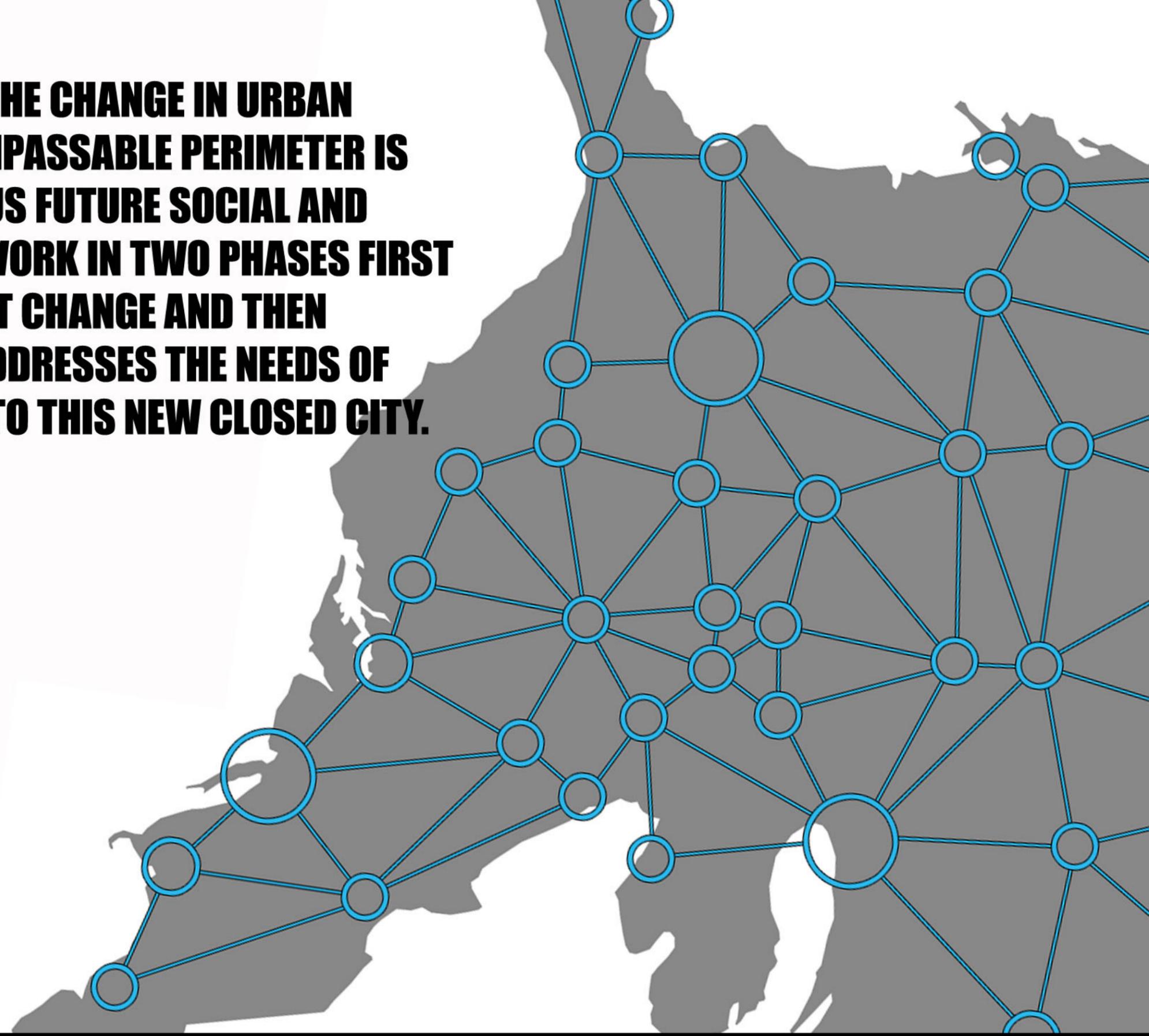




BRAD M. WITZMAN

**NEW URBAN
LIVING IN A** **CLOSED CITY**

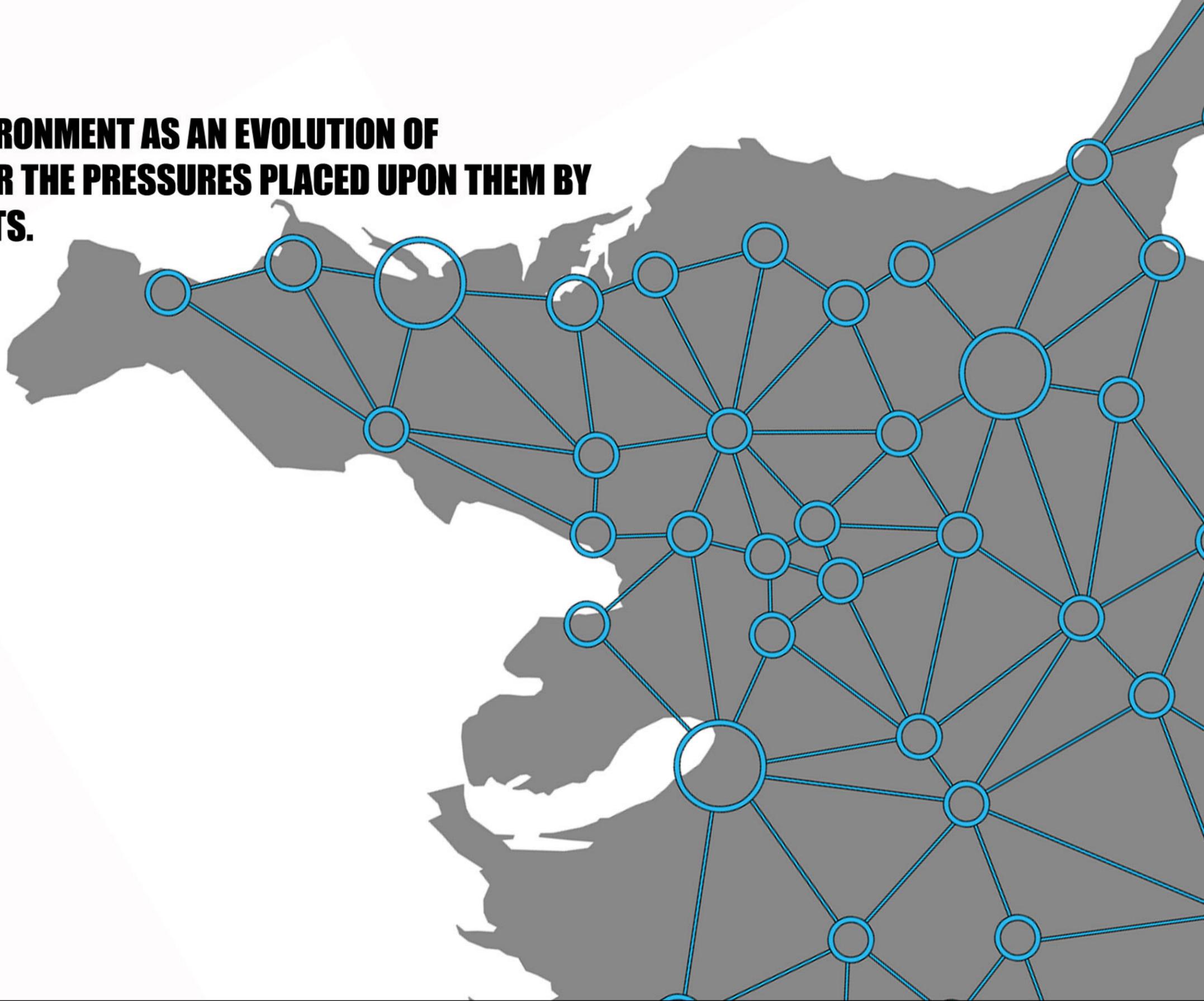
THIS PROJECT IS INVESTIGATING THE CHANGE IN URBAN DWELLING TYPOLOGIES WHEN AN IMPASSABLE PERIMETER IS PLACED AROUND A CITY FOR VARIOUS FUTURE SOCIAL AND ENVIRONMENTAL REASONS. I WILL WORK IN TWO PHASES FIRST ESTABLISHING HOW THE CITY MIGHT CHANGE AND THEN DESIGNING A LIVING UNIT WHICH ADDRESSES THE NEEDS OF THOSE TRANSPLANTED AND FITS INTO THIS NEW CLOSED CITY.



STATEMENT

**NEW URBAN
LIVING IN A** **CLOSED CITY**

... TO DEFINE A NEW URBAN ENVIRONMENT AS AN EVOLUTION OF CONTEMPORARY LIVING UNDER THE PRESSURES PLACED UPON THEM BY STRICT GROWTH CONSTRAINTS.

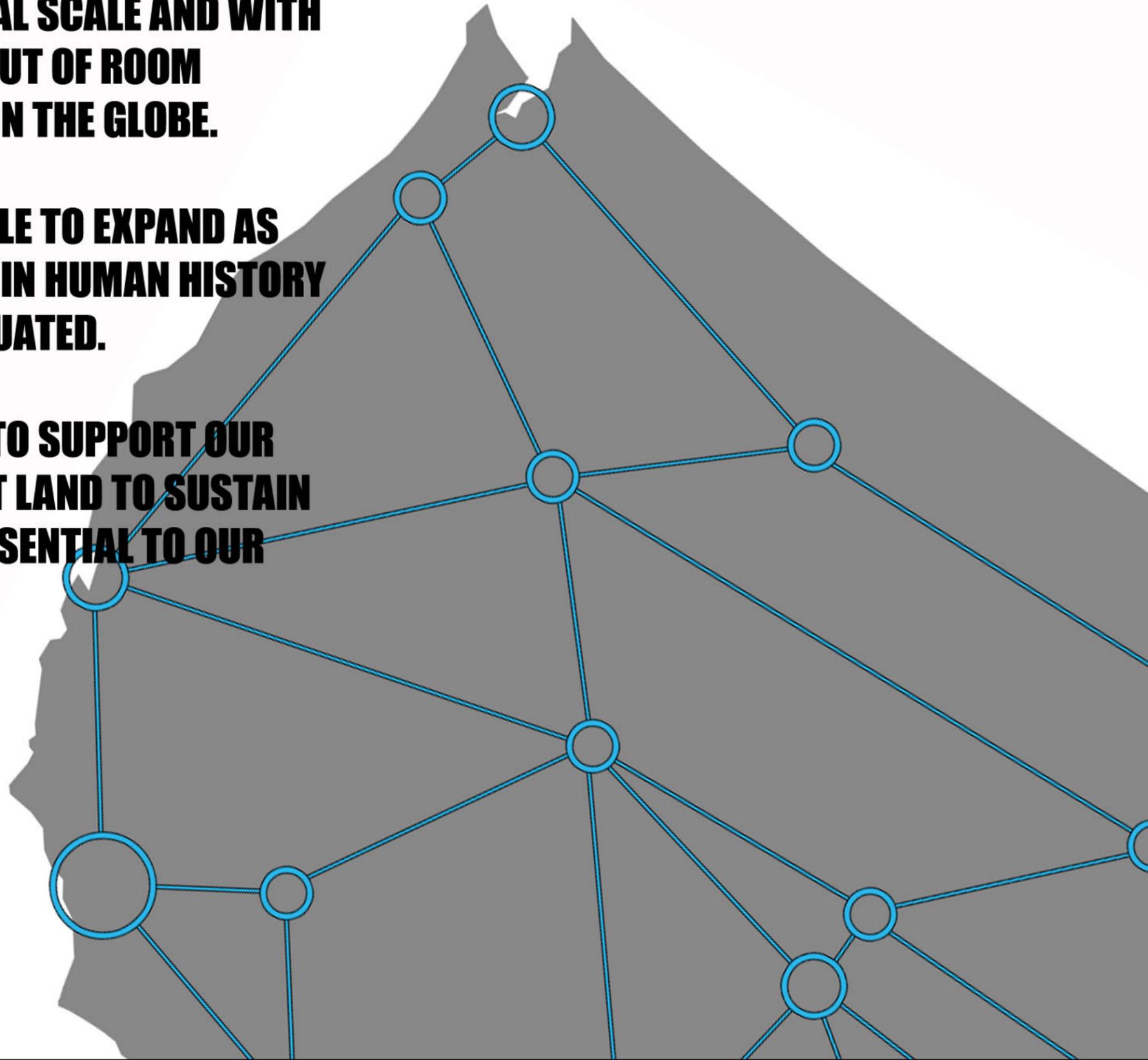


GOAL

**NEW URBAN
LIVING IN A**

CLOSED CITY

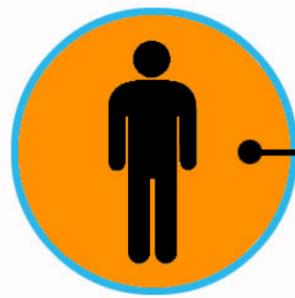
- **WE AS A RACE HAVE EXPANDED INTO THE GLOBAL SCALE AND WITH THAT COMES THE INEVITABILITY OF RUNNING OUT OF ROOM WITHIN THE FINITE AREA OF HABITABLE LAND ON THE GLOBE.**
- **CITIES WILL HAVE TO ADJUST TO NOT BEING ABLE TO EXPAND AS THEY HAVE BEEN ABLE TO UP UNTIL THIS POINT IN HUMAN HISTORY AND WAYS OF LIVING WILL HAVE TO BE REEVALUATED.**
- **ON TOP OF HAVING SUFFICIENT OUTSIDE LAND TO SUPPORT OUR CIVILIZATION THERE MUST ALSO BE SUFFICIENT LAND TO SUSTAIN OTHER TYPES OF LIFE AS THEIR SURVIVAL IS ESSENTIAL TO OUR OWN.**



CASE STATEMENT

**NEW URBAN
LIVING IN A**

CLOSED CITY



GRAZING AREA

CROPLAND
62 MILLION ACRES

GRASSLAND
586 MILLION ACRES

GRAZED FOREST LAND
134 MILLION ACRES



CROPLAND - 442 M ACERS (20%)



FOREST - 651 M ACERS (29%)



SPECIAL USE - 297 M ACERS (13%)



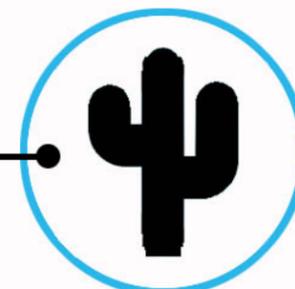
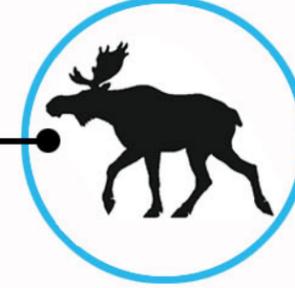
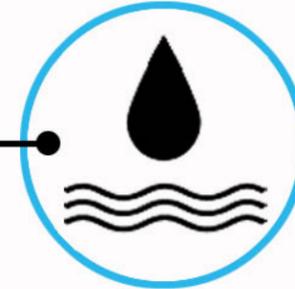
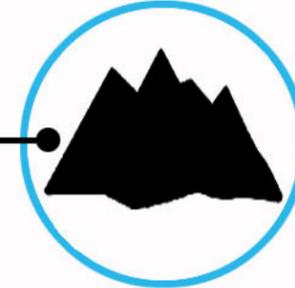
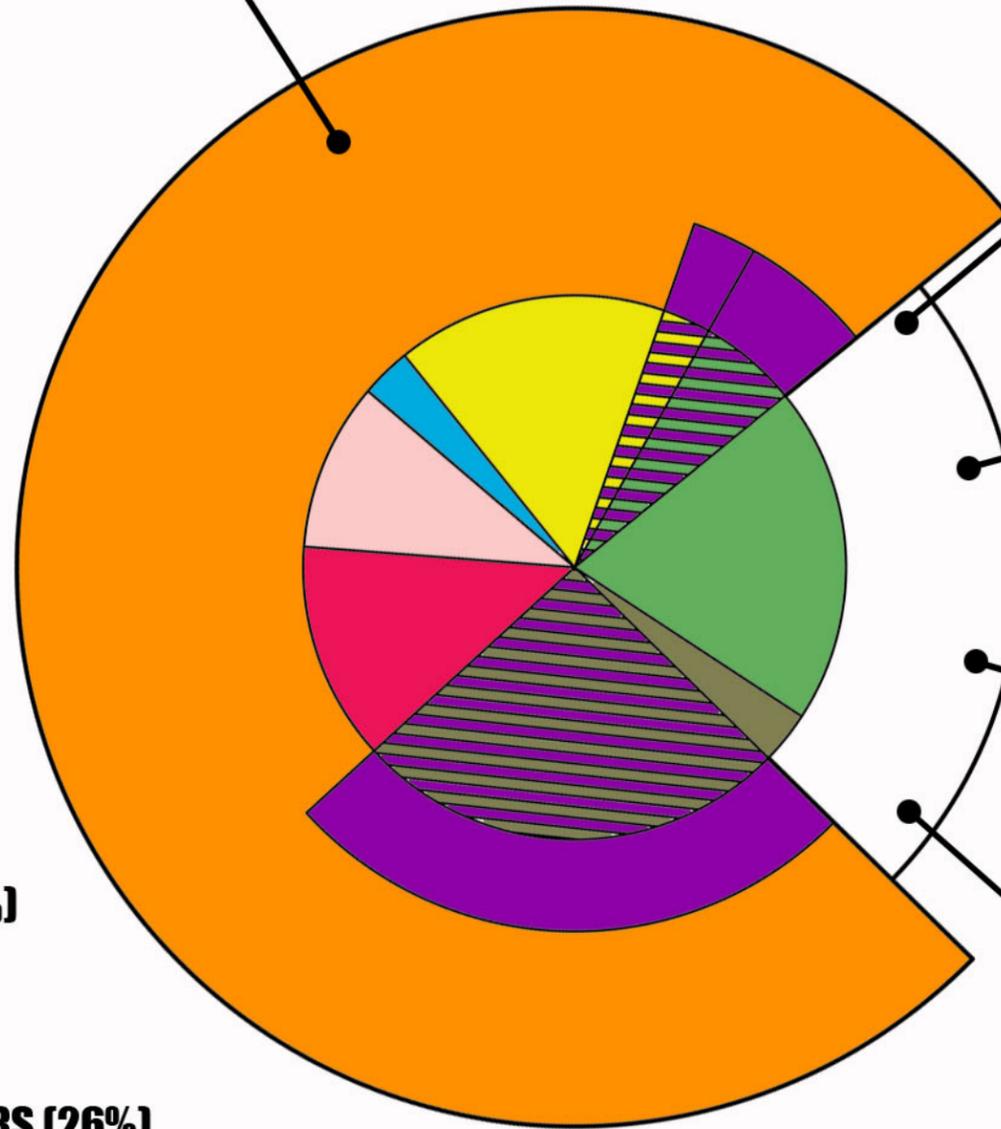
MISCELLANEOUS LAND - 228 M ACERS (10%)



URBAN USE - 60 M ACERS (3%)



GRASSLAND, PASTURE, RANGE - 587 M ACERS (26%)

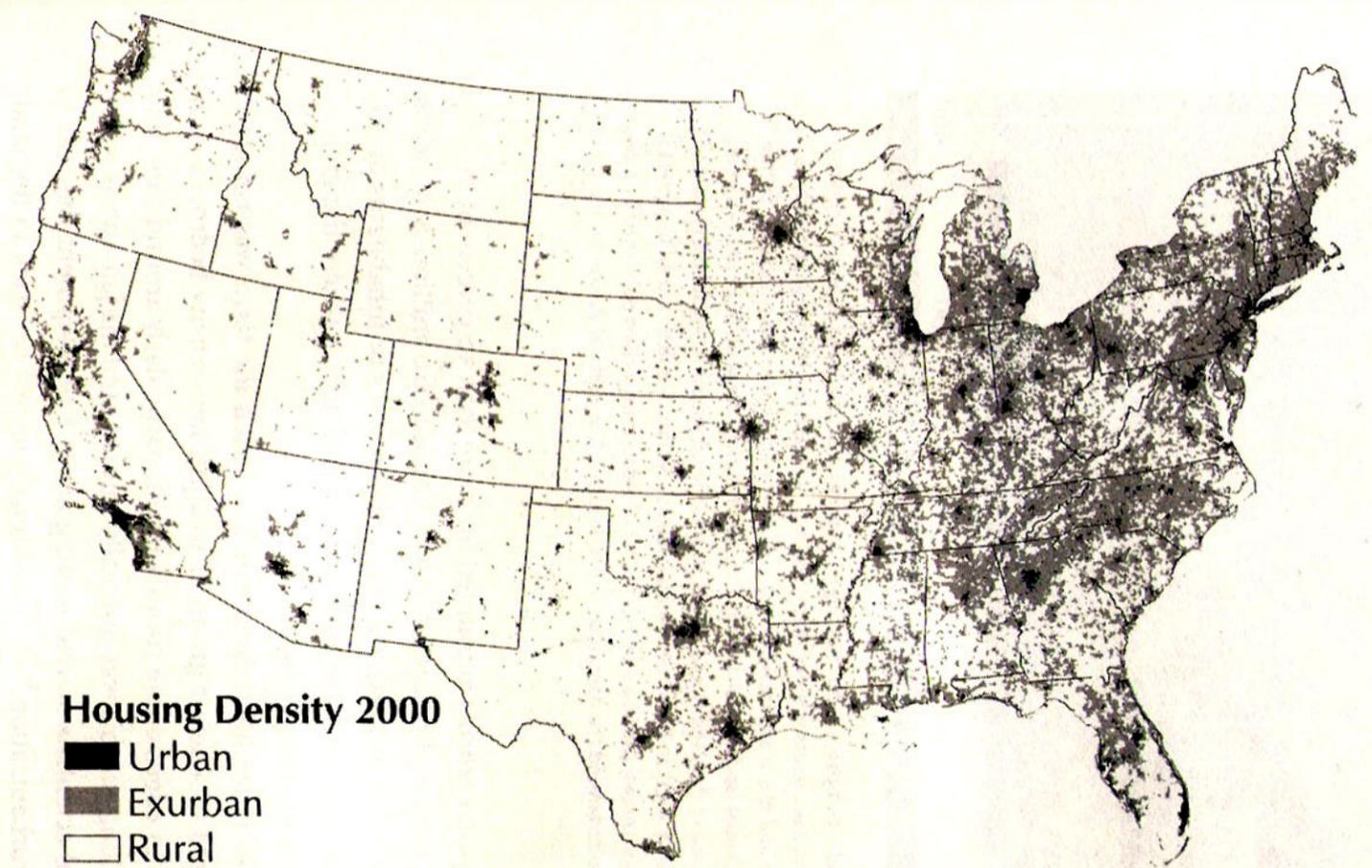
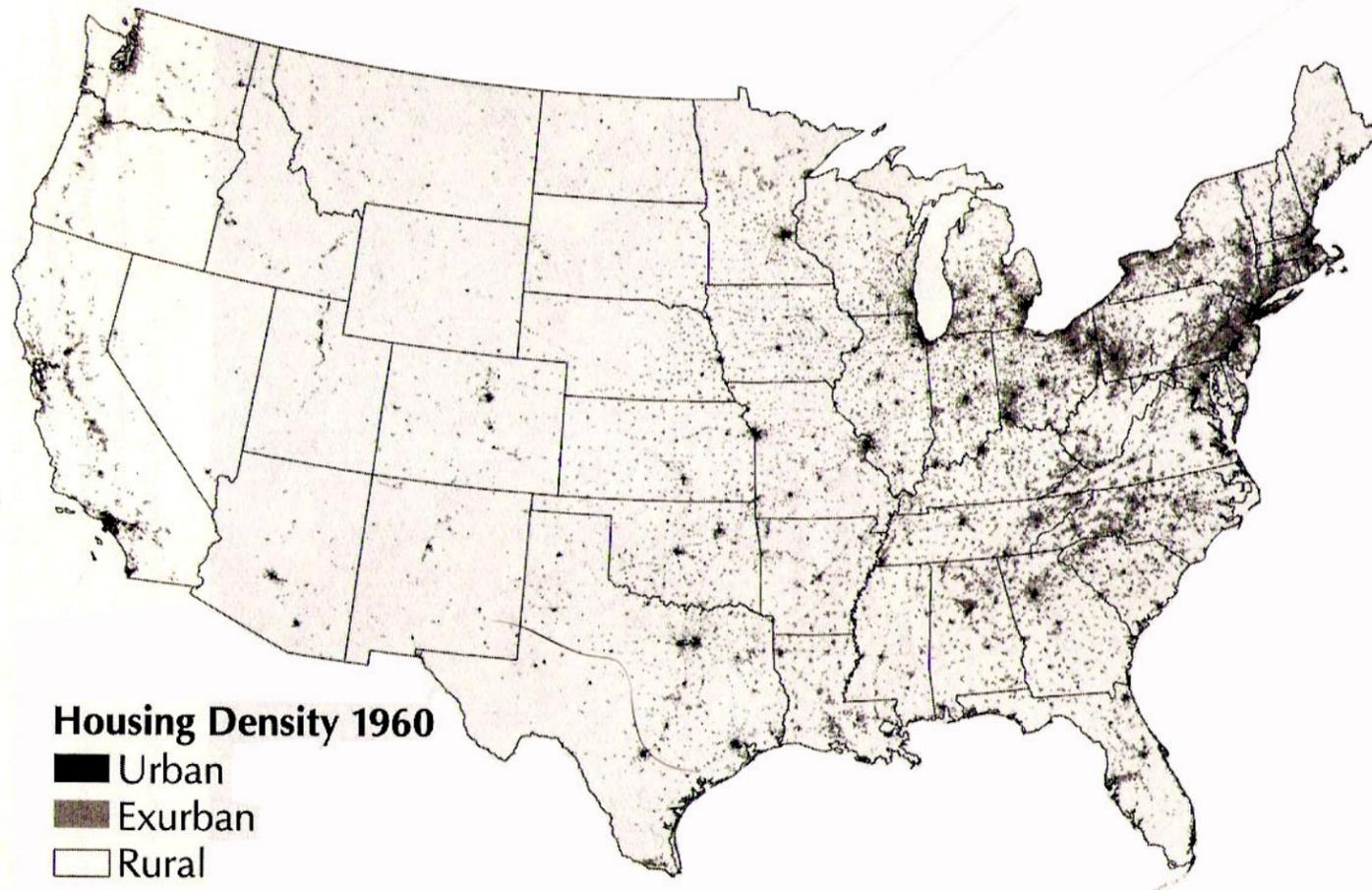


AFTER WE HAVE USED ALL THAT WE NEED TO SURVIVE THE REMAINING LAND IS LEFT FOR HABITAT AND WHATEVER ELSE. THE PROBLEM IS THERE ISN'T MUCH LAND LEFT AND OF THAT REMAINING LAND HOW MUCH IS UNINHABITABLE? THERE IS STILL THE PRECARIOUS, COLD AND OXYGEN DEPRIVED MOUNTAINOUS REGIONS, THE HOT AND BARREN DESERT LAND, AND THE AREA COVERED BY WATER WHICH IS STILL AFFECTED BY OUR RUNOFF.



2265 MILLION ACRES TOTAL

NEW URBAN LIVING IN A CLOSED CITY



THE CURRENT PERCENTAGE OF LAND THAT IS BEING USED COUPLED WITH THE RATE AT WHICH THE COUNTRY IS AND HAS GROWN SETS UP A SCARY SITUATION. THE MAPS ABOVE, FOUND IN ROBERT BUREBMANN'S BOOK SPRAWL, SHOW THE INCREASE IN DENSITY IN JUST THE LAST 40 YEARS.



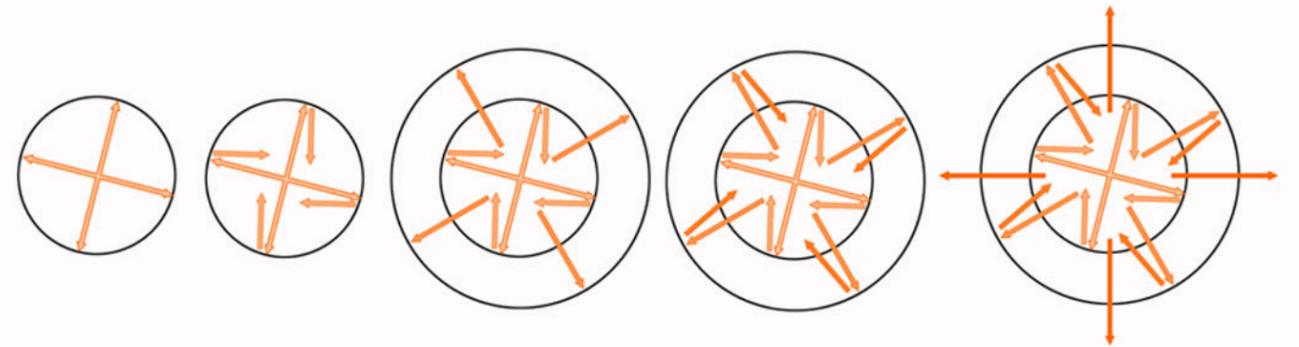
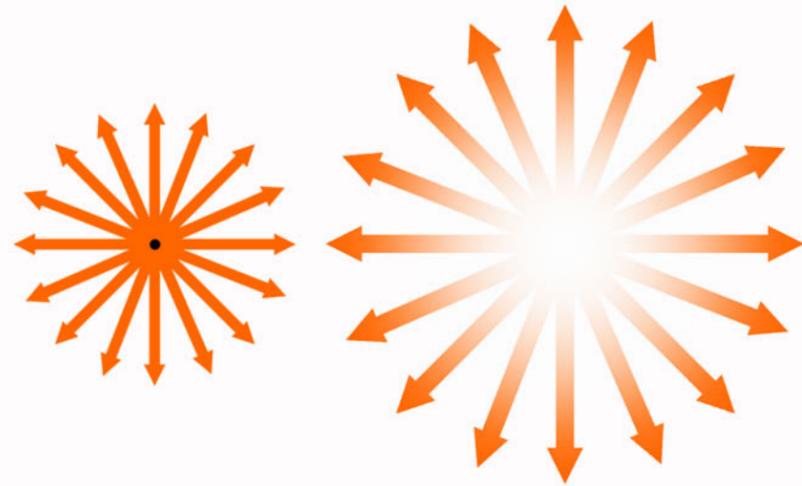
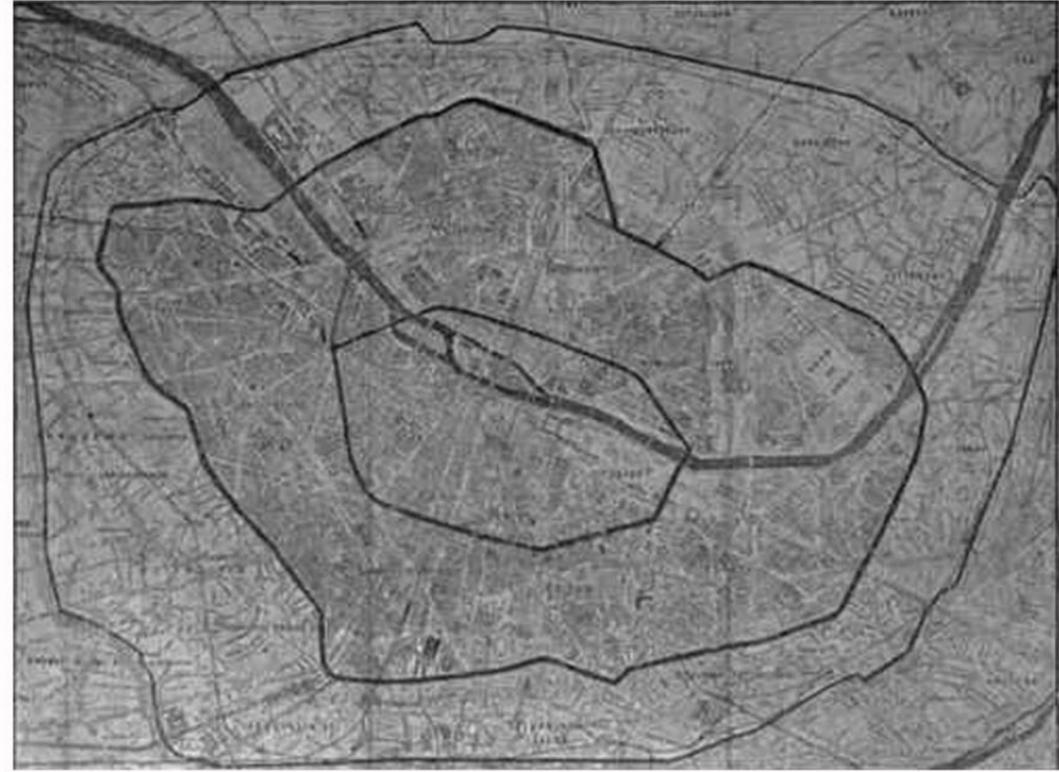
2265 MILLION ACRES TOTAL

**NEW URBAN
LIVING IN A**

CLOSED CITY

POST-INDUSTRIAL SPRAWLING CITY

CITY GROWTH WITH CONSTRAINT



CHICAGO, USA

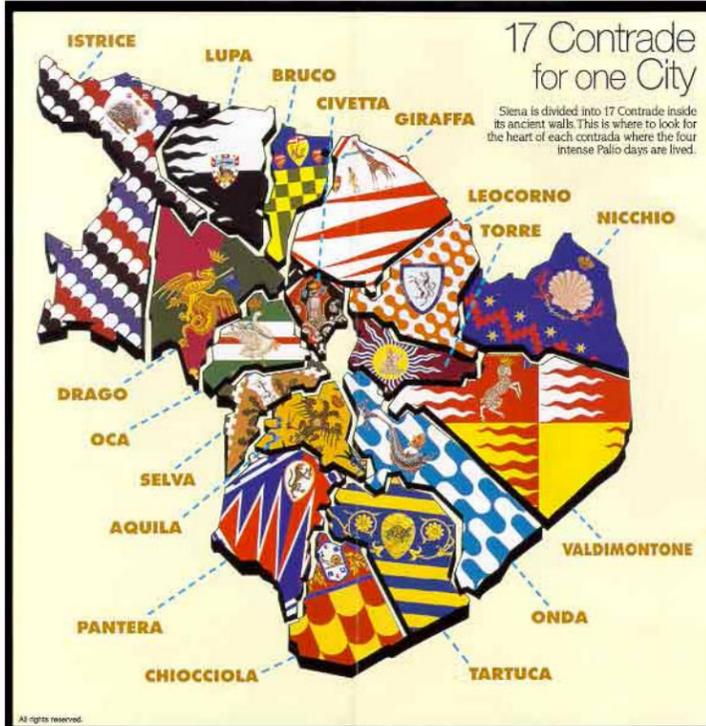
PARIS, FRANCE

POST INDUSTRIAL CITIES HAVE GROWN UP IN A TIME WHERE THEY HAVE HAD THE FREEDOM TO EXPAND LIMITLESSLY. RESOURCES HAVE BEEN RELATIVELY LIMITLESS, THERE IS HAS BEEN NO NEED FOR FORTIFYING WALL TO WARD OFF INVADING PEOPLE, AND TRANSPORTATION HAS IMPROVED DRAMATICALLY, UPON MANY OTHER THINGS. THE PROBLEM IS IN THE PROCESS THEY HAVE OUT GROWN THEMSELVES STRETCHING THE LIMITS OF THEIR OWN INFRASTRUCTURE LEAVING A DIEING CORE. WHERE CITIES LIKE PARIS WHICH HAVE GROWN SLOWLY OVER TIME PULSING OUTWARD IN PHASES, HAVE A CHANCE TO REEVALUATE AND REINVENT THEMSELVES BEFORE GROWING OUTWARD AGAIN.



NEW URBAN LIVING IN A CLOSED CITY

SIENA, ITALY



SIENA IS A TUSCAN HILL TOP CITY WHICH HAS A HISTORY GOING BACK TO PRE-ROMAN TIMES. THE CITIES MOST WELL KNOWN CHARACTERISTIC IS ITS SHELL SHAPED SQUARE PIAZZA DEL CAMPO LOCATED IN THE CENTER OF THE CITY. THE CITY ITSELF IS BROKEN UP INTO SEVENTEEN NEIGHBORHOODS OR CONTRADAS. EACH OF THE CONTRADAS HAS A MASCOT AND THE PEOPLE ARE EXTREMELY LOYAL TO THEIR CONTRADA IN THE SAME WAY PEOPLE ARE LOYAL TO THEIR COLLEGE FOOTBALL TEAM. TWICE A YEAR EACH OF THE CONTRADAS SPONSORS A HORSE AND A RIDER TO REPRESENT THE CONTRADA AGAINST THE OTHER CONTRADAS IN A RACE HELD IN THE PIAZZA DEL CAMPO CALLED THE PALIO. THIS IS JUST AN EXAMPLE OF THE STRONG COMMUNITY AND PRIDE THE PEOPLE HAVE FOR THEIR CONTRADA, IT IS SIMILAR TO A FAMILY UNIT HOSTING FESTIVALS AND OTHER CONTRADA SPECIFIC EVENTS THROUGH OUT THE YEAR.



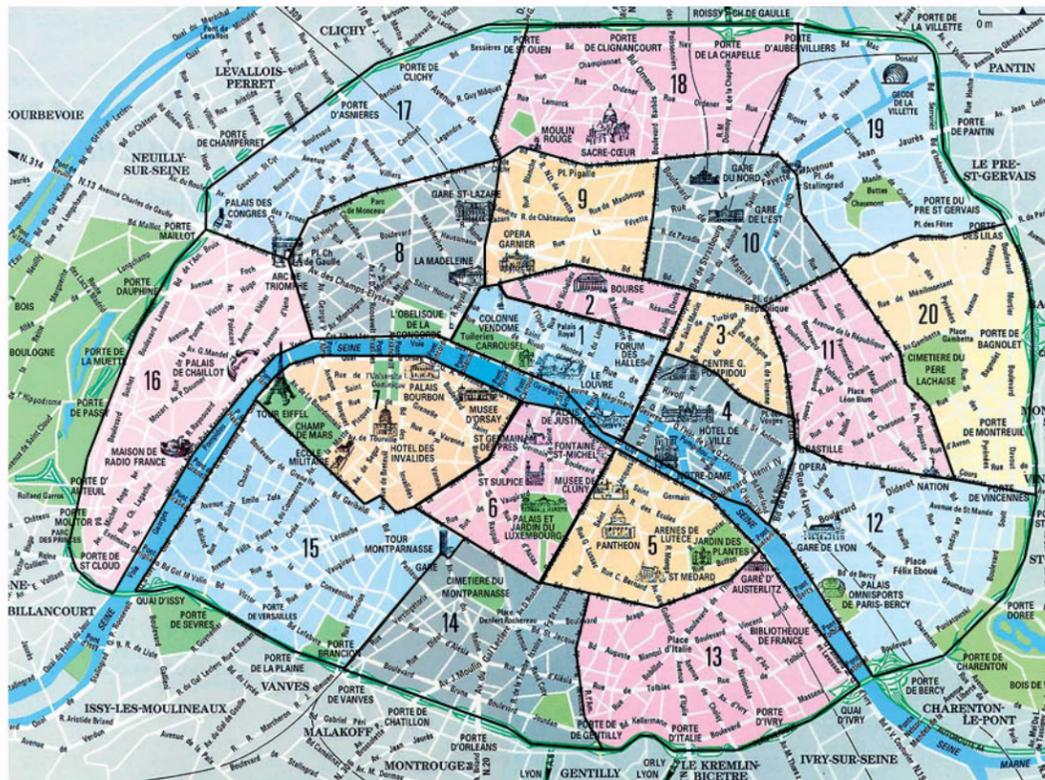
- LOOK AT A CITY AS AN ASSEMBLY OF PARTS
- GIVE THE PARTS AN IDENTITY UNIQUE TO THEMSELVES

CONTRADA



PRECEDENTS

NEW URBAN LIVING IN A CLOSED CITY



PARIS HAS BEEN INHABITED BY PEOPLE FOR OVER THIRTY THOUSAND YEARS; THE FIRST SUBSTANTIAL SETTLEMENT WAS SETTLED BY THE ROMANS AROUND THE ILE DE LA CITE AN ISLAND IN THE SEINE RIVER. WHEN THE EMPIRE CRUMBLD AND THE ROMANS PULLED OUT OF THE AREA THE REMAINING PEOPLE RETREATED TO THE ISLAND FOR PROTECTION FORM OTHER INVADING PEOPLES. EVENTUALLY THE POPULATION GREW TOO LARGE FOR THE ISLAND AND THEY EXPANDED ONTO THE NORTH SHORE OF THE SEINE BUILDING A WALL FOR PROTECTION. AS WITH THE ISLAND THE POPULATION EVENTUALLY BECAME TO LARGE AND EXPANDED BEYOND THE WALL AND ONTO THE SOUTH BANK, ANOTHER WALL WAS BUILT. THIS PROCESS CONTINUED AND THE CITY GREW IN PULSES EACH TIME EXPANDING TO THE NEW WALL AND THEN FOLDING BACK IN ON ITSELF; EACH TIME STRENGTHENING WHAT WAS THERE BECAUSE IT HAD NOWHERE ELSE TO GO UNTIL A NEW WALL WAS BUILT. THE OLD WALL WAS NEVER TORN DOWN BUT PERFORATED FOR STREETS AND THEN BUILT ONTO, GIVING THE CITY A GROWTH PATTERN SIMILAR TO RINGS ON A TREE. AS THE CITY GREW LARGER EVENTUALLY IT WAS DIVIDED INTO 20 MANAGEABLE SECTIONS CALLED ARRONDISSEMENTS SPIRALING CLOCKWISE FROM THE ILE DE LA CITE AT THE CENTER OF THE CITY AND FOLLOWING THE GRAIN OF THE CITY PROVIDED BY THE WALLS. THEY WERE FORMED FOR ADMINISTRATIVE REASONS TO HELP MANAGE THE CITY AS IT WAS GETTING TO LARGE TO MANAGE AS ONE ENTITY.

PARIS IS ALSO UNIQUE IN THAT IT IS THE ONLY GLOBAL SCALE CITY THAT IT'S COMPRISED ENTIRELY OF FIVE TO SIX STORY BUILDINGS AT ITS CORE WITH THE LARGER SCALE HIGH-RISES SET TO THE SIDE OF THE CITY. THIS IS AN ACCIDENT OF THE WAY PARISIANS USED TO QUARRY THE LIMESTONE TO BUILD THE CITY FROM UNDER THE CITY ITSELF LEAVING VERY POOR FOUNDATIONS. THIS HAS CONTRIBUTED TO THE ROMANTIC FEEL AND SCALE PEOPLE ATTRIBUTE WITH PARIS BECAUSE THE CITY HASN'T FLOWN TOO FAR OVER THEIR HEAD.

- BREAK LARGE CITY INTO SMALLER MORE MANAGEABLE PARTS REDUCES OVER ALL SCALE.
- THERE IS A CONNECTION TO BUILDING HEIGHT AND OVER ALL SENSE OF WELL BEING

ARRONDISSEMENTS



PRECEDENTS

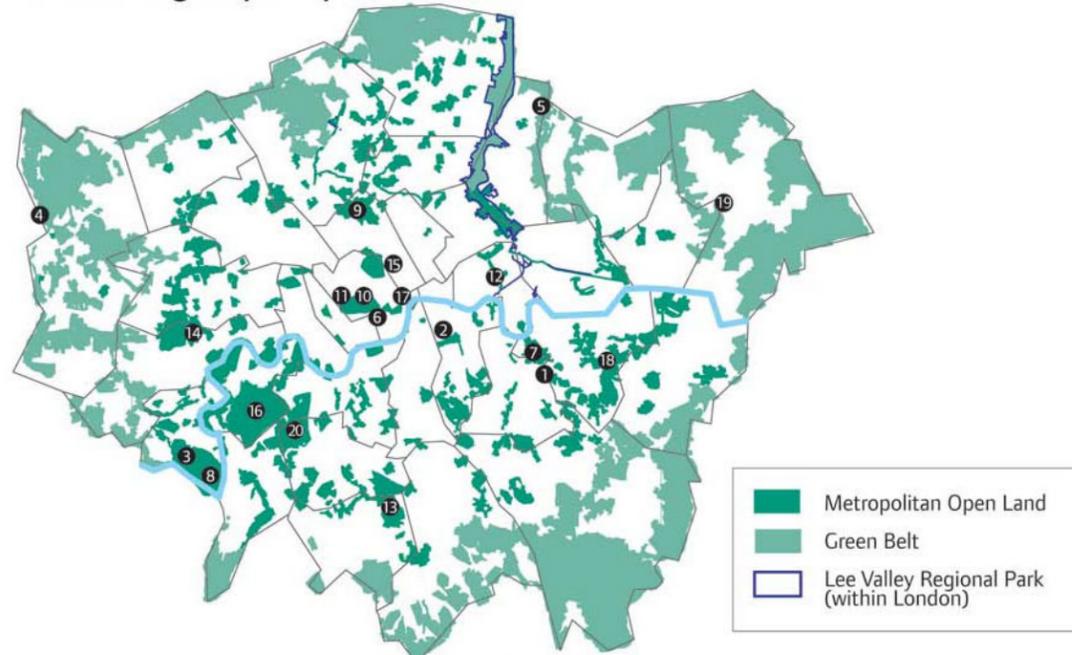
NEW URBAN
LIVING IN A

CLOSED CITY

LONDON, ENGLAND



London's strategic open space network



- | | | |
|-------------------------------|------------------------------------|----------------------------------|
| 1 Blackheath | 8 Hampton Court Park | 15 Regents Park (royal park) |
| 2 Burgess Park | 9 Hampstead Heath | 16 Richmond Park (royal park) |
| 3 Bushy Park (royal park) | 10 Hyde Park (royal park) | 17 St. James's Park (royal park) |
| 4 Colne Valley Regional Park | 11 Kensington Gardens (royal park) | 18 SE London Green Chain |
| 5 Epping Forest | 12 Mile End Park | 19 Thames Chase Community Forest |
| 6 Green Park (royal park) | 13 Mitcham Common | 20 Wimbledon Common |
| 7 Greenwich Park (royal park) | 14 Osterley Park | |

Diagram: GLA, The London Plan - consolidated with alterations since 2004 (2008)
www.london.gov.uk/thelondonplan

LONDON WAS FOUNDED BY THE ROMANS AS AN INLAND PORT WHERE THE WATER LEVEL WOULD NOT BE AS AFFECTED BY THE TIDE. AS A KEY PORT IN THE UK AND EUROPE THE CITY GREW TO BE AN INTERNATIONAL CITY AND WAS ONE OF THE FIRST INDUSTRIALIZED CITIES. WITH THE PERKS OF INDUSTRIALIZATION ALSO CAME THE PITFALLS, MAINLY THE LARGE AMOUNT OF INDUSTRIAL WASTE MAKING LONDON A VERY DIRTY CITY. IT WAS OUT OF THIS NEED TO CLEAN UP THE CITY THAT PLANNERS LOOKED TOWARD THE GARDEN CITY MOVEMENT TAKING PLACE AT TURN OF THE TWENTIETH CENTURY AND CAME UP WITH THE "GREEN BELT" IN 1938. WHAT THEY DID WAS SET UP A NETWORK OF GREEN SPACES AROUND LONDON PROPER AND SEVERAL OTHER OUTLAYING VILLAGES AS WELL AS WORKING PARKS INTO THE FABRIC OF THE EXISTING CITY. THIS ALSO HELPED TO THWART THE ADVANCE OF INDUSTRIALIZED LONDON INTO THE COUNTRYSIDE BECAUSE THESE SPACES COULD NOT BE DEVELOPED. HOWEVER OUTSIDE OF THE DESIGNATED RING AREA DEVELOPMENT COULD STILL TAKE PLACE. WHAT IS INTERESTING IS THE SMALL SATELLITE TOWNS ALSO INCLUDED IN THE RING WERE CUT OFF FROM EVERYTHING BUT LONDON GIVING THE CITY A CERTAIN MAGNETISM. OVER TIME AS THE LONDON AND THESE TOWNS GREW THEY DEVELOPED A MUTUAL SYMBIOSIS AND BECAME MORE HEAVILY LINKED WITH EACH OTHER THOUGH STILL MAINTAINING THEIR OWN IDENTITY AND CENTER. ELSE WHERE IN BRITAIN THE GREEN BELT IDEA CAUGHT ON CREATING GREEN ISLANDS, AND LIKE IN LONDON'S BELT THE SMALLER TOWNS SKIRTING THE LARGER CITIES BECAME CONNECTED BUT DIFFERENTIATED. THIS ALSO CREATED A CONDITION OUTSIDE OF THE BELTS WHERE SMALLER RURAL TOWNS WERE CUT OFF. THESE TOWNS DID NOT GO AWAY INSTEAD THEY GAVE A HOME TO PEOPLE WHO WERE NOT INTERESTED IN URBAN LIFE AND COULD DEAL WITHOUT THE AMENITIES OF CITY LIVING. THESE TOWNS HOWEVER STAYED SMALL AND WITH IN THEIR OWN LIMITS.

- **BY NOT SUPPORTING OUTSIDE TERRITORY PEOPLE WILL NATURALLY MIGRATE TOWARD CITY CENTERS.**
- **EVEN THOUGH THE AREA OUTSIDE OF THE LIMITS WILL NOT BE SUPPORTED BY THE CITY PEOPLE WILL STILL WANT THAT LIFE STYLE AND WILL PROCEED AT THERE OWN RISK.**

GREENBELT



PRECEDENTS

NEW URBAN LIVING IN A CLOSED CITY

BARCELONA, SPAIN



BARCELONA LOCATED IN NORTH EASTERN SPAIN IS NOW A FLOURISHING MEDITERRANEAN CITY ATTRACTING PEOPLE FROM ALL OVER THE GLOBE. THIS HOWEVER IS ONLY A RECENT DEVELOPMENT, PRIOR TO THE 1992 OLYMPIC GAMES WHICH WERE HELD IN THE CITY BARCELONA WAS CONSIDERED DIRTY, DISORGANIZED AND DANGEROUS. AS PART OF THE OLYMPIC BUILDING PROGRAM A PLANNING INITIATIVE WAS IMPLEMENTED TO CLEAN UP THE CITY. WHAT THEY DID WAS CREATE A NETWORK OF PUBLIC SPACES THROUGHOUT THE CITY PROVIDING FOCUS POINTS AND SMALLER COMMUNITIES WITH IN THE GREATER CITY. PEOPLE BEGAN TO IDENTIFY WITH DIFFERENT AREAS OF THE CITY AND THE CLEAN UP BECAME A COMMUNITY EFFORT THAT HAPPENED OVER TIME. THE PLAN IS ON GOING AS THE CITY LOOKS TO IMPROVE EXISTING SPACES AND CREATE NEW ONES.

THE IMAGES TO THE LEFT ARE THREE OF THESE DEVELOPMENTS.

THE TOP IS THE PUBLIC SPACE ADJACENT TO BARCELONA MUSEUM OF CONTEMPORARY ART (MACBA) WHICH HAS GAINED INTERNATIONAL FAME AS A SKATEBOARDING HOT SPOT.

THE IMAGES IN THE MIDDLE ARE OF THE "FORUM", A COLLABORATIVE ARCHITECTURAL EFFORT EASILY WALKED TO FROM THE MEDIEVAL CITY CENTER, AND HOME TO A CONCERT VENUE, CONVENTION CENTER, SEA FRONT PARKS, AND DOCKING UPON OTHER THINGS.

THE IMAGES AT THE BOTTOM ARE OF ONE OF THE OLDEST SQUARES IN BARCELONA WHICH LIES IN FRONT OF THE BARCELONA CATHEDRAL. ALREADY A POPULAR PUBLIC SPACE THE CITY ADDED A LARGE INDOOR FRESH MARKET OFF THE SQUARE GIVING THE SPACE ADDED VALUE.

- VOID IS JUST AS IMPORTANT AS FILL IN A CITY, AS IT IS A DISTINGUISHING CHARACTERISTIC WITHIN THE CITY FABRIC.
- CIVILIAN INTEREST IS A VALUABLE TOOL IN URBAN RENEWAL, THE MORE PEOPLE CARE THE MORE PEOPLE DO.

URBAN REFOCUSING



PRECEDENTS

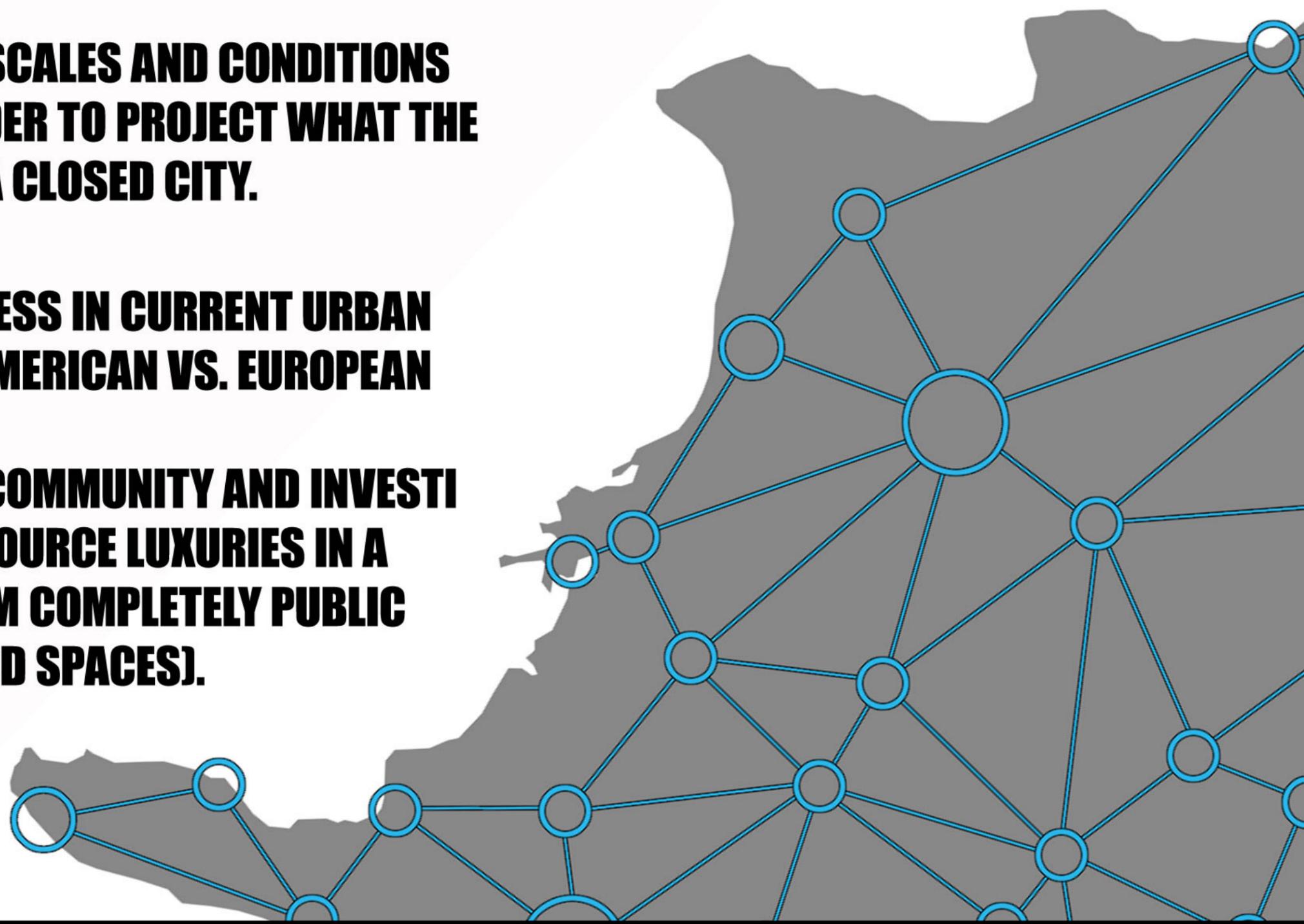
NEW URBAN LIVING IN A CLOSED CITY

PHASE 1

- **USE HUMAN SCALE AS A RULER IN REEVALUATING URBAN SCALES**
- **COMPARE CURRENT REGIONAL SCALES AND CONDITIONS FROM PRECEDENT CITIES IN ORDER TO PROJECT WHAT THE SITE CONDITIONS COULD BE IN A CLOSED CITY.**

PHASE 2

- **LOOK AT WHAT DEFINES HAPPINESS IN CURRENT URBAN AND SUBURBAN CONDITIONS (AMERICAN VS. EUROPEAN DREAM).**
- **PRIORITIZE NEEDS WITHIN THE COMMUNITY AND INVEST IN GATEWAYS TO SHARE OR OUTSOURCE LUXURIES IN A WAY THAT DOES NOT MAKE THEM COMPLETELY PUBLIC (OPEN MINDED VS. CLOSE MINDED SPACES).**



PROCESS

**NEW URBAN
LIVING IN A
CLOSED CITY**

- **CULTURAL INDIVIDUALISM**

ADDRESSING WHAT IS IT TO BE A PART OF A SPECIFIC CULTURE; THE NEEDS AND PERSPECTIVES OF INDIVIDUALS THAT WILL INFLUENCE THE COMPOSITION OF THE NEW CITY.

- **BALANCED INTEGRATION**

FIND AN APPROPRIATE BALANCE IN THE RELATIONSHIP BETWEEN PRESENT AND FUTURE IN THE DEVELOPMENT OF THE NEW CITY

- **LOCAL FOCUS**

DE-HOMOGENIZING THE URBAN FABRIC IN ORDER TO FIND GREATER LOCAL IDENTITY

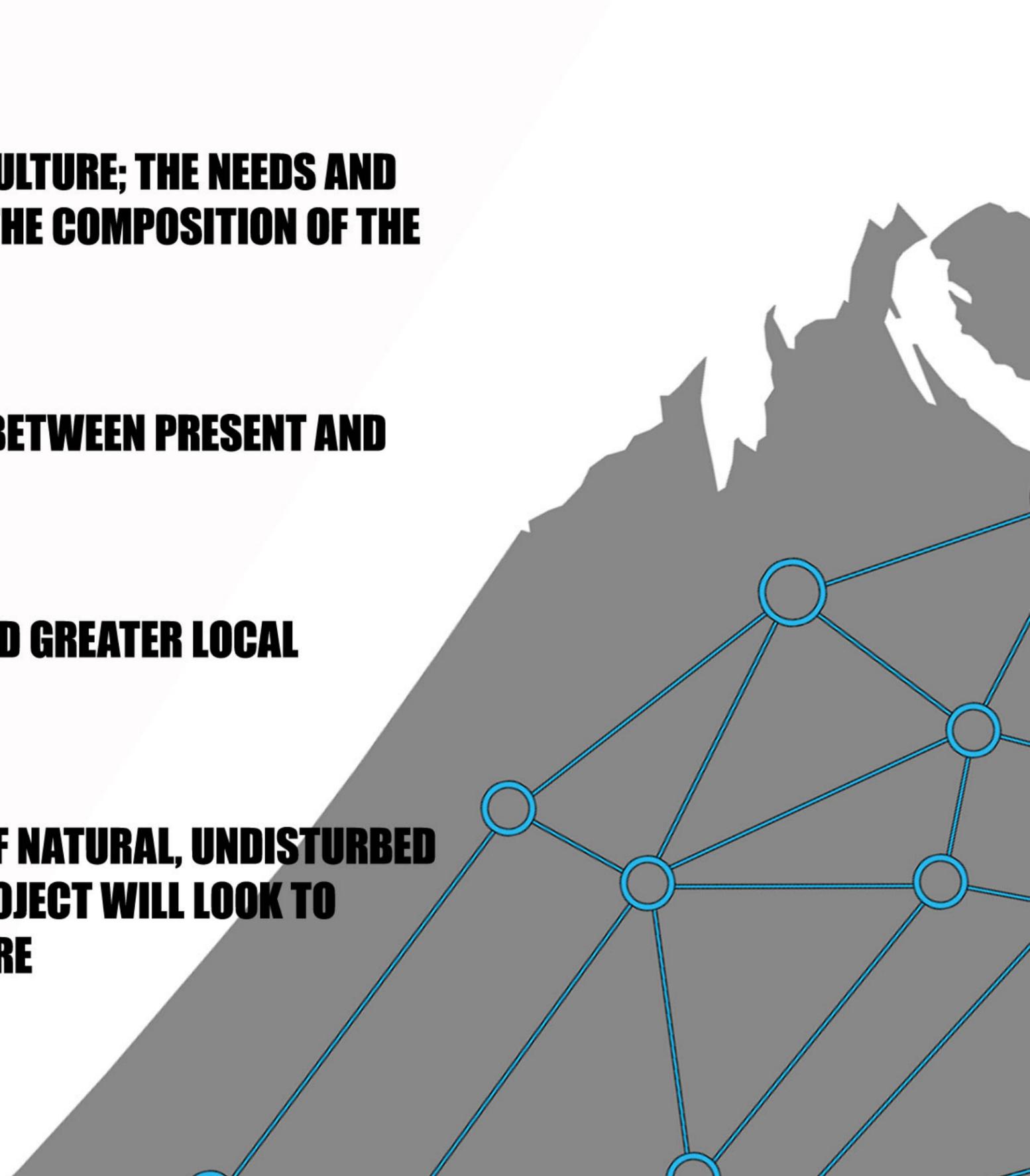
- **LINK TO THE NATURE**

A BENEFIT OF THE CLOSED CITY IS THE PRESERVATION OF NATURAL, UNDISTURBED ENVIRONMENTS WITH GREATER CONNECTIVITY. THE PROJECT WILL LOOK TO RETAIN THE RELATIONSHIP BETWEEN PEOPLE AND NATURE



GUIDING PRINCIPLES

**NEW URBAN
LIVING IN A** **CLOSED CITY**



WE ALL ARE...

I DON'T SAY THIS TO SOUND DRAMATIC OR BECAUSE I HAVE AN OVER DEVELOPED SENSE OF IMPORTANCE FOR THIS PROJECT. I SAY THIS BECAUSE IT IS TRUE.

THE KIND OF CHANGE MY PROJECT IS SUGGESTING WOULD AFFECT EVERYONE IN SOME WAY EITHER DIRECTLY OR INDIRECTLY. OUR CIVILIZATION IS LIKE A MACHINE AND IN ORDER TO RUN PROPERLY ALL OF THE COMPONENTS MUST BE TUNED TO FLOW TOGETHER IN TIME. IF ONE OF THE COMPONENTS CHANGES EVERYTHING ADJUSTS OR THE TIMING WILL BE OFF, THE CYLINDERS WILL KNOCK, AND THE ENGINE WILL STALL.

THE PROPORTIONS OF RESOURCES WE HAVE ARE CHANGING AND IF THE MACHINE CONTINUES TO RUN AS IS, IT WILL RUN OUT OF GAS. EQUILIBRIUM MUST BE FOUND AND ASSUMPTIONS ABOUT LIVING MUST BE CHANGED AND RETUNED ON ALL LEVELS, FROM HEADS OF STATE TO HEADS OF HOMES.

PEOPLE LIVE ALL OVER THE EARTH IN MANY DIFFERENT WAYS AND WHAT SEPARATES ONE WAY OF LIFE FROM THE OTHER IS THE CULTURALLY CONCEIVED IDEA OF WHAT IT IS TO LIVE AND BE COMFORTABLE. IN EVERY CASE THIS IS INFLUENCED BY THE RESOURCES AVAILABLE.



STAKE HOLDERS

**NEW URBAN
LIVING IN A**

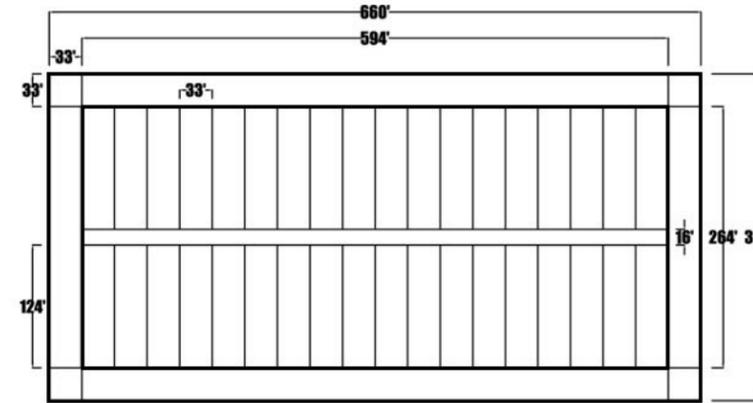
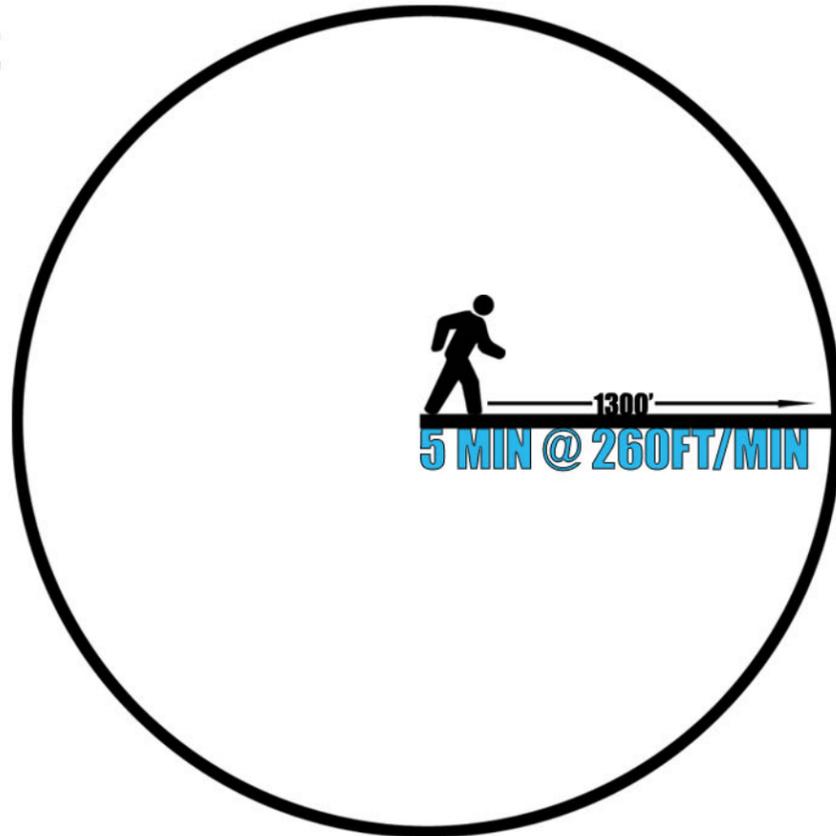
CLOSED CITY

IT HAS BEEN FOUND THAT **TIME NOT DISTANCE** DETERMINES A PERSON'S WILLINGNESS TO WALK. BREAKS IN THE FLOW OF THE INDIVIDUAL'S TRIP ALSO WEIGH IN HEAVILY.

THE AVERAGE PERSON WILL WALK FROM **5 TO 30 MINUTES** THOUGH A PERSONS WILLINGNESS TO WALK BEGINS TO DIMINISH AFTER 10 MINUTES.

A PERSON'S AVERAGE WALKING SPEED = **260FT/MIN**

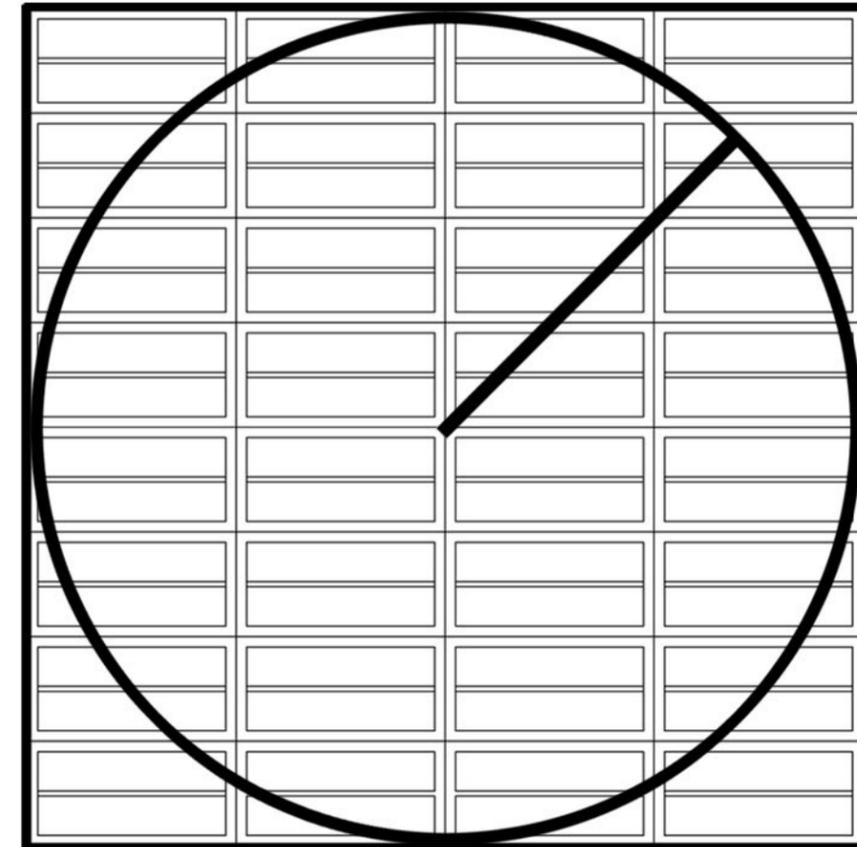
APPLYING THE WALKING RATE TO THE LOWER 5 MIN. RANGE IT PROVIDES A **1300'** RADIUS. THAT WHEN OVER LAYED ON THE TYPICAL CHICAGO BLOCK PROVIDES A COMFORTABLE WALKING ZONE THAT IS 4 BLOCKS SQUARE.



CHICAGO BLOCK



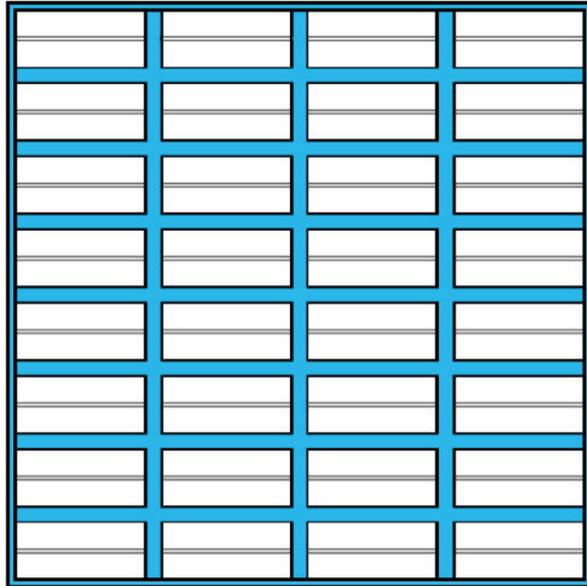
BLOCK GROUPING



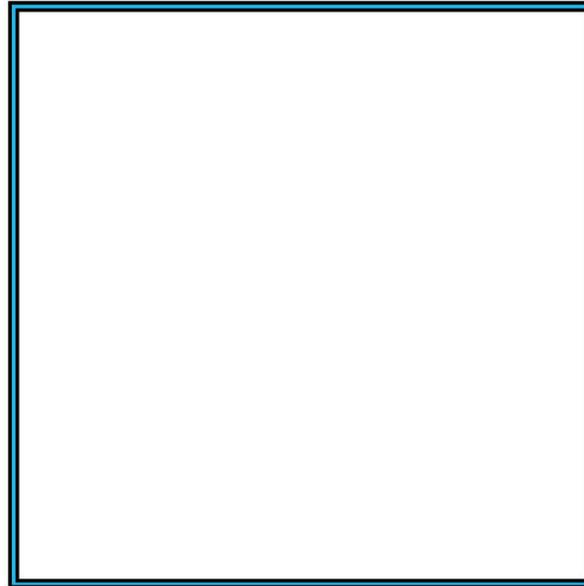
HUMAN SCALE

**NEW URBAN
LIVING IN A
CLOSED CITY**

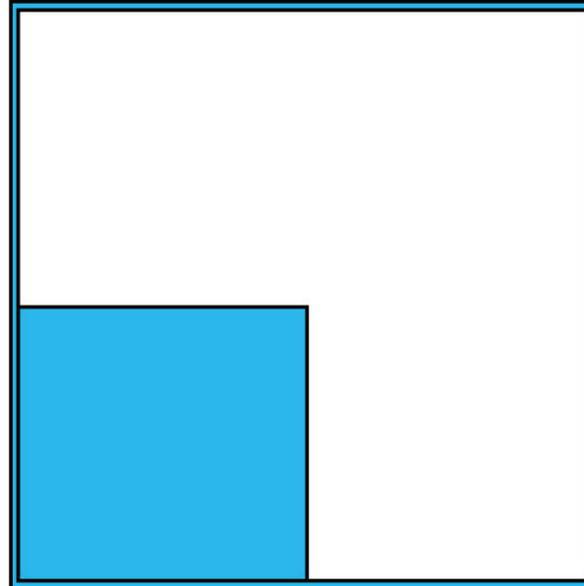
LAND USE



TRADITIONAL LAYOUT= 5,018,112 SQFT



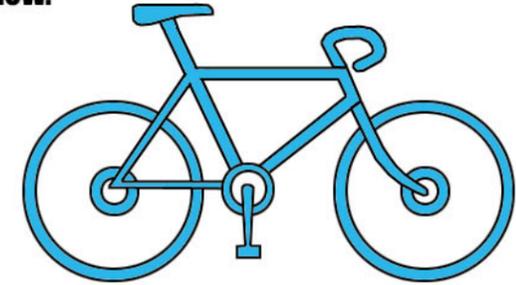
FREE BLOCK = 6,625,476 SQFT



RECLAIMED BUILDABLE LAND = 1607364

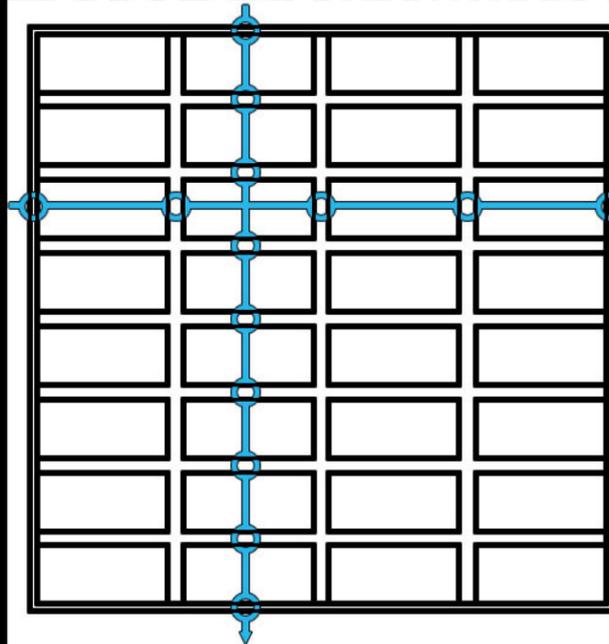
TRAVEL MEDIUMS

BICYCLES WOULD ALSO BE A VEHICLE CAPIBLE OF OPERATING WITHIN THE NEW BLOCK TYPE AS THEY OPERATE AT A HUMAN SCLAE. IT WOULD ALSO BE MUCH SAFER SINCE THEY WOULDN'T HAVE TO COMPETE WITH TRAFFIC AS MUCH AS THEY DO IN CITIES NOW.

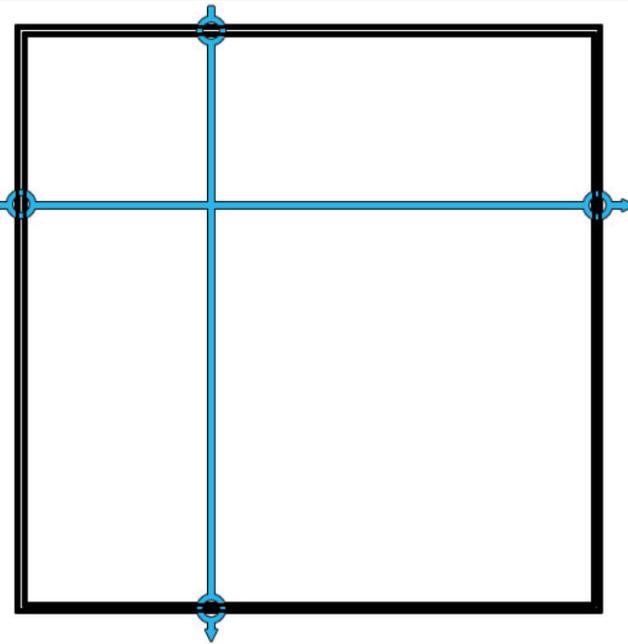


THE AVERAGE CYCLIST CAN TRAVEL AT 12-15MPH IN A CITY
THE AVERAGE MOTORIST CAN TRAVEL AT 6-8 MPH IN A CITY

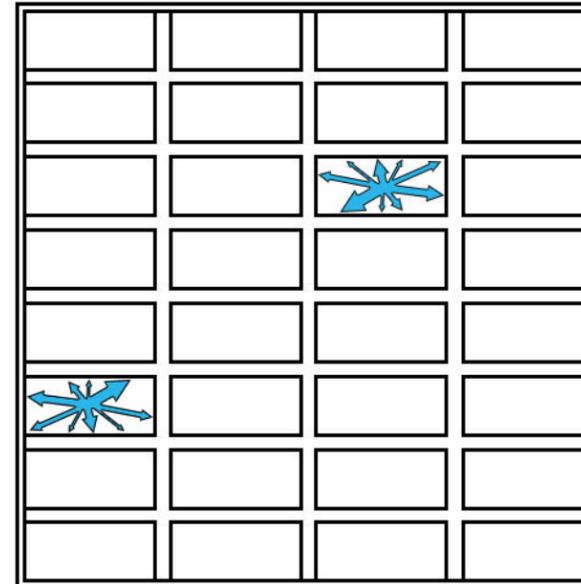
STOPS FOR TRAFFIC



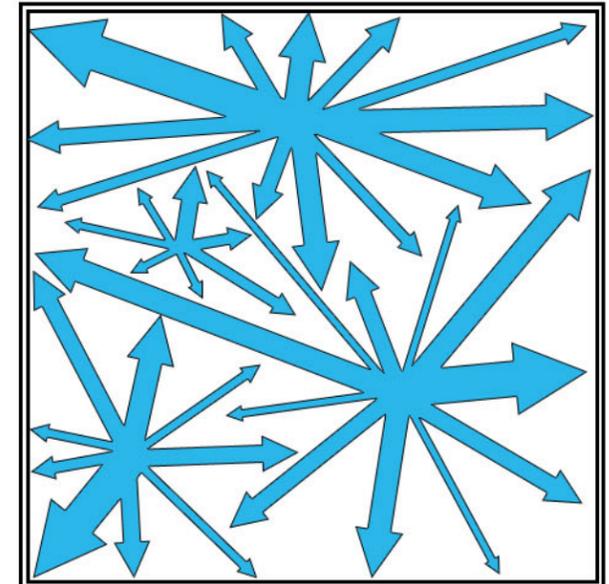
WOULD DECREASE WALKING TIME AND INCREASE SAFETY



GREATER PLANNING FREEDOM



ALLOWS FOR A GREATER VARIETY OF PLANNING SCHEMES THAT CAN BE DICTATED BY THEIR OWN NEEDS AND NOT BY THE STREETS

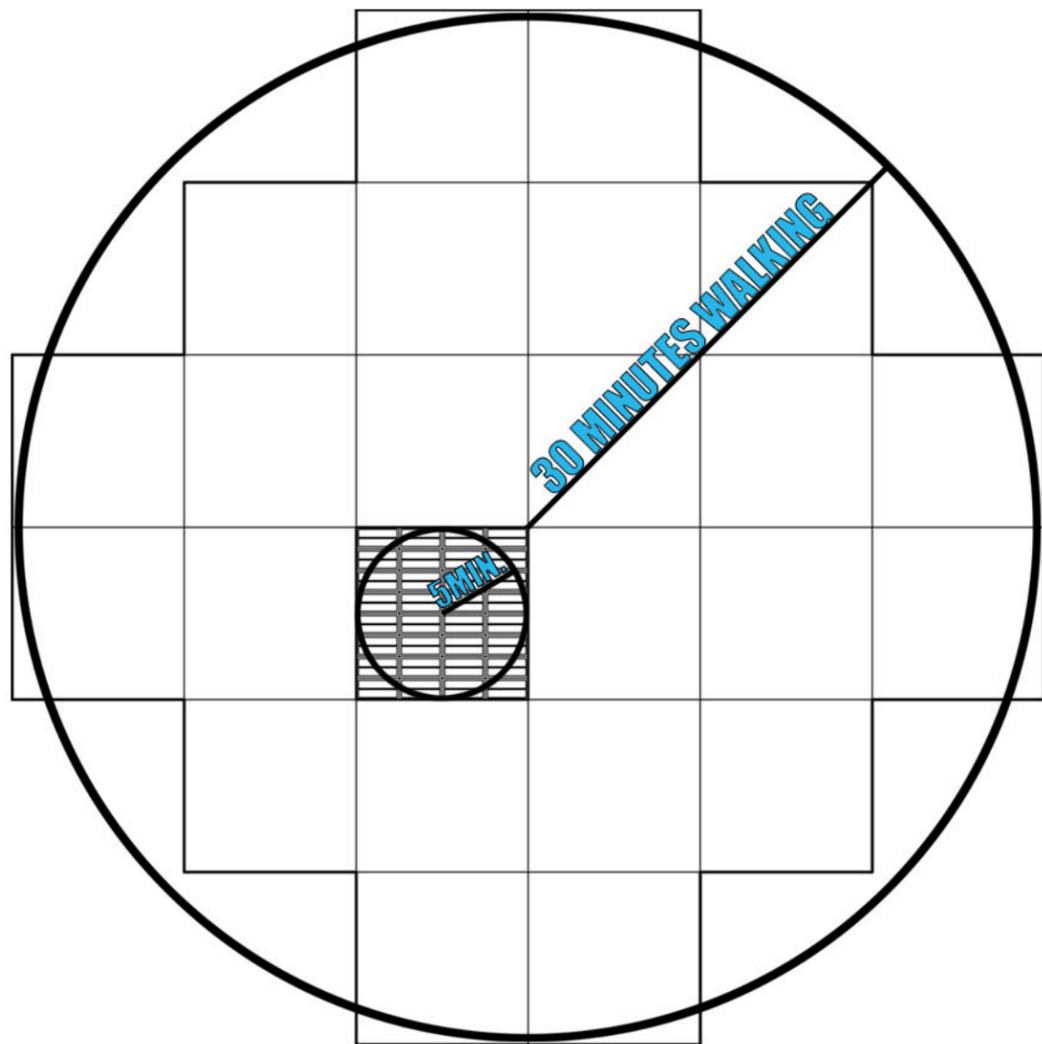


HUMAN SCALE

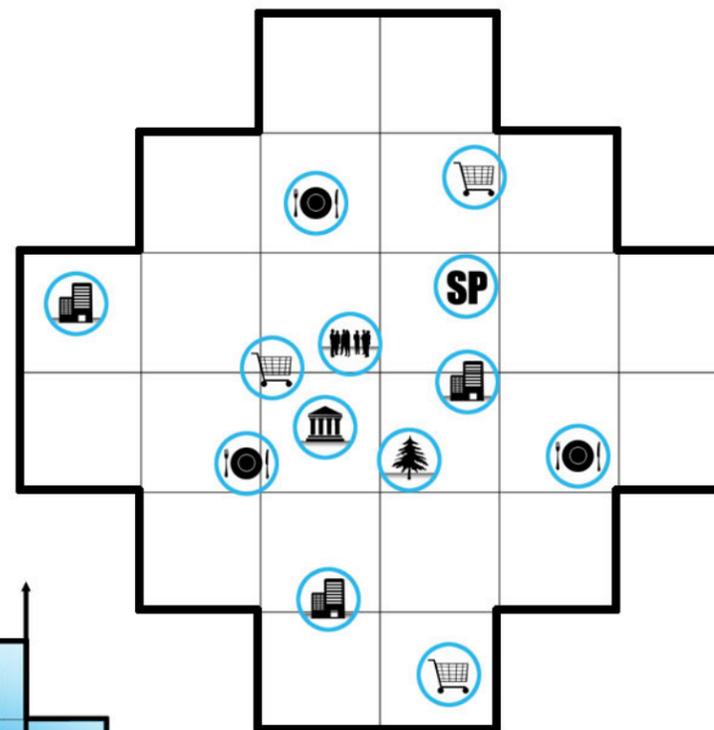
NEW URBAN
LIVING IN A

CLOSED CITY

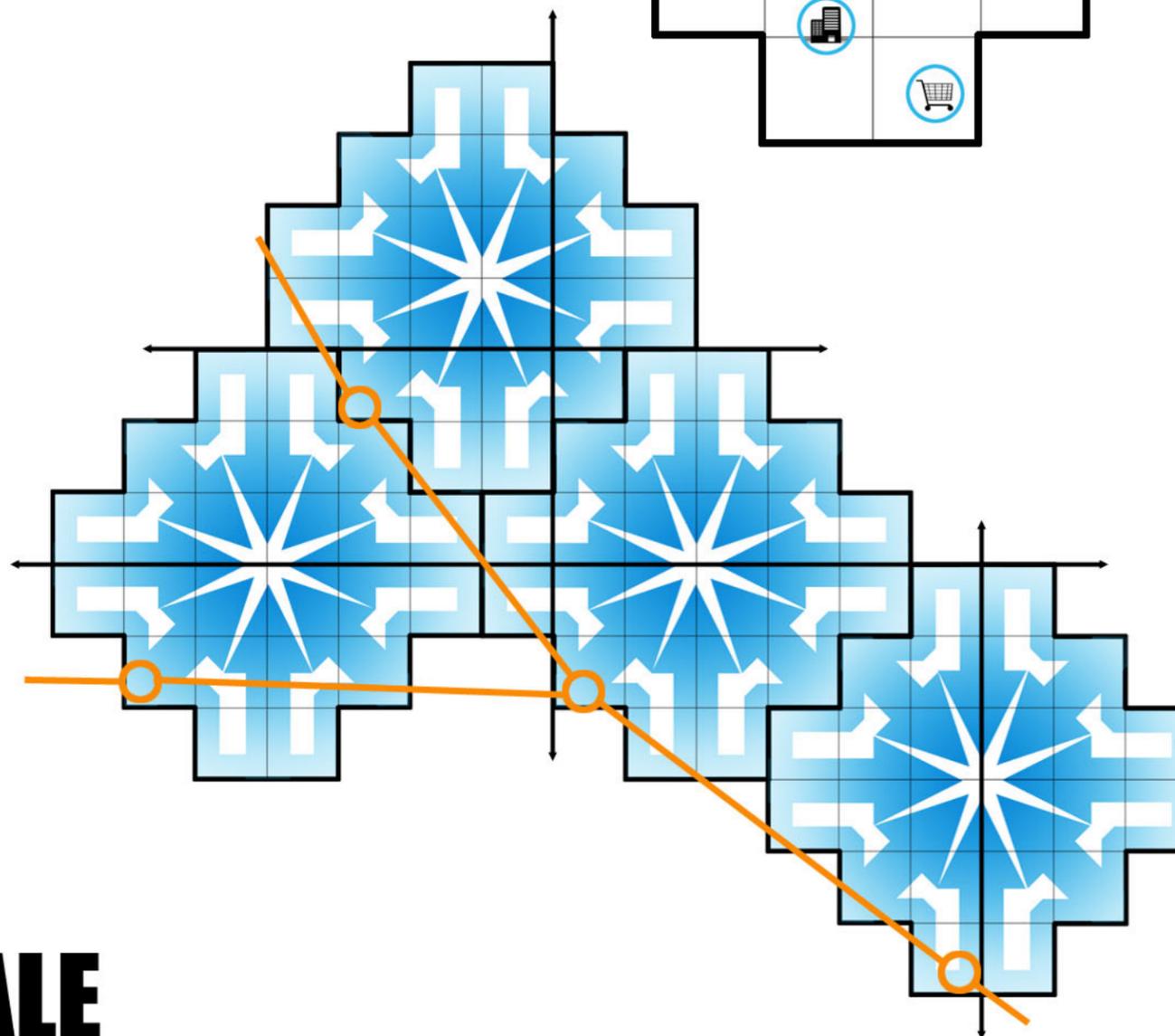
ONCE THE SCALE OF THE BLOCK IS DETERMINED USING THE SMALLER 5 MIN. LIMIT, THE 30 MIN. LIMIT IS USED TO ESTABLISH A LARGER NEIGHBORHOOD COMMUNITY THAT IS STILL POTENTIALLY WALKABLE.



- SHOPPING/RETAIL
- DINING
- COMMUNITY SPACE
- UNIQUE SPECIAL USE
- SCHOOL
- PARK
- OFFICES



AS THIS IS THE EXTENT OF WHAT IS FEASIBLE FOR AN INDIVIDUAL TO WALK, THE NEIGHBORHOOD SHOULD BECOME SELF CENTERING. KEEPING ITSELF LOCALIZED FOCUSING ON VARIOUS COMMUNITY SPACES AND OTHER ATTRIBUTES THAT MAKE IT UNIQUE. SIMILAR TO THE PLANNING STRATEGIES USED IN BARCELONA'S REVITALIZATION IN THE EARLY 1990'S.

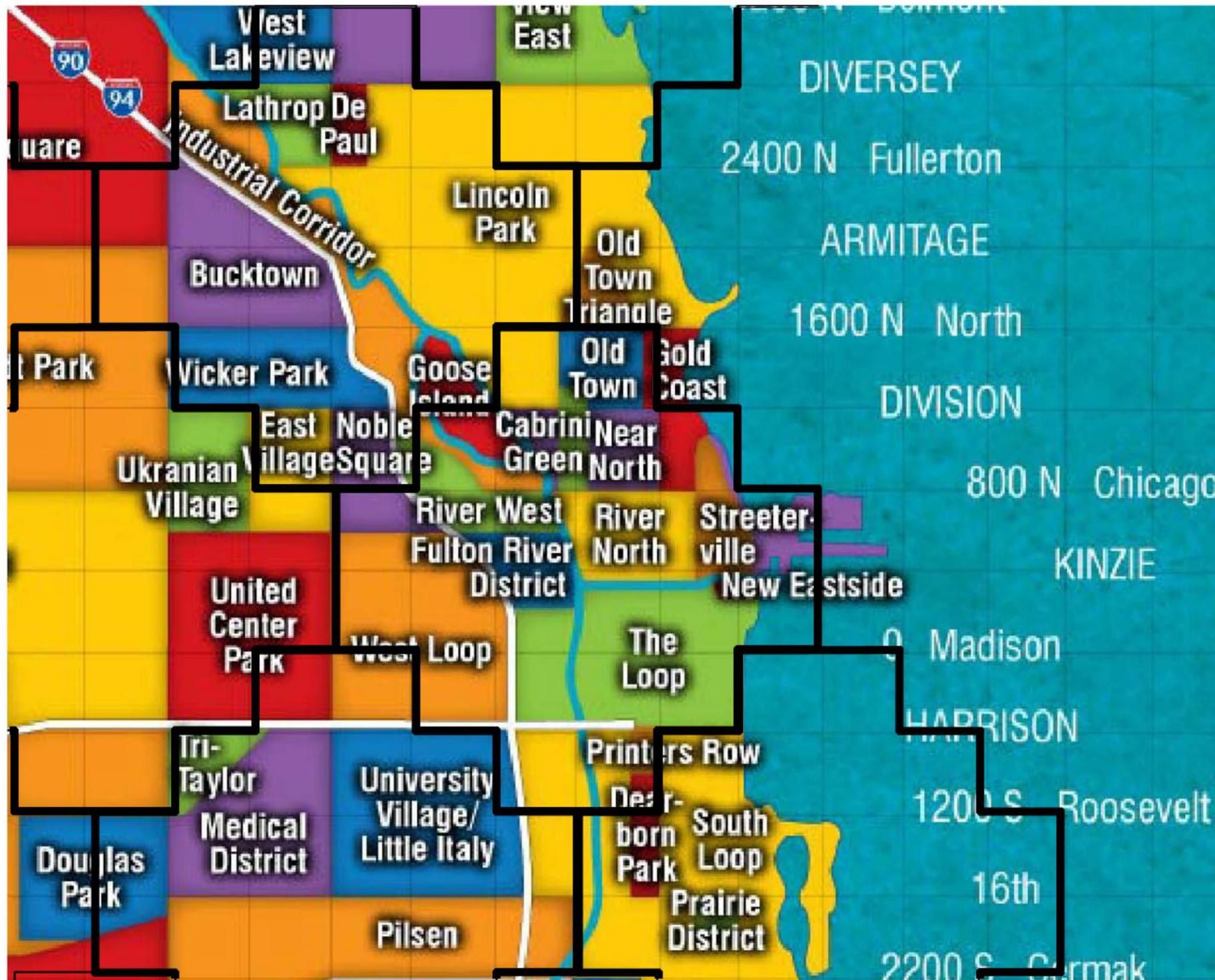


WITH THE NEIGHBORHOODS SET UP SO THEY ARE SELF CONTAINED AND EASILY COVERED ON FOOT NO TO MENTION BY BIKE; PUBLIC TRANSIT CAN BE SET UP BY RAIL OR BUS SO THAT IT IS A LINK BETWEEN THESE SELF CONTAINED UNITS. THE TOTAL EFFECT COULD POTENTIALLY LESSEN THE NEED TO TRAVEL LARGE DISTANCES DAILY IN THE CITY.

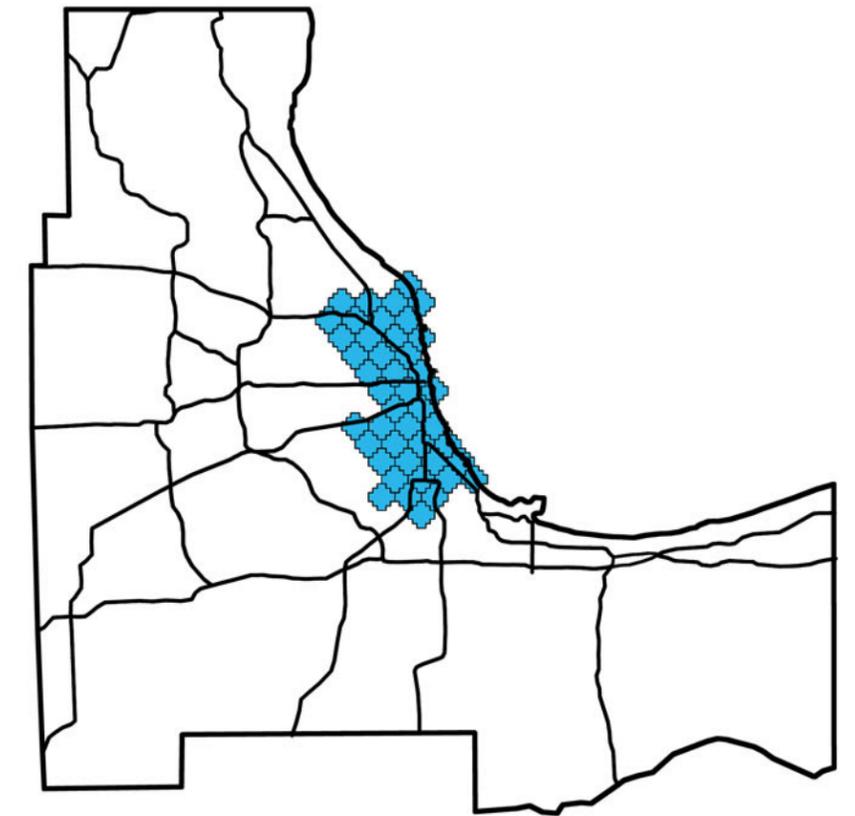


COMMUNITY SCALE

NEW URBAN LIVING IN A CLOSED CITY



WHEN THE NEW GROUPING SYSTEM IS LAID OVER THE CURRENT CITY CONDITION IT CAN BE SEEN THAT REGIONS OF THE CITY, SUCH AS THE DOWNTOWN, THAT ARE ALREADY VIEWED AS A DISTINCT AREA WITH IN THE CITY ALREADY ARE OPERATING AT THIS SAME SCALE TO SOME LEVEL. IT'S ALSO IMPORTANT TO NOTE THE WAY THE UNIT FITS IN TO THE EXISTING STREET GRID. IMPLEMENTATION OF THIS NEW SYSTEM WOULDN'T BE A COMPILE REWORKING JUST A PROCESS OF SUBTRAC-TION.

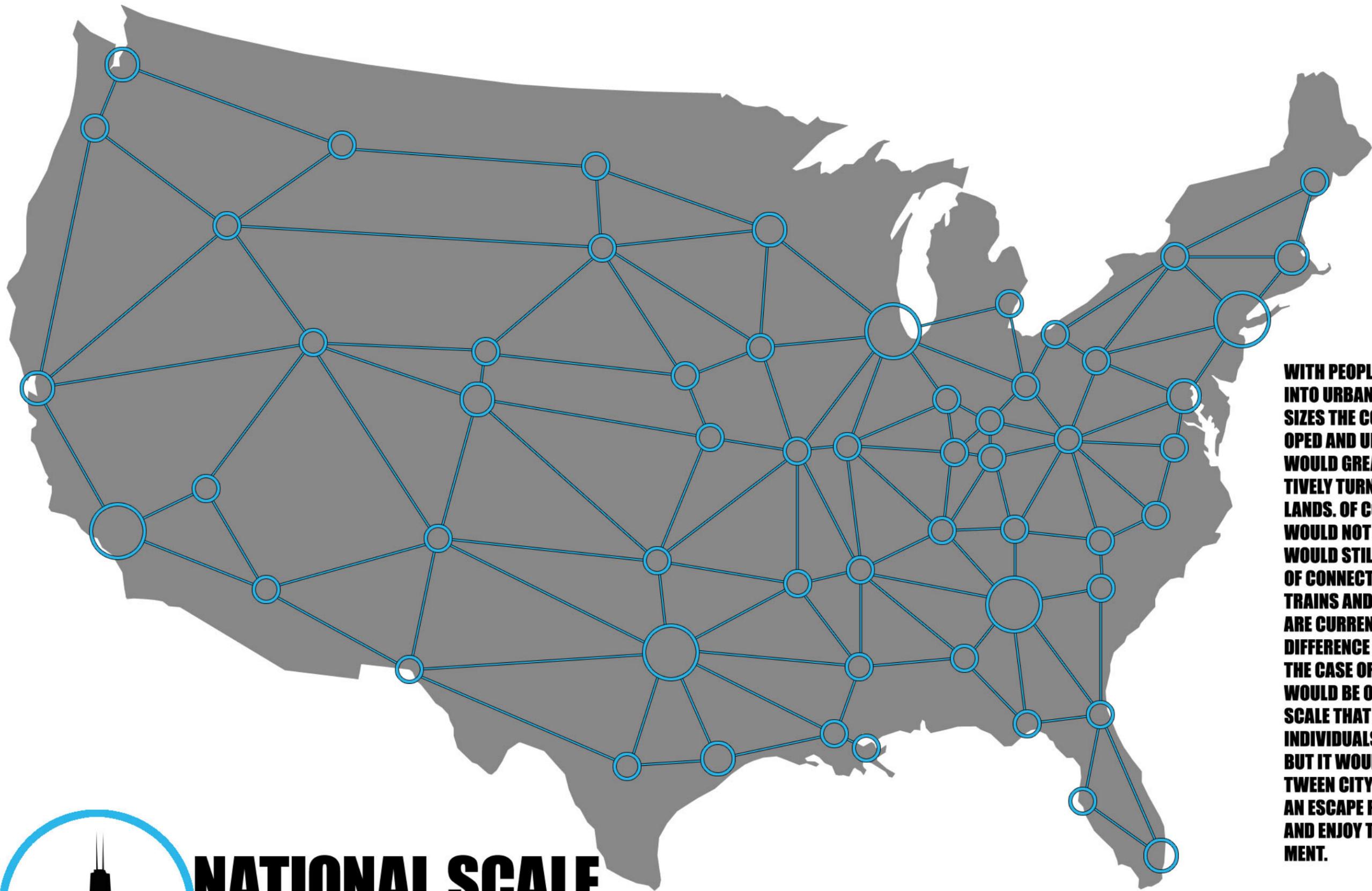


ABOVE IS A MAP OF THE GREATER CHICAGO AREA WITH THE CITY PROPER OVERLAID IN BLUE WITH THE NEW SYSTEM TO GIVE AN IDEA OF HOW MANY UNITS LIKE THIS WOULD BE IN THE CITY.



CITY SCALE

NEW URBAN LIVING IN A CLOSED CITY



WITH PEOPLE PULLED BACK CLOSE INTO URBAN CENTERS OF VARIOUS SIZES THE CONTRAST OF DEVELOPED AND UNDEVELOPED LAND WOULD GREATLY INCREASE EFFECTIVELY TURNING CITIES INTO ISLANDS. OF COURSE THESE ISLANDS WOULD NOT BE CUT OFF THERE WOULD STILL BE THE SAME LEVEL OF CONNECTION VIA THE PLANES, TRAINS AND AUTOMOBILES THAT ARE CURRENTLY AVAILABLE. THE DIFFERENCE WOULD BE MOSTLY IN THE CASE OF AUTOMOBILES, THEY WOULD BE OPERATING AT THE SCALE THAT SUITS THEM. INDIVIDUALS WOULD HAVE A CAR BUT IT WOULD ACT MORE AS BETWEEN CITY TRANSPORTATION OR AN ESCAPE POD TO EXIT THE CITY AND ENJOY THE RURAL ENVIRONMENT.

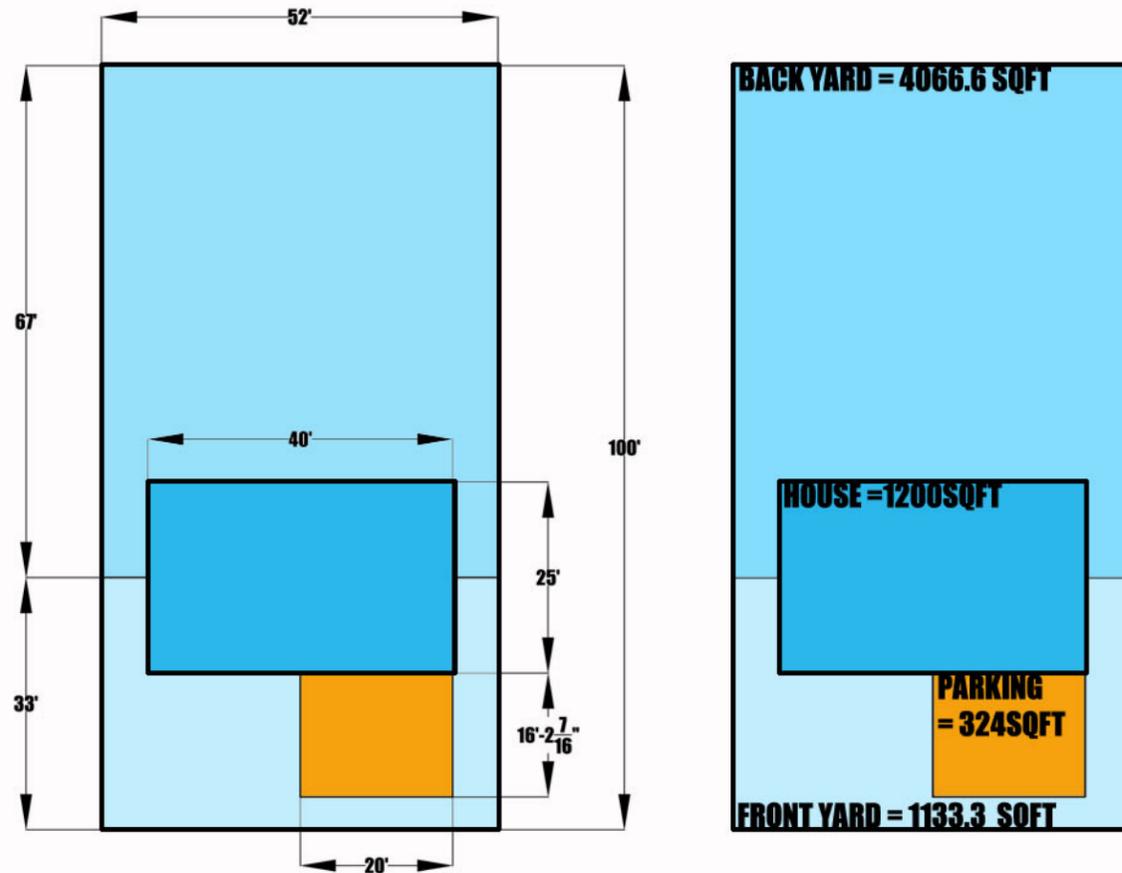


NATIONAL SCALE

**NEW URBAN
LIVING IN A**

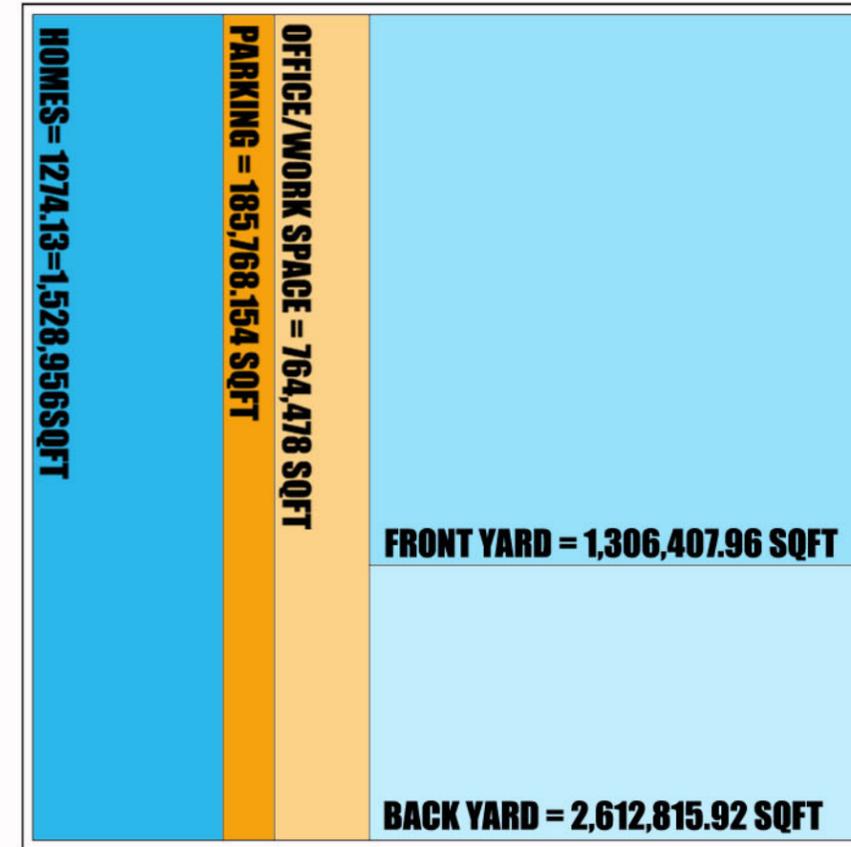
CLOSED CITY

BASIC HOUSE UNIT



AVERAGE CONTEMPORARY HOME IS 2500 SQFT WITH A LOT SIZE OF 100'X130'
 I ADJUSTED THIS TO A SMALLER SIZE OF 1200 SQFT WITH A YARD THAT IS 52'X100' ASSUMING HOUSE SIZES AND YARDS WILL SHRINK BECAUSE OF COST OF LAND. THIS IS STILL LARGER THAN BRITISH AND JAPANESE AVERAGE HOUSE SIZES AT 1000SQFT AND 700SQFT.
 THE PARKING DIMENSIONS IS TAKEN FROM A STANDARD 20'X9' SPACE AND THE SQUARE FOOTAGE IS THEN MULTIPLIED BY 1.8 WHICH IS THE AVERAGE NUMBER OF CARS PER HOUSE IN THE UNITED STATES.

BLOCK DIVIDED



THE BLOCK IS 6,625,476 SQFT
 THIS NUMBER DIVIDED BY 5200 SQFT OF YARD SPACE EQUALS 1274.13 THIS IS THE NUMBER OF HOMES GIVEN THE INFORMATION ON THE LEFT THE BLOCK SHOULD SUPPORT.

I WANTED TO START THINKING ABOUT ADDITIONAL PROGRAM TO BUILD UP THE BLOCK SO INCLUDED OFFICE/WORK SPACE AT 250 SQFT/PERSON AT 2.4 PEOPLE/HOUSE

THIS MEANS:

HOMES = 1274.13 = 1,528,956 SQFT
PARKING = 185,768.154 SQFT
FRONT YARD = 1,306,407.96 SQFT
BACK YARD = 2,612,815.92 SQFT

OFFICE/WORK SPACE = 764,478 SQFT

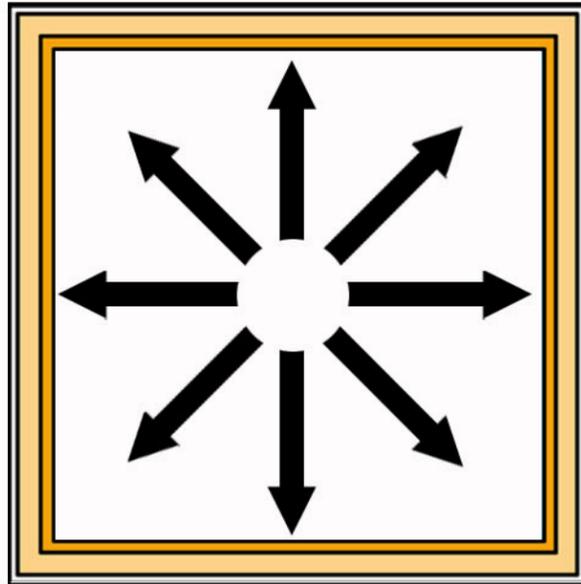


THE BLOCK

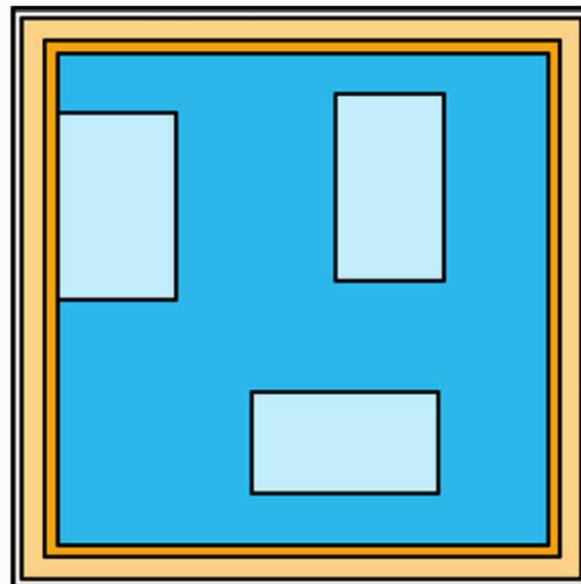
NEW URBAN
LIVING IN A

CLOSED CITY

INITIAL BASIC BLOCK LAYOUT



BY PUSHING THE ENTIRE WORK AND PARKING PROGRAM TO THE OUTSIDE OF THE BLOCK WHERE IT IS MOST LOGICALLY PLACED I ALSO CREATE A PERIMETER SHIELDING THE BLOCK'S RESIDENCE FROM THE BUSY STREET.



INSIDE THE PERIMETER FRONT YARD SPACE WOULD BE USED AS OPEN LOCAL PUBLIC SPACE AND DWELLING UNITS AND BACK YARDS SPACE YOUR BE BROKEN UP TOGETHER TO CREATE THE INDIVIDUALS PRIVATE SPACE.

THE NEXT STEP

AT THIS POINT IN THE PHASE 2 DESIGN PROCESS I AM NOT ENTIRELY SURE HOW I AM GOING TO BRAKE UP THE BLOCK I HAVE DESIGNED IN PHASE 1. CERTAIN THINGS LIKE PARKING AND WORK RELATED SPACES I FEEL SHOULD BE PUSHED CLOSER TO THE PERIMETER OF THE BLOCK. THIS WILL PROVIDE A PERIMETER SEPARATING THE LIVING SPACES FROM THE BUSY STREET. ALSO IT WILL PROVIDE A STREET FACE LIKE THE ONE THAT EXISTS IN CONTEMPORARY CITIES.

INSIDE OF THIS ESTABLISHED EDGE I WOULD LIKE TO THINK OF THE FRONT YARD SPACE AS I AM CALLING IT AS A SEMI PUBLIC SPACE. IN SUBURBAN FRONT YARDS THIS IS THE PORTION OF THE YARD THAT FACES THE STREET AND ACTS AS A BUFFER BETWEEN THE ROAD AND THE FRONT OF THE HOUSE. WITH IN THE BLOCK THE FRONT YARD SPACE WOULD BE LOCALLY PUBLIC PERHAPS PROVIDING AMENITY, OR OPEN GREEN SPACE FOR PICK UP FOOTBALL GAMES OR ANY OTHER GROUP ACTIVATES. THEY WOULD END UP BEING LARGER OPEN SPACES SPREAD OUT WITH IN THE BLOCK INTERIOR.

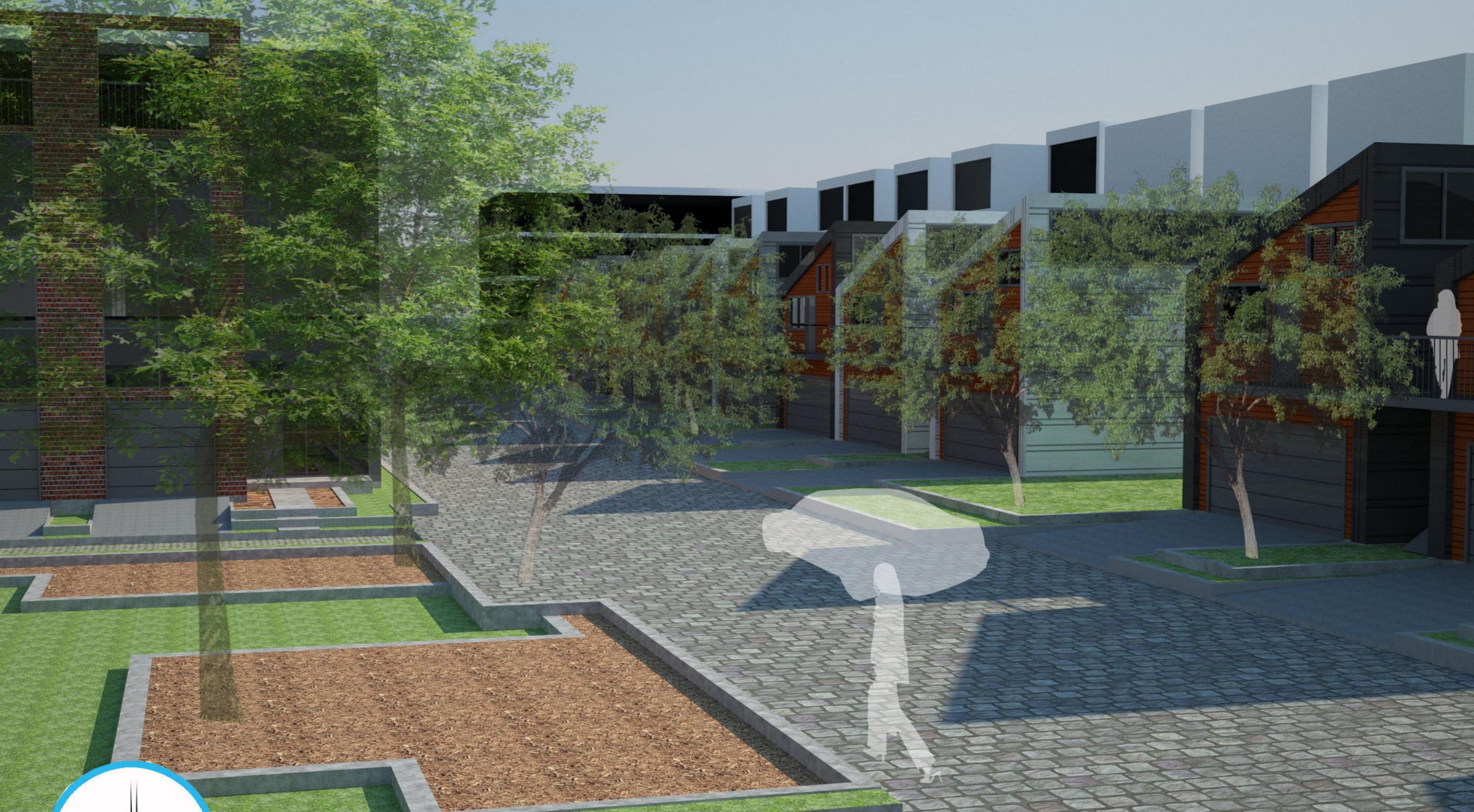
THE HOUSE UNIT AND THE BACK YARD WOULD BE JOINED THE HOUSE IS A PRIVATE RESIDENCE AND THE BACK YARD IS THE EXTERIOR EXTENSION OF THAT PRIVATE SPACE. THE SAME IS TRUE IN SUBURBAN LIVING THIS IS THE PORTION OF YARD AT THE BACK OF THE HOUSE CUT OFF FROM THE STREET.

THE GREATEST VARIABLE I HAVE YET TO REALLY WORK OUT TO SOME DEGREE IS THE CIRCULATION. I HAVE REMOVED ALL OF THE CITY ROADS IN ORDER TO RECLAIM SPACE BUT THERE WILL NEED TO BE SOME FROM OF PATH SYSTEM CONNECTING THE BLOCK'S INTERIOR COMPONENTS TO EACH OTHER AND THE STREET. THREE IS ALSO THE ISSUE OF FIRE AND OTHER EMERGENCY ACCESS; THE PATHS WILL NEED TO BE AT A CERTAIN SCALE AND ORGANIZED IN SUCH A WAY THAT THE INHABITANTS ARE STILL SAFE.



PHASE 2 THOUGHTS

NEW URBAN
LIVING IN A **CLOSED CITY**



BRAD M. WITZMAN **SECOND SEMESTER**

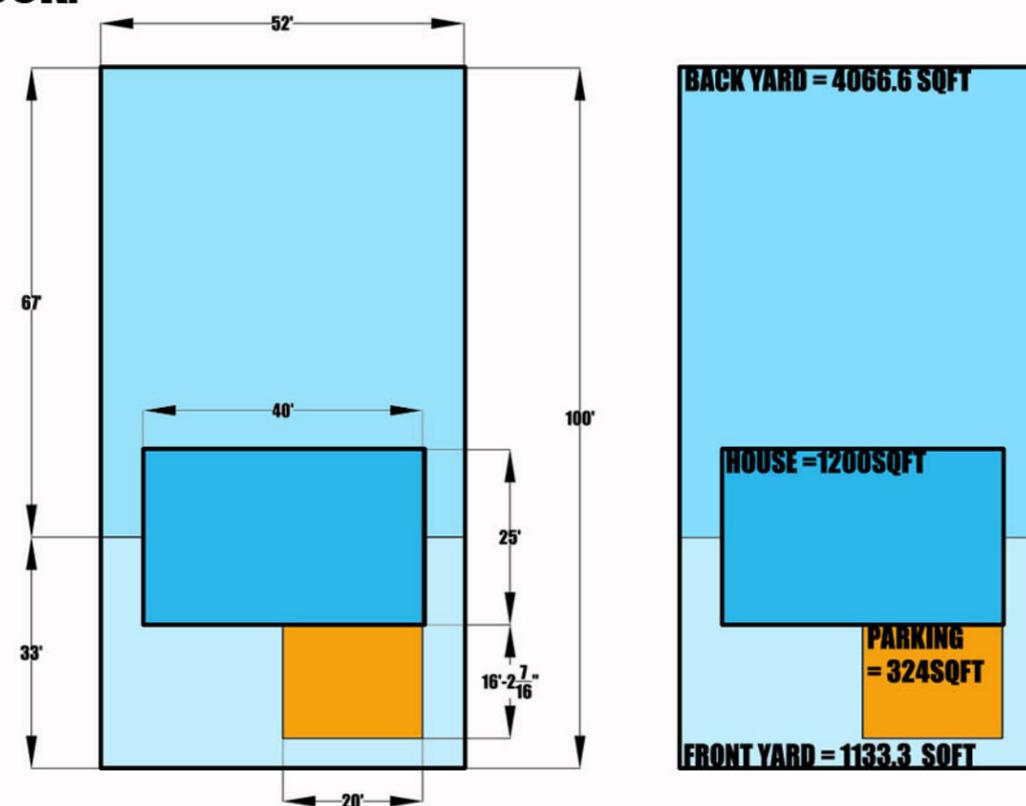
**NEW URBAN
LIVING IN A** **CLOSED CITY**

AFTER STARTING ON THE SECOND SEMESTER OF THE MASTERS PROJECT AND REALLY SITTING DOWN AND DISCUSSING THE IDEAS WITH MY PROFESSORS IT BECAME CLEAR THAT THE PROJECT NEEDED TO TAKE A DIFFERENT DIRECTION THAN I HAD ANTICIPATED IN THE SEMESTER BEFORE. INSTEAD OF TRYING TO DESIGN A BUILDING IN A SITE AND TIME THAT I WAS TRYING TO ANTICIPATE IT WAS DECIDED TO INSTEAD APPROACH THE PROJECT AS AN URBAN RENEWAL DESIGN.

WERE I TO CONTINUE IN THE DIRECTION DICTATED BY THE PREVIOUS SEMESTER I WOULD BE LEAVING TOO MANY OPEN ENDS AS IT WOULD BE ULTIMATELY IMPOSSIBLE TO PREDICT WHAT DIRECTION PEOPLE WOULD MOVE IN, IN THE EVENT OF A CLOSED CITY. BY DOING AN URBAN RENEWAL PROJECT I COULD STILL KEEP THE IDEA OF THE CLOSED CITY BUT INSTEAD APPLY IT TO THE WORLD AS IT EXISTS RIGHT NOW. BASICLY; THE WORLD EXISTS AS IT IS AND TOMORROW OUR CITIES ARE CLOSED, HOW WOULD WE MOVE FORWARD FROM THIS POINT IN TIME? THIS ALSO ALLOWS ME TO ADDRESS CONTEMPORARY ISSUES IN MY SOLUTION, SUCH AS THE OVER WHELMING AMOUNT OF VACANT LAND IN DOWNTRODDEN URBAN AREAS WHICH WOULD LOGICALLY BE THE FIRST TO BE UTILIZED WHEN CITIES COULD NO LONGER MOVE OUTWARD. THE MAJOR PROGRAMMATIC ELEMENT THAT WILL BE KEPT FROM THE PERVIOUS SEMESTER IS THE IDEA OF THE STANDARD SUBURBAN HOME. THIS WILL BE THE BASIC UNIT THRU WHICH I DIVIDE AND THINK ABOUT THE COMPONENTS IN MY CLOSED CITY BLOCK.

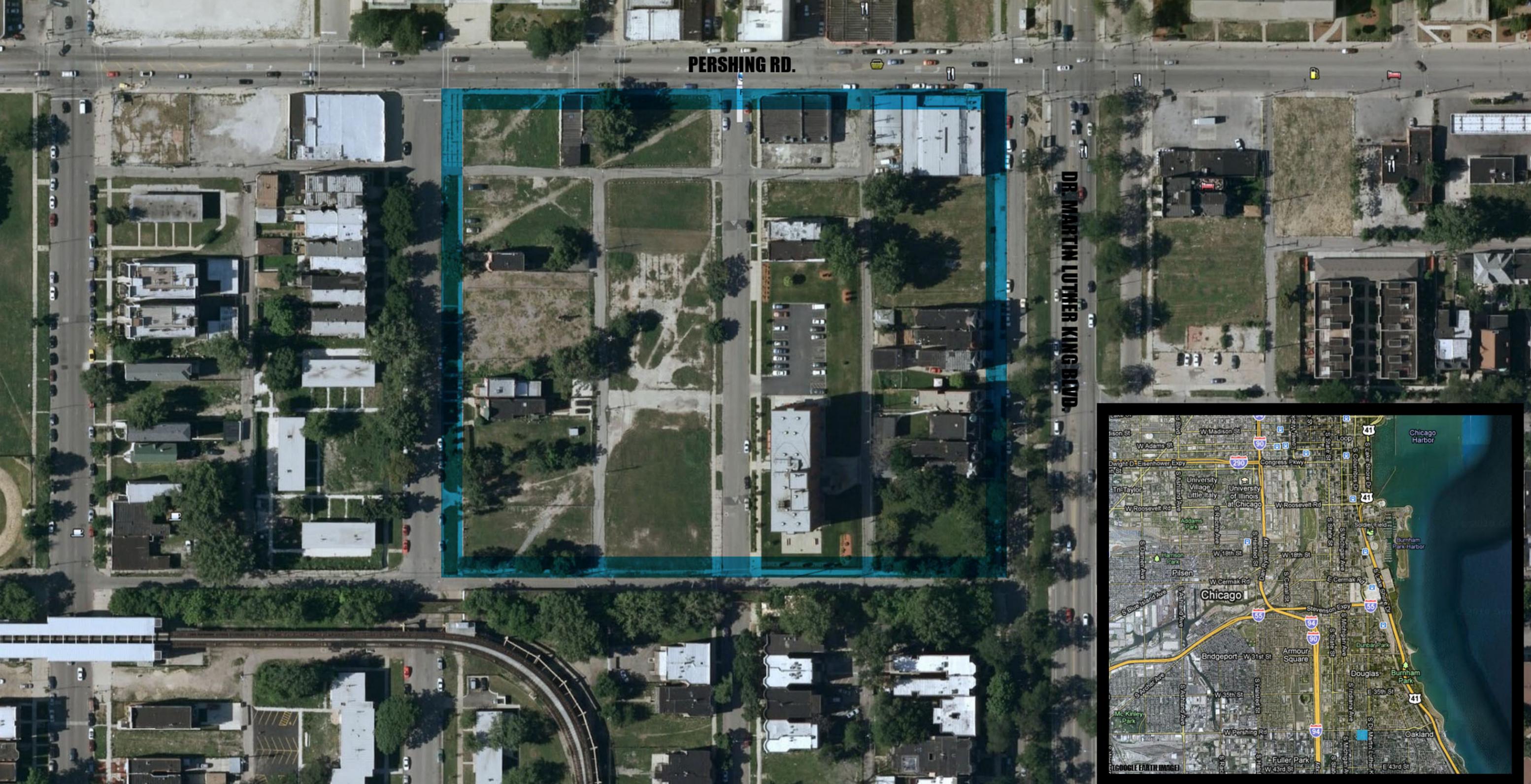
AMERICAN CITIES HAVE ALWAYS HAD THE OPTION TO EXPAND. BUT WHAT IF THE AMERICAN CITY LOST ITS ABILITY TO MOVE OUTWARD? SUBURBAN LIVING, A DIRECT SIDE EFFECT OF THE CITIES ABILITY TO EXPAND, WOULD HAVE TO ADDAPT.

THIS PROJECT IS AN INVESTIGATION IN TO HOW A CLOSED CITY WOULD CHANGE HOW PEOPLE LIVE BY OFFERING PEOPLE WITH THE SAME TYPES OF AMENITIES FOUND IN SUBURBAN LIVING BUT EMBEDDED WITHIN A MORE DENSE URBAN FABRIC.



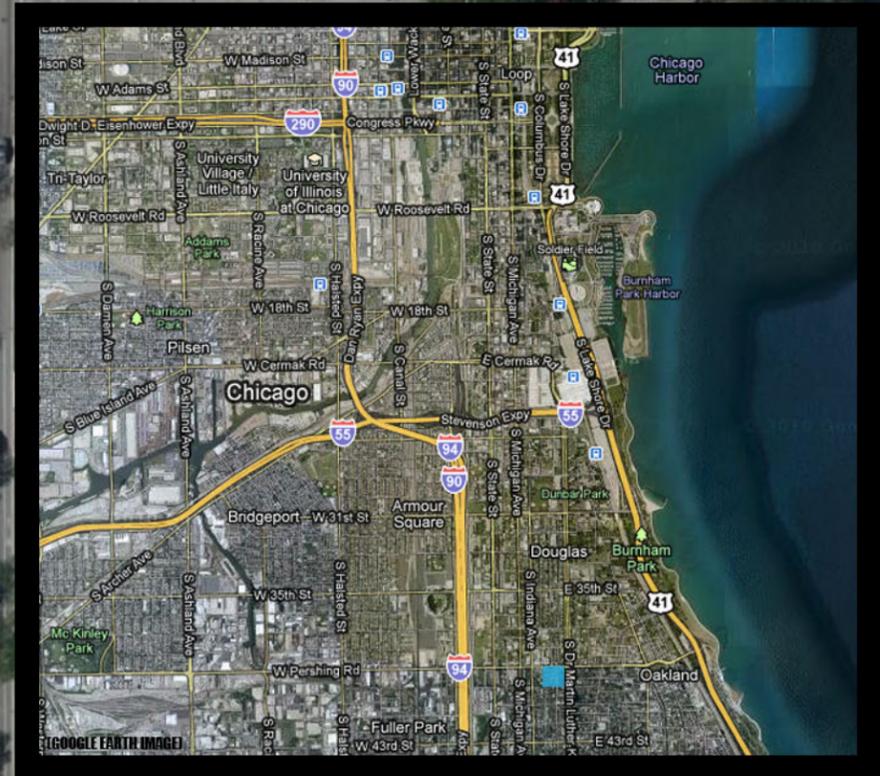
STATEMENT

**NEW URBAN
LIVING IN A** **CLOSED CITY**



PERSHING RD.

DR. MARTIN LUTHER KING BLVD.



THE SITE CHOSEN IS LOCATED ON THE SOUTH SIDE OF CHICAGO IN AN AREA THAT HAS BEEN ESSENTIALLY ABANDONED. THE SITE ITSELF IS MOSTLY VACANT.

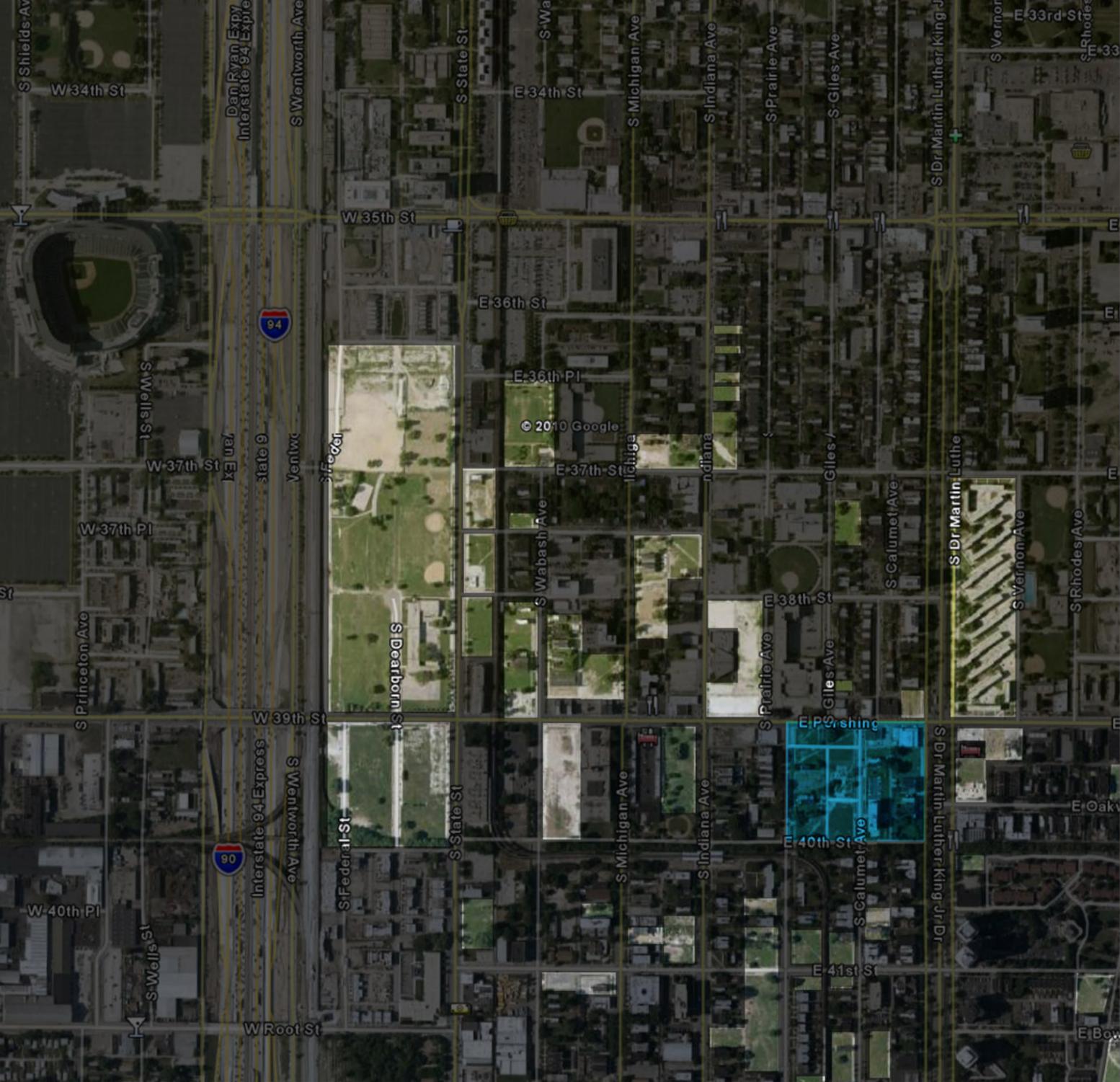
(GOOGLE EARTH IMAGE)



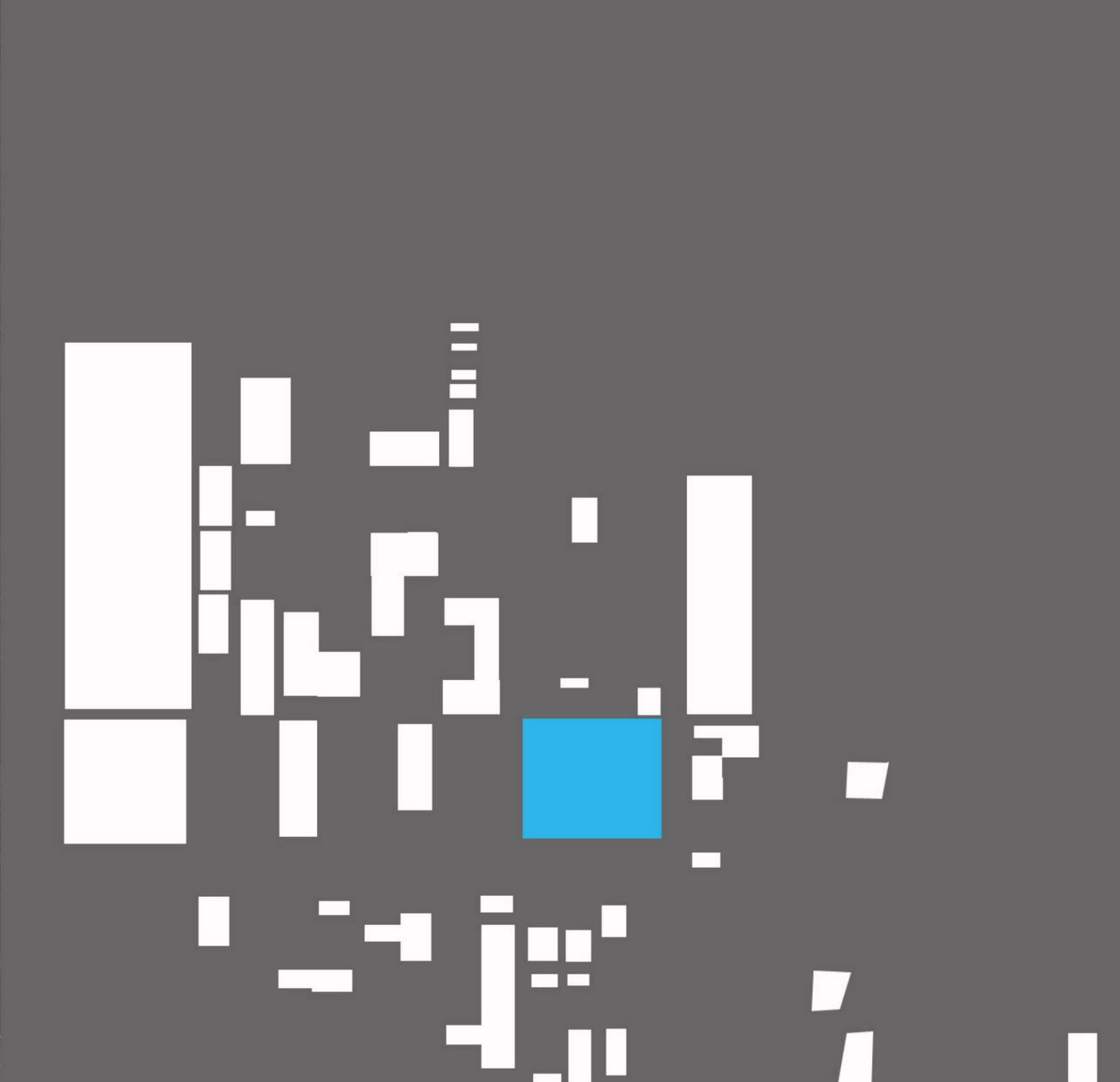
SITE

**NEW URBAN
LIVING IN A**

CLOSED CITY



(GOOGLE EARTH IMAGE)

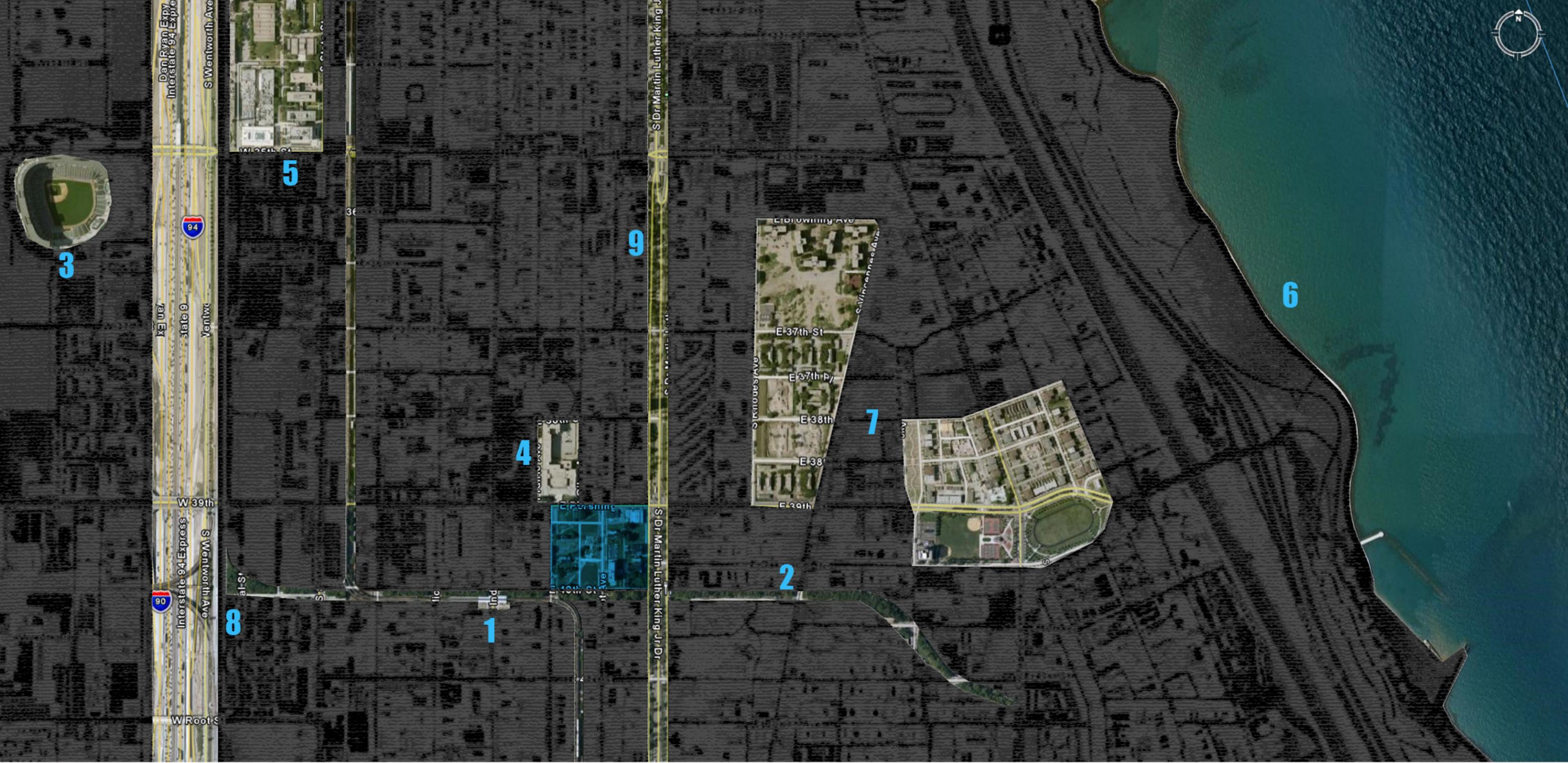


THE SITE AND THE SURROUNDING AREA CONTAIN A LARGE NUMBER OF VACANT LOTS. IN THE EVENT OF A CLOSED CITY, AREAS SUCH AS THESE WOULD BE THE FIRST TO BE REDEVELOPED BECAUSE OPEN LAND WOULD BECOME EXTREMELY VALUABLE.



SITE

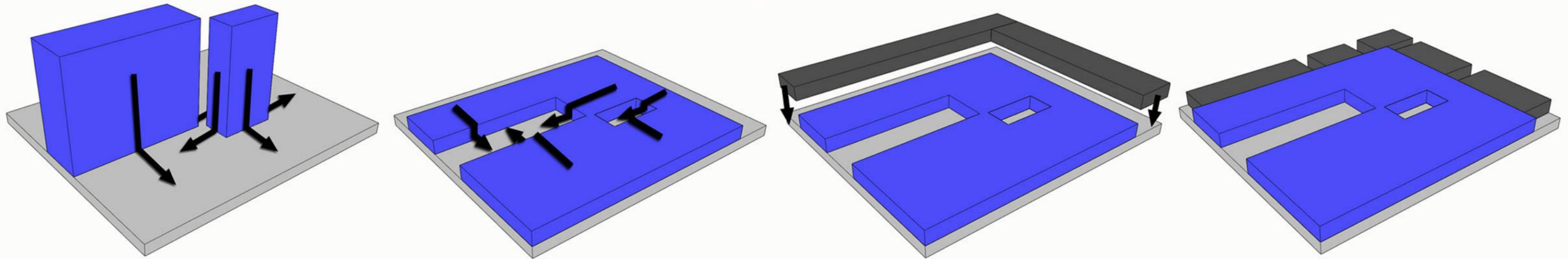
**NEW URBAN
LIVING IN A** **CLOSED CITY**



SITE

- 1 - CTA ACCESS**
 - 2 - VIADUCT**
 - 3 - PROFESSIONAL SPORTS TEAM**
 - 4 - HIGH SCHOOL**
 - 5 - UNIVERSITY**
 - 6 - THE LAKE**
 - 7 - REDEVELOPMENT**
 - 8 - CLOSE ACCESS TO MAJOR HIGHWAY**
 - 9 - CLOSE ACCESS TO CITY BOULEVARD**
- DESPITE THE AREAS WOES THERE ARE A NUMBER OF ATTRACTIVE FEATURES THAT COULD CONTRIBUTE THE AREAS REDEVELOPMENT**

NEW URBAN LIVING IN A **CLOSED CITY**



BERLIN

(GOOGLE EARTH IMAGE)



MUNICH

(GOOGLE EARTH IMAGE)

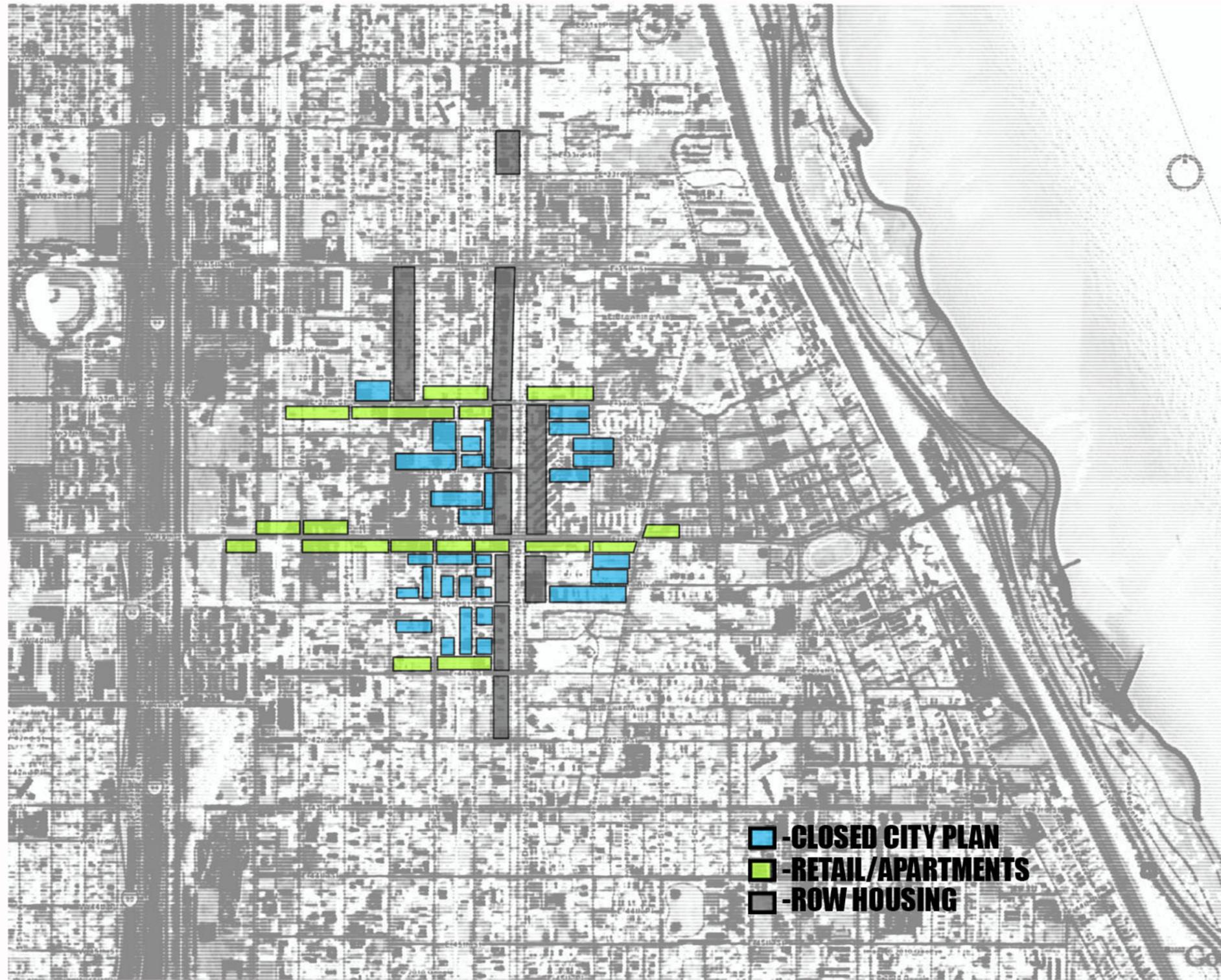
Taking the tower in a field precedent, found commonly on the south side of Chicago, I invert it so that the condition becomes open space with in a field of homes. This does two things fist it defines the open space and allows it to potentially be more programmable. Second it creates a greater density that the average suburban home surrounded by a yard can achieve.

This condition is then embedded with in an urban context by maintaining the street conditions found along major roads and using it to separate the more urban street from the residences inside, similar to the two examples shown to the left.



DIAGRAM

**NEW URBAN
LIVING IN A** **CLOSED CITY**



- -CLOSED CITY PLAN
- -RETAIL/APARTMENTS
- -ROW HOUSING

GIVEN THE CURRENT LAYOUT OF THE SITE AND ITS SURROUNDING AREAS THIS NEW PLAN COULD BRANCH OUT FROM ITS STARTING LOCATION AND AID IN BRINGING BACK A SECTION OF THE CITY.

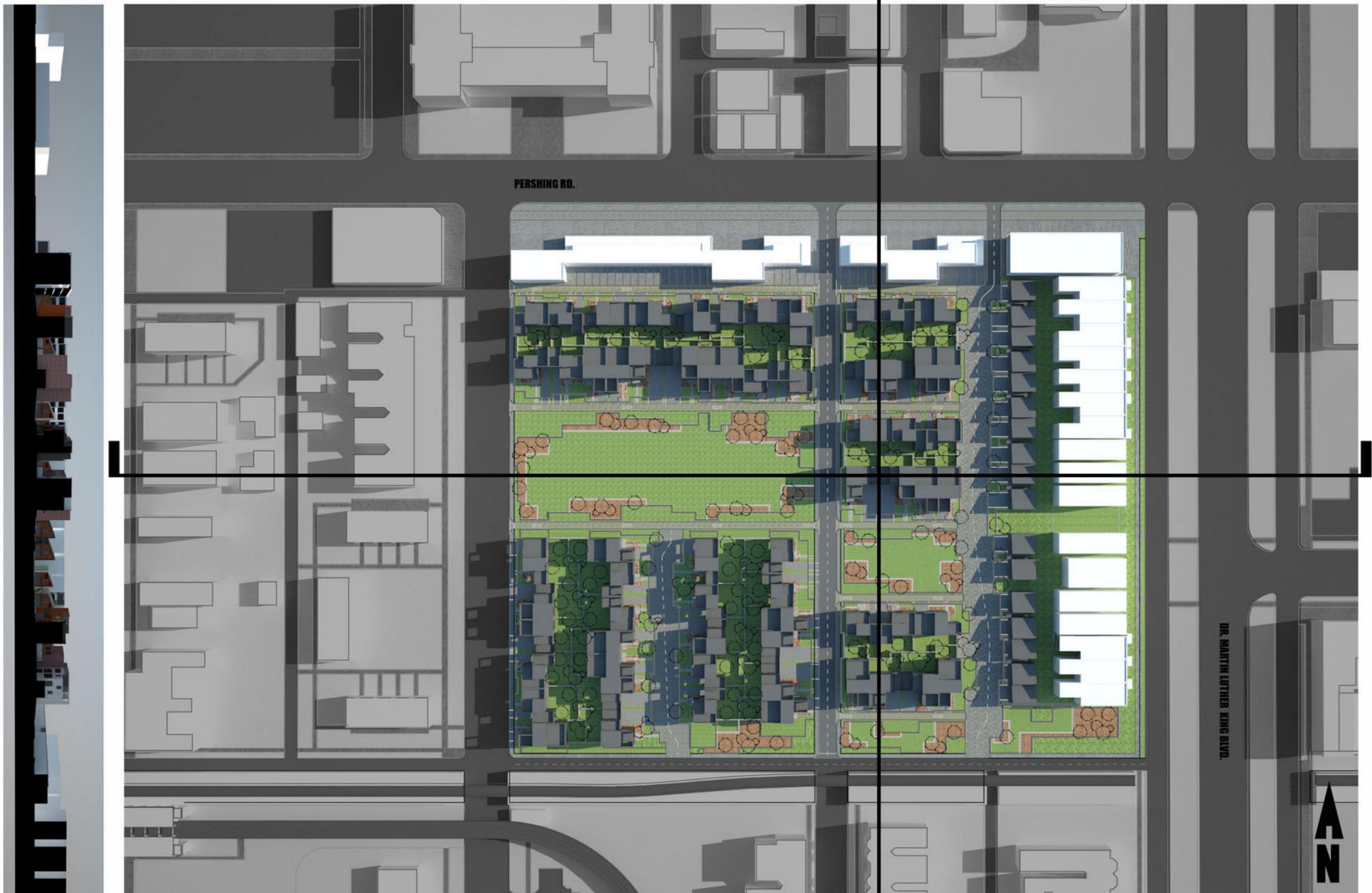


EXPANSION

**NEW URBAN
LIVING IN A** **CLOSED CITY**

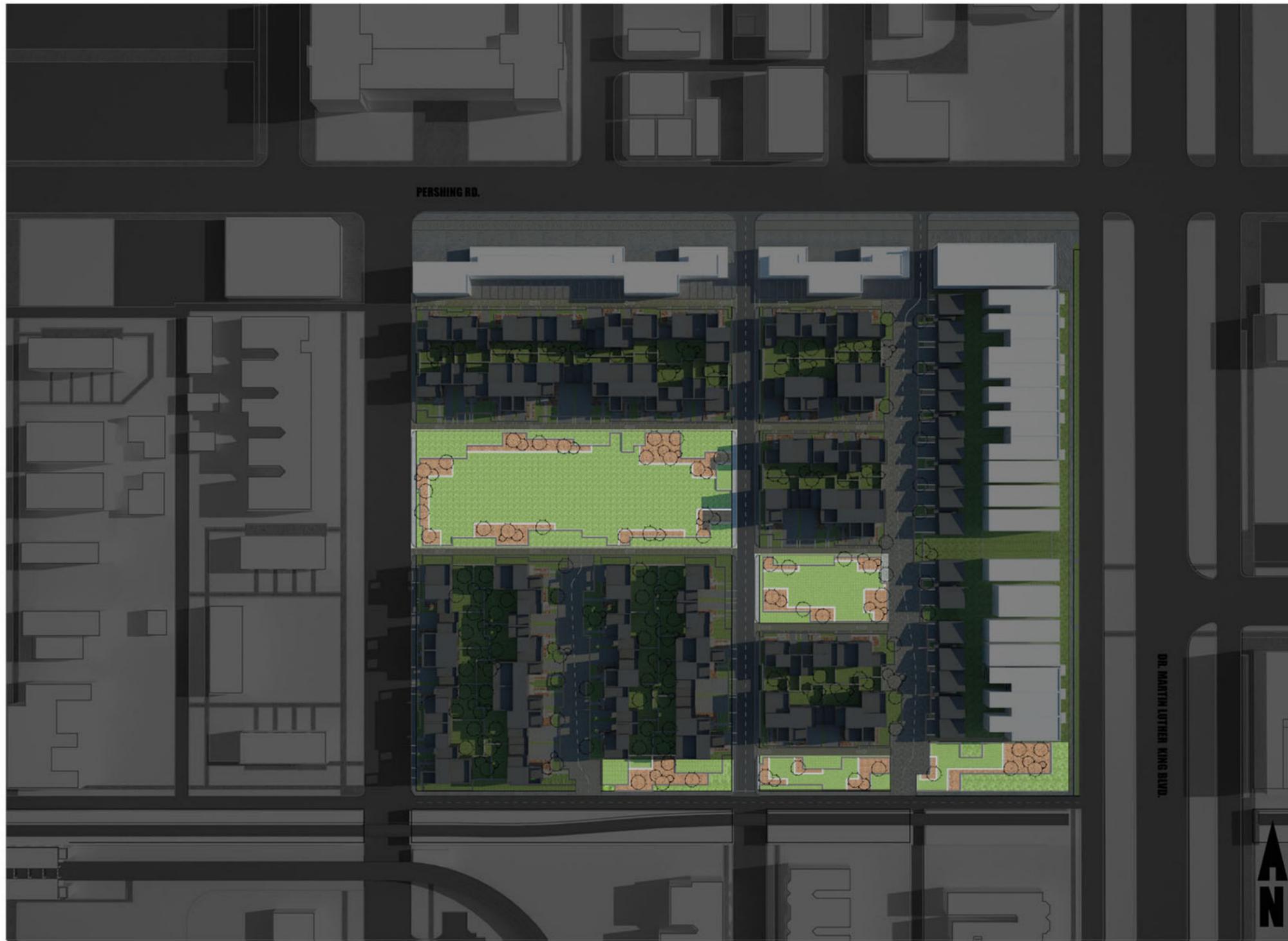
THIS CONDITION IS THEN EMBEDDED WITH IN AN URBAN CONTEXT BY MAINTAINING THE STREET CONDITIONS FOUND ALONG MAJOR ROADS AND USING IT TO SEPARATE THE MORE URBAN STREET FROM THE RESIDENCES INSIDE, SIMILAR TO THE TWO EXAMPLES SHOWN TO THE LEFT.

THE RESIDENTIAL DEVELOPMENT IS EMBEDDED WITH IN THE REESTABLISHED URBAN EDGES ALONG DR. MARTIN LUTHER KING BLVD. AND PERSHING RD. PERSHING WOULD BE RETAIL WITH APARTMENTS ABOVE AND MLK WOULD ROW HOUSING AFTER THE SIX EXISTING TURN OF THE CENTURY ROW HOUSES ON SITE. INSIDE THE BLOCK THE CLOSED CITY CONDITION WOULD BE COMPOSED OF FOUR PARTS: THE OPEN SHARED YARD SPACE, THE HOMES, COACH HOUSES, AND CIRCULATION.

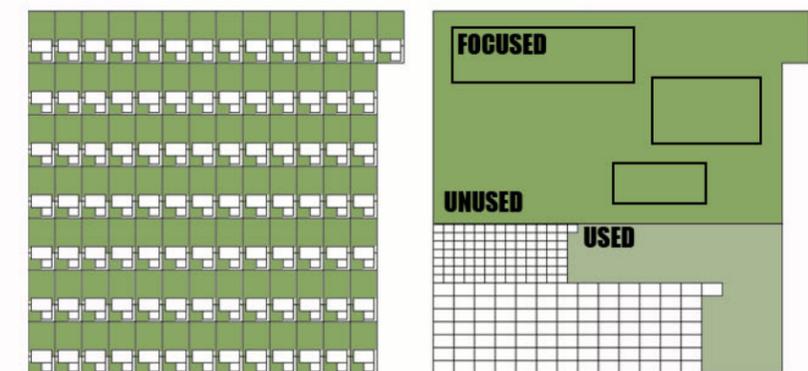


SITE PLAN

**NEW URBAN
LIVING IN A** **CLOSED CITY**



THE SHARED OPEN SPACE IS A FOCUSING OF THE PRIMARILY UNUSED YARD SPACE FOUND IN SUBURBAN NEIGHBORHOODS. PEOPLE IN SUBURBIA RARELY USE THE AREAS OF THEIR YARD THAT EXTENDS 15 TO 20 FEET BEYOND THE FOUNDATION OF THEIR HOME. THIS EQUATES TO THEIR FRONT GARDEN AND DRIVEWAY, AND THEIR BACK DECK AND PORCH. THE REST OF THE SPACE IS USED INFREQUENTLY AND WHEN USED TYPICALLY FOR LARGER GROUP FUNCTIONS SUCH AS PICNICS OR MOST COMMONLY FOR CHILDREN'S PICK UP GAMES OR OTHER OUTDOOR GROUP ACTIVES. THESE SPACES ARE ALSO TYPICALLY NOT BEING USED SIMULTANEOUSLY. SO BY PULLING OUT AND CONDENSING THESE SPACES IN A MORE PUBLIC FASHION THE SAME WAY MANY NEIGHBORHOODS HAVE A COMMUNITY POOL THE TOTAL AMOUNT OF LAND CAN BE REDUCED CREATING A GREATER POTENTIAL FOR HOME DENSITY.



COMMUNITY YARD

**NEW URBAN
LIVING IN A**

CLOSED CITY

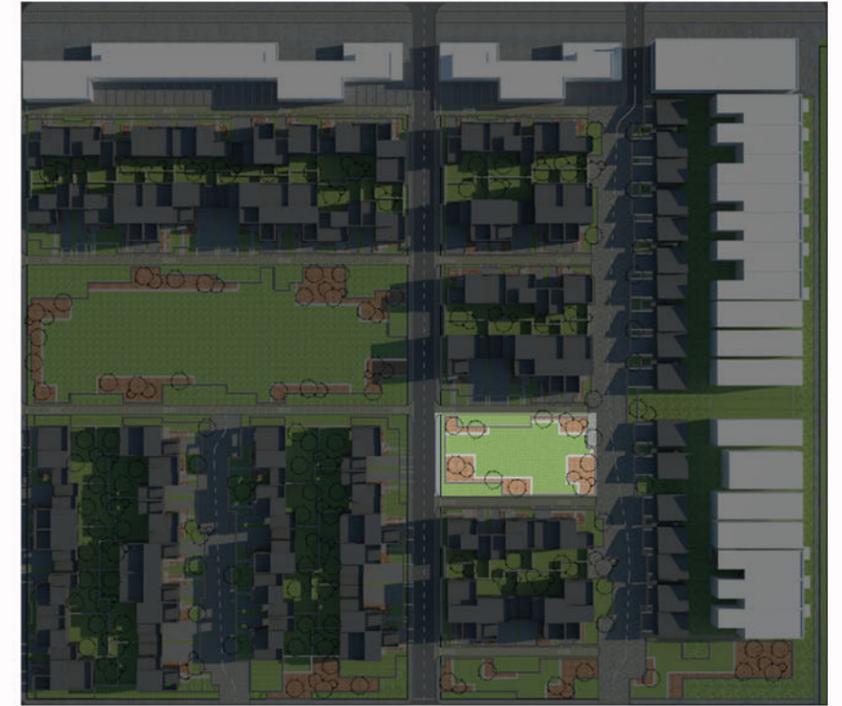
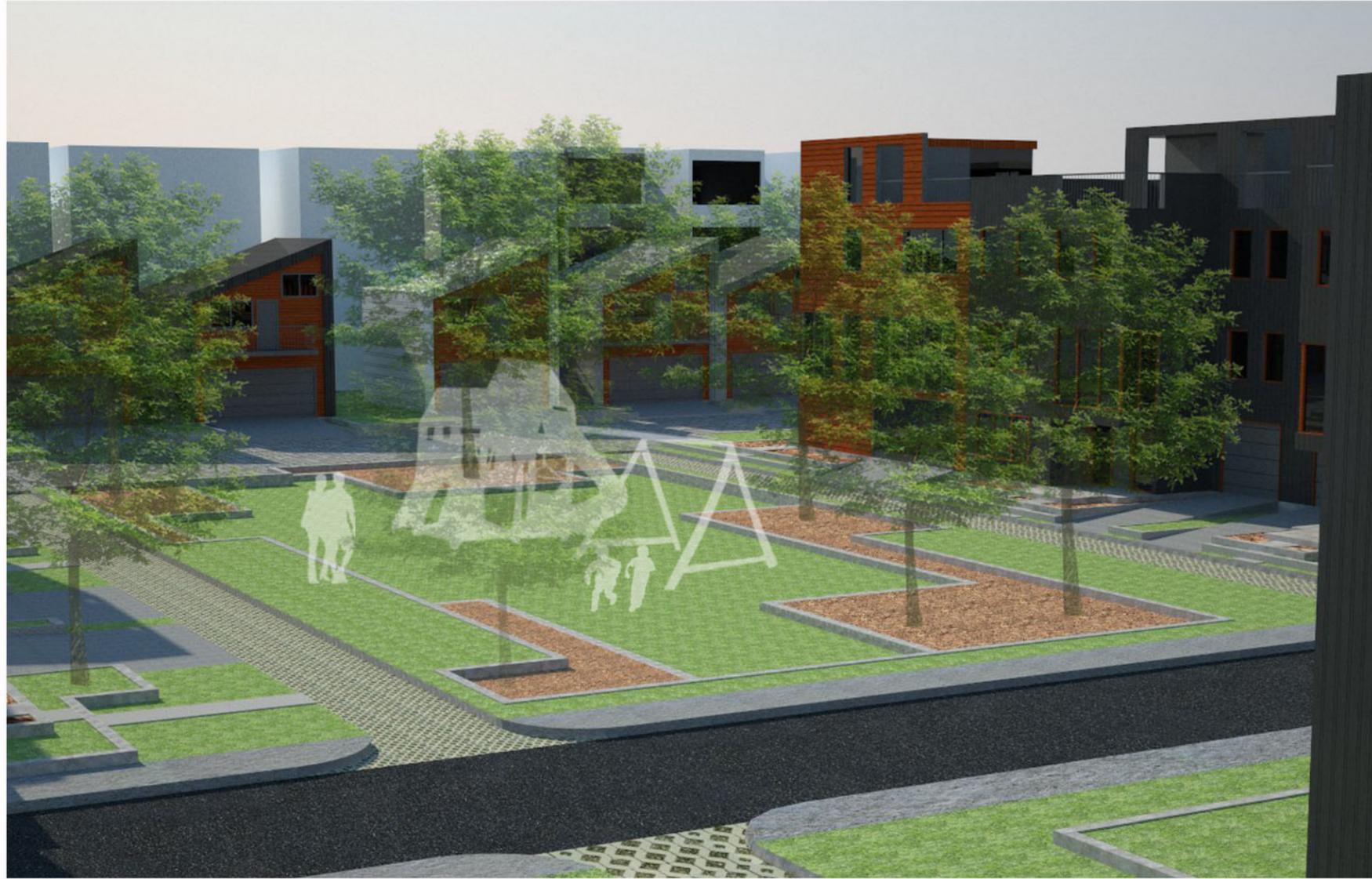


MAIN OPEN SPACE PROVIDES THE OPEN YARD SPACE LOST IN AN ATTEMPT TO GAIN DENSITY. BUT WILL BE USED MORE AS IT BECOMES A POINT OF FOCUS



YARD

**NEW URBAN
LIVING IN A** **CLOSED CITY**



THE SECOND OPEN SPACE ACTS AS A PLAYGROUND; IT COULD ALSO ACT AS ANY OTHER PROGRAMED OUTDOOR COMMUNITY ELEMENT. BASED ON NEED



YARD

**NEW URBAN
LIVING IN A** **CLOSED CITY**



THIRD OPEN SPACE EXTENDS ALONG THE BOTTOM OF THE SITE LINKING MLK TO THE NEAR BY CTA STOP AND PROVIDING A POTENTIAL LINK TO THE VIADUCT.

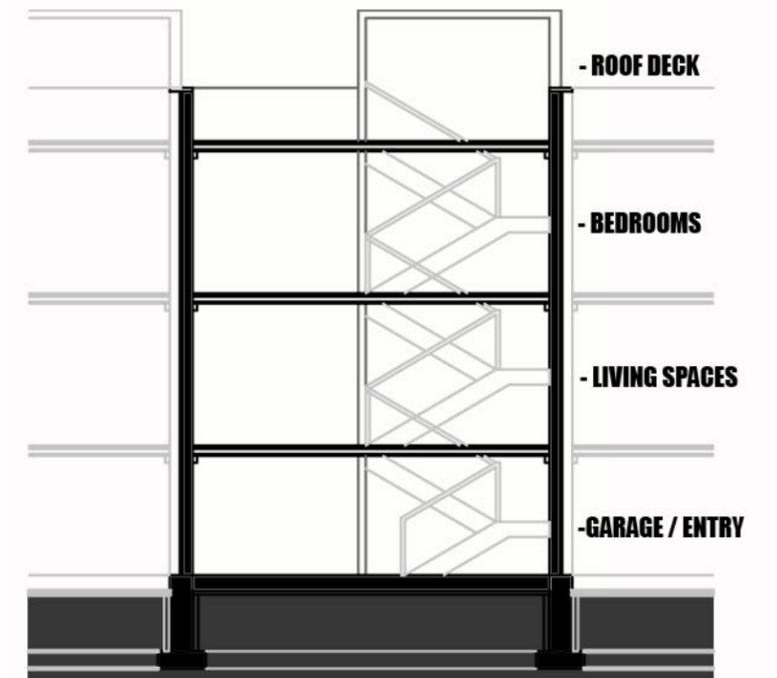


YARD

**NEW URBAN
LIVING IN A **CLOSED CITY****



THE HOUSES WITH IN THE DEVELOPMENT WERE DESIGNED TO BE SIMILAR IN PROGRAM TO THE TYPICAL SUBURBAN HOME. THE FOUR HOMES DESIGNED ARE SIMILAR TO EACH OTHER BUT VARY IN THE TYPES OF AMENITIES THEY OFFER SUCH AS NUMBER OF CARS THE GARAGE CAN HOLD, HOMES OFFICE, ENCLOSED PORCH, PERSONAL YARD SPACE ETCETERA.



HOMES ARE STANDARD CONSTRUCTION WITH MASONRY COMMON WALLS FOR FIRE PROOFING. THE TYPES OF SPACES ARE BROKEN UP VERTICALLY WITH THE GARAGE AND ENTRY ON THE GROUND LEVEL, LIVING SPACES ON THE SECOND FLOOR, BEDROOMS ON THE THIRD FLOOR AND A ROOF DECK FOR AND OUTDOOR ENTERTAINING SPACE.



HOUSES

**NEW URBAN
LIVING IN A**

CLOSED CITY



HOUSE 1

**NEW URBAN
LIVING IN A** **CLOSED CITY**



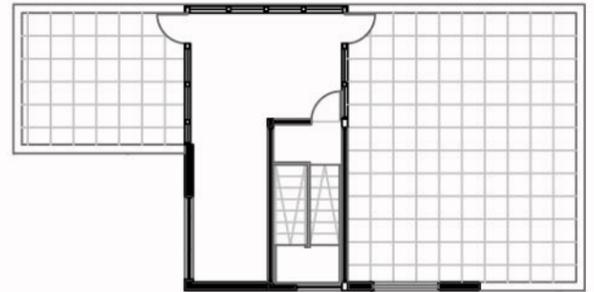
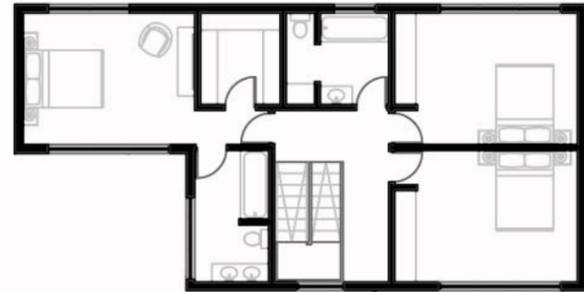
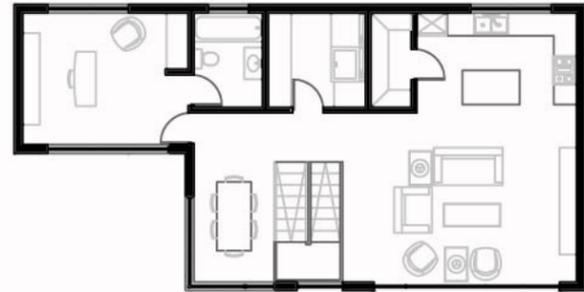
HOUSE 2

**NEW URBAN
LIVING IN A** **CLOSED CITY**



HOUSE 3

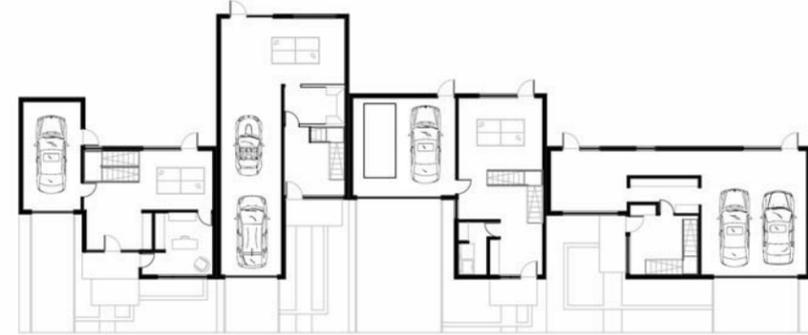
**NEW URBAN
LIVING IN A** **CLOSED CITY**



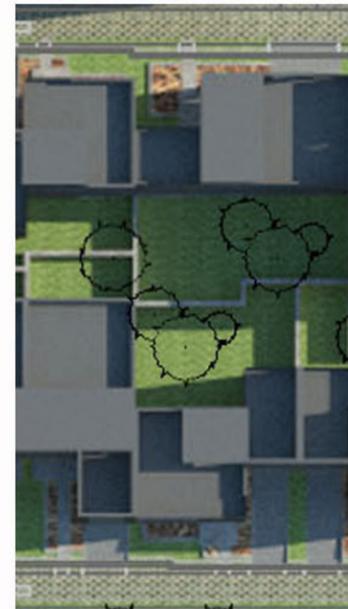
HOUSE 4

**NEW URBAN
LIVING IN A**

CLOSED CITY



Building Row Edge



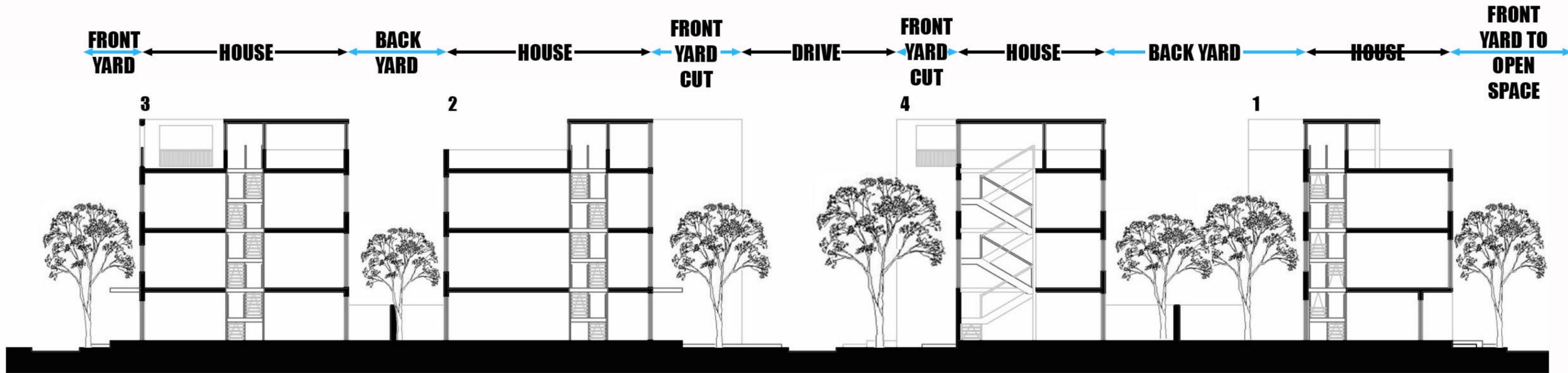
The houses fit together in such a way so as to create an irregular edge. This irregular edge prevents the row of houses from feeling too much like a wall and instead provides a more organic feel by pulling air and garden past the regularly established property lines.

Aside from the front garden there is also a small private yard at the rear of each home. This space allows light and air to penetrate the interior of the blocks and gives people a private ground level outdoor space. Altogether the front and back yards are a distillation of the contemporary suburban yard which is mostly unused. The used spaces remain and the unused spaces have been pooled in the community open spaces.

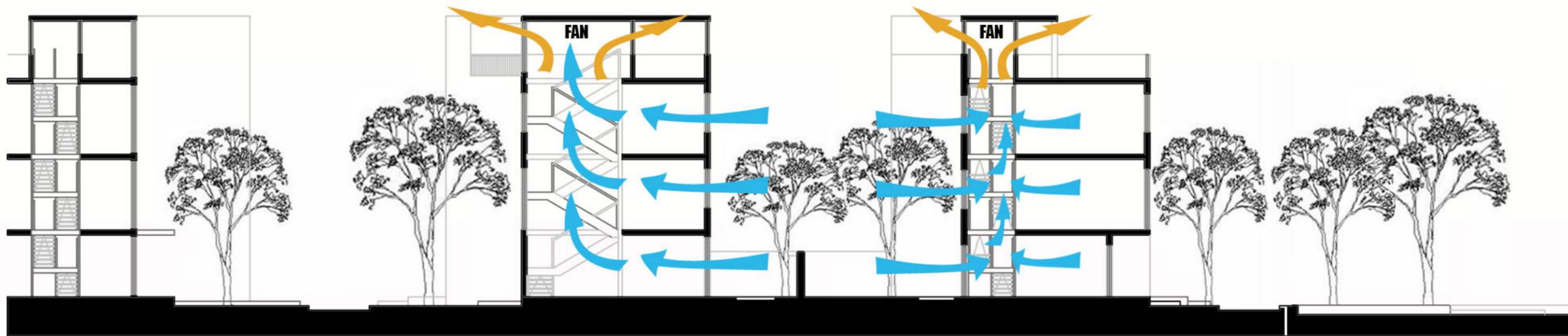


HOUSES

**NEW URBAN
LIVING IN A CLOSED CITY**



ABOVE: SECTION OF A TYPICAL BLOCK IN THE CLOSED CITY DESIGN

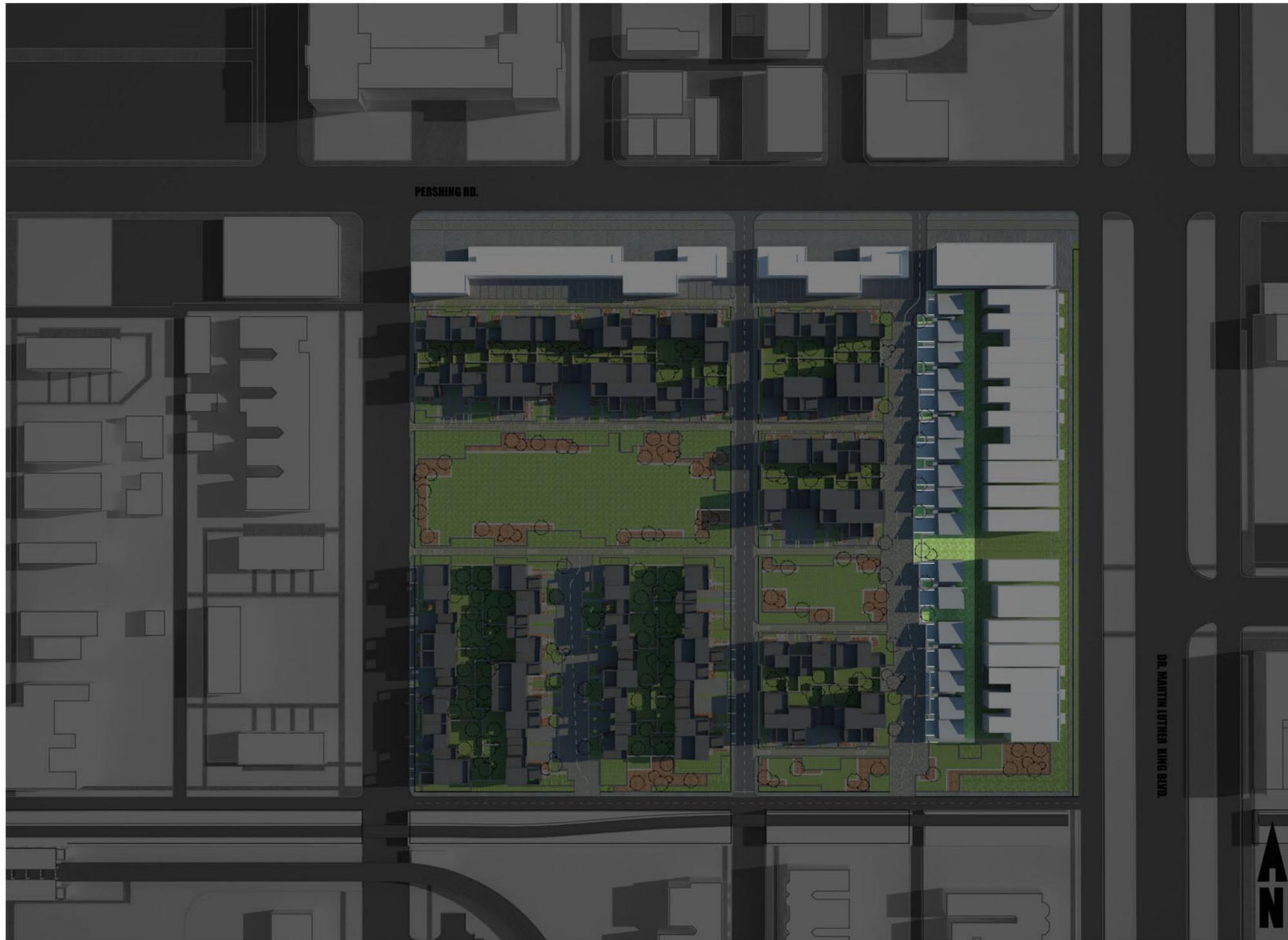


LEFT: SHOWS HOW WITH A FAN AT THE TOP OF THE VERTICAL OPEN STAIR ELEMENT FOUND IN EACH OF THE HOMES, THE STAIR CAN BE USED TO PULL HOT AIR UP AND OUT OF THE HOUSES. COOL AIR IN TURN CAN BE PULLED OUT OF THE BACK YARD SPACE BETWEEN HOMES AS SHADED AREAS AND MICRO CLIMATE CREATED BY THE TREES IN THIS AREA AND INTO THE HOMES AS A FORM OF PASSIVE COOLING.



HOUSES

NEW URBAN LIVING IN A CLOSED CITY



THE COACH HOUSE SERVES TWO PURPOSES ON THE SITE; FIRST THEY PROVIDE A SMALLER HOUSING OPTION FROM THE LARGER THREE BEDROOM HOUSE. IN THE MARKET PEOPLE PREFER A THREE BED AND UP ON AVERAGE BUT THERE IS A SMALL CORNER OF THE MARKET, TYPICALLY FOR THOSE BUYING THEIR FIRST HOME, THAT OPT FOR THE ONE BEDROOM. THE COACH HOUSE ALSO ACTS AS A TRANSITION PIECE BETWEEN THE ROW HOUSES LINING M.L.K BLVD. THE LOWER LEVEL OF THE HOUSE IS A GARAGE SERVICING THE ROW HOUSE BEHIND IT WHILE THE SECOND LEVEL IS A ONE BEDROOM LIVING SPACE THAT FACES THE CLOSED CITY DEVELOPMENT.



COACH HOUSE

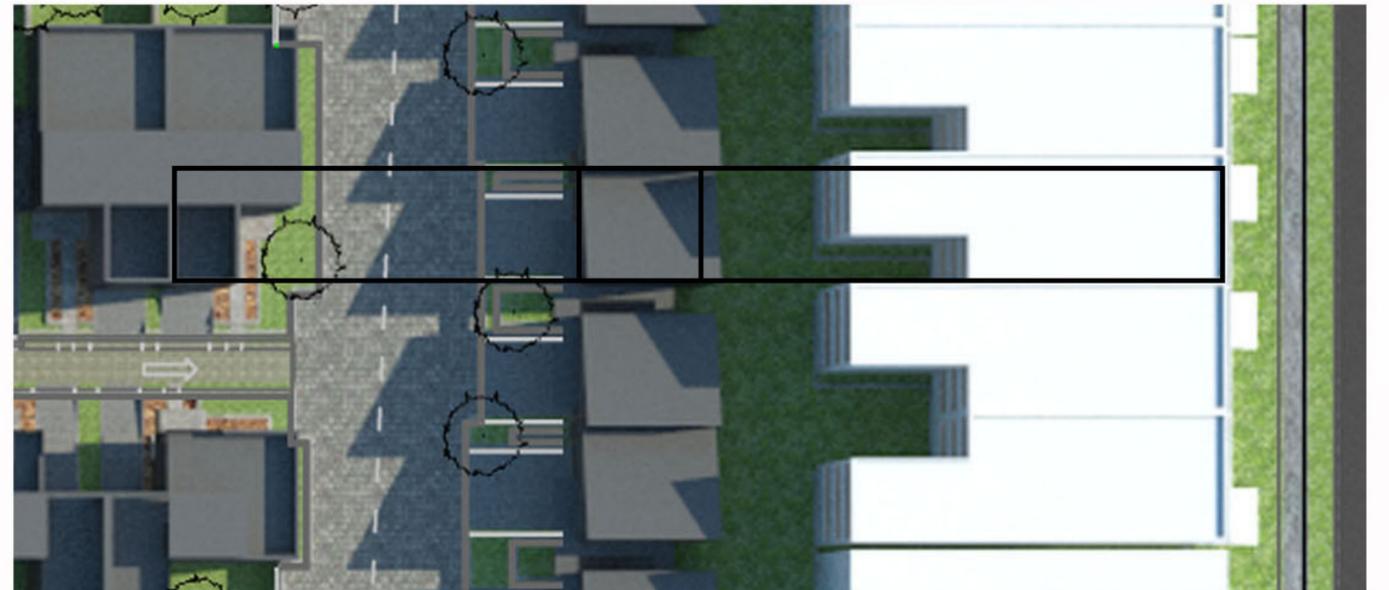
**NEW URBAN
LIVING IN A**

CLOSED CITY



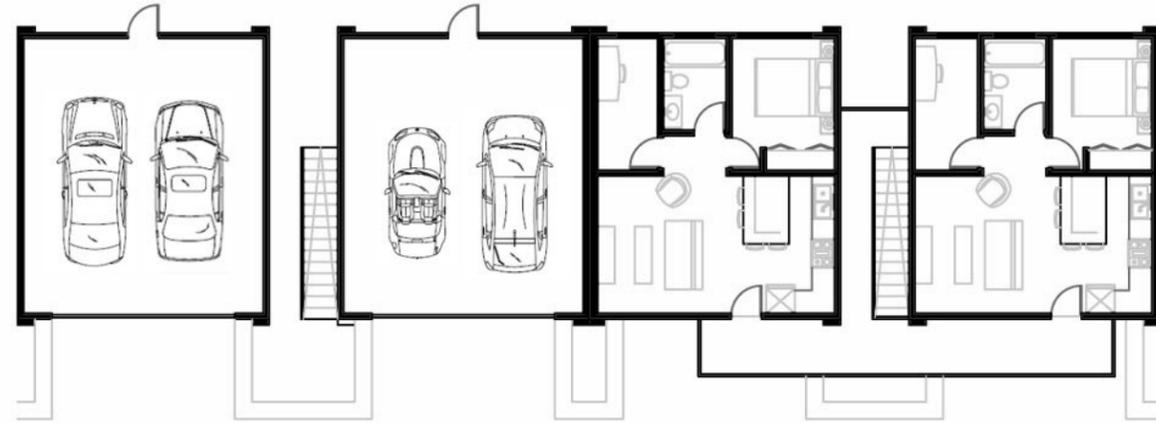
EXISTING ROW HOUSES ON M.L.K. Blvd.

(GOOGLE MAPS IMAGE)



COACH HOUSES

**NEW URBAN
LIVING IN A** **CLOSED CITY**



COACH HOUSES

**NEW URBAN
LIVING IN A** **CLOSED CITY**



THE CIRCULATION ON THE SITE IS TURNED AWAY FROM THE ESTABLISHED MAIN ROAD THAT RUNS THROUGH THE SITE. INSTEAD WHERE THE ALLEYS WOULD BE ON A TYPICAL CHICAGO BLOCK THE VEHICULAR AND PEDESTRIAN CIRCULATION ARE COMBINED AND WALKING STREETS FOR AN INTERIOR CIRCULATION BACK BONE. THE TWO MODES OF CIRCULATION CAN OCCUPY THE SAME SPACE BECAUSE BY PLACING THE STREETS AWAY FROM THE PUBLIC THROUGH STREETS THE NEW INTERIOR STREETS WILL ONLY HAVE TO HANDLE THE TRAFFIC FOR THE PEOPLE LIVING ON THAT BLOCK.

BRANCHING OFF OF THE WALKING STREETS IS A NETWORK OF ONE-WAY STREETS THAT SERVICE THE HOMES THAT DON'T LIVE OFF OF THE INTERIOR WALKING STREETS. THESE ARE ALSO PEDESTRIAN/VEHICLE STREETS AS THEY ARE ALSO NOT THROUGH STREETS AND WILL HANDLE ONLY THE TRAFFIC FOR THAT INDIVIDUAL BLOCK.

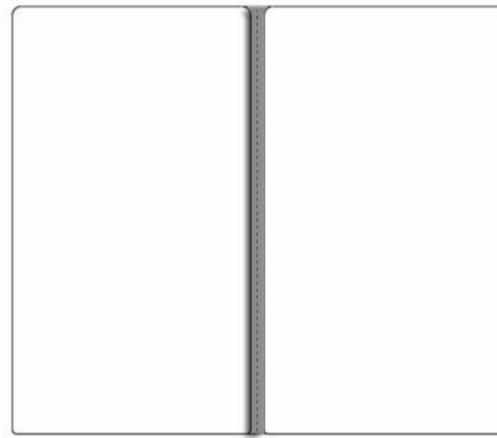
PEOPLE WHO DO NOT LIVE ON THE SITE HAVE NO NEED TO TRAVEL ON THE INTERIOR STREETS AND CAN PASS THROUGH MORE EASILY BY TAKING THE STANDARD ROAD BISECTING THE SITE.



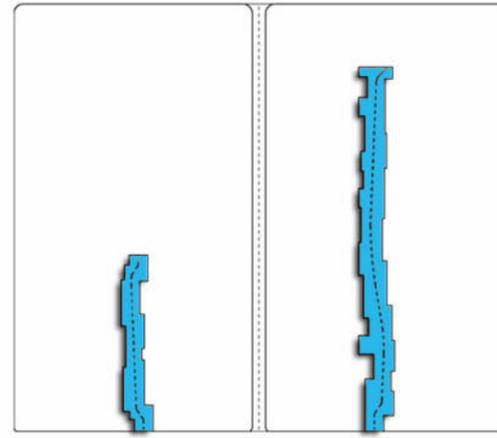
CIRCULATION

**NEW URBAN
LIVING IN A**

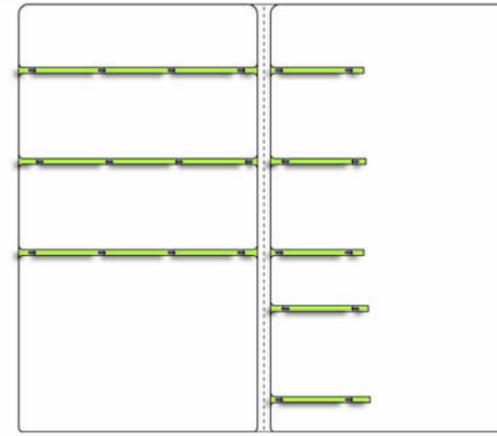
CLOSED CITY



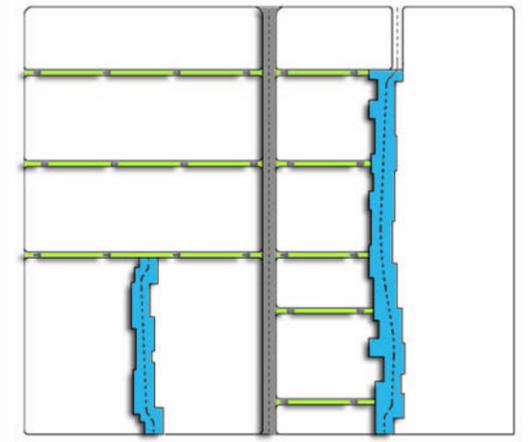
EXISTING ROAD



**MODIFIED ALLEY ACTS AS
BACKBONE TO PLAN**



**ONE-WAY DRIVES BRANCH
BETWEEN ALLEY AND ROAD**

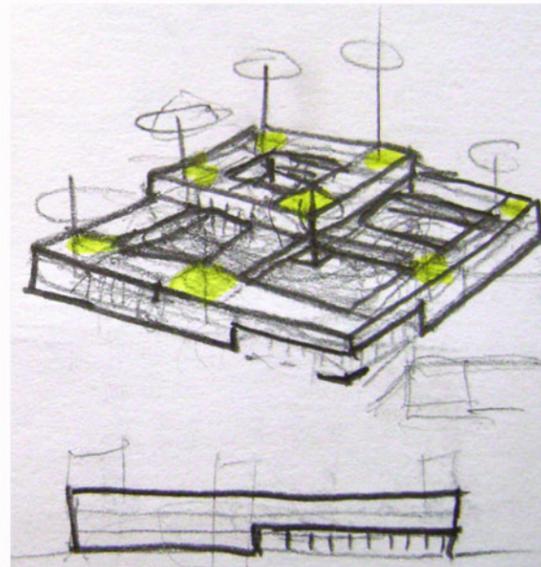
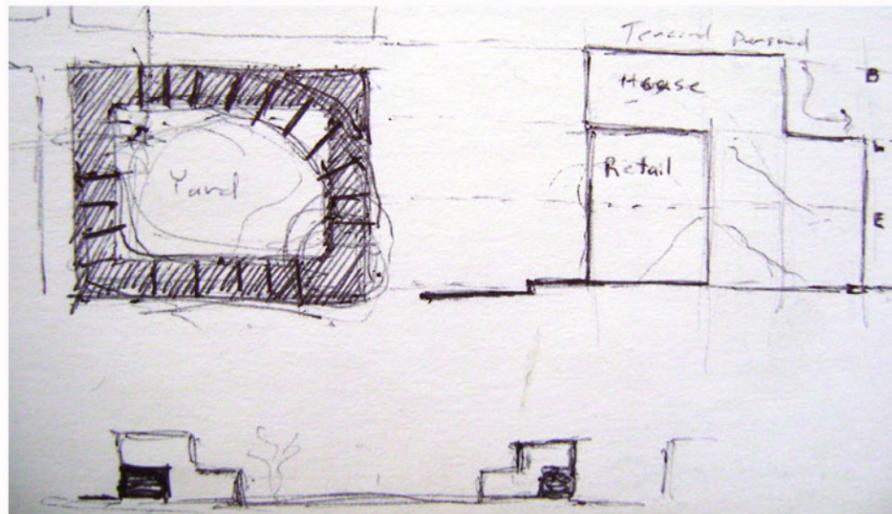
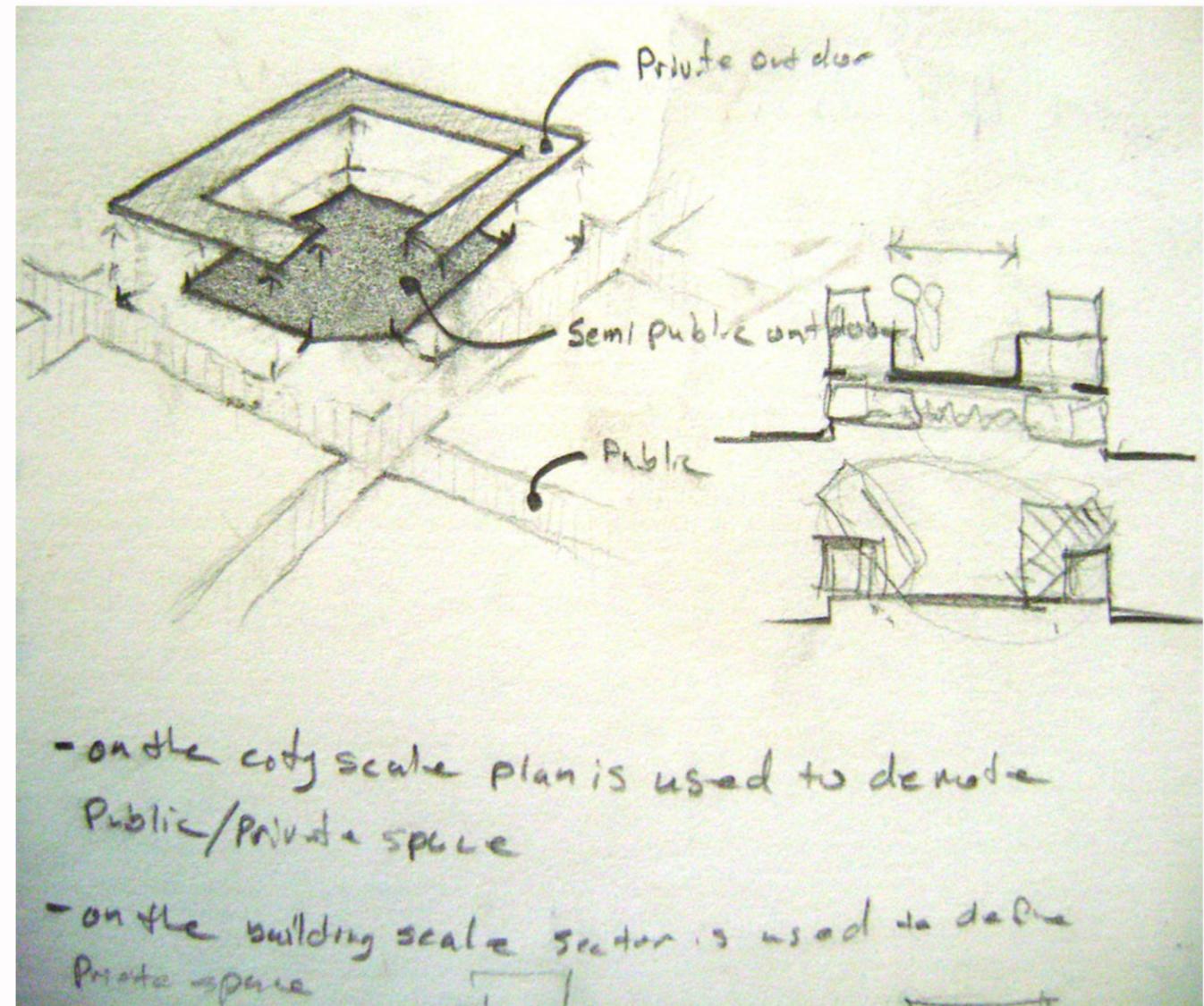
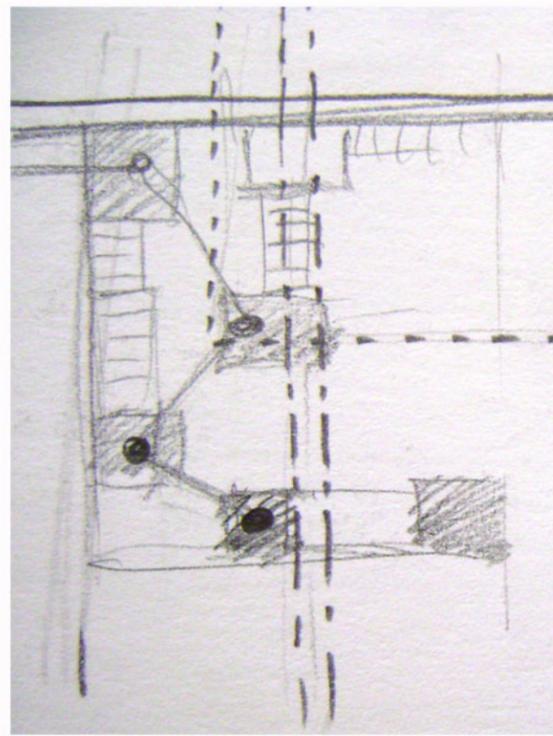
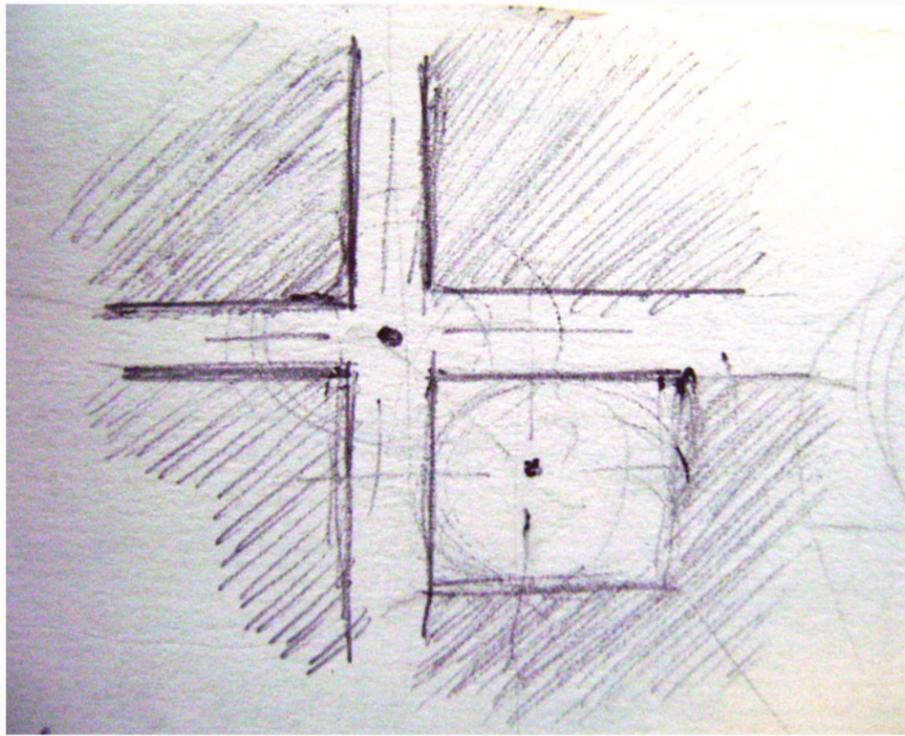


ENTIRE SYSTEM



CIRCULATION

**NEW URBAN
LIVING IN A
CLOSED CITY**

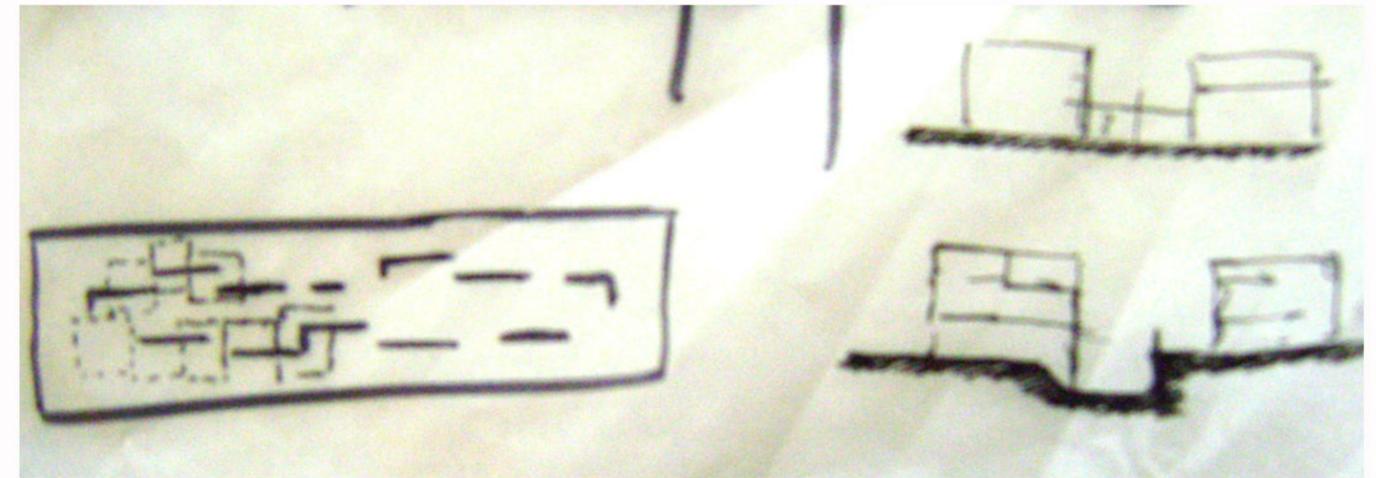
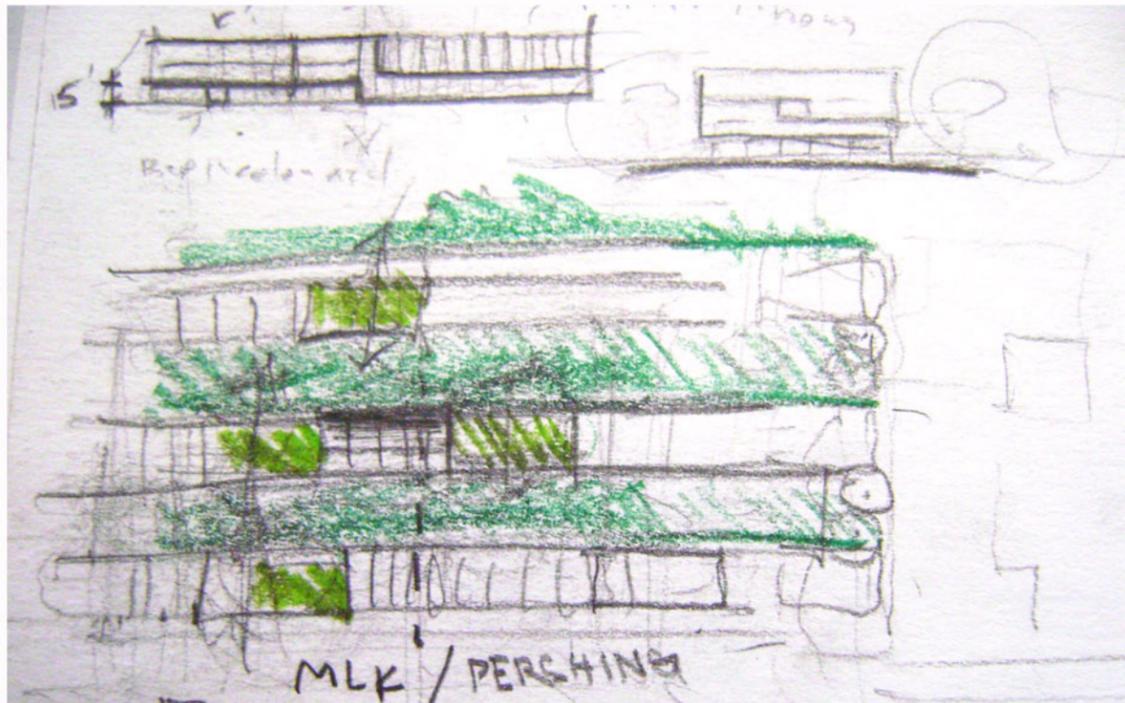


EARLY IDEAS OF HOW TO THINK ABOUT DIVIDING THE SITE

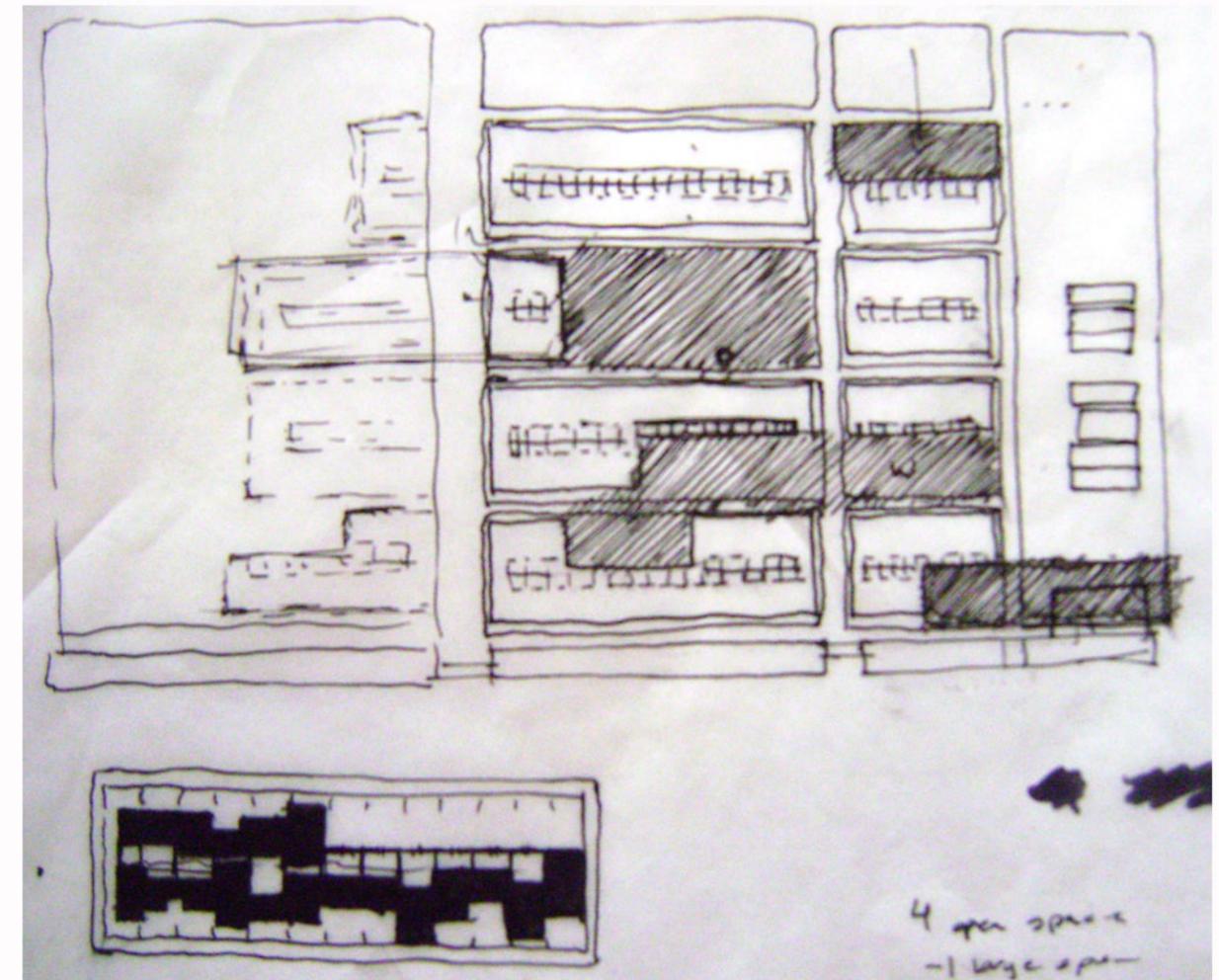


SKETCH SCANS

NEW URBAN
LIVING IN A **CLOSED CITY**

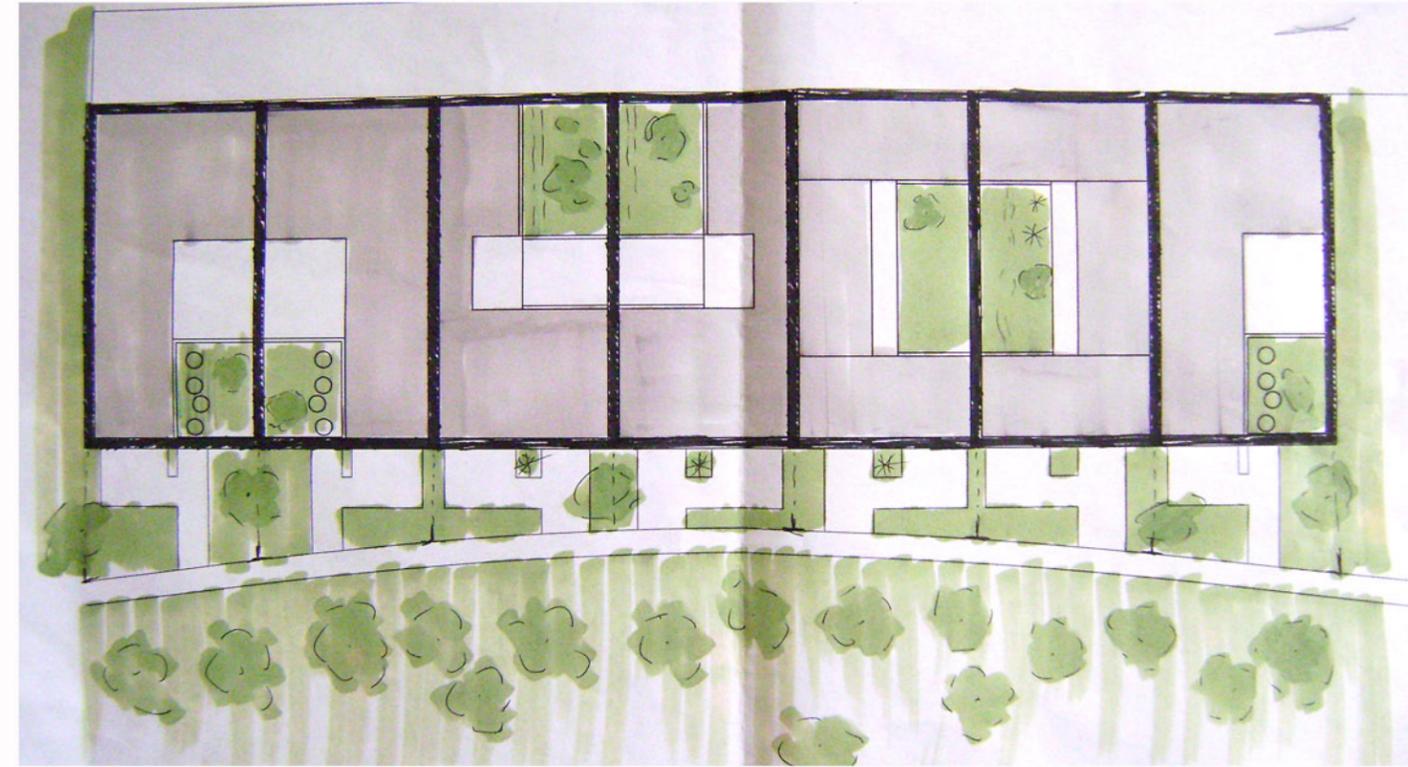
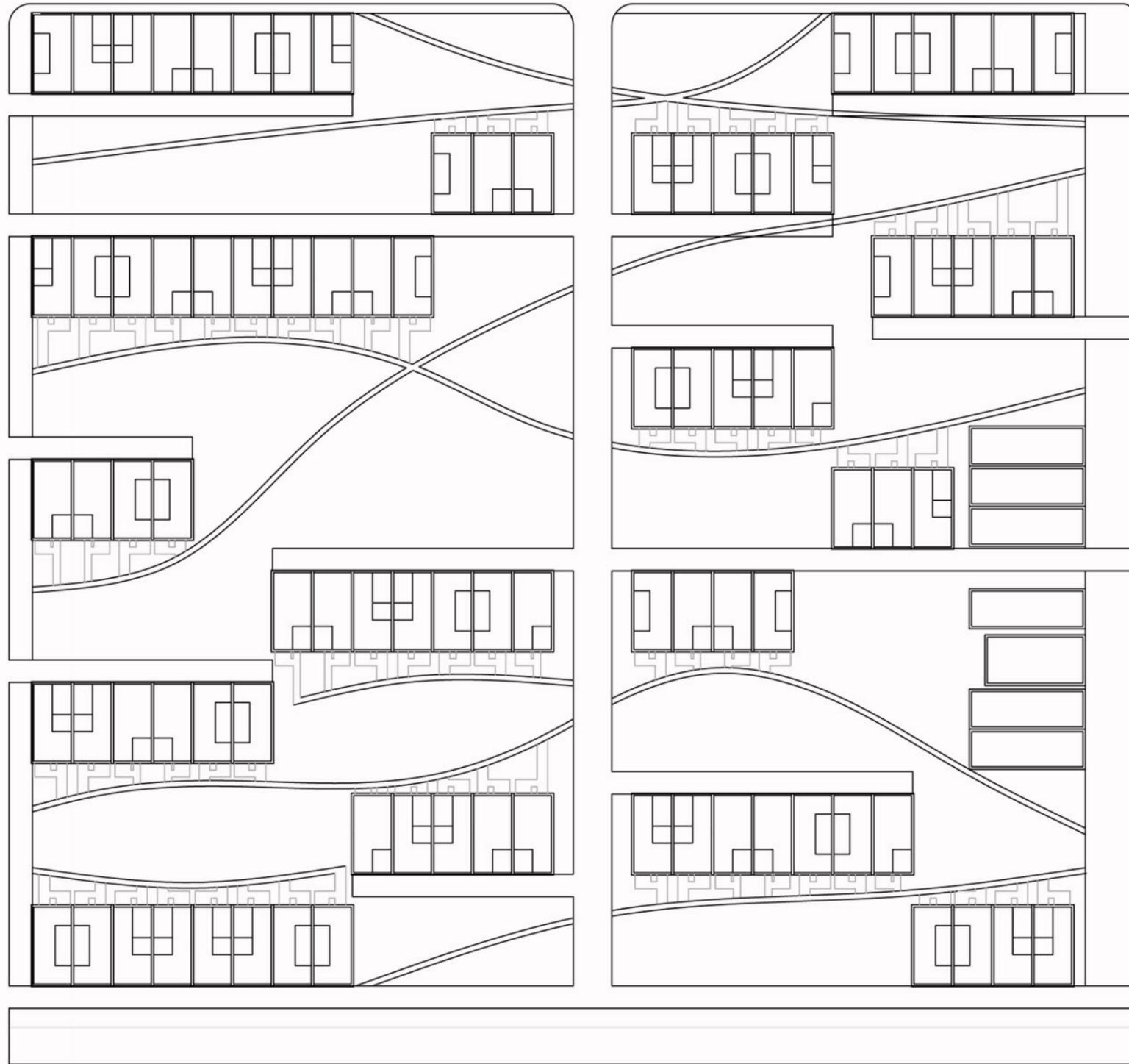


**EARLY IDEAS ABOUT HOW THE HOUSING BARS
WOULD BREAK UP AND FORM THE OPEN SPACES
AND THE FRONT BACK CONDITION WITH RE-
GAURDS TO THE HOMES**



SKETCH SCANS

**NEW URBAN
LIVING IN A** **CLOSED CITY**

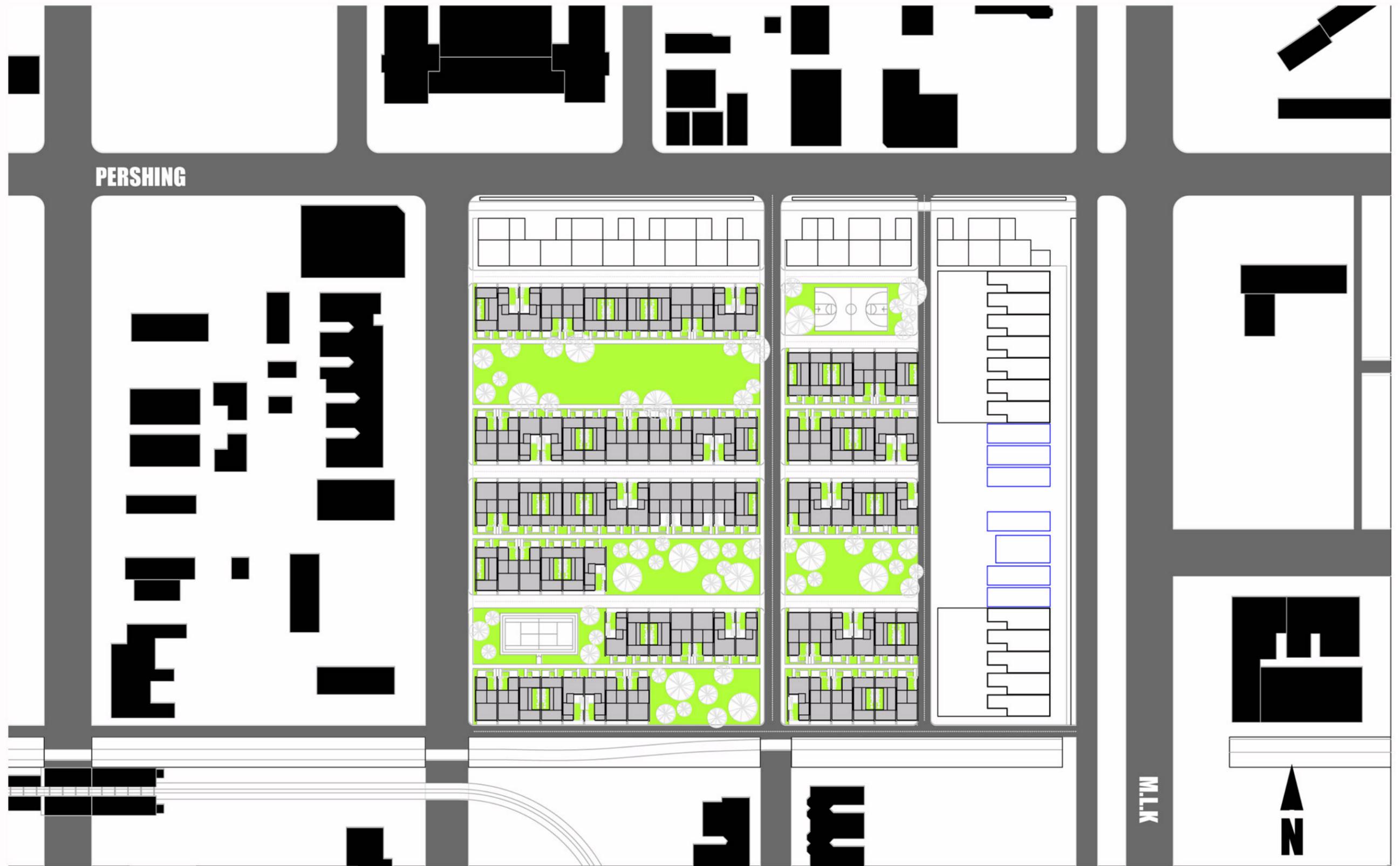


PERFERATED BARS OF HOMES STRETCH ACORSS THE SITE EAST WEST. PERFERATINOS ALLOW PEOPLE TO PASS THROUGHT THE PARK SCAPE ON SITE.



EARLY ITERATION

**NEW URBAN
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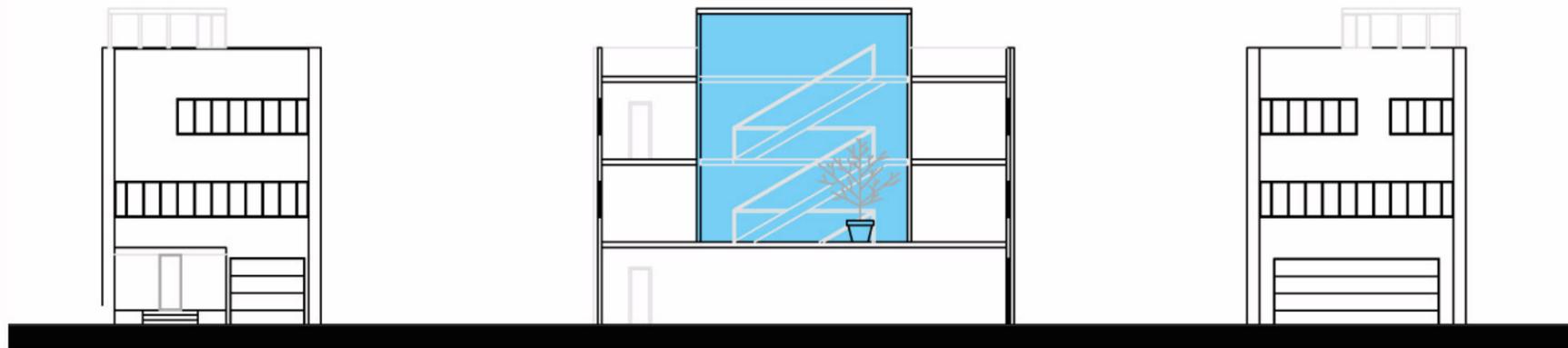
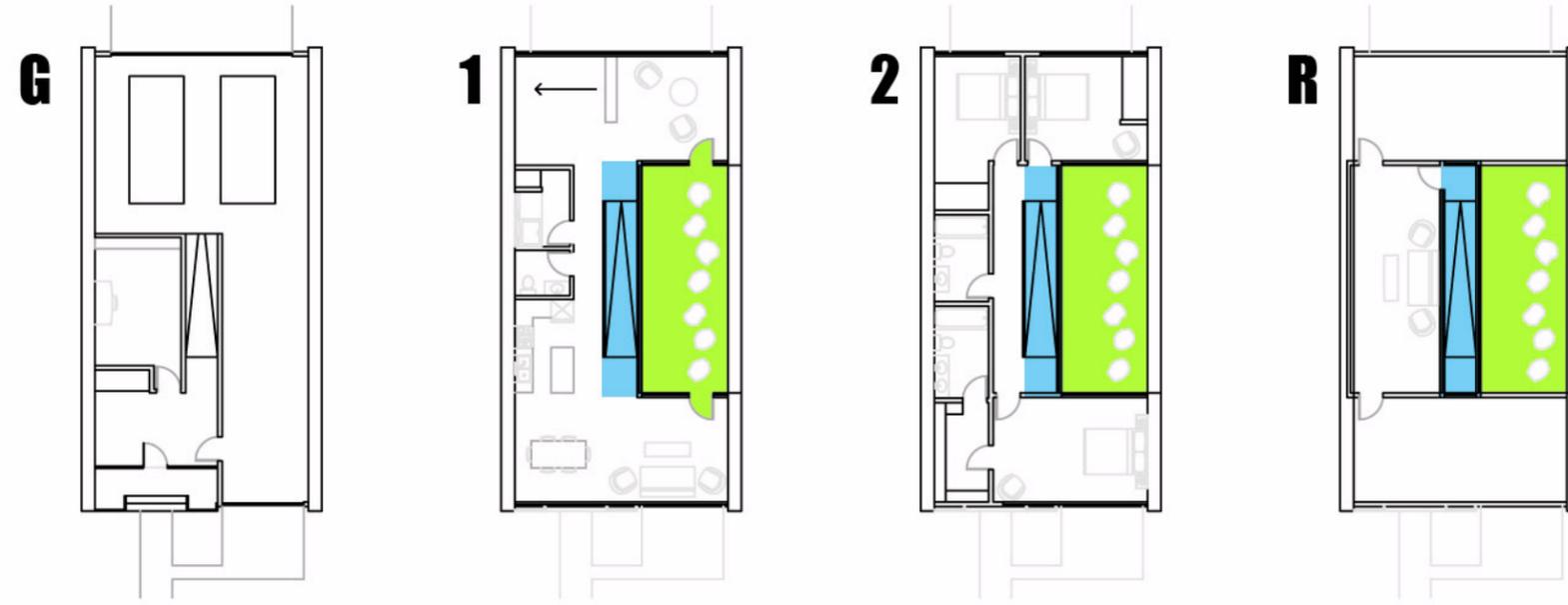
MIDTERM SITE PLAN

NEW URBAN
LIVING IN A **CLOSED CITY**



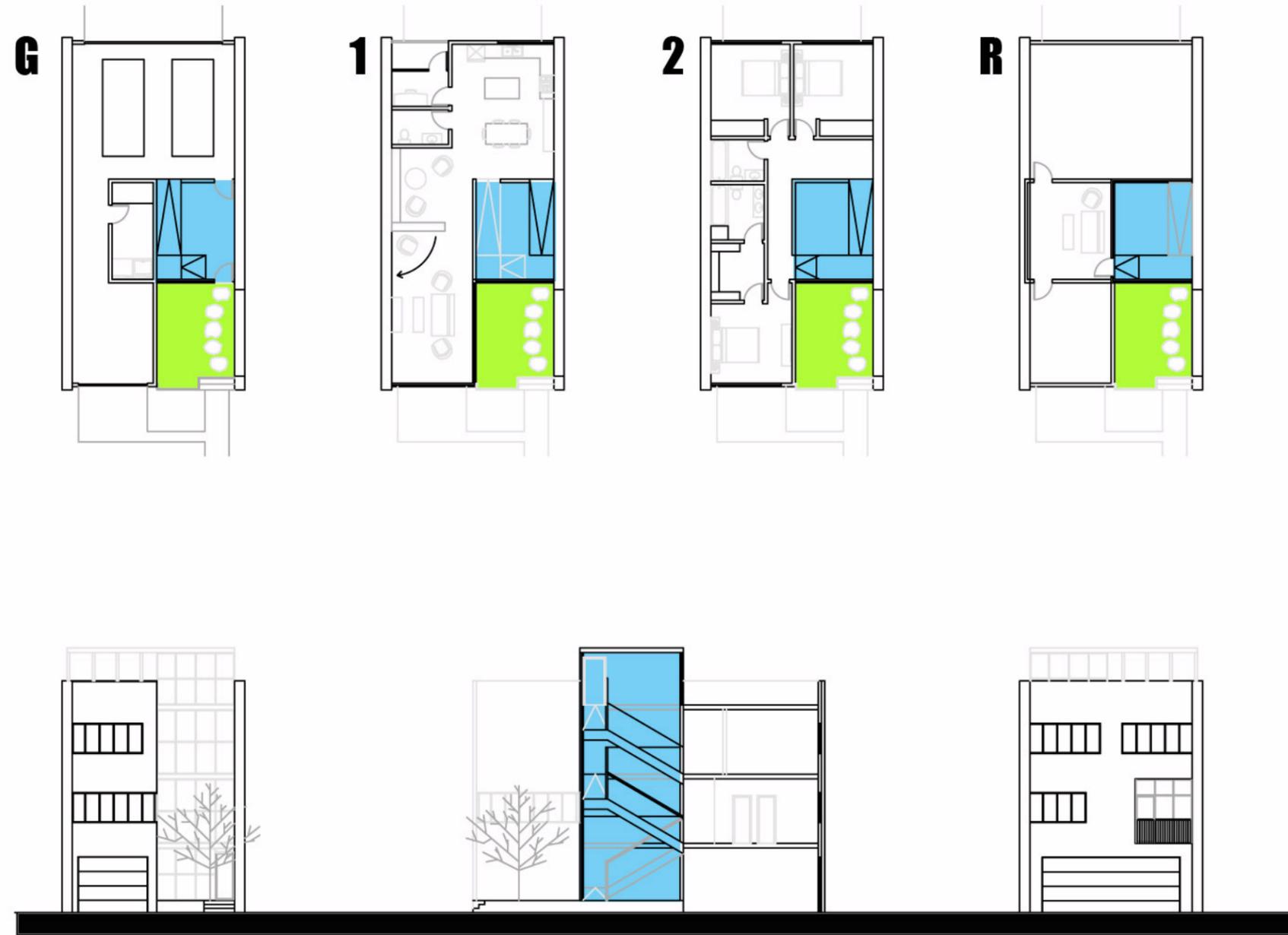
MIDTERM HOUSE 1

NEW URBAN
LIVING IN A **CLOSED CITY**



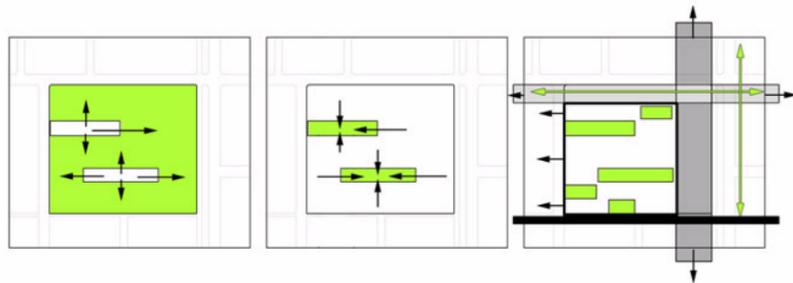
MIDTERM HOUSE 2

NEW URBAN
LIVING IN A **CLOSED CITY**



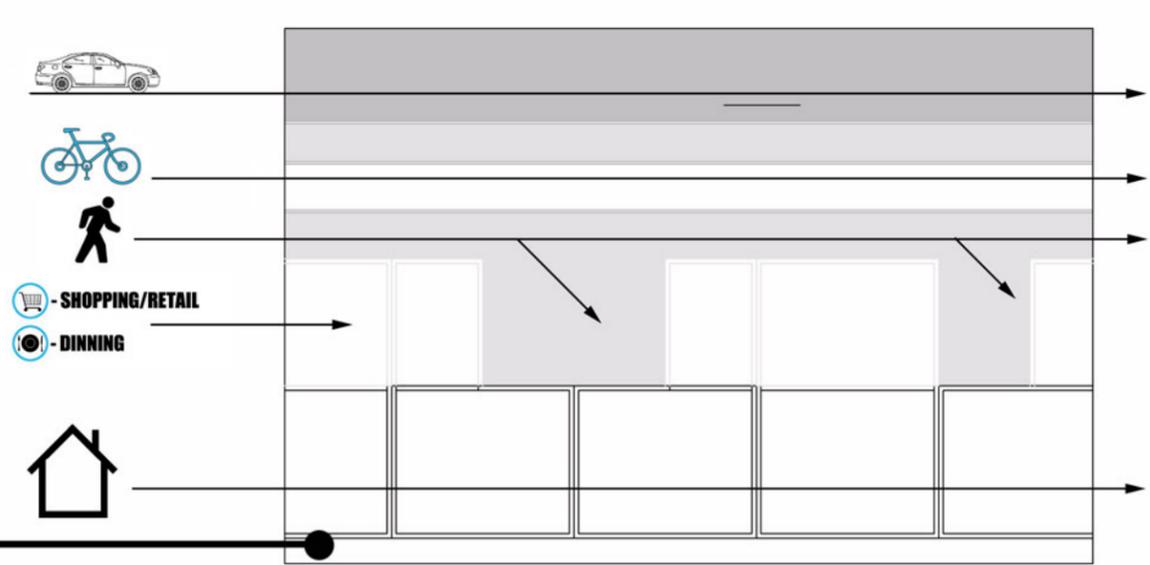
MIDTERM HOUSE 3

NEW URBAN
LIVING IN A **CLOSED CITY**

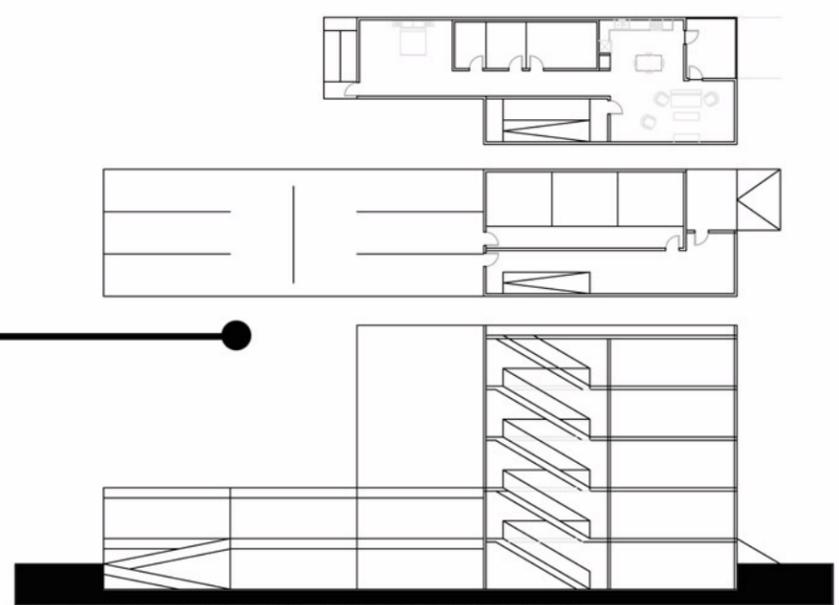
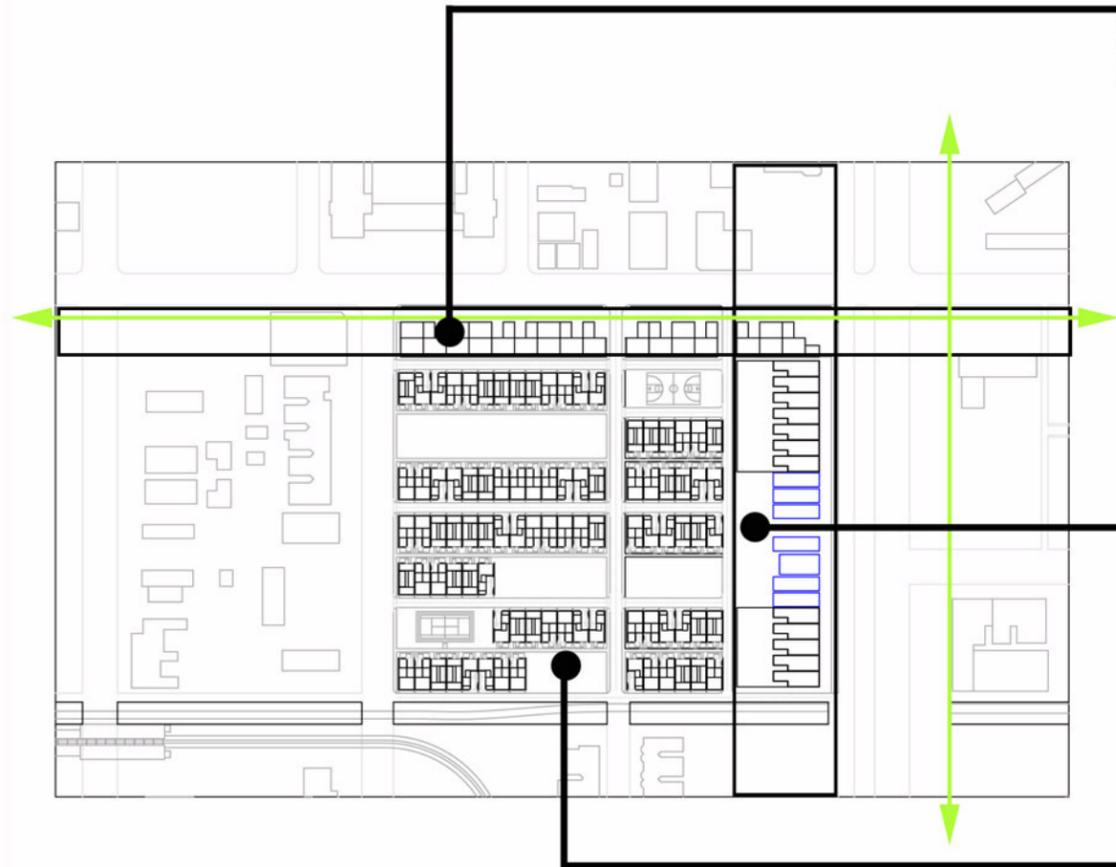


- The stand alone public housing found in the area is inverted so that the residences become the field and the park spaces become the localized focal points.

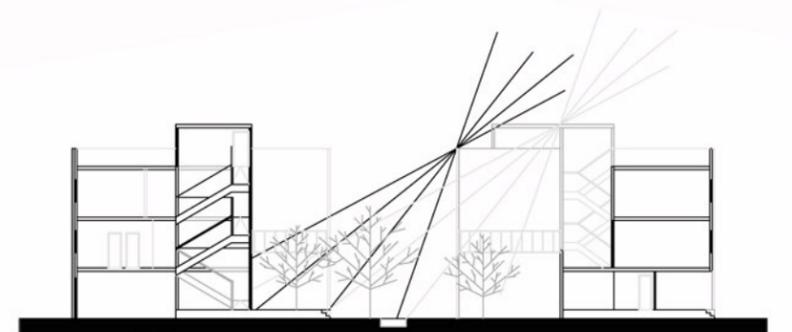
- The urban edge is kept along mine streets, in this case Pershing(E-W) and Martin Luther King(N-S), this creates a filter helping to reinforce the privacy of the interior spaces



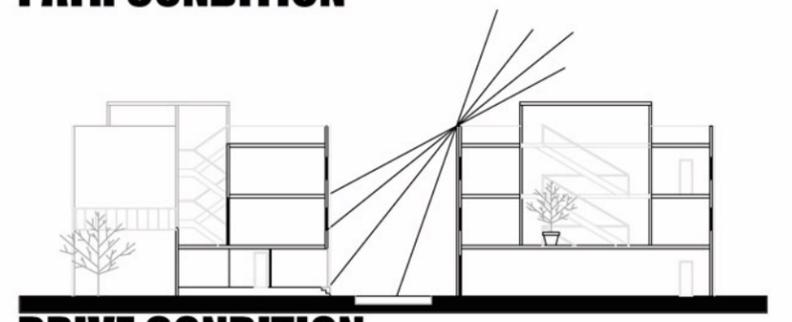
CURB LAYERING ALONG PERSHING



3 FLAT W/ ATTACHED GARAGE



PATH CONDITION



DRIVE CONDITION



MIDTERM DIAGRAMS

NEW URBAN LIVING IN A CLOSED CITY



YARD

BY INVERTING THE CHICAGO TOWER IN A FIELD PRECEDENT FOUND IN THE SUBURBS, THE YARD SPACE CAN BE FOCUSED BY COMMUNITY ACTIVITY AND SHARE.



HOUSES SCALE 1"=1/16"

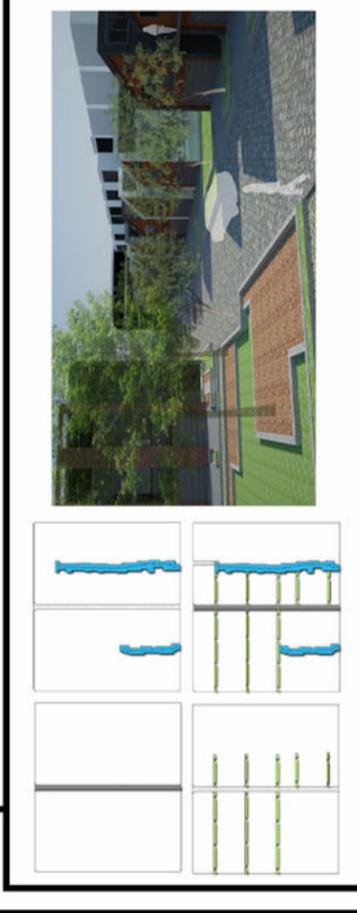
THESE ARE FOUR POSSIBLE HOME VARIATIONS FOR THE SITE. PROGRAMMATICALLY THEY ARE SIMILAR TO A TYPICAL SUBURBAN HOME EXCEPT FROM THEIR CLOSE PROXIMITY AND LACK OF A LARGE YARD. THE HOMES FIT TOGETHER IRREGULARLY SO AS TO BREAK UP THE COLLECTIVE FACADE AND CREATE A MORE ORGANIC FEEL ON THE SITE.

SITE PLAN / ELEVATIONS SCALE 1"=1/16"



COACH HOUSES SCALE 1"=1/16"

PROVIDES PARKING AND TRANSITION PERCE FOR THE A.L.A. STREET CONDITION AND A STARTER FAMILY HOME OPTION.



DRIVES

THE ORIGINAL CHICAGO BLOCK IS REFINISHED TOWARD THE ALLEY WHICH ACTS AS A PARK WAY ACCESSIBLE TO BOTH CARS AND PEDESTRIANS. BRANCHING OFF AT THE PARK WAYS AREA A SERIES OF ONE WAY DRIVES SERVING THE INDIVIDUAL HOMES. THESE DRIVES ARE NARROW AND ACT AS SUBWAYS AS WELL CUTTING DOWN ON THE TOTAL PAVED AREA.



AMERICAN CITIES HAVE ALWAYS HAD THE OPTION TO EXPAND. BUT WHAT IF THE AMERICAN CITY LOST ITS ABILITY TO MOVE OUTWARD? SUBURBAN LIVING, A DIRECT SIDE EFFECT OF THE CITIES ABILITY TO EXPAND, WOULD HAVE TO ADAPT. THIS PROJECT IS AN INVESTIGATION IN TO HOW A CLOSED CITY WOULD CHANGE HOW PEOPLE LIVE BY OFFERING PEOPLE WITH THE SAME TYPES OF AMENITIES FOUND IN SUBURBAN LIVING BUT EMBEDDED WITHIN A MORE DENSE URBAN FABRIC.



BRAD M. WITZMAN ARCHITECTURE

NEW URBAN LIVING IN A CLOSED CITY

FINAL BOARD

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"LONDON'S STRATEGIC OPEN SPACE NETWORK." PRINT.

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