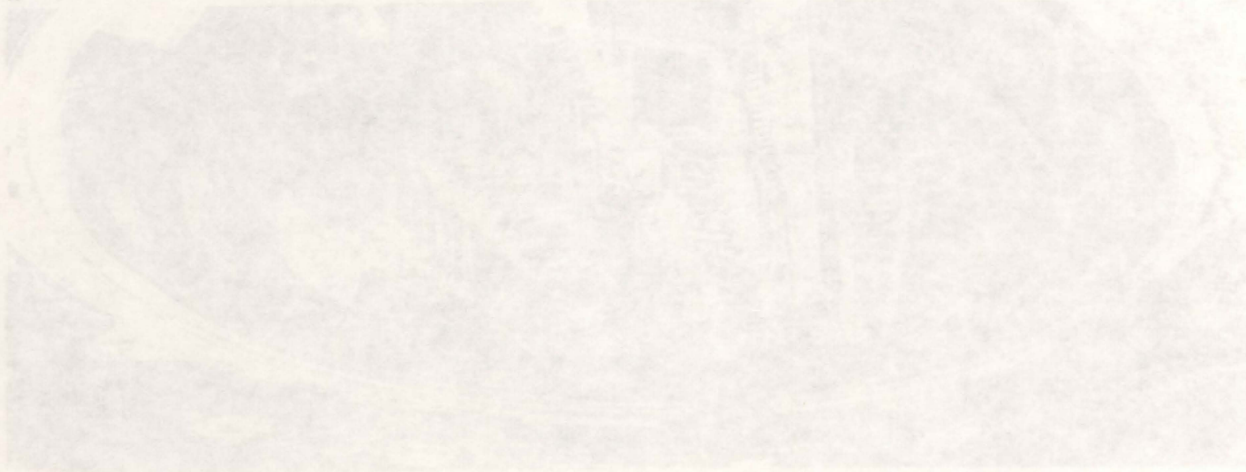


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San Francisco Bay



San Francisco Bay



SAN FRANCISCO, CALIFORNIA

LANDFORM

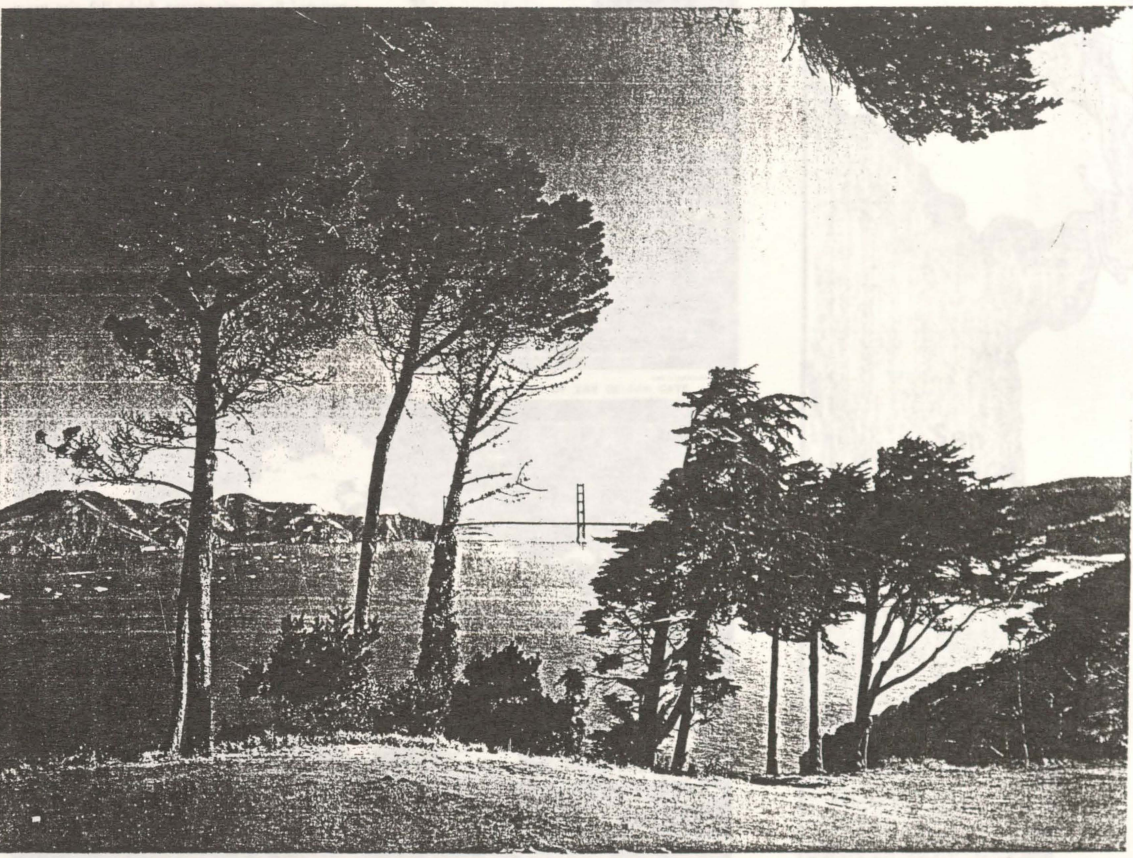
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BIOLOGY

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The finest view of San Francisco Bay, the Golden Gate, photographed by Ansel Adams in 1925 before the construction of the bridge.

NATURAL CONTEXT



244 SAN FRANCISCO, CALIFORNIA

SAN FRANCISCO, CALIFORNIA

LANDFORM

San Francisco County lies in the Central California Coast Range land resource area. Approximately 49% of the 28,000 acres of land is government owned. The topography of San Francisco consists of steep, rounded hills in the central and northern portions of the peninsula, gently rolling terrain in the western portion and a flat plain along the northeastern and eastern margins of the peninsula. Yerba Buena and Alcatraz Islands consist of gently rolling to level terrain, while Treasure Island is entirely flat. Elevations run from sea level along the shore lines to a maximum of 929 feet atop of Mount Davidson.

GEOLOGY

San Francisco was created toward the end of the last ice age. Melting glaciers raised the level of the level of the oceans and what was a river valley soon became the great bay which extends 45 miles inland and varies from 3 to 13 miles wide. More than half the bay is still fillable. Of all the possible sites along the coast, where San Francisco now sits is among the poorest. Water and wood were scarce, a gap in the coast range allowed fog to roll in and linger while the sun shone bright all around the area. Major geologic hazards in San Francisco County are earthquake shaking. The earthquake expectable intensity rating is a major probable damage with the greatest intensity in the unconsolidated bay mud and filled areas.

VEGETATION

There are no natural plant communities in San Francisco County. Small bands of coastal strands exist within a few hundred feet of the high tide level on sandy beaches, sandy dunes, bluffs and cliffs.

SOILS

Soils in the county consist of light brown sandy soils in the western half and dark, upland loams and clays of moderate depth to bedrock in the eastern half.

HYDROLOGY

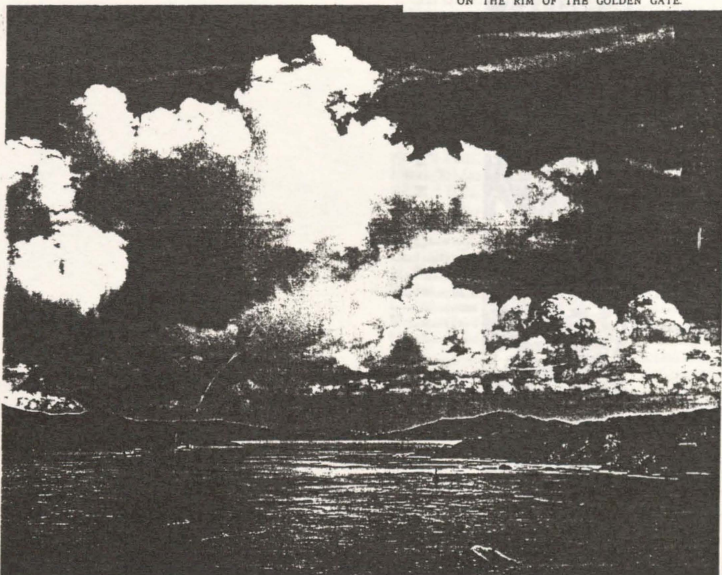
Because of its high degree of urbanization, very few natural bodies of water exist in the county. Aside from the Pacific Ocean and the San Francisco Bay, the only prominent surface water body is Lake Merced. There are no man-made bodies of water in the county.

CLIMATE

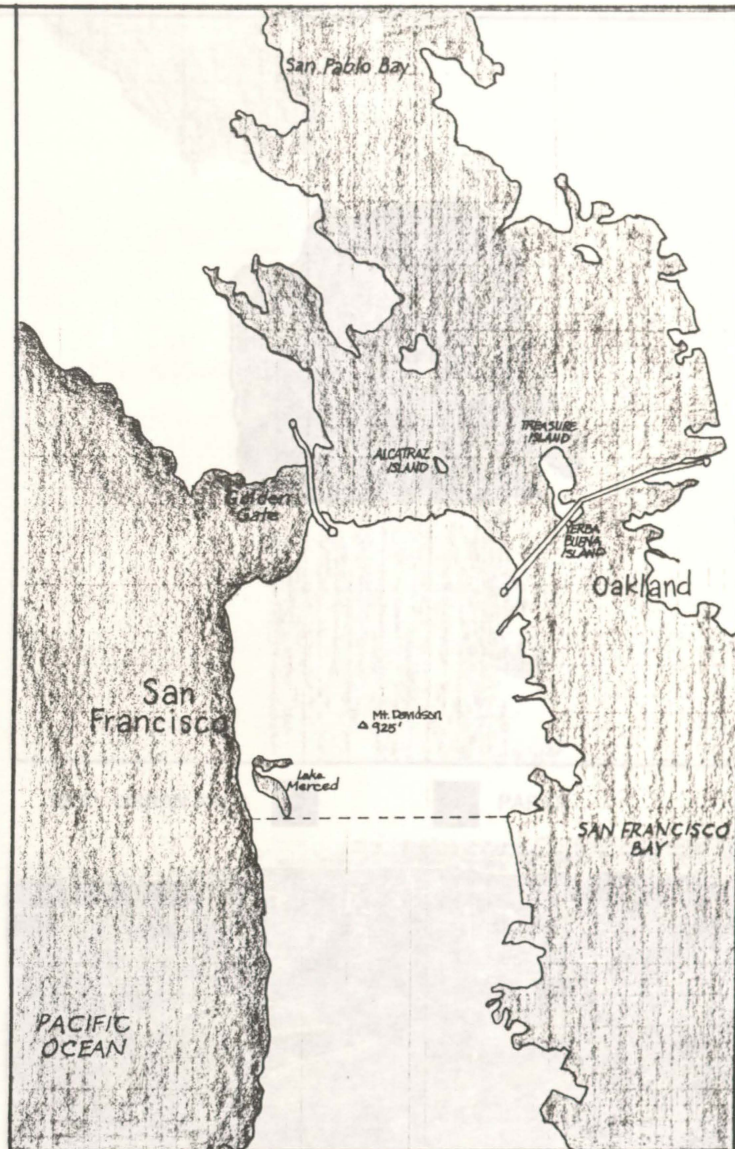
Winter in San Francisco is rainy and mild, the summer is foggy and cool, and the autumn is sunny and warm. The average minimum temperature is 51 F with a maximum of 63 F. The mean rain fall which occurs almost all between November and April is 21 inches. The most outstanding characteristic of the weather is the summer fog which lies over the city until midday.



ON THE RIM OF THE GOLDEN GATE



The famous entrance to San Francisco Bay, the Golden Gate, photographed by Ansel Adams in 1932 before the construction of the bridge.



NATURAL CONTEXT

NORTH ↑ SCALE 1" = 3mi.

San Francisco is a city of contrasts. It is a city of hills and valleys, of steep streets and wide highways. It is a city of old-world charm and modern amenities. It is a city of diverse cultures and languages, of people from all over the world who have found a home in this beautiful city. The city's history is rich and varied, with a long and proud tradition of maritime trade and exploration. Today, San Francisco is a global city, a hub of innovation and creativity, and a place where the past meets the future.

CITY HISTORY

The city's history is a story of resilience and growth. From its early days as a small settlement to its rise as a major port city, San Francisco has overcome many challenges and emerged as a world-class metropolis. The city's unique geography has shaped its development, with its steep hills and winding streets creating a distinctive urban landscape. The city's cultural heritage is a blend of European, African, and Asian influences, creating a vibrant and diverse community. Today, San Francisco is a city that values its history while embracing the future, and a place where the past continues to inspire the present.

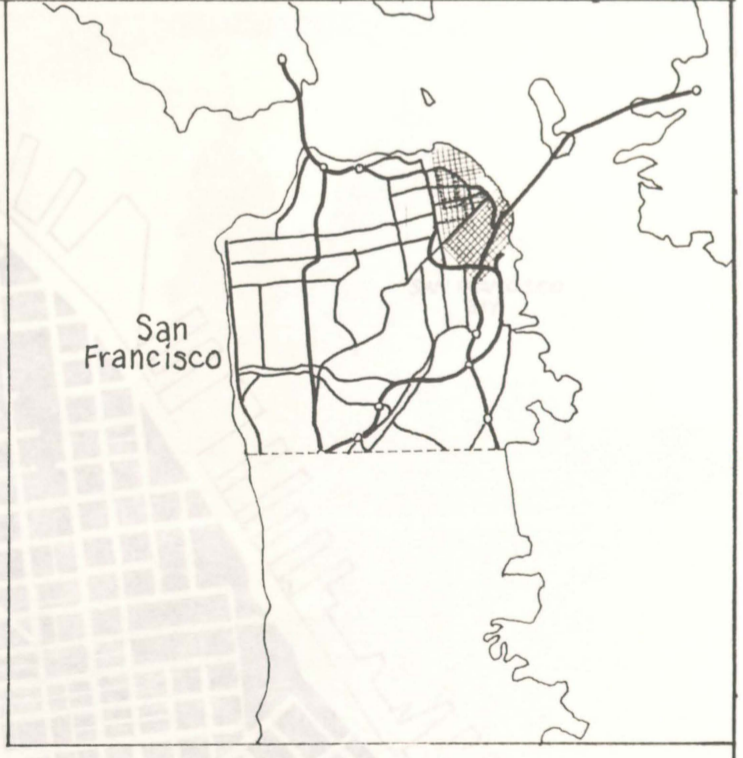
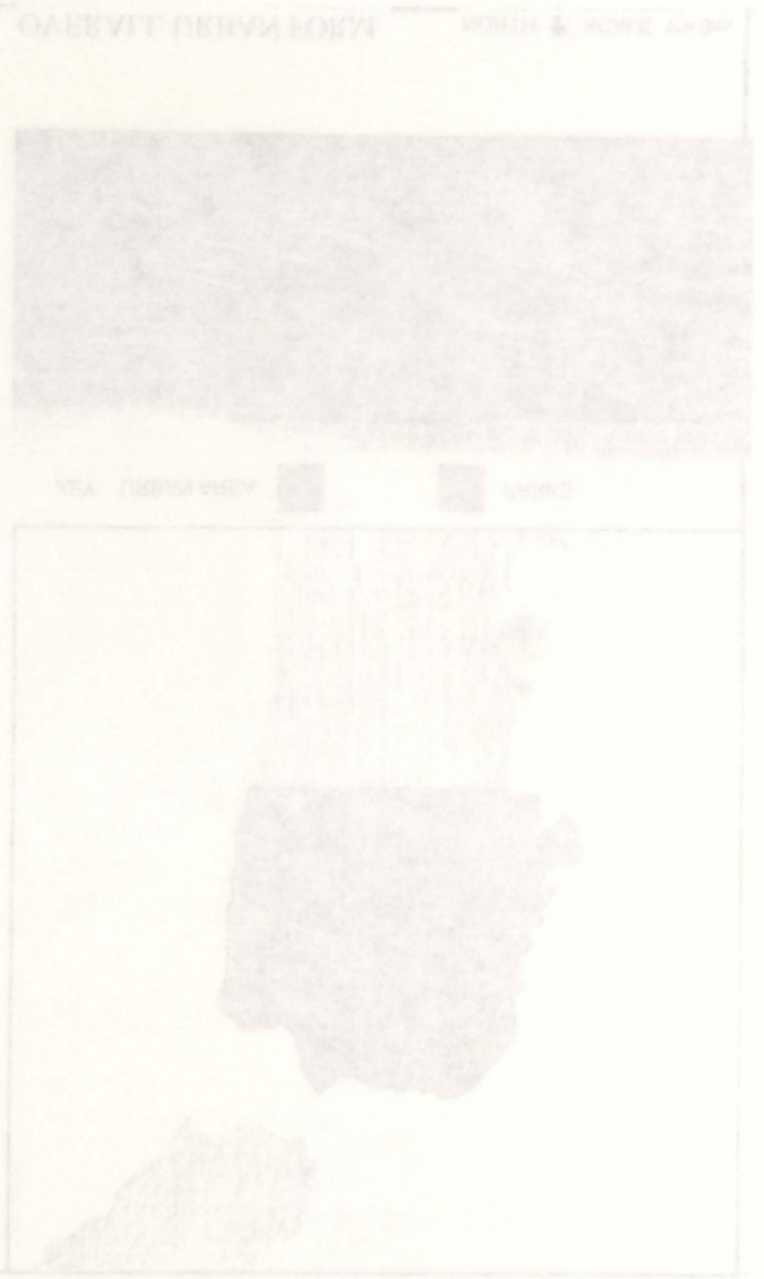
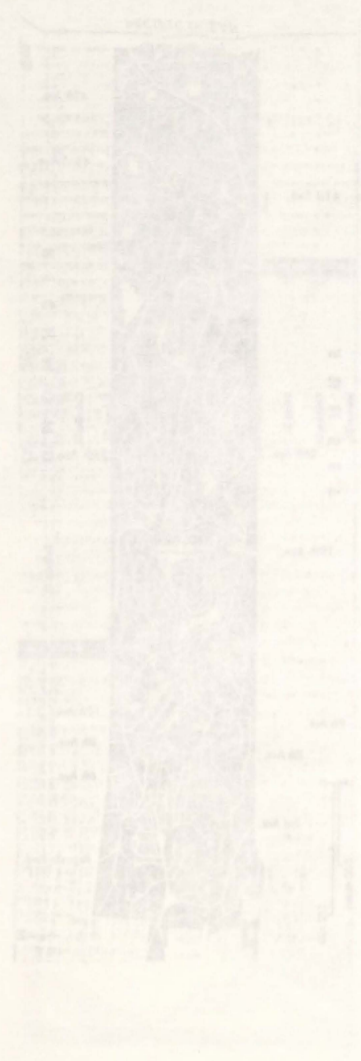
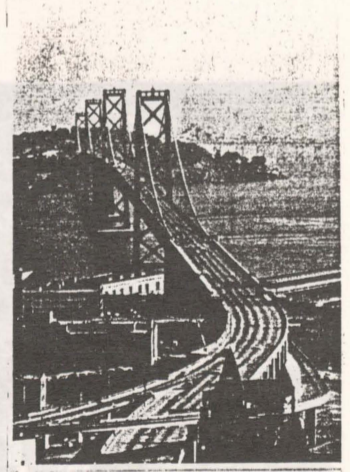
THE CITY TODAY

SAN FRANCISCO, CALIFORNIA

The city functions as the administrative center of the bay area, providing local services for many regional transportation, communication and government organizations. Early settlers laid a grid over the hills, and the right-angle layout of the streets and roads was a departure for the mountainous terrain.

San Francisco's city streets are laid out in a grid pattern. There are some 846 city streets in the county. Even on the cities hills no real problems are caused by the street layout. A major problem does occur with the commuters coming into San Francisco. Access from its commuter towns is largely by freeways that are highly congested at rush hour. Travel from the east bay cities of Oakland and Berkeley and from Marin County to the north is over two great overburdened bridges. The four and a half mile San Francisco-Oakland Bay Bridge and the orange red Golden Gate Bridge leading north to Marin County.

San Francisco is situated at the head of a peninsula, and it has always been a dead end for rail traffic. San Francisco does offer a Municipal Railway system that utilizes street cars, trolley buses and motor buses to serve the metropolitan area. There is also the BART (Bay Area Rapid Transit) which is a tri-county intercity mass transit rail service for the bay area. BART operates through an underwater tube three and a half miles long, and is part subway and part elevated. It is comfortable, computerized, and runs at speeds averaging 80 miles an hour.



PRIMARY CIRCULATION SYSTEM

NORTH ↑ SCALE 1"= 3mi.

PLAN OF
SAN FRANCISCO

1850

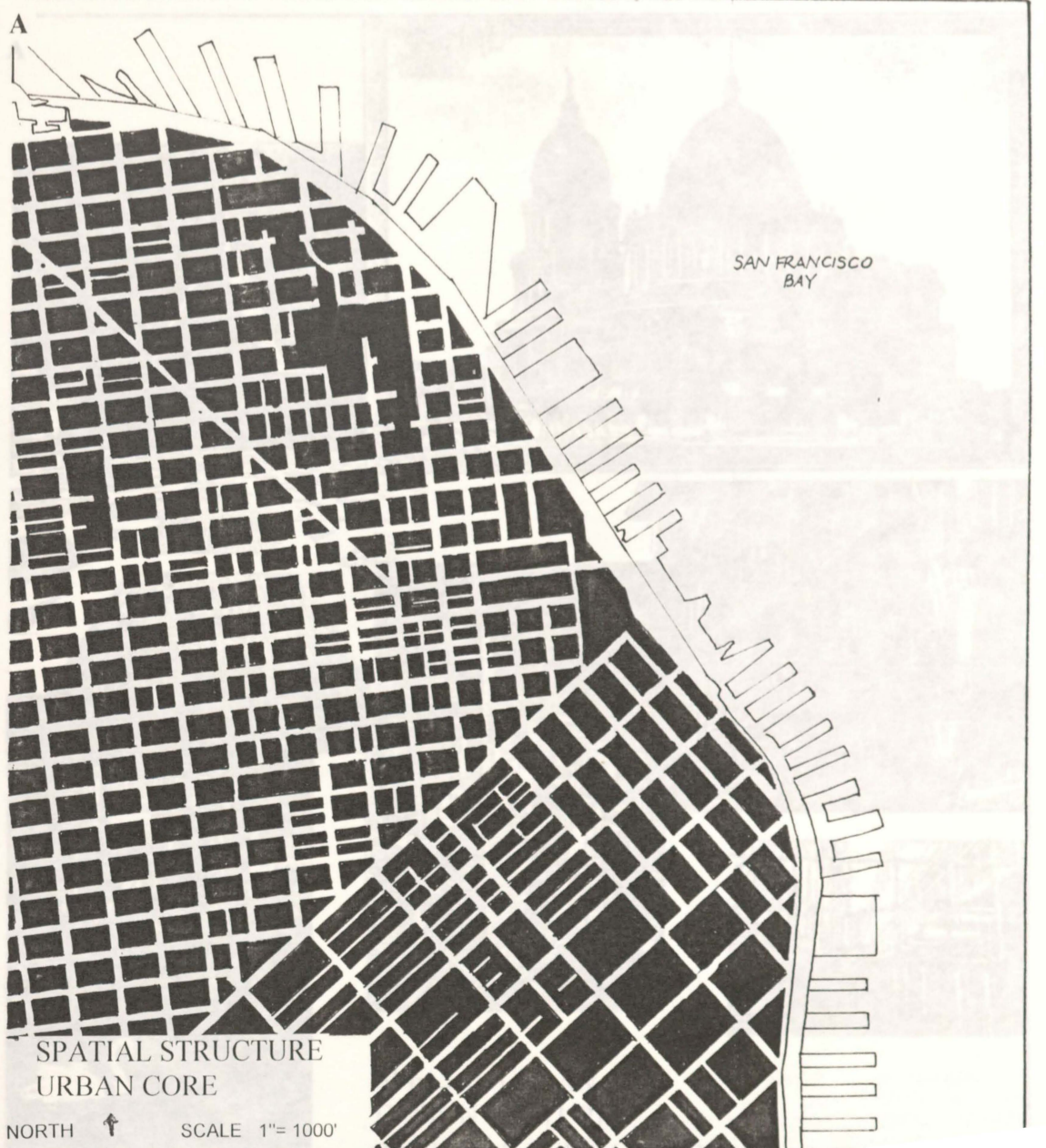


San Francisco, California
The city functions as the administrative center of the bay area, providing head quarters for many financial, transportation, manufacturing and government establishments. Early planners laid a grid over the hilly terrain. The right angle layout of the streets and blocks with a disregard for the contour of the hills has given the city its character. Because of the grid layout the city has delineated its different neighborhoods (Glen Park, Potrero, Mission, Sunset, Richmond, Pacific Heights, Chinatown, etc.), each of which having a distinct character of the hills and the cultural landmarks. The city has 3,145 acres of parks, 93 local parks, and 9 county parks. Most of which fit within the city's grid. As a visitor it is difficult to lose your bearings, making the city a very legible area.

SAN FRANCISCO, CALIFORNIA

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SPATIAL STRUCTURE
URBAN CORE
NORTH ↑ SCALE 1"= 1000'



SAN FRANCISCO, CALIFORNIA

San Francisco is a city with much to offer. For some it is the cities magnificent vistas. The downtown skyline, the great bay, and it's spanning bridges, the entrance to the Golden Gate, glimpsed the woods of the Lincoln Park and Land's End and the beautiful ocean coast line. For others, San Francisco is a city of hills, 53 both large and small. Atop of which sit great landmarks. The Grace Cathedral, the Mark Hopkins and Fairmont hotels atop Nob Hill; Coit tower rising from the top of Telegraph Hill; the massive white cross at the crest of Mount Davidson. San Francisco's most famous landmarks are it's cable cars have been in use since 1873. The lesser known elevations are crowned by parks, homes, and public buildings. Lone Mountain is even the site for a small college campus. No one can fail to be impressed by the number, size and in some cases the frightening steepness of the cities hills.

There is also great architectural variety in San Francisco. The golden Gate and Bay bridges, the pyramid-shape of the Transamerica Building. There are a multitude of churches that range from the Old-California Spanish Style of Mission Dolores, to Romanesque Saint Peter and Saint Paul, to the neo-Byzantine Temple Emmanu-El. There is the French Renaissance design of City Hall and the War Memorial Opera House, The ornate corinthian columns of the Palace of the Fine Arts, The Ancient pagoda style facades in the heart of Chinatown. You can't travel more than a few blocks in the city without seeing something different and unusual in its urban design.

San Francisco is the most densely populated county in the state. It has the second lowest proportion of native born Californians in the state. The median age is 34, and the largest ancestry groups are Asian and Pacific Islander.

The demography of the gold rush city was summed up concisely in an advertisement that stated it could transact business in the English, French, German, Spanish, and Italian languages. San Francisco remains one of the two most European cities in America, the other being New Orleans. It surely is the most Mediterranean, the Italians have remained the dominant European Minority, followed by the Germans Irish, and British.

The Blacks, 33% of the overall 1,674,349 persons, since the 1980's have an increasing number of men and women that have become prominent in the cities life, and have won many elected offices.

The Chinese are concentrated in Chinatown and are said to be the largest Chinese community outside of Asia. The Chinese comprise 22% of the counties population.

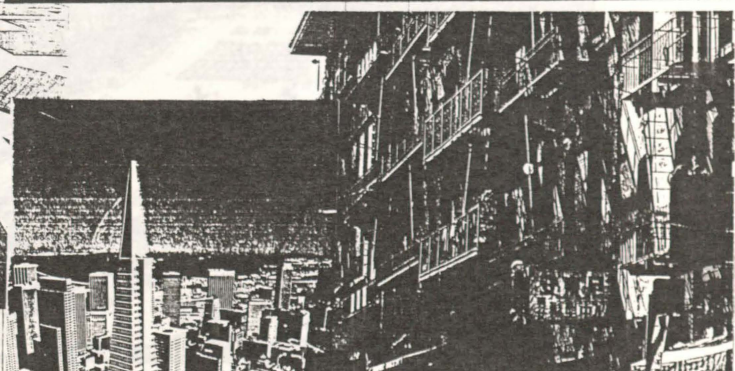
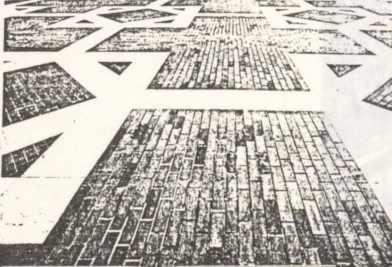
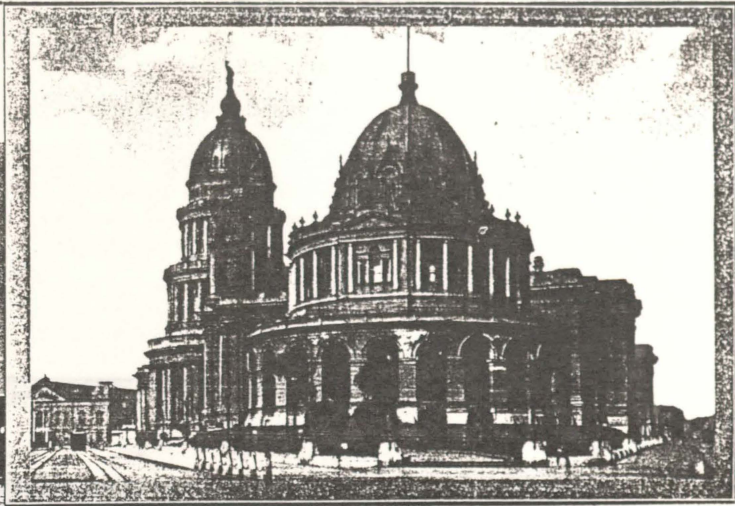
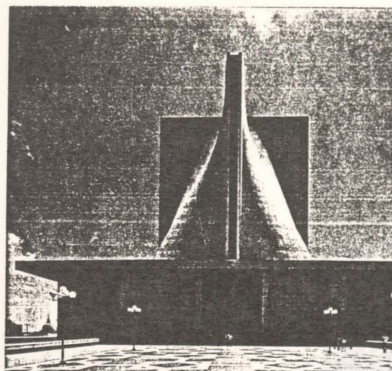
The Filipino community has grown remarkably since the second world war. They are spread throughout the city and are active politics, education, and business. They are known for their high literacy rate, and their love for the arts and music.

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SPECIAL URBAN
DESIGN FEATURES &
PRINCIPLE DEMOGRAPHICS

KATIE M. BLANKENHORN
SEPTEMBER 20, 1994
LANDSCAPE DESIGN STUDIO
LEONARDO ALVAREZ



...the design of the waterfront development...
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SAVANNAH, GEORGIA

SAVANNAH, GEORGIA

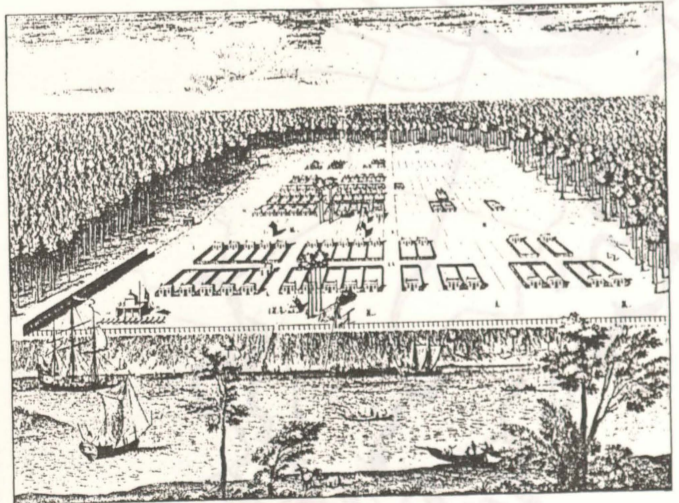
SAVANNAH, GEORGIA

Natural Context

Chatham County is located in southeast Georgia. The city of Savannah is situated on the coast of the Atlantic Ocean. Savannah is located on the Savannah River. Chatham County is geologically divided into two major areas. The first is the Coastal Plain, which is composed of Cretaceous, Paleogene, Neogene, and Quaternary deposits. The second is the Piedmont, which is composed of Paleozoic and Mesozoic rocks. The area also contains limestone and other rock types associated with its geology. Savannah is located in the Southeastern Climatic District. Temperature ranges from approximately 60-85 degrees Celsius. The most natural vegetation types are Longleaf, Loblolly, and Slash Pine.

Principal Demographics

The approximate population of Savannah is 200,000 metropolitan, and 127,000 city. The density is averaged to about 100 people per square mile. 64.0% of the population live in the urban area, leaving only 3.1% rural area. The metropolitan area is highly industrialized. The principal product manufactured are: Paper, refined sugar, and bread, super phosphates, synthetic nitrogen, asphalt roofing and other petroleum products, cable wire, paint pigments, metal containers, processed seafood, wood products, trailer-truck bodies, and aircraft. Also ship building and repair. Major exports are: Lumber, coal, steel, paper products, fertilizers and machinery. Major imports are: Petroleum products, livestock, clothing, and, goods from, 12000000, and raw sugar. Savannah is a major industrial manufacturing center.





SAVANNAH, GEORGIA

SAVANNAH, GEORGIA

Natural Context

Chatham County is located in southeast Georgia. The city of Savannah actually lies on the coast of the Atlantic Ocean. Downtown Historic Savannah is located on the Savannah River.

Chatham County is geologically divided into two, almost even parts. The inland half is composed of Coxville, Portsmouth, Bladen Half and Bog soils. The coastal half is mostly made up of Leon and Bladen and Loamy sands. The area also contains limestone and other rock types associated with its closeness to the ocean.

Savannah is located in the Southeast Climatological District. Temperature ranges from approximately 55-85 degrees Celsius. The main natural vegetation types are Longleaf, Loblolly, and Slash Pines.

Principal Demographics

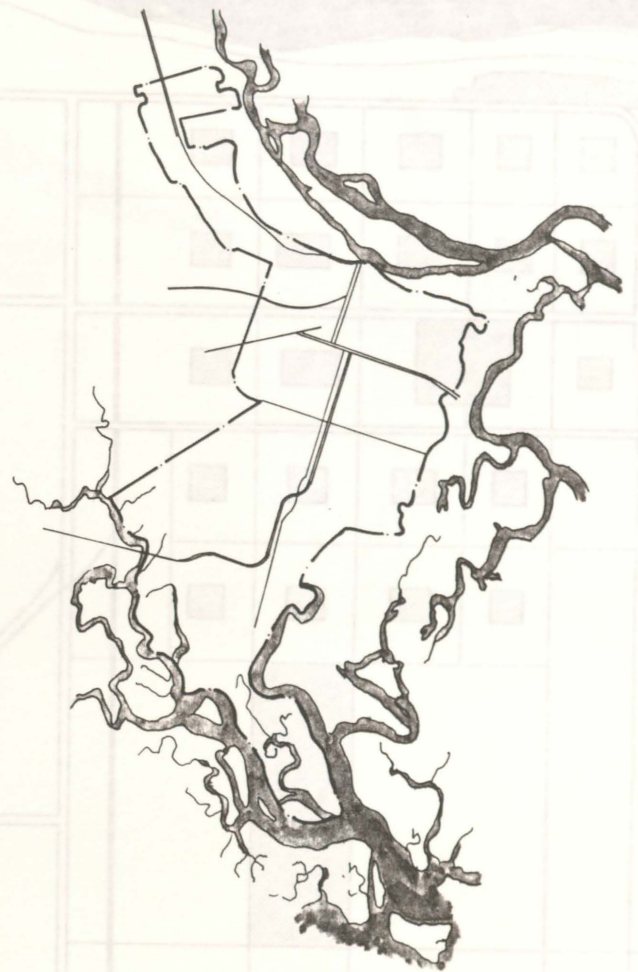
The approximate population of Savannah is 242,622 metropolitan, and 137,560 city. The density is averaged to about 500 people per square mile. 94.9% of the population live in the urban area, leaving only 5.1% in the rural.

The metropolitan area is highly industrialized. The principal products manufactured are: Paper, refined sugar, wall board, super phosphates, synthetic nitrogen, asphalt roofing and other petroleum products, edible oils, paint pigment, metal containers, processed seafood, wood products, trailer-truck bodies, and aircraft. Also ship building and repair.

Major exports are: Lumber, naval stores, paper products, fertilizers and machinery.

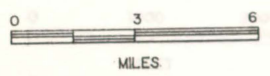
Major imports are: Petroleum products, titanium dioxide ore, gypsum rock, Chilean nitrates, and raw sugar.

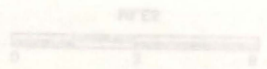
Savannah is a major land-water transshipping center.



SCALE 1" = 1000 FEET

SCALE 1" = 3 MILES





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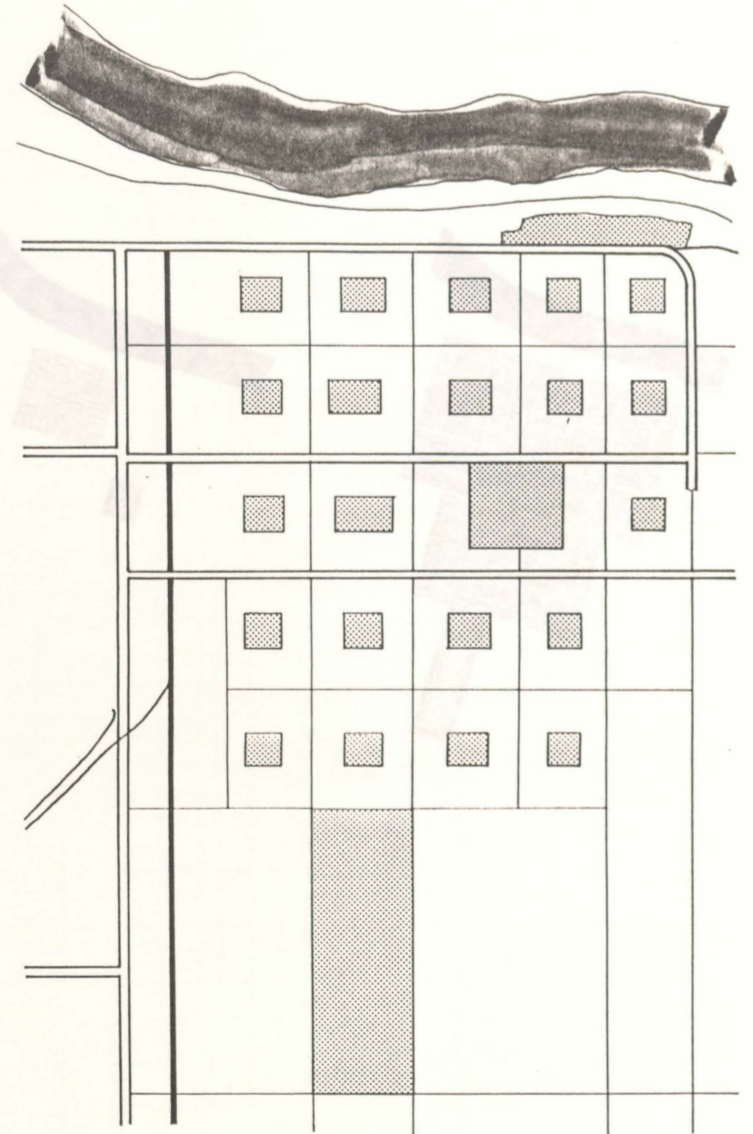
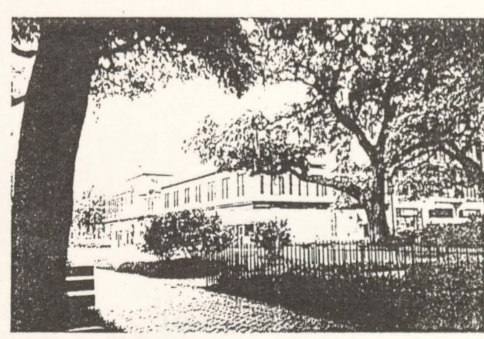
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SAVANNAH, GEORGIA

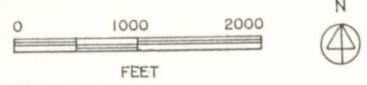
SAVANNAH, GEORGIA

Overall Urban Form

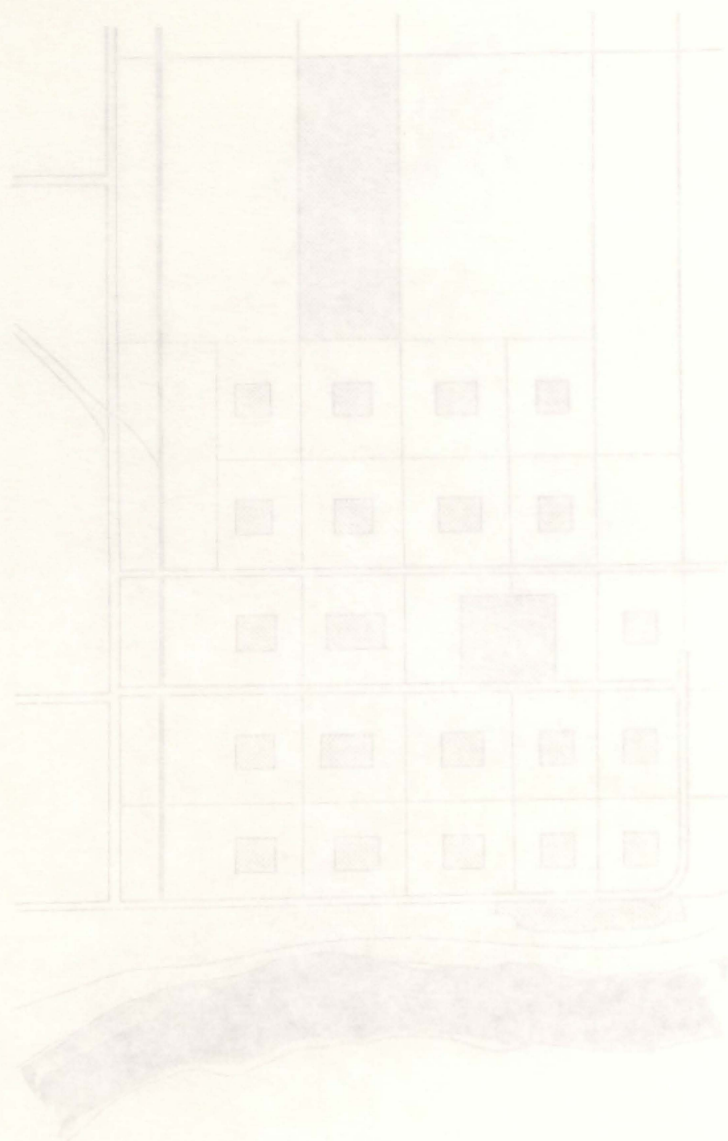
The overall form of Savannah evolved from the original layout in 1733, by James Edward Oglethorpe. Oglethorpe was commissioned by King George II to create a colony that would produce silk. The purposely located Savannah on the latitude as Jerusalem, thinking that they would have the same climates, ultimate for silk production. The founders found out quickly that the climates are not even close to being the same. Oglethorpe created a plan for the city of Savannah that took the shape of a grid. This is how the downtown area remains today. Growth of the city followed this form for a while, but eventually got away from the grid system and evolved into the shape it is today.



SCALE 1" = 1000 FEET OVERALL URBAN FORM



Source: Savannah, Georgia, James Edward Oglethorpe, Royal Governor
Source: King George II, The Georgia Colony
Arch. 1733, The Savannah of Georgia, 1733-1734
2000, used with the permission of the author.



SAVANNAH, GEORGIA
The Savannah River is a major waterway in the Southeastern United States. It is a tributary of the Atlantic Ocean and is one of the longest rivers in the United States. The river is 349 miles long and flows through Georgia, South Carolina, and North Carolina. It is a major source of water for the region and is used for a variety of purposes, including agriculture, industry, and recreation.

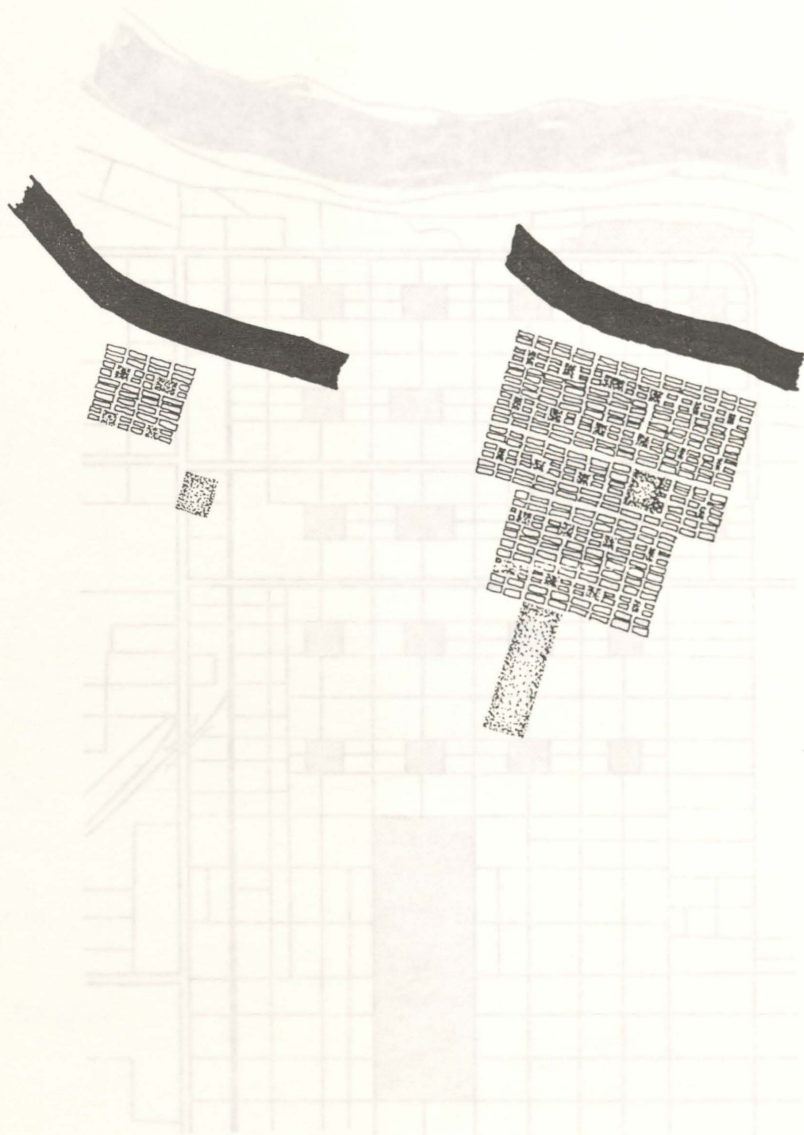
SAVANNAH, GEORGIA

SAVANNAH, GEORGIA

SAVANNAH, GEORGIA

Special Urban Design Features

In 1733, when Oglethorpe designed Savannah, he was concerned about the human environment. He felt it important to have a plan for building a colony of settlers among soldiers. The basic layout of the original Savannah area was uniform 50' by 90' lots. These lots were arranged around open squares that were to serve as the centers for the neighborhood. Today these open squares still serve as a central focus, tying the surrounding blocks together. The lot filled with very old Live Oaks and Palmettos. Spanish moss draped from beautiful old trees. These parks almost take you back to the founding days. Movement throughout the city is by way streets and alleys. They run N-S and E-W. The alleys divide most of the blocks in half for purposes of private streets, pedestrian walkways, etc.



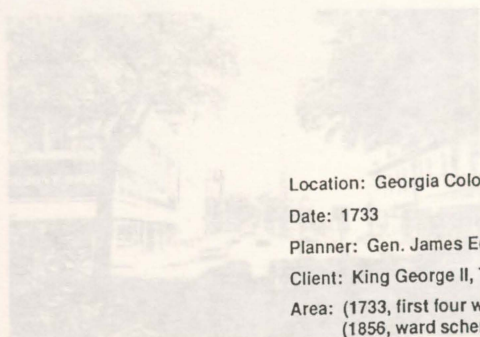
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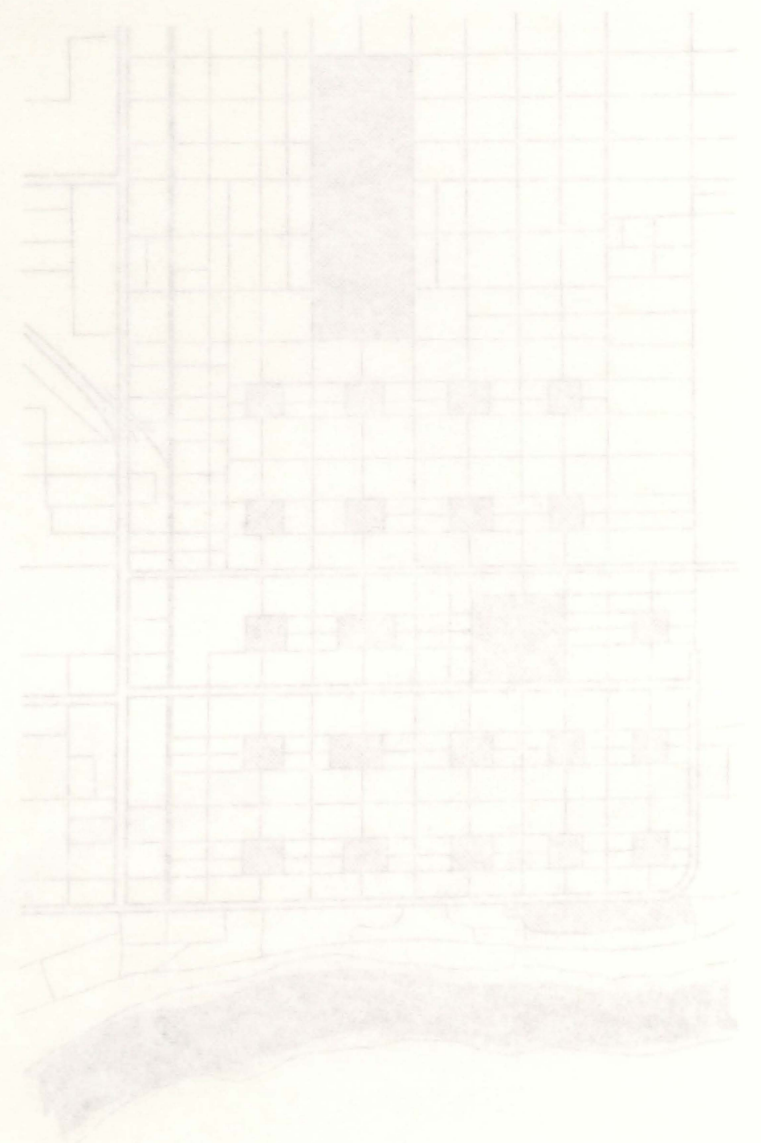
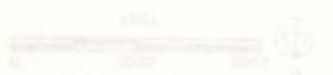
Location: Georgia Colony
Date: 1733
Planner: Gen. James Edward Oglethorpe, Royal Governor
Client: King George II, The Georgia Colony
Area: (1733, first four wards) 44.5 acres / 18.1 hectares
(1856, ward scheme abandoned) 320 acres / 130 hectares



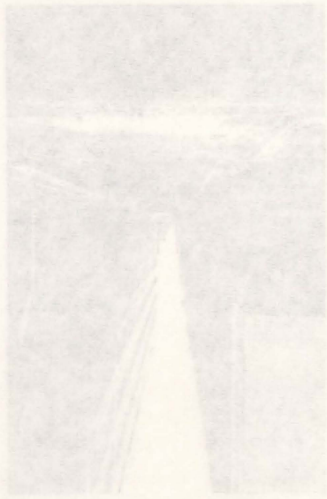
The project is a multi-phase development of a new urban center in Vancouver, British Columbia. The first phase involves the construction of a new office building, which will serve as the anchor for the development. The second phase involves the construction of a new residential building, which will provide housing for the city's growing population. The third phase involves the construction of a new public building, which will provide a focal point for the community. The project is a prime example of urban renewal and development in a major city.



PROJECT ARCHITECTURAL DEVELOPMENT
 PHASE 1 - 1990-1991



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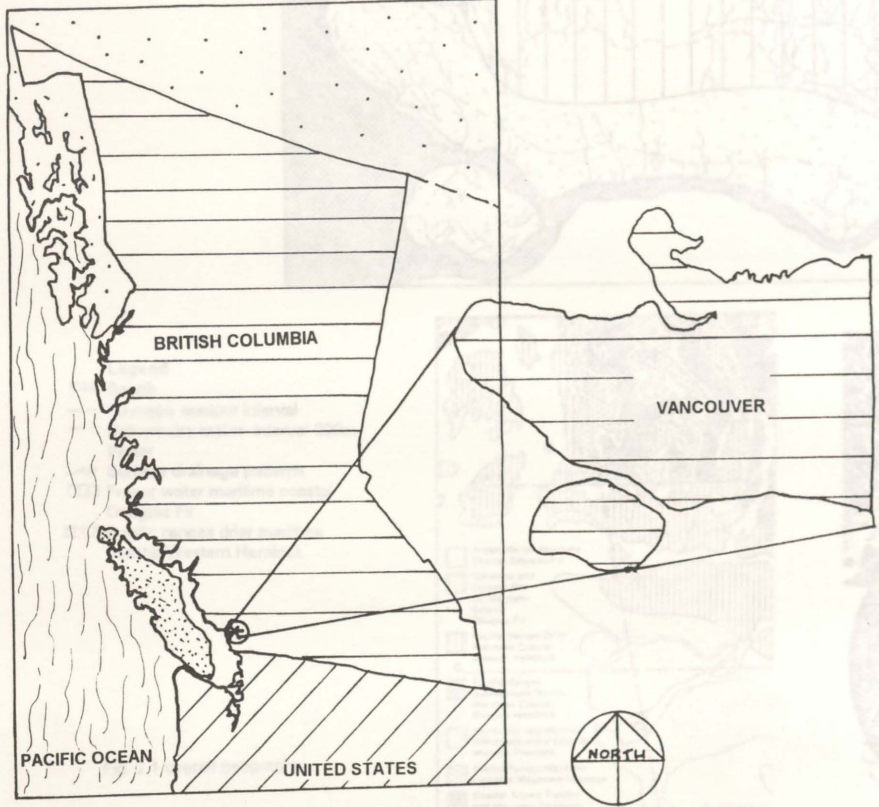


ARCHITECTURAL DEVELOPMENT

VANCOUVER, B.C.

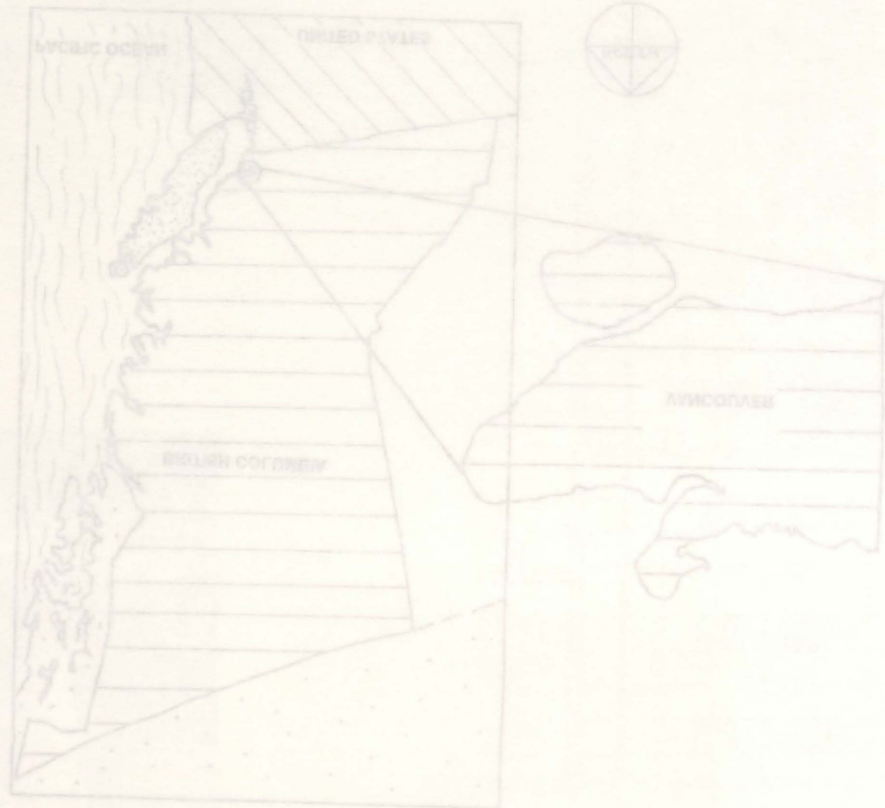


VANCOUVER, BRITISH COLUMBIA



CANADA'S GATEWAY TO THE PACIFIC

James A. Rymph
 29 Sept. 1994 Fall Quarter
 LAR 318 Professor Alvarez



ГЛАВНОЕ УПРАВЛЕНИЕ
 ГОСУДАРСТВЕННОЙ
 ТЕРРИТОРИИ

ТО THE PACIFIC
 CANADIAN SYSTEM

СОГЛАСИЮ
 БРИТАНСКОГО
 КОЛОНИАЛЬНОГО

VANCOUVER, B.C.

GEOGRAPHY

Vancouver, Canada's third largest city, is located in the extreme SW corner of British Columbia, 30 miles north of Washington state. This peninsula off the Pacific lies at the base of the western Canadian Cordillera mountain range.

The area is generally comprised of rugged mountains and dissected plateaus. Continual regional compression, characterized by faulting, folding, and uplifting, has largely been responsible for creating the region's characteristics. Volcanic activity and the deposition of igneous rock has also enhanced the topographical variation.

Coupled with glacial erosion and deposition, these processes created the interlocking arms of the sea with mountainous peninsulas and islands that comprise the essence of Vancouver's natural setting. Along with mountains water bodies are formed. Three present day water bodies, the Strait of Georgia, Burrard Inlet, and Fraser River, comprise the enveloping aquatic structure of the Vancouver region.

WEATHER

Mountain ranges to the north rise to 4000' in elevation, remaining snowcapped most of the year. However, the climate of the more densely inhabited plateau is comparable to Seattle, Washington. Rarely over 80°F in summer and only a few days below freezing in winter. Damp, rainy winters are more common than cooler snow covered winters.

Since Vancouver is surrounded by mountain ranges high and low pressure systems continually interface around Vancouver to create considerable variations in weather conditions. Because of these natural elements, overcast days are common but rainfall is only 59" annually. This figure is compatible to the climate precipitation in Athens.

Average number of sunshine hours per day for each month of year

January	3
February	3
March	4
April	4
May	11
June	7
July	7
August	8
September	6
October	3
November	2
December	1
Total number of sunshine hours in a year:	1,800 hours.

VEGETATION

Vegetation in this region is dominated by conifer forest. Douglas Firs were the first tree species to evolve in the landscape. Throughout open grasslands and sedge areas between the Firs grew the next successful generation of tree species, Cedars and Hemlocks. Hemlocks now dominate the lowland plains (metropolitan Vancouver area). Douglas Fir still dominates the mountainous areas where fire did not cause past environmental disturbances. This outcome is because Douglas Firs can withstand the more severe weather of the higher mountain region.

Deciduous trees are usually found naturally only where fires, disease, or flooding occurred. Presently, deciduous plant materials are cultivated in the urban landscape, as contrast to the conifer dominated forests of the mountain region.

Different species tend to dominate different elevations, therefore the landscape can be separated into zones of vegetation and geology. These zones are marked by physiographic, climatic, hydrologic, and vegetative characteristics. Fig. 1.2 shows the principal zones.



- Legend**
- Beach
 - 50 meter contour interval
 - Bathymetry meter-interval 200m
 - Water
 - Surface drainage patterns
 - Fraser water maritime coastal Douglas Fir
 - Pacific ranges drier maritime coastal Western Hemlock

Fig. 2.1 overall geography

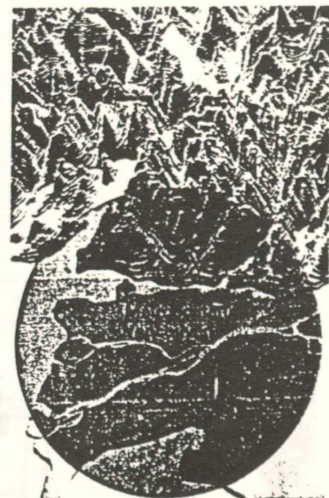
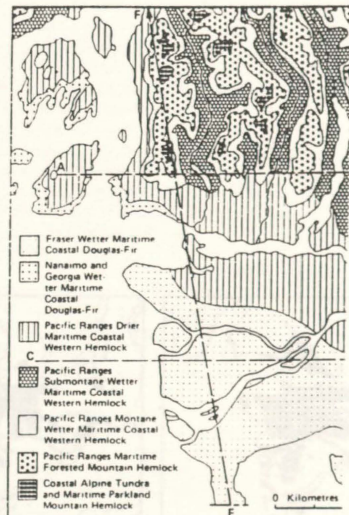


Fig. 1.1 displays a general picture of Vancouver's natural terrain.

NATURAL CONTEXT

SCALE: 1" = 3 SQUARE MILES



SCALE 0 1 3 6





URBAN CONTEXT

Urban form of Vancouver is that of a peninsula of east-west orientation. Natural features (water bodies, mountains) have given distinct boundaries for the original settlement's expansion. Fig. 1.3 displays the original settlement of Gastown.

Vancouver's outlying municipalities grew faster than the central city after the introduction of the automobile. This is a common condition for North American cities. The result of the sporadic development is the large amount of suburban spaces which dominate the greater Vancouver area.

Since Vancouver was established the city has been the financial, commercial, and industrial center of British Columbia. Most large industries and businesses have their western headquarters in Vancouver. Overall Vancouver's success has been attributed to its seaport industries and the economic opportunities that have stemmed from manufacturing and forest resources.

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Fig. 1.3 overall city formation

Legend: Parks/green spaces, University, Cemetery, Golf course, Water, Expo '86 site, Airport



VANCOUVER, B.C.

URBAN FORM

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Vancouver today is a solid mass of city buildings, streets, and suburban developments separated by networks of streets and roadways. Parks, cemeteries, golf courses and other green spaces are intermittently spaced throughout metropolitan Vancouver. A more in depth analysis of the green spaces will be discussed in later text.

HISTORY

Vancouver, British Columbia, leading Canadian seaport of the Pacific Coast, originally was explored by British sea captain George Vancouver in 1792. Vancouver surveyed the land to the west but it wasn't until 1862 that the first white settlers-John Morton, Sam Brighthouse, and William Hailstone-received a grant for a lot which is now the West End of the city. From this land a sawmill village grew in the seaside area and was officially named Gastown. A few years later the settlement was officially named Granville after a British Lord Granville.

In June 1886 the settlement was almost completely destroyed by fire, but was rapidly rebuilt by the time the first transcontinental passenger train arrived in May of 1887. The city continued rapid growth as train and maritime travel greatly increased the city's importance for timber harvesting and as an international harbor. The opening of the Panama Canal in 1914 made European markets more accessible to ships sailing from West Coast Ports.

Since Vancouver was established the city has been the financial, commercial, and industrial center of British Columbia. Most large industries and businesses have their western headquarters in Vancouver. Overall Vancouver's success has been attributed to its seaport industries and the economic opportunities that have stemmed from manufacturing and forest resources.

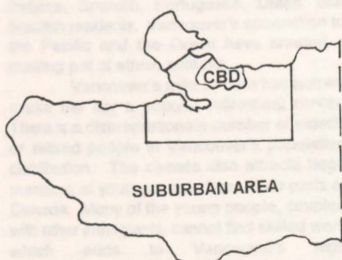
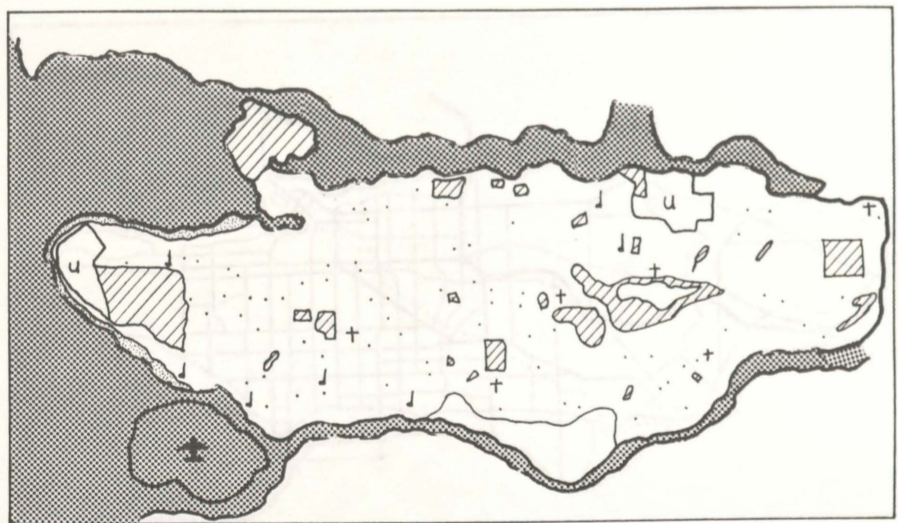
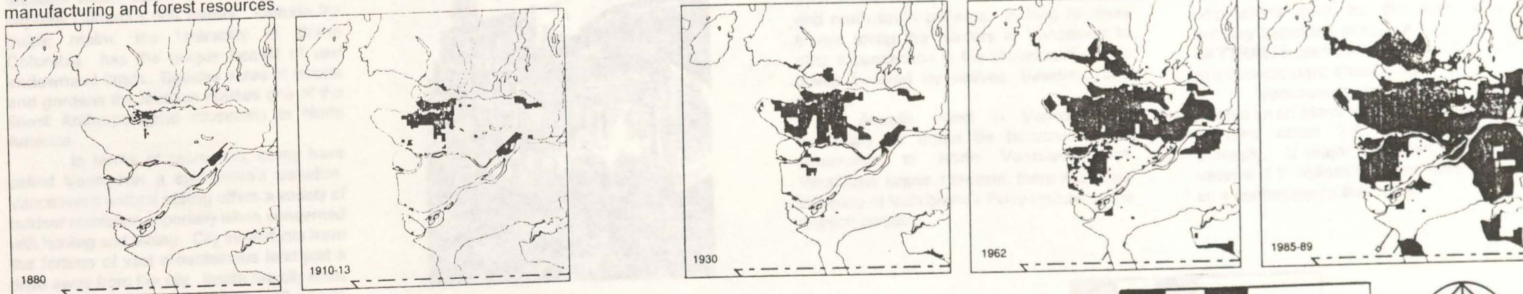


Fig. 1.3 overall city formation

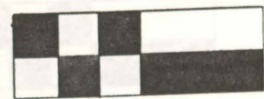


Legend: Parks/green spaces, University, Cemetery, Golf course, Water, Expo '86 site, Airport



OVERALL URBAN FORM

SCALE: 1" = 3 SQUARE MILES



SCALE 0 1 3 6

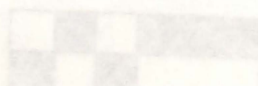


Fig. 1.4 Population growth since 1891.

Year	Population
1891	13,709
1911	106,434
1921	163,220
1931	246,593
1951	343,833
1971	422,278
1986	1,380,000
1991	1,602,502



ЛАНДШАФТ В'С

VANCOUVER, B.C.

POPULATION

For a population census Vancouver uses their city boundaries as a the cutoff points for the population figures. The land area would approximately be 16 mile radius if the boundary was circular. Fig. 1.4 displays Vancouver's population expansion throughout the 20th century.

In the last 3 years Vancouver's population has exceeded 1.5 million. Vancouver is recognized as the 3rd largest city in Canada behind Montreal and Toronto. Of Vancouver's population, 70 percent of the inhabitants were born in Canada. Of the ancestral groups people of British descent are the largest group. The other large ethnic groups are from Irish, German, French, or Chinese descent.

The Chinese population is the fastest growing of the various groups. Presently, Vancouver has the largest Chinatown in North America besides New York and San Francisco. This fact is partially due to the Pacific connection of the Canadian Railway in Vancouver's early stages.

Other immigrant groups have helped give Vancouver a strong international flavor. These groups include: Italians, Greeks, East Indians, Spanish, Portuguese, Dutch, and Scottish residents. Vancouver's connection to the Pacific and the Orient have created a melting pot of ethnic cultures.

Vancouver's mild climate has helped make the city a popular retirement center. There is a disproportionate number of elderly or retired people in Vancouver's population distribution. The climate also attracts large numbers of young people from other parts of Canada. Many of the young people, coupled with other immigrants, cannot find skilled work which adds to Vancouver's high unemployment rate. Even though a foreign city, Vancouver's population diversity is similar to that of American cities.

INDUSTRY

Greater Vancouver ranks as the most important Canadian industrial center west of Ontario. There are approximately 2000 factories in the greater Vancouver region. The areas leading industries are food processing and lumber related products. Petroleum products are also important to Vancouver's industrial strength. Vancouver's year-round port handles more dry tonnage of goods than all 5 U.S. west coast ports.

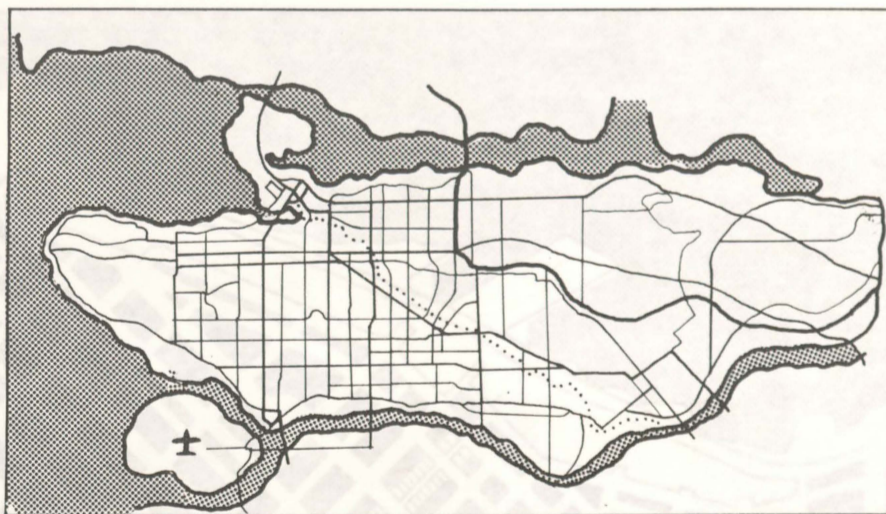
PARKS AND RECREATION

Vancouver has 5 major regional parks and about 150 local parks and greenways. The most notable of these is Stanley Park located on the tip of a peninsula in the extreme northwest of the city. Stanley Park consists of 1000 acres of forested land along with a zoo, numerous ornamental gardens, and one of North America's largest aquariums. The park also contains picnic areas, woodland trails, playgrounds, scenic viewpoints, and the MacMillan-Blodell Conservatory.

Queen Elizabeth Park is worldly noted for its flowers and amazing views of the city and it's backdrop. Along with parks there are art galleries, museums, planetariums, and theaters which adorn the city in efforts to capture Canada's rich history. Outside the public realm, the University of British Columbia has the unique benefit of vast endowment lands. Besides acres of forests and gardens the location houses one of the finest Anthropological museums in North America.

In terms of recreation, many have called Vancouver a sportsman's paradise. Vancouver's natural setting offers a variety of outdoor recreation especially when concerned with hunting and fishing. City inhabitants have the fortune of vast mountainous land just a drive away from the city. Inside the city limits there are 7 golf courses within a 20 minute drive from the downtown district.

Along with sports participation there are alternatives to active recreation. For mass entertainment there are four professional sports teams that give the option of nighttime sports viewing to the inhabitants of Vancouver.



- Transcontinental highway
- Major highway
- Streets/Avenues
- ✈ Airport
- ⋯ Skytrain
- Water transport



AUTO AND MARINE TRANSPORT

Vancouver's largest roadway, the TransCanada Highway, connects Vancouver to other Canadian cities to the east. Major highways connect Vancouver to North Vancouver, South Vancouver, and other areas disseminated by water through the construction of bridges. The most famous and important bridge in Vancouver being the Lions Gate which connects Stanley Park to West Vancouver.

The majority of minor streets and avenues are aligned in a network of east-west and north-south patterns. A long roadway travels along the borders of Vancouver to offer a connection to the shores and scenic drives beloved by natives, travelers, and tourists.

Aquatic travel in Vancouver is necessary for urban life because of the connection to North Vancouver and Vancouver Island. However, there is a major influence of Vancouver's Ferry system on the tourism industry.

RAIL AND AIR TRANSPORT

Vancouver is well served by railways and highways on both the local and regional levels. Railroads were the first constructed networks for mass circulation. The following discussion of transportation will deal with facilities existing in the 1990's. The Canadian Northern Pacific Railway (now CB Rail) and the western terminal of the Canadian National Railway run along the outskirts of the city with its major hubs in the industrial zones.

A pedestrian-only train, SKYTRAIN, was constructed for movement of the populations from the downtown area to outlying suburban areas. A large success, SKYTRAIN is considered as one of the world's most scenic rapid transit lines.

Vancouver International Airport, located on an island southwest of Vancouver, handles about 2.9 million passengers annually. 3 major Canadian airlines and several U.S. airlines use Vancouver's airport as a connection to the Orient.

CIRCULATION

SCALE: 1" = 3 SQUARE MILES



SCALE 0 1 3 6



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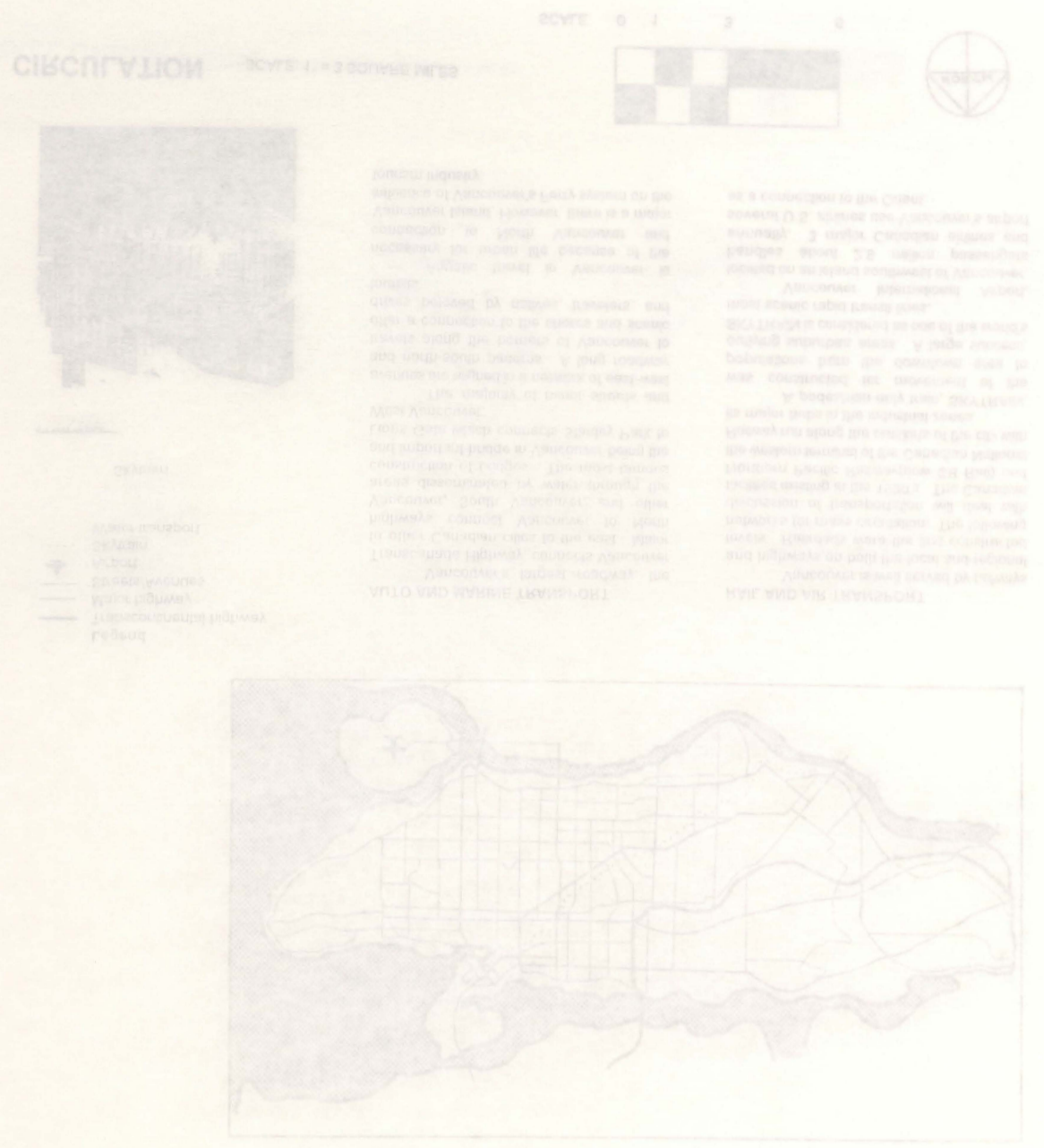
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ЛВИСОПЛЕВ' В'С'



VANCOUVER, B.C.

GENERAL DESCRIPTION

The urban core of Vancouver is located at the original settlement of Gastown, directly southeast of Stanley Park. The street patterns of the downtown area are arranged in typical style where horizontal roads make 90° angles at points of intersection. These points of intersection are generally termed nodes.

Between the streets are the city blocks which are rectangular in shape and generally range between 5000-6000 square feet. The blocks are arranged in a grid pattern with few variations in the downtown area. Once out of the CBD the pattern becomes much more irregular.

URBAN FEATURES

The CBD is surrounded on 3 sides by water, the fourth being connected to the greater Vancouver area. Stanley Park is to the northwest and is comparable in size to the urban core. The urban core is roughly 15 blocks squared.

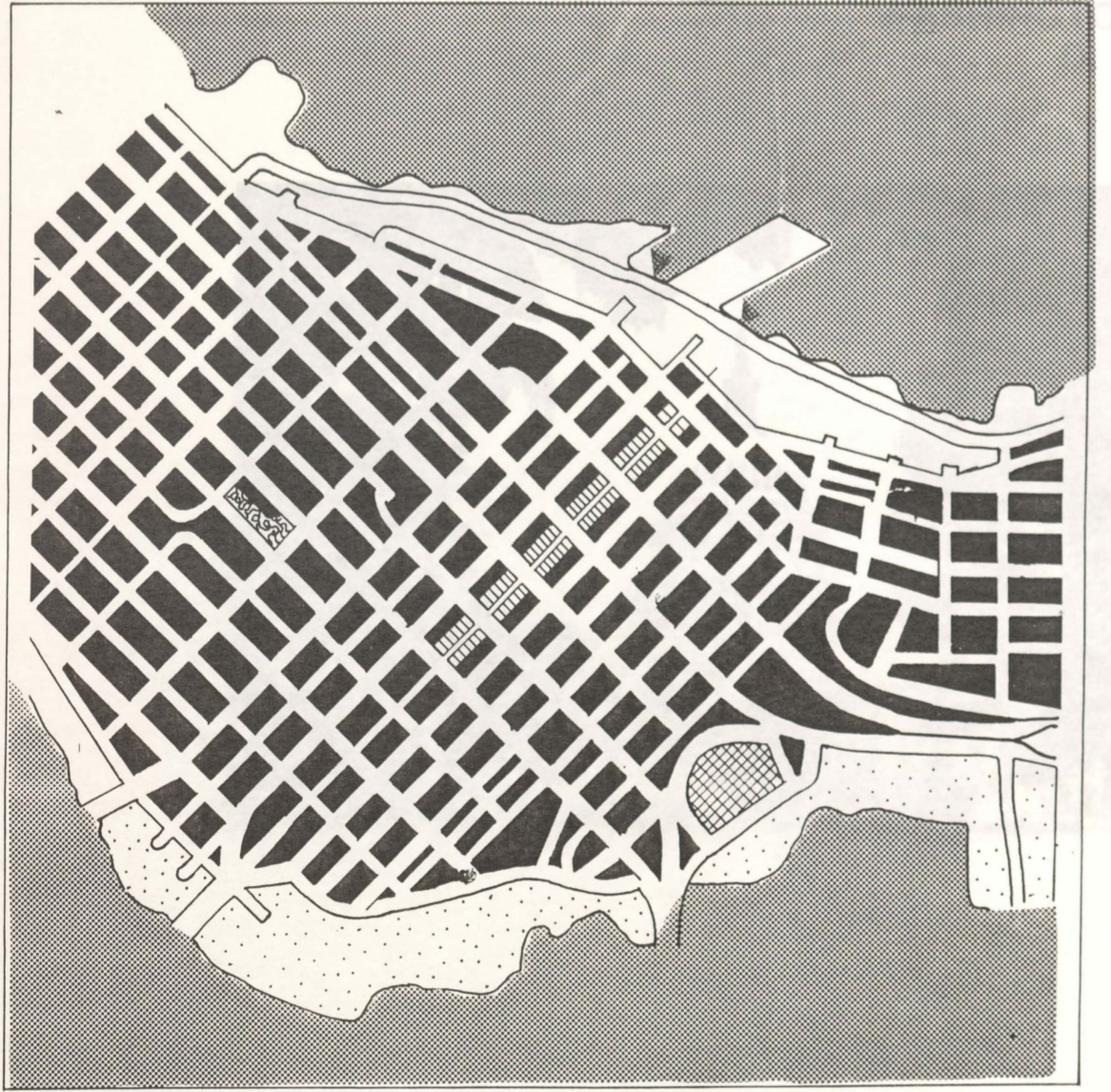
To the north of downtown is the shoreline which is dominated by industrial use. To the south of downtown are the EXPO site of 1986 and the Vancouver Beach Park. This park is bordering the city so Queen Elizabeth Park is the only major green space in the downtown district.

The urban structure with the most dramatic impact on downtown is the Granville Mall which is comprised of 5 1/2 blocks. Located in the old historic district the mall consists of over 500 shops and vendors which have shops that protrude over the pedestrian walkways. Many historians are unsatisfied with the mall, citing that some of the historical culture has been lost. For the majority the historical features of the city have been maintained through renovation and reconstruction. The pattern of the early survey and road construction can still be recognized when comparing city plans from past decades. Overall the CBD configuration is similar to many cities which we are analyzing.

SOURCES:

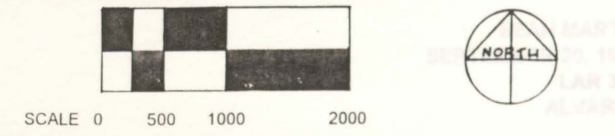
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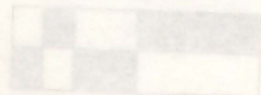
- City blocks
- Parks
- Granville mall
- B.C. Place stadium
- Waterfront
- Expo '86 site



URBAN CORE

SCALE: 1" = 1000'





- 2000 кв. м
- 1000 кв. м
- 500 кв. м
- 250 кв. м
- 125 кв. м
- 62.5 кв. м

1. 1000 кв. м
2. 500 кв. м
3. 250 кв. м
4. 125 кв. м
5. 62.5 кв. м

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ЛВИСОПЛЕВ' В'С'

History and Natural Context

Washington D.C. was a planned city, founded in order to house the new Federal Government. George Washington personally selected the site in January of 1791, six months after Congress had authorized him to do so. In addition to choosing a site, President Washington was instructed to acquire the necessary land and to appoint a building commission to oversee the construction of the new Federal city.

Initially there was much debate between northern and southern interests as to the location of the proposed "Federal Town." Alexander Hamilton and Thomas Jefferson, members of the First Congress of the United States, supported a compromise which called for an urban site between the Potomac and the actual site. After considering various locations along the Potomac River, President Washington chose a beautiful part of the Potomac Valley where the river narrows into a wide and flat and is joined by a smaller stream, the Annapolis River. The Potomac is nearly a mile wide at this point, with low, marshy banks along its banks, near an artificially created tidal basin. Rock Creek winds down through magnificent scenery from the northwestern piedmont region, and a gentle roll of hills encircles the city to the north. The site is all bounded together by a seemingly continuous mass of vegetation.

As soon as the site was selected, a three-man building commission was appointed and Andrew Ellicott was hired to survey the land. Major Pierre Charles L'Enfant, a French engineer who had served with the Continental Army during the Revolutionary War, was chosen to lay out the new town. He proposed to create Federal City "magnificent enough to prove a great nation."

L'Enfant selected the locations for the Capitol and the President's House. He laid out broad avenues on a rectangular street pattern and designated specific sites for public buildings. Conflicts between L'Enfant and the Army engineers as well as strong resistance between the two factions eventually led to the dismissal of L'Enfant in 1792. After 1792, the planning and building continued but with less vigor. When the Government moved to Washington in 1800, it was still a new city with uncompleted buildings and unimproved

land, much of which had been destroyed in Washington's destruction. British soldiers razed the uncompleted city after defeating American troops at Bladensburg, Maryland. The President's House, the Capitol, and a score of public buildings were burned to the ground.

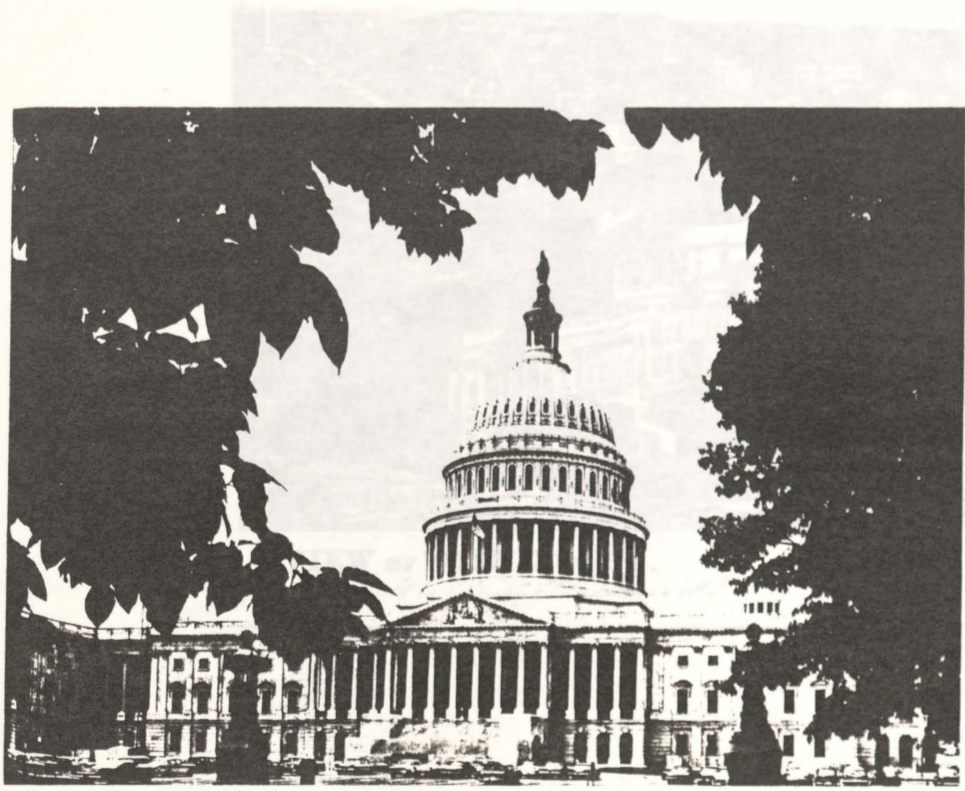
The Civil War changed Washington from a village into a city as soldiers and civilians crowded into the Capitol. With the constant threat from Confederate forces, Washington's parks became camping grounds while churches and other buildings were transformed into hospitals. A series of forts were erected around the perimeter. Some of these forts are still preserved to day, others are now state parks.

In the early 1870s, Alexander Shepard led the first city-wide improvement program. He paved and lighted the city's streets, built a system of sewers, improved the water supply and attempted to beautify the Capitol by building parks and planting trees. However, the House District plan which followed caused a gap of some thirty years before the next major improvement effort.

In 1901, Senator James McMillan was named by Congress to head a commission to study the future growth of the Capitol. A committee under McMillan recommended that development proceed according to a plan that was an enlargement and extension of the one that L'Enfant had proposed a century earlier.

Contemporary efforts of rejuvenation include freeways and expressways that cut through the city and the replacement of steel window structures with steel and glass buildings.

WASHINGTON D. C.





D. C.
WASHINGTON

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On August 24, 1814, during the War of

1812, much of what had been accomplished in Washington was destroyed. British soldiers entered the undefended city after defeating American troops at Bladensburg, Maryland. The Presidents' House, the Capitol, and a score of public buildings were burned to the ground.

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VIEW OF WASHINGTON.

Published and sold by Colburn & Co. Publishers, N.Y.

Legend

White Area
Water



Scale: 1" = 2 miles

After the war, the city's population grew rapidly, and the city's boundaries expanded into the surrounding countryside. The District of Columbia consists of 69 square miles, bordered by Maryland to the north and east and the Potomac River and Virginia to the southwest. Politically, the areas outside the District boundaries have retained their independent governments, but from the air they appear to blend into the metropolis of Washington. Many of the inhabitants of the outlying areas work in Washington and look to Washington for entertainment and other facilities. There are, however, many attractions in these areas which have undoubtedly helped contribute to the growth of Washington.

Across the Potomac from the Lincoln Memorial, in Washington, lies 420 acres of rolling Virginia hillside. This makes up Arlington National Cemetery, the most famous of all cemeteries set aside for the nation's military dead. Legal title to Arlington was bought by the U. S. Government in 1883. It now preserves the cemetery and its grounds. The Arlington Memorial Bridge connects Washington and Arlington.

South of the Capital, still on the Virginia side of the Potomac is George Washington's home town, Alexandria. Predating the Capital, Alexandria is home to many historic buildings and also Mount Vernon, seven miles to the south. Mount Vernon, George Washington's estate, was bought and restored in 1856 by the Mount Vernon Ladies Association. Restoration and upkeep has been maintained by the group ever since.

The Maryland side of the District of Columbia is also rich in colonial history, and Annapolis is Maryland's capital located about 30 miles east of Washington, was for a short time after the Revolutionary War the Capital of the U. S. Since 1845, it has been home to the U. S. Naval Academy. Several other surrounding Maryland communities are home to many prestigious national institutes of scientific, medical, and space flight development. Government, as well as private research organizations have brought large numbers of doctors, physicists, and other scientists to the Washington area.

Due to the large and ever increasing amount of air traffic into Washington, the Federal Aviation Agency opened Dulles International Airport near Chantilly, Virginia, in 1962. It is connected to Washington by a

landscaped parkway. The control tower and terminal represent outstanding examples of contemporary architecture.

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Overall Urban Form

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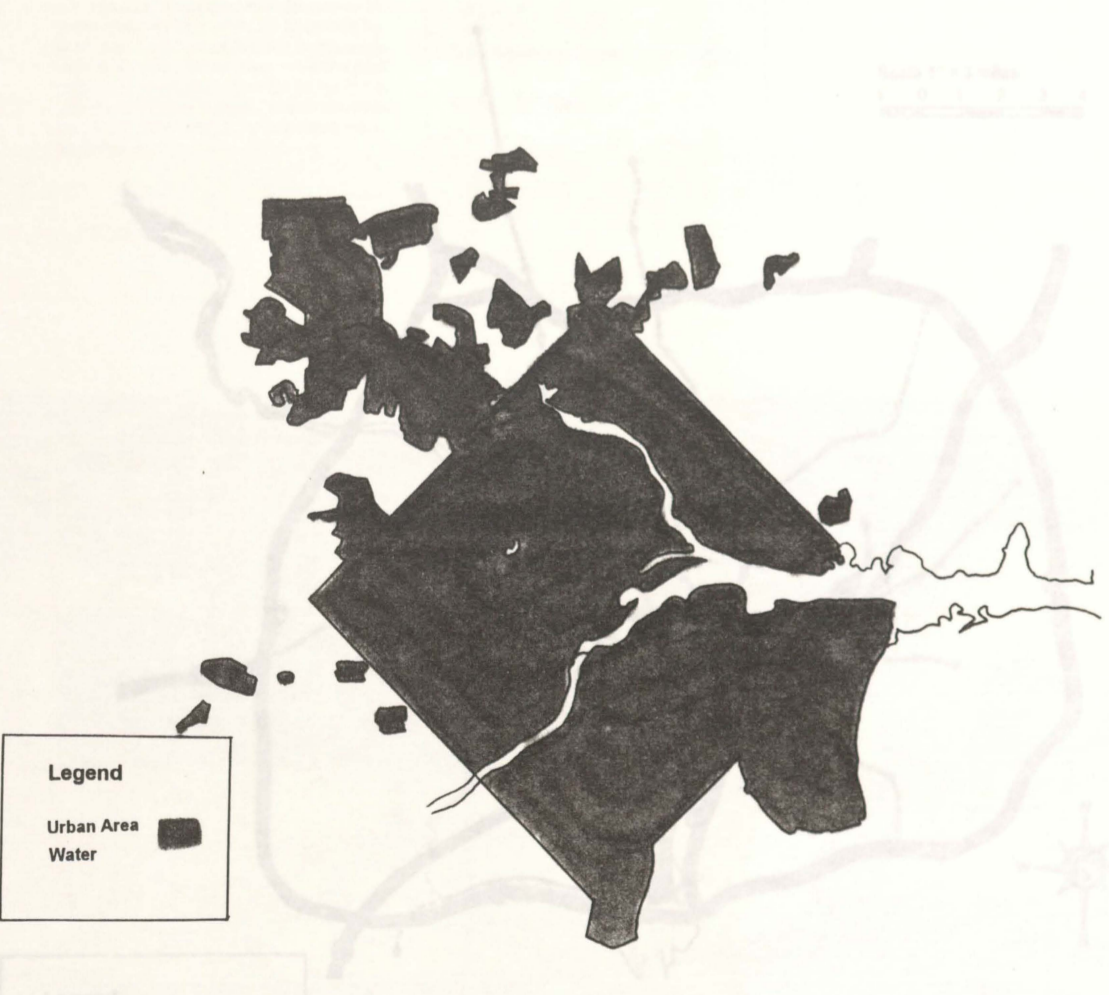
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Dulles International Airport, Terminal



Legend
Urban Area
Water

Legend
Major Road
Waterway



Scale 1" = 3 miles

1967

Washington's primary circulation system is a complex network of roads and rail lines. The Capital Beltway, a 67-mile circumferential highway, is the central element of this system. It provides access to downtown Washington and other major areas. The system also includes several major interstates and a growing Metro rail system.

The Capital Beltway is a key feature of Washington's transportation infrastructure. It connects various parts of the metropolitan area and provides a vital link between the city and its suburbs. The system is designed to handle the high volume of traffic that flows through the region.

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Legend
 Primary Road
 Metro Rail System

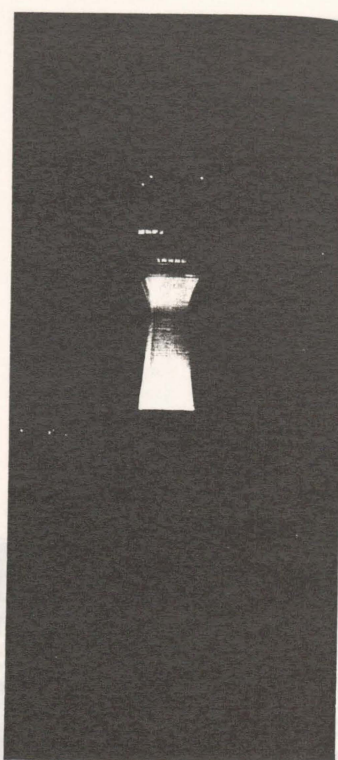


Primary Circulation System

In 1959, construction began on the Capital Beltway. This is a circumferential highway which encircles the Washington metropolitan area. With the single exception of Interstate 95/395 from the south, all interstate freeways leading to Washington end at the Capital Beltway, currently designated Interstate 495/95. The Beltway is 67 miles long and averages 10 miles' distance from the Capital. There are interchanges an average of every two miles, providing access to other roads leading downtown and to other tourist areas. There are interstate freeways coming from all directions, ending with the Beltway.

To accommodate the heavy air traffic flow, Washington has three commercial airports. Shorter flights are concentrated at Washington National Airport, located only three miles from downtown. Longer flights operate in and out of Dulles International Airport, in Virginia about 27 miles west of Washington, and Baltimore-Washington International Airport, in Maryland about the same distance to the northeast.

Washington is very proud of its mass transportation rapid rail system. Begun in 1969, the Metro is the largest urban public works project ever undertaken as a single unified design, and it is the most important piece of civic planning affecting the District since L'Enfant's plan. Main goals of the Metro plan, safety and aesthetics, were met more than adequately. This, its ability to move mass quantities of people to virtually all areas in and outlying Washington, have made the Metro one of the world's finest rapid rail systems.



Dulles International Airport Tower

Although Washington has developed an extensive highway system, it is generally less developed than the conditions in the other cities of the Belt. While there are many road conditions which should not be considered as transportation alternatives, some have shown that they will not be considered when built.

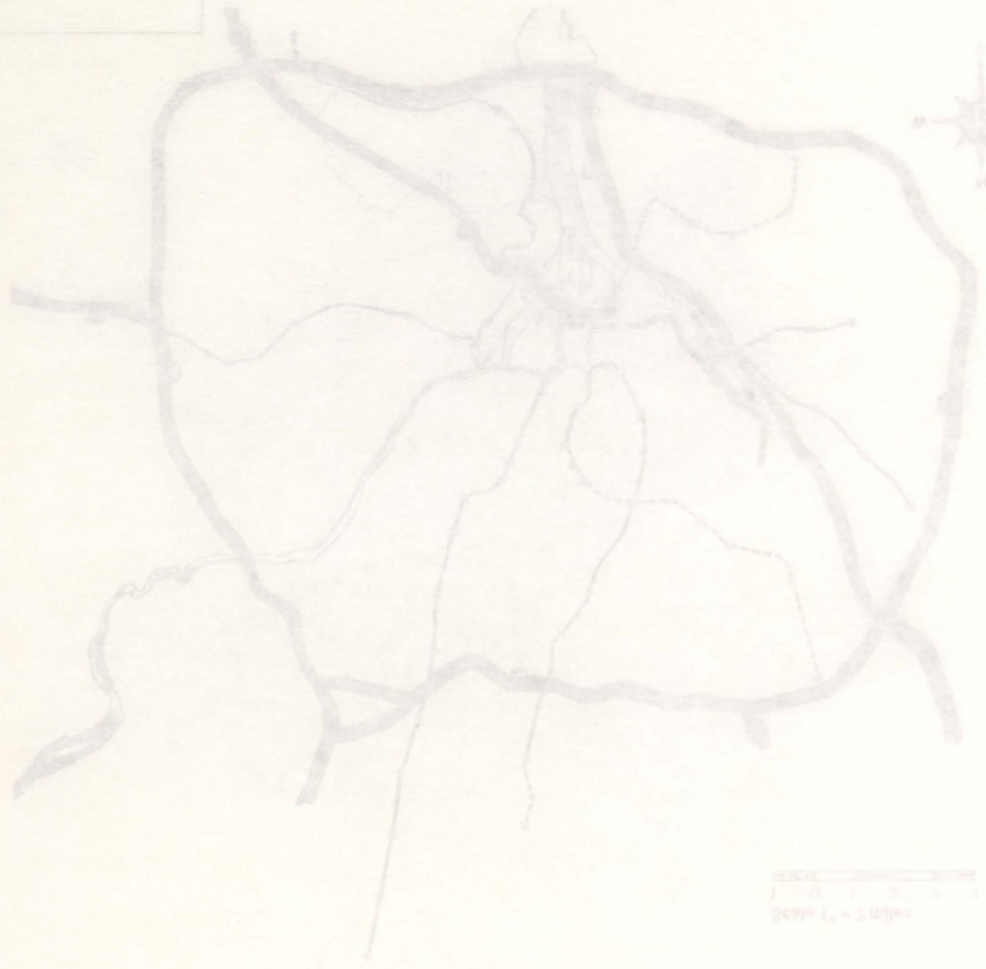
Legend
 Developed Urban Core Area
 Metro Rail System

Scale 1" = 3 miles
 1 0 1 2 3 4

Legend
 Primary Road
 Metro Rail System



Legend
 Developed Urban Core Area
 Park



Scale 1" = 1000'

Urban Core Spatial Structure

Washington, as laid out in L'Enfant's plan, is a gridiron pattern with broad avenues crossing the city diagonally. The sizes of the blocks are not all alike. Rather, the block sizes vary in relation to the main and median axes of the plan. L'Enfant had in mind some kind of city zoning that would capitalize on the "Grand Squares" for public purposes, while the smaller blocks were apparently intended for residential use. His basic gridiron pattern remains today, accounting for the "long" and "short" blocks in Washington.

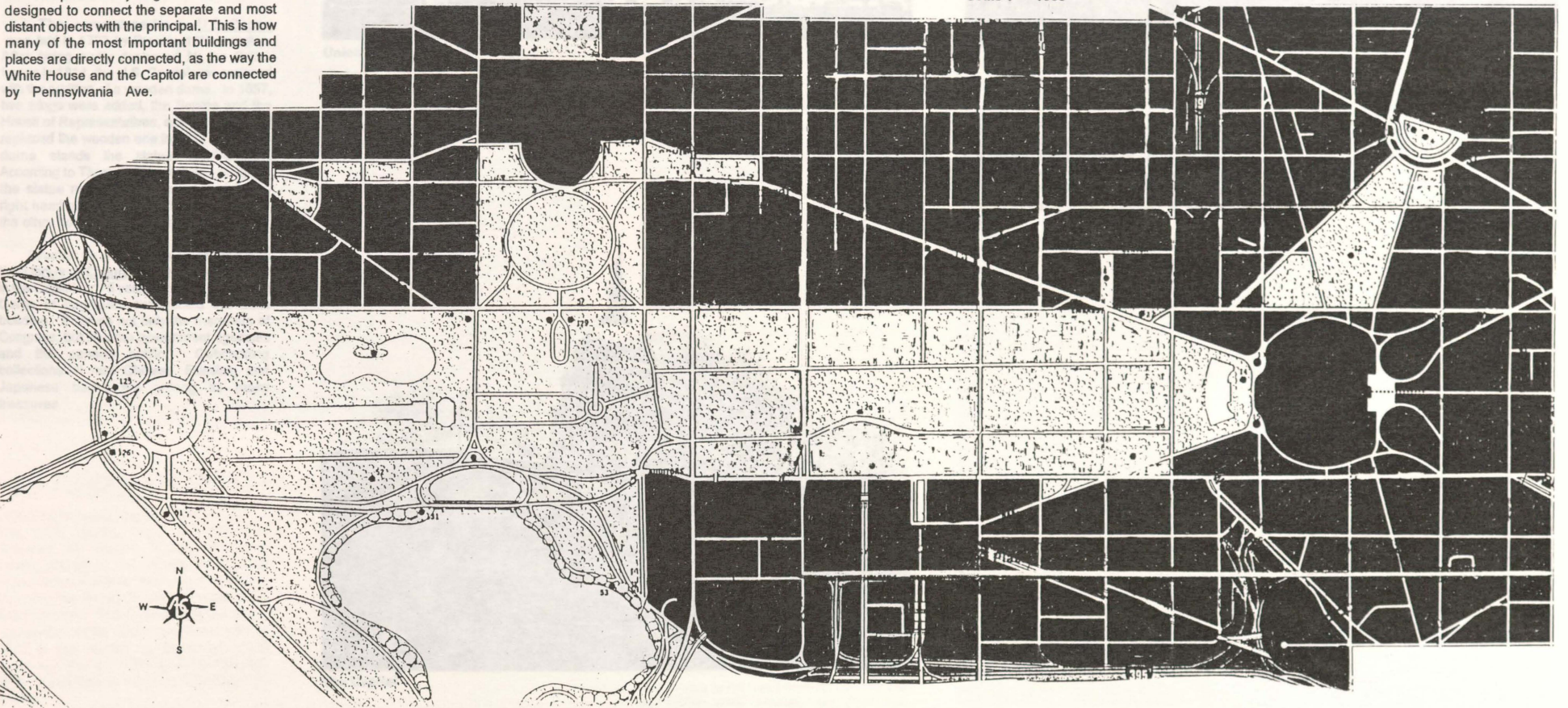
The present day diagonal avenues were designed to connect the separate and most distant objects with the principal. This is how many of the most important buildings and places are directly connected, as the way the White House and the Capitol are connected by Pennsylvania Ave.

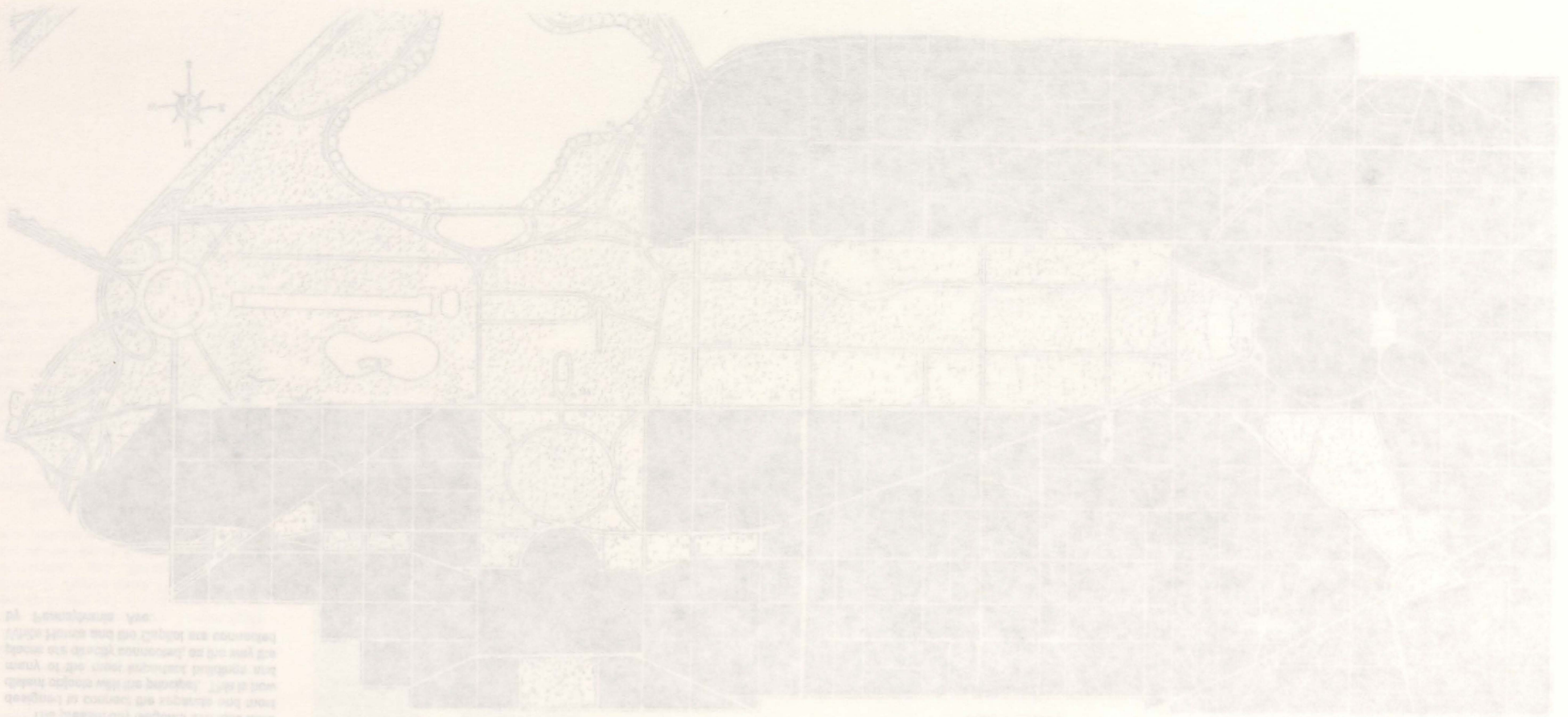
The principal urban core is centered around the Mall. With the Capitol at the east end on a gentle hill top at the most prominent point in Washington, the Mall extends westward for about two miles to the Potomac River. It is over 300 feet wide and occupies 256 acres. The White House is directly connected to the Mall via the Ellipse, the presidential park of the White House. Running the length of the Mall, and extending outward for several blocks in all directions, are dozens of memorials, national museums, federal buildings, and other institutions.

Although Washington has developed into a vast metropolitan area, all its growth has stemmed from the institutions in the urban core of the Mall. While there are many such institutions which should not go unmentioned as important urban features, some now stand out more than others as important urban landmarks.

Legend
 Developed Urban Core Area
 Park

Scale 1" = 1000'





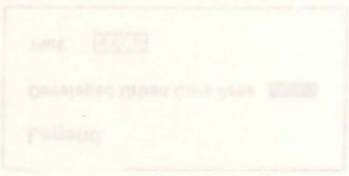
The plan shows the layout of the city, including the location of the Capitol Hill and the Supreme Court Building. It details the street grid and the placement of various structures and public spaces.

This section describes the historical context of the urban design, mentioning the role of the Army Corps of Engineers and the impact of the American Civil War on the city's development.

The plan also highlights the significance of the White House and the surrounding area, detailing the layout of the Executive Branch and the various courtyards and gardens.

This section discusses the architectural details of the buildings shown in the plan, including the use of classical styles and the incorporation of modern design elements.

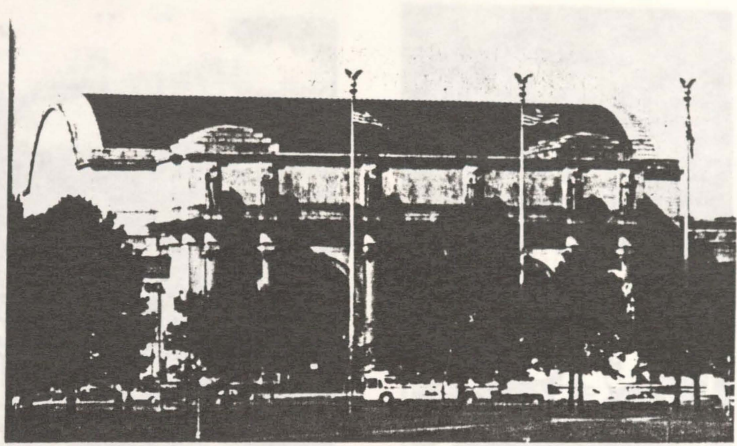
The plan illustrates the integration of transportation infrastructure, such as the Union Station and the Metro system, into the overall urban design.



Special Urban Design Features

Capitol Hill

Serving as a monumental gateway into Washington D.C. since 1908, **Union Station** was designed and built to consolidate all the train stations into one terminal. Besides its primary functional purpose, Union Station also houses the elaborate National Visitors Center. Also included among the Stations amenities are a Metro station, post office, foreign money exchange, the "Hall of States", theaters, cafeterias, and tourist shops. Volumes of people arrive and depart on the dozens of trains that pull in each day.



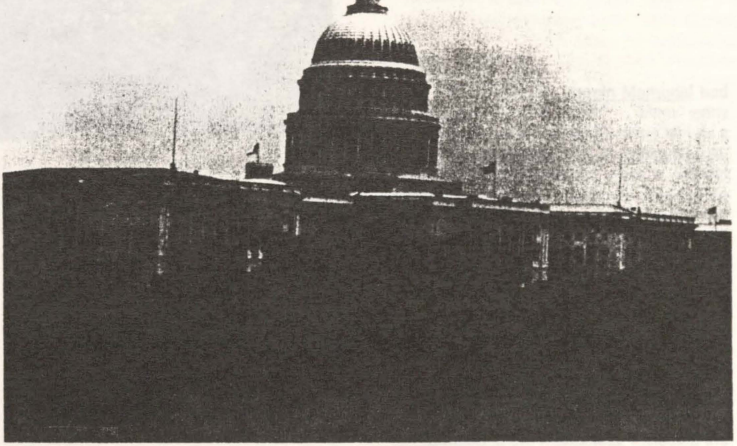
Union Station

The cornerstone for the **U.S. Capitol** was laid in 1793 by President Washington. After being partly destroyed by the British troops in 1814, the U.S. Capitol was restored with the addition of a wooden dome. In 1857, two wings were added, the Senate and the House of Representatives, and an iron dome replaced the wooden one in 1865. Atop the dome stands the statue of Freedom. According to Thomas Crawford, the sculptor, the statue represents "Armed Liberty"; her right hand grasping a sheathed sword while the other holds the wreath and shield.

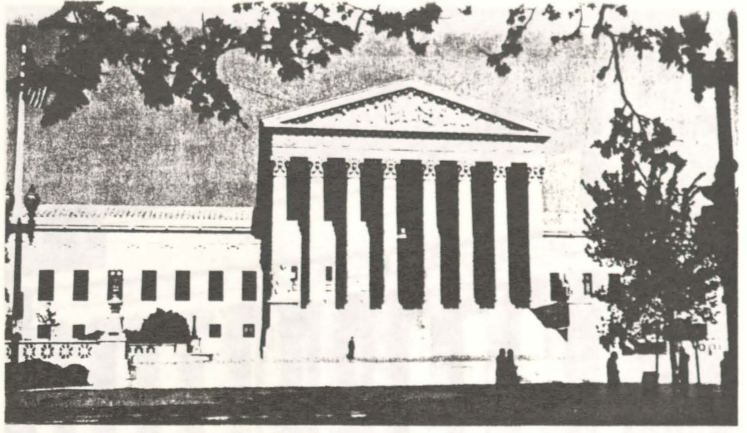


The Capitol

Created by an Act of Congress in 1800, the **Library of Congress** housed its materials in the Capitol for 75 years. In 1896, the Army Corps of Engineers constructed the main building. It serves not only the members of Congress, but also the government agencies and the general public. Outstanding collections of rare Chinese, Russian, and Japanese books are among its many treasures.



The Capitol



Supreme Court Building

Built entirely of marble, the **Supreme Court Building** was completed in 1935. A spacious 100-foot-wide oval plaza precedes the main steps of the building. On the east front of the building are a group of marble figures representing Confucius, Solon and Moses.



The White House

The White House, known as the Executive Branch, is the residence and workplace of the President of the United States. It is a neoclassical building that has served as the official residence and workplace of the President of the United States since 1800. The building was designed by James Hoban and was completed in 1800. It is a symbol of the United States and is one of the most famous buildings in the world.

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1800-1850
 The United States was a young nation, and its capital was in Philadelphia. In 1790, the capital moved to New York City, and in 1793, it moved to Philadelphia. In 1800, the capital moved to Washington, D.C.

1850-1860
 The United States was a young nation, and its capital was in Philadelphia. In 1790, the capital moved to New York City, and in 1793, it moved to Philadelphia. In 1800, the capital moved to Washington, D.C.

1860-1870
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1870-1880

1880-1890



1867-1870
 The site of the Lincoln Memorial had been debated since 1867. Many early proposals stressed commemorating him as a war hero rather than as a humanitarian.



Lincoln Memorial



The site of the Lincoln Memorial had been debated since 1867. Many early proposals stressed commemorating him as a war hero rather than as a humanitarian. Alternate sites considered were a Lincoln Highway between Gettysburg and Washington D.C. and sites near Union Station and the Capitol. In 1911, the decision was made to locate the memorial here on the continuation of the axis of the Capitol and Washington Monument, as called for on the McMillan Plan. Despite many objections that the land was swampy and inaccessible. Designed in a form derivative from a Greek temple, columns are tilted slightly inward to avoid the optical illusion of a bulging top. Many motifs representing Lincoln and America are incorporated in the monument, including the 36 columns which symbolize the 36 states of the Union while Lincoln was President.

The White House

1600 Pennsylvania Avenue, N.W.
 The White House, begun in 1792, was designed by James Hoban, Benjamin Latrobe, and others. The simple, yet dignified home of our President has over 132 rooms, including the 54 rooms and 16 baths in the living quarters. The Adams were the first to occupy the White House and soon after in 1814, it was burned by the British. It is speculated that the building was first painted white at this time to cover the charring from the fire.

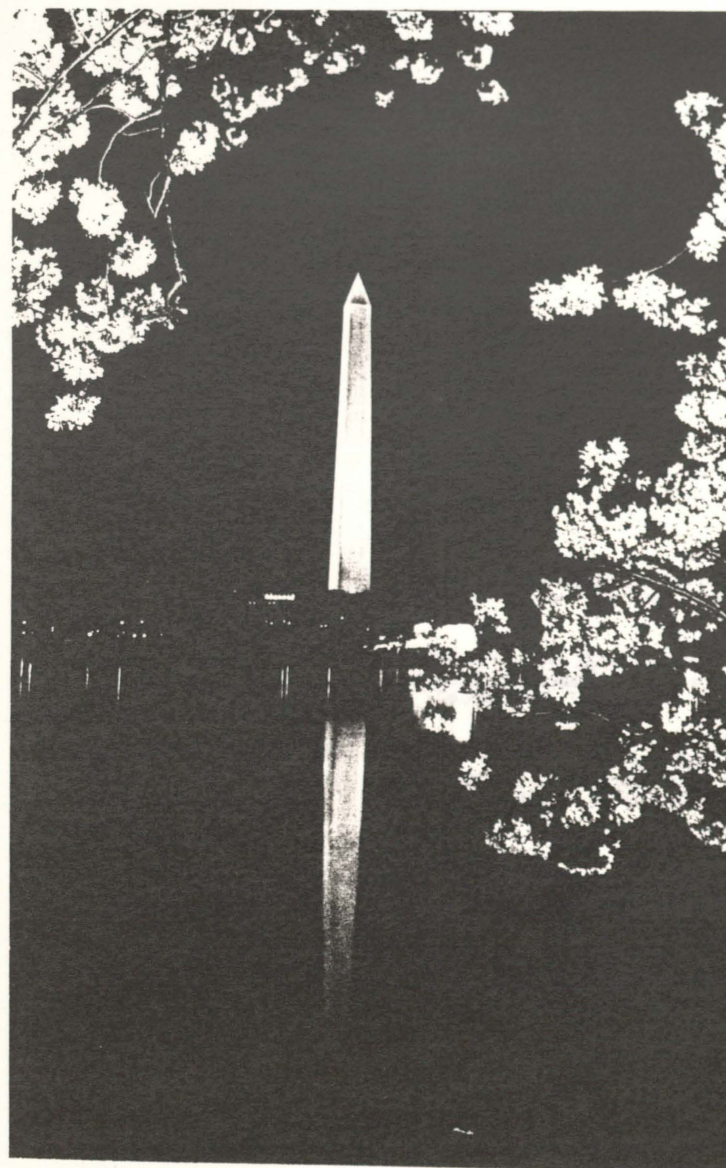
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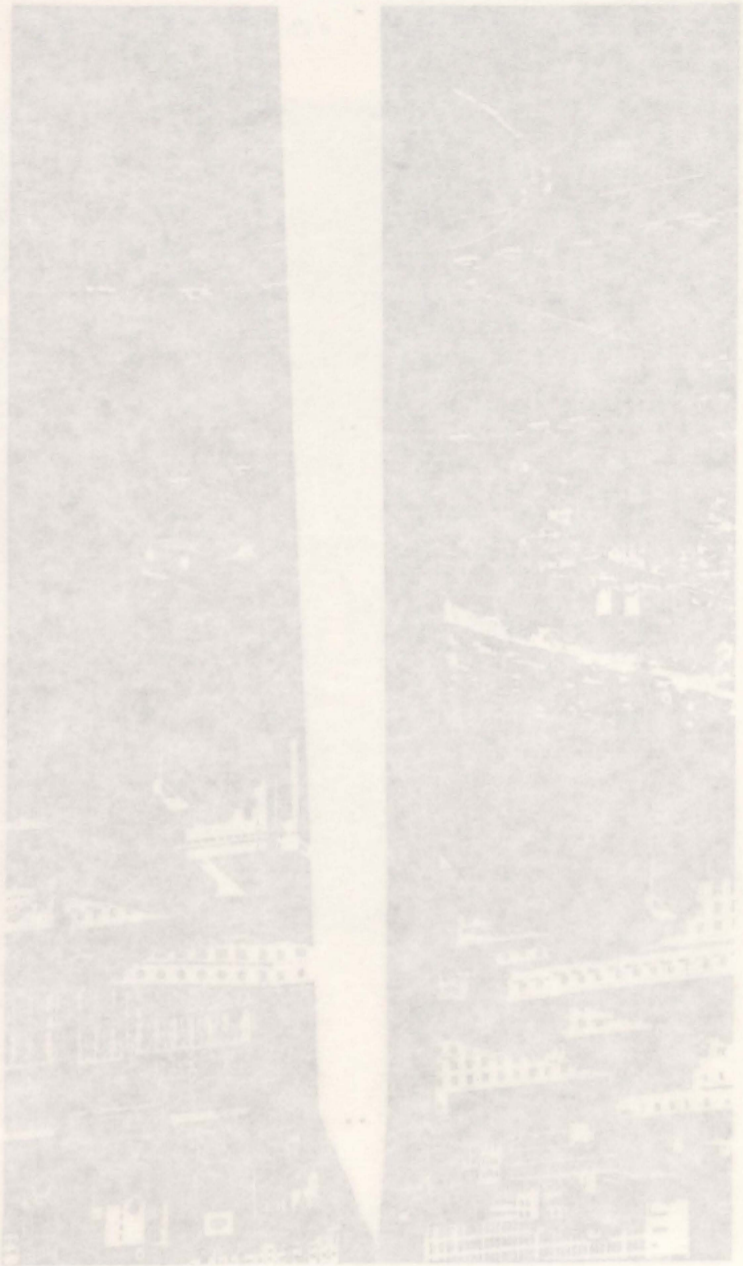
Principal Design

The Washington Monument, Robert Mills, 1884, is located at 15th Street and Center of the Mall. L'Enfant chose this site to erect the equestrian statue proposed by Congress. George Washington approved the site. Because Congress failed to act decisively on the proposal, a group of private citizens organized in 1833 as the Washington National Monument Society offered a prize for the best design for a monument. Robert Mills' design for a 600-foot obelisk rising from a colonnaded base was won. The Society accepted the design minus its colonnaded base. Construction began in 1848. Funds for its erection ran out in 1854. Construction began again in 1876 after Congress authorized its completion at government expense. It was completed by the Army Corps of Engineers in 1884. If you look about one-fourth the way up you will see a distinct break in the color of the stone indicating the pause between construction phases.



Washington Monument

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Washington, D.C. is the capital of the United States and is located on the eastern shore of the Potomac River. It is a city of approximately 600,000 people, with a population density that is higher than most other major cities in the country. The city is known for its historical landmarks, including the White House, the U.S. Capitol, and the Lincoln Memorial. It is also a major center of government and international relations.



Principal Demographics

In the Standard Metropolitan Area of Washington D.C., there are more than 2.8 million people. However, only about one third of that figure actually lives in the District. The rest live primarily in the suburbs, concentrating in Montgomery and Prince George's Counties in Maryland and Arlington and Fairfax Counties in Virginia.

A full 12 per cent of the total population are Government civil servants. Another 25 per cent, according to government standards, live in "abject poverty - the lowest form of deprivation."

Roughly 60 per cent of the Districts population are Negro, but in the total metropolitan area, the number falls to just over 20 per cent. People who live inside the District usually have ample funds or very little.

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Данная работа является частью курса лекций по истории культуры. В ней рассматриваются вопросы, связанные с историей культуры в России. Работа выполнена в соответствии с требованиями программы.

В работе использованы материалы, опубликованные в различных изданиях. Автор выражает благодарность за предоставленные материалы.

Работа выполнена в соответствии с требованиями программы. Автор выражает благодарность за предоставленные материалы.

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