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“...make no little plans; they have no magic to stir men’s blood and probably will themselves not be realized.....make big plans; aim high in hope and work, remembering that a noble diagram once recorded will not die.”

daniel burnham, architect
PLAN OF

CHICAGO

PREPARED UNDER THE DIRECTION OF

THE COMMERCIAL CLUB

DURING THE YEARS MCMVI, MCMVII, AND MCMVIII

BY

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1906 | 1907 | 1908
to generate exuberant diversity in a city’s streets and districts, four conditions are indispensable:

the district, and indeed as many of its internal parts as possible, must serve more than one primary function, preferably more than two.

most blocks must be short; that is, streets and the opportunities for turning corners must be frequent.

the district must mingle buildings that vary in age and condition, including a good proportion of old ones.

there must be a sufficiently dense concentration of people, for whatever purposes they may be there.
Situation: Analysis of Dubai

Lessons: American examples

Strategy: Green
Cool
Inhabit
Connect

Implement: Analysis
THE URBAN STRUCTURE OF DEIRA AND BUR DUBAI, LIKE CITIES EVERYWHERE, IS MADE UP OF THREE PARTS.

FIRST IS THE SUBDIVISION OF TERRITORY INTO PUBLICLY AND PRIVATELY OWNED LAND, WHETHER MADE UP OF THE LOTS AND BLOCKS AND STREETS OF CITIES IN THE U.S. OR ON THE CELLULAR STRUCTURE OF TRADITIONAL CITIES IN THE MIDDLE EAST. Much of the city’s history and tradition is embedded in this subdividing structure, which is the most permanent part of the city. Whether planned or unplanned, subdivision of property tends to expand in small increments.

SECOND IS THE DESIGN OF THE PUBLIC PARTS OF THE URBAN STRUCTURE. This is commonly known as the “public domain,” because this level is owned by the city itself. It is also known as the “public realm.” Because it is open to the public and is the setting for public events, traffic, and everyday life. The public domain includes all the spaces and buildings that connect the city together—streets and alleys, public spaces and plazas, public buildings and religious buildings.

THIRD IS THE DESIGN OF THE PRIVATE PARTS OF THE URBAN STRUCTURE. This includes all private buildings that occupy the city’s subdividing land. These buildings may be homes, offices, or commercial buildings. The majority of land in most cities and contain their many diverse uses—houses and apartments, offices and retail spaces, restaurants and entertainment, industry and warehouses, and many others. Urban standards are strictly regulated provided, these buildings are built and rebuil over time and are less permanent than the public domain or the original subdivision.

OBSERVATION: The Cellular Urban Structure of Deira and Bur Dubai
The traditional urban structure of Deira and Bur Dubai is similar to traditional cities in the Middle East. The structure began with the individual house, usually a courtyard arrangement with a surrounding wall. As the family grew to include multiple generations, the houses expanded, eventually sharing common walls with other houses or separated by narrow alleys to provide access. As the town and trade expanded, alleys began to occupy some of the streets. Over time, as the city modernized, some alleys were expanded into streets to allow automobiles, trucks, and public transit. Gradually, most of the courtyard houses were demolished to make way for apartment buildings, offices, hotels and retail spaces. Deira and Bur Dubai have this cellular urban structure that is the result of the design and expansion of the private-residence from the courtyard house and then from the house to the city. This is opposite of the block and street block structure of cities in the U.S.

This cellular structure is what gives Deira and Bur Dubai their defining characteristics. retaining this structure is the foundation for sustainable redevelopment. It will connect new development to important local traditions. This cellular structure also teaches and important lesson that applies equally to urban design and landscape concepts for the public domain and the architectural design concepts for private buildings. Always design from the inside out and then make adjustments to common walls and boundaries and spaces.

OBSERVATION: Public Domain of Deira and Bur Dubai
This traditional public domain of Deira and Bur Dubai was relatively few, most cities in the Middle East, known mostly from old photographs—a casual space, occupied informally, and rarely embellished except in occasional entry courtyards of mosques. The public domain was treated as a utilitarian space—with children and shops spilling into the streets and alleys, or simply providing access to private houses and their family courtyards. More recently, the major streets have been made up of much of the same urban character—ready for moving cars, bikes, and buses, not settings for pedestrians in any Deira and Bur Dubai retain much of this tradition of an informal and, frequently unkept, public domain. Many alleys have broken paving or are unpaved. Trash litters alleys and streets, Merchandise, cars, and parked cars occupy many public spaces. Streets are open to traffic and are often hostile to pedestrians. There are few comfortable, shaded, cooling public spaces for gathering or relaxation. The recent historic preservation projects and well-designed covered safas are an exception to and teach an important lesson of the public domain is designed to be a public realm—setting for everyday life and public events. Then it will be attractive for a diverse population of residents, visitors, and tourists.

OBSERVATION: Private Development of Deira and Bur Dubai
Although the current appearance of Deira and Bur Dubai leaves little resemblance to historic photographs and maps, the underlying structure is the same. the sites once occupied by courtyard houses are now occupied by apartment buildings, offices, and warehouses. During the past 25 years or so for Dubai’s expanding population, many of these buildings are relatively maintained or even structurally sound. It is doubtful that many would meet modern building and housing codes. Although the land parcels are small, they are valuable, reflecting the strong wholesale and retail economy. In other places, this would be viewed as a problem for redevelopment. In Deira and Bur Dubai, the small parcels and high prices are an asset. Instead of big projects, the cellular urban structure can be sustained.

The historical development processes of Deira and Bur Dubai, the transition from traditional courtyard houses to urban apartment and commercial buildings, teaches an important lesson: BUILD AND DESIGN SMALL INCREMENTS, INFLATING THE SMALL PARCELS ONE AT A TIME. Following this lesson will sustain the quality and character of Deira and Bur Dubai’s traditional structure and assist to bridge tradition to the present.
Situation | subdivision
Situation | building parcels
Situation | alleys and streets
Situation | traditional courtyard house
Situation | courtyard houses forming original cellular structure
Situation | the cellular structure | private land subdivision
Situation | traditional dubai souk along linear alleys
Situation | traditional dubai souk along linear alleys
Situation: the public domain of alleys and streets
Situation | cellular urban structure | modern buildings
Situation | deira and bur dubai | modern streets and alleys
Situation | alleys and streets
Situation | bur dubai | public domain at alley intersections
Situation | Bur Dubai | Public Domain at Alley Intersections
Situation | the cellular urban structure | deira and bur dubai
Lessons

DOWNTOWN REHABILITATION IN THE U.S.

After decades of being among the most visible signs of the 20th Century, American downtowns are coming back to life. However, instead of being centers for their regions, they are being re-inhabited as one important place among a network of many places. Portland and Seattle in the Northwest, San Diego and Denver in the Southwest, Minneapolis and Milwaukee in the Midwest, Providence and Boston in the Northeast. All teach important lessons.

ATLANTA AND GEORGIA TECH

Our location at Georgia Tech in Atlanta provides us with an overview of sites in the Southeast. Atlanta itself is the anchor of the region and is rapidly becoming a global city, like Dubai. And, also like Dubai, Atlanta is searching for an identity for its downtown, which is now only one center among many in the metropolitan area. To find lessons, we looked beyond Atlanta, hoping both to find lessons for our proposals for Dubai and to learn lessons that would be useful for our future work in Atlanta.

SAVANNAH, GEORGIA | Re-Inhabiting the Urban Framework

Located on the Savannah River near the Atlantic Ocean, Savannah has a population of about 120,000, but it is the center of a coastal region of about a million people. Stagnant for many decades, the economy and population is growing. The Port of Savannah, one of the five largest container ports in the U.S. and the largest on the East Coast and the Gulf of Mexico, offers a distribution and manufacturing economy. Tourism is equally important. Attracted by the historic downtown, cultural amenities, and the surrounding natural beauty, 2.5 million people visited Savannah during the 1990s. The 1993 movie, Midnight in the Garden of Good and Evil, and the movie version that was filmed in Savannah, stimulated a new interest in the city and popularized ghost tours along with other tours. Savannah College of Art and Design, with 5,000 students living and studying downtown, created an explosion of cultural activities, including art, fashion-design, film and architecture. The surrounding coastal marshland attracts both research institutions and tourism for ecological excursions.

The British General James Oglethorpe founded Savannah in 1733, making it one of America's earliest colonial cities. Oglethorpe's plan is well known. It is a simple arrangement of repeating "wedge" streets with its central square surrounded by "bustle of life" blocks, the "Public Square," and the "Walled City." Savannah is a "walled city" surrounded by a "water barrier" Sea Island. Savannah's growth has been largely by land speculation, by the development of new neighborhoods, and by the growth of the city's commerce.

In the early 20th century, Savannah was a city with a declining population, and its economy was changing. Buildings were being replaced by new ones, and the public landscape of squares and buildings materialized from urban life into a "cultural city" or a "cultural landscape." For the past few decades, Oglethorpe's plan guided the revitalization of Savannah. This is the simple urban framework that enabled the Savannah College of Art and Design to purchase, restore and occupy dozens of buildings - theaters, schools, houses, office buildings. The urban framework maintained economic value for historic buildings as they were remediated into - hotels and inns, retail shops, entertainment, and housing for a diverse population of students, artists, local business people. Savannah's lesson for sustainable urban development - DISCOVER, RESPECT, AND SUSTAIN THE CITY'S URBAN STRUCTURE - ITS SIMPLE ARRANGEMENT OF LOTS, BLOCKS AND STREETS. A mayor of Savannah said: "Savannah's history is its future." He meant that Oglethorpe's simple plan set out the history that has guided and continues to guide Savannah as it is successfully re-inhabited for the 21st Century.

CHATTANOOGA, TENNESSEE | Re-inventing the Public Domain

Chattanooga is a rich historic city on the Tennessee River about 120 miles north of Atlanta. In 1883, it was the most populated city in the U.S. Beyond Los Angeles it was second. The line of problems was long industries closed or relocated elsewhere, unemployment rose to 30%, infrastructure deteriorated, the historic downtown infill was largely abandoned. A group of city leaders from the Planning Commission and the Chamber of Commerce created Chattanooga Venture in 1984 with the objective to "clean up" the city. Recognizing with a program called Vision 2000, the group established a public partnership process that resulted in goals and projects to make Chattanooga a "sustainable city" on all fronts - environmental, economic and social.

Recognizing the Tennessee River as the heart and soul of the city, action focused on the downtown and the riverfront. Many of the projects undertaken in the past 20 years are well known. The 23 mile Tennessee Riverwalk was reconnected downtown and neighborhoods to the river with public spaces, fishing piers, marinas, trails and parkland. The Tennessee Aquarium was built downtown with an emphasis on freshwater exhibits to highlight the ecological importance of the Tennessee River to the city and its future. Public parking decks were built at the bottom of downtown and linked to downtown activities by clean electric buses that were manufactured locally. A pedestrian highway was demolished to become a part of the downtown Freeway. New housing, hotels, restaurants, shopping, museums were built in new and restored buildings. Recently, an annual festival with bands on barges in the river, attracts more than 200,000 people each year. All of these projects, however, had a common theme - they were to make downtown Chattanooga into the city's "living room" to attract residents and tourists alike to downtown to work, visit, or live. The Tennessee Riverpark, downtown riverfronts, public spaces and urban design guidelines for new buildings opened on the city's living room made the successful re inhabitation of downtown Chattanooga possible. Chattanooga's lesson for downtown revitalization is simple: RE-INVENT PUBLIC SPACES TO BECOME THE CITY'S "LIVING ROOM" BY DESIGNING AND GREENING THE CITY'S HISTORIC DOWNTOWN STRUCTURE OF LOTS, BLOCKS, STREETS AND THE RIVERFRONT.

MIA MI BEACH, FLORIDA | Leading Edge Design

Although a city of only 86,000, Miami Beach is part of the Florida Gold Coast and its ethnically diverse population of almost five million. "Miami Beach" is known worldwide as a tourist destination, with its most beautiful beaches in North America, the best collection of Art Deco buildings, nightlife that is equal to New York or Los Angeles, and leading edge fashion, music and film companies. Two roads, however, that only 30 years ago Beach development allowed turned the historic area into a "up to date" resort. A group of residents fought the demolition, eventually designating South Beach as a "Historic District." The resulting "Historic District" has expanded, but remains the most visited in the city, matched only by the historic downtown. Beaches are expanded with the second boom in the 1990s, and determined during the 1980's and 1990's. Historic hotels were abandoned or converted into single room apartments for the elderly. Crime rates resulted from rent-paying drug traffic. The tourist economy collapsed.

Recognizing that the Art Deco and Mid-Century Modern buildings were innovative for their times in the 1930's and 1950's, the new Miami Beach design regulations and guidelines required preservation of historic buildings but demanded innovative design solutions to modernize them. New buildings were not to copy historic ones, rather from the 1920's to the 1960's. These new buildings were to be leading-edge designs for today, like historic buildings were for their time. Many of these projects are well known such as the uniquely designed Regal sandals, the nationally Designers Hotel, the Miami Beach Public Library, the "green" municipal parking garage design by Arne Jacobsen, the "green" municipal parking garage design by Arne Jacobsen, the historic St. Thomas, the restoration of Lincoln Road Mall.

In many other cities, whether architecture, landscape architecture in public art, has been an important part of the city's revitalization. Design attracted attention and stimulated a new tourism economy, but expanded it 10 months by adding South American tourists during the summer months to the North American and European tourists who visit Miami Beach. Design has also made the ocean's economy to include music, fashion, film and art. Miami Beach's lesson for urban revitalization is important but often overlooked: DESIGN ITSELF - LEADING-EDGE IDEAS CAN STIMULATE TOURISM, NEW RESIDENTS AND A NEW ECONOMY.
Lessons | three case studies

Chattanooga, TN
Savannah, GA
Miami Beach, FL
Lessons | Savannah, Georgia | Re-inhabiting the urban framework
Lessons | savannah, georgia | re-inhabiting the urban framework
Lessons | savannah, georgia | re-inhabiting the urban framework
Lessons | savannah, georgia | Wright Square 2003
market street in chattanooga 1969 and 2005
plan for the tennessee riverpark
phase 1: edaw, landscape architects
phase 2: hargreaves and associates, landscape architects.
Lessons | chattanooga tennessee | the ‘green living room’
Lessons | Miami Beach, Florida | Leading Edge Design

Ocean Drive in South Beach
miami beach lifeguard stand competition

Lessons | miami beach, florida | leading edge design
municipal parking garage | james wines | site

Lessons | miami beach, florida | leading edge design
PRINCIPLE 1:
Preserve and enhance the cellular urban structure – streets, alleys and private building parcels – and build within it, designing from the inside out.

PRINCIPLE 2:
Redesign the public domain of streets and alleys into a diverse public realm – deira and bur dubai’s public living room – for residents, visitors and tourists.

PRINCIPLE 3:
Build incrementally on existing private building parcels and public spaces to preserve the scale, character and diversity of deira and bur dubai.

AND, FINALLY, AN OVERARCHING PRINCIPLE CALLS FOR WEAVING TRADITION AND THE PRESENT THROUGH URBAN, LANDSCAPE AND ARCHITECTURAL DESIGN.
Green | design strategies for deira and bur dubai
traditional wind towers

urban wind tower

public spaces: streets and alleys

COOL: wind towers

Cool | design strategies for deira and bur dubai
Inhabit | design strategies for deira and bur dubai
design strategies for deira and bur dubai
GREENING REINVENTS DEIRA AND BUR DUBAI'S UTILITARIAN PUBLIC DOMAIN INTO A GREEN LIVING ROOM. This brings the desert cities of Dubai to life as a place to relax and enjoy outdoor activities. Full utilization parking lots into unique landscapes, so that visitors recognize that parking in the green living room is more about ecology and art than convenience.

An URBAN ARBORETUM, trees of different species planted along the streets and roads provides way-finding, air cleansing, shade and traffic calming for the historic district. PARKING GARDENS create utilization parking lots into unique landscapes, so that visitors recognize that parking in the green living room is more about ecology and art than convenience.

OASES and WAHAT are also unique landscapes serving urban activities. Relaxation, outdoor seating for cafes, evening gathering phases, and even storage places for delivery carts.

URBAN ARBORETUM
All of the streets and roads in Deira and Bur Dubai become an URBAN ARBORETUM, with trees of different species lining both sides of each street parallel to the Creek, in addition to providing shade, air cleansing, and traffic calming. Each different species along different streets will also provide way-finding for visitors and tourists. Follow the water to the Creek. The URBAN ARBORETUM will provide an overall framework for the green living room and a demonstration of sustainable development.

URBAN ARBORETUM will be both useful and beautiful. This can be an adjunct to Dubai’s landscaping project.

PARKING GARDENS
The municipal parking lots are necessary, but they should be enhanced. PARKING GARDENS provide pieces not just for parked cars but also serving shade for the surroundings, places for citizens to socialize, and places to sit and relax around the edge. These gardens will be for small space and large ones, extending the greening of parking lots that has been developed outside of historic Dubai. Each PARKING GARDEN should be a unique landscape design, with visitors recognizing that parking in the green living room is more about art and beauty and ecology than just convenience.

OASES/WAHAT
OASES/WAHAT are places distributed throughout Deira and Bur Dubai that provide a space for recreation, relaxation, and gathering. Like the Parking Gardens, these are unique landscape designs, but they are combined with urban activities. These OASES/WAHAT are useful and can be designed for many different activities. Some will be for recreation: surfaces for brick soccer fields, children’s gardens, skateboards, and basketball courts. Others will be for gathering in the evening for conversation or for outdoor seating for cafes or restaurants. Still others can beRubbered, such as places to store delivery carts or places to for shapewalks to temporarily store much and to.

The OASES/WAHAT are the furniture for the green living room.
All of the streets and roads in Deira and Bur Dubai become an URBAN ARBORETUM, with trees of different species lining both sides of each street parallel to the Creek and perpendicular to the Creek. In addition to providing shade, air cleansing, and trafficcalming, the different species along different streets will also provide wayfinding for visitors and tourists. Follow the palms to the Creek. The URBAN ARBORETUM will provide an overall framework for the green living room and a demonstration of sustainable development the URBAN ARBORETUM will be both useful and beautiful. This can be an adjunct to Dubai’s forestation projects.
Green | dubai | greywater irrigation greening the desert
Green | deira and bur dubai’s living room | the urban arboretum
Green | deira and bur dubai’s living room | naif | urban arboretum
The municipal parking lots are necessary, but they should be come PARKING GARDENS to provide places not just for parked cars but also cooling shade for the surroundings, places for children to play when the parking lot is empty, and places to sit and relax around the edge. These gardens will be for small space and large ones, extending the greening of parking lots that has been developed outside of historic dubai. Each PARKING GARDEN should be a unique landscape design, with visitors recognizing that parking in the green living room is more about art and beauty and ecology than just convenience.
Green | deira and bur dubai’s living room | parking gardens

orchard parking garden diagram

soccer parking garden

fruit tree parking garden

orchard parking garden section
OASES/WAHAT are places distributed throughout Deira and Bur Dubais alleys as places for recreation, relaxation and gathering. Like the Parking Gardens, these are unique landscape designs, but they are combined with urban activities. These OASES/WAHAT are useful and can designed for many different activities. Some will be for recreation surfaces to kick soccer balls, childrens games, skateboard halftracks, and other games. Others will be for gathering in the evening for conversation or for outdoor seating for cafe’s or restaurants. Still others can be utilitarian, such as places to store delivery carts or even places to for shopkeepers to temporarily store merchandise. The OASES/WATAT are the furniture for the green living room.
Green | deira and bur dubai’s living room | waha/oasis
Green | deira and bur dubai’s living room | waha/oasis
WIND TOWERS MARKED THE SILHOUETTE OF HISTORIC DUBAI, ESPECIALLY ALONG THE CREEK WHERE THE WIND WAS EASILY CAUGHT TO SUPPLY COOL AIR TO THE HOUSES AND COURTYARDS BELOW. THIS PASSIVE DESIGN Chain of wind towers, although forever an integral part of the city’s landscape, is now being re-imagined for modern use. The current towers are activated through the use of modern materials and techniques, allowing them to be incorporated into contemporary architecture and urban planning.

There are three types of WIND TOWERS. Some mechanically capture the wind, similar to the principles of the historic towers. Others operate with fans, powered by solar panels or other renewable energy sources. These towers can be integrated into buildings, creating unique and efficient cooling systems.

TOWER
The historic urban WIND TOWERS are one model for the new ones. They can be made of modern materials like steel, concrete, or glass. The towers are designed to catch the wind from one or more sides, and at the top to direct the breezes across sitting areas, tables, or other structures. The towers could also have billboards advertising cultural events and, of course, would be lit up at night. It would be possible to have tiny lights covering an entire tower.

FRAME
The Bedouin towers are another model for WIND TOWERS, using frames instead of a box or unit. They would be made of steel frames, and various sizes and shapes. They might be covered with glass, paper, or other translucent materials to catch and channel wind. Others could have covers, like the towers to the frames. Still others could have no enclosure at all and be designed to deliver fog to the surroundings.

FUNCTION
These WIND TOWERS can serve many different functions, so that they can be used in public with a purpose. Some can have wheels so they can be moved around to different locations to catch the wind or to serve different uses. These could serve as educational models for AbarAlAuus students. Others could be used for playing music, as part of public events, and many others. All of the WIND TOWERS are additional amenities for Deira and Bur Dubai’s “green living room”.

Cool
Cool | Deira and Bur Dubai’s living room | Windtowers | Historic
Cool | deira and bur dubai’s living room | windtowers | bedouin
The historic urban WIND TOWERS are one model for the new ones. They can be made of masonry, like the old ones, or panel construction using wood or steel plates. The panels can fold at the top, to catch the wind from one or more directions, and at the bottom to direct the breezes across seating areas, tables or pools of water. They could also have billboards advertising cultural events and, of course, would be lighted at night. It would be possible to have tiny lights covering an entire tower.
Cool | deira and bur dubai’s living room | windtowers
Cool | deira and bur dubai’s living room | windtowers
Cool | deira and bur dubai’s living room | windtowers
The Bedouin towers are another model for **WIND TOWERS**, using frames instead of a box or solid panels. They would be made of steel frames, with various skins attached. One might be covered with a dense layer of vines to catch and channel wind. Others could have canvas skins tied to the frames. Still others could have no enclosure at all and be designed to deliver fog to the surroundings.
Cool | deira and bur dubai’s living room | windtowers
Cool | deira and bur dubai’s living room | windtowers
FUNCTION

These WIND TOWERS can serve many different functions so that they become public art with a purpose. Some can have wheels so they can be moved around to different locations to catch the wind or to served different uses. These could serve as cool seating for Abra/Taxi stations. Others could be used for playing handball, cafe tables, and many others. All of the WIND TOWERS are additional furniture for Deira and Bur Dubai's "green living room".
Cool | deira and bur dubai’s living room | windtowers
Creek Cabana - Plan Diagram

Creek Cabana Detail

Functional setting for public life

Cool | Deira and Bur Dubai’s living room | Windtowers
deira and bur dubai’s living room | windtowers
COURTYARDS ARE THE PRIMARY FEATURES OF MIDDLE EASTERN HOUSE FORMS AND ARE THE BASIS FOR DESIGNING NEW HOUSING IN DEIRA AND BUR-DUBAI. The traditional house, surrounding its family-oriented courtyard, is similar to making a courtyard on the top two floors of an apartment building. Apartments units on the lower floors are designed with interior courtyard-like spaces, functioning the same as family rooms in contemporary housing. Apartments above the penthouse are designed as flats or as double-height loft units, depending on building depth. Commercial uses occupy the ground floor.

UNIT TYPES ARE ASSEMBLED INTO TRADITIONAL BUILDING TYPES. Design guidelines should be in three parts. First would be the guidelines for unit design, including the courtyard, outdoor space, and the floor/room arrangement. Second would be building type – TOWER or COURTYARD – and would govern the site situation. Third would be the building envelope – height related to adjacent public right-of-way, build to line, building unit locations to avoid disruptions of the street face on the ground floor.

COURTYARD

COURTYARD APARTMENTS are re-interpreted "flats," the traditional courtyard buildings located next to workshops with apartments located over workshops. Courtyard Apartments would be built on the ground floor. Like the Tower House, these buildings are comprised of courtyard/penthouse units on top. The floors below would contain courtyard/family room flats or lofts depending on the depth of the individual unit. All units would face and open into the courtyard, which would be connected to the adjacent street or alley. Small offices or workshops would occupy the ground floor, excluding major retail spaces to maintain privacy for those living in the building. Penthouse units can be designed in many different arrangements to meet modern needs.

TOWER

TOWER HOUSES are apartment buildings that re-imagine traditional town houses, like those in Yemen. These buildings would be built on small sites or joined together in rows to offer smaller floor plans and smaller depth. The top two floors would be a penthouse unit, designed as a traditional courtyard house. The basic plan would be a two-story unit, with its own outdoor space joined to its internal courtyard/family room space. Just like traditional courtyard houses, all apartments would maintain the courtyard at the center, and the family rooms, lining the sides, with each apartment surrounding buildings.
Inhabit | bur dubai | potential new housing site
Inhabit | deira and bur dubai’s living room | housing
TOWER HOUSES are apartment buildings that re-invent the traditional tower houses, like those in Yemen. These buildings would be built on small sites or joined together in rows for sites with long street frontages and small depths. The top two floors would be a penthouse unit, designed as a traditional courtyard house simply lifted on top of the building. Below the penthouse would be either flats or loft units, each with its own outdoor space joined with its internal courtyard/family room space. Just like traditional courtyard houses, the apartments would maintain the courtyard in the center with the surrounding rooms filling the site to make common walls with surrounding buildings.
Inhabit | deira and bur dubai’s living room | housing
COURTYARD APARTMENTS are re-invented "khans," the traditional courtyard buildings located next to souks with apartments located over workshops. Courtyard Apartments would be built on the largest site. Like the Tower House, these buildings would have traditional courtyard/penthouse units on the top. The floors below would contain courtyard/family room flats or lofts depending on the depth of the individual unit. All units would face and open into the courtyard, which would be connected to the adjacent street or alley. Small offices or workshops would occupy the ground floor, excluding major retail spaces to maintain privacy for those living in the building. Penthouse units can be designed in many different arrangements to meet modern needs.
Inhabit | deira and bur dubai’s living room | housing
DUBAI METRO: Regional Connections

The Dubai Metro will provide important connections between the historic center of Dubai and the rest of the city via the second Green Line. The line is to be built underground in the city center and under the Creek. The design of the stations in Deira and Bur Dubai are critically important. They can be architectural landmarks, providing a gateway for entrance to the city, or they can be architectural eyesores under ground, but should make gentile appearance above ground, similar to metro entrances in Paris or London. For example, with simple stairs into access courts or access to elevators within small pavilion-like buildings. The metro entrances should be designed asMatch for the “Green Living Room” and could be combined with offices, retail, or hotel towers. There should also have multiple entrances into the interiors of Deira and Bur Dubai, perhaps reaching 100 meters and be next to the souks or important street or alley intersections.

Many connections of different types make the most interesting cities. The many connections within Deira and Bur Dubai make the historic area the most urban place in the Emirate. If protected and enhanced, this small area will be accessible in ways that almost all modern cities aspire to. Deira and Bur Dubai is a historic area, with the ability to have multiple ways to go from one place to another, crossing opportunities for shopping, restaurants, entertainment, and everyday public life.

Four addresses are important to enable these connections to be maintained inside Deira and Bur Dubai and to extend the historic area. The DHOw HARBOUR is an historic asset and will be expanded for other boat, especially yachts, making the historic area accessible from the new developments in the Gulf. ABRAs/TAXIS will be developed into a water taxi system with different fees making it easy to get around. Finally, TRAFFIC CALMING is applied to all streets and roads in the historic area.

DHOw HARBOUR: Sub-Regional Connections

The Dhow Harbour is an important functional port area and an important tourist attraction. It should remain as an active port, however it should also become a marketplace for other boats, especially pleasure craft and yachts from developments along the Gulf. The easier it is for these craft to reach the Creek and dock, the more feasible it will be to restore Deira and Bur Dubai with restaurants, entertainment, and other activities. In addition, a ferry service along the Gulf might provide additional connection options to the city center. With stops along the Gulf developments, transport could be more efficient than automobile travel and as convenient as the Metro for every resident and employee of the Gulf. SPECIAL FAST FERRY STATIONS FOR ABRAS/TAXIS WOULD PROVIDE A WATER LEARNING ALTERNATIVE TO BOTH AUTOMOBILE AND THE METRO TRANSPORTATION.

ABRA/TAXIS: Local Connections

ABRAs are important to Dubai’s transportation infrastructure, carrying more than 15 million passengers annually. They are also an important part of the tourist infrastructure and the tourist economy of Deira and Bur Dubai. They can become even more important with an expansion of service to become more than a waterbus or water taxi service. The number of stations should be increased to provide easier access up and down the Creek. Also, it may be beneficial to organize service around different routes as A, B, and C, or even a D Line, perhaps, like the Metro that is under construction. Passengers could then determine the fastest way to cross the Creek to get to their destinations. ABRA/TAXI STATIONS SHOULD BE LOCATED NEAR THE METRO STATIONS AND NEAR THE DHOw HARBOUR AND FAST FERRY HARBOURS.

TRAFFIC CALMING: Pedestrian Connections

Traffic calming is essential for Deira and Bur Dubai. Automobiles and other vehicles dominate every street and road. A “green living room” is impossible when vehicles dominate instead of being equal to pedestrians. Three actions are necessary; SPEED TABLES elevate every intersection surface by about 10 centimeters; they should be installed at every intersection. Second, INTERSECTION BUL-BULS should be installed to reduce pedestrian crossing distance and contain on street parking to the center of blocks. Third, trees - the URBAN ARBORETUM - should be planting in the parking aisle at about 10 meter intervals to shade parked cars and to reduce the impact of the street, which automatically slows traffic. In addition, to protect pedestrians, on-street parking should be retained on all streets and all crossings should be marked and strictly enforced.
Connect | metro line
Connect | transit stations
Connect | enhanced intersections
Connect | urban arboretum | streetscape ‘a’
Connect | urban arboretum | streetscape ‘b’
Connect | abra stops
Connect | abra route ‘a’
Connect | abra route ‘b’ | rapid connection
Implement

**Recommendations**

**PRINCIPLES**

Adopt the Urban-Design Principles for Deira and Bur Dubai

- Principle 1: Preserve and enhance the cellular urban structure - streets, alleyways, private building parcels - and build within it, designing from the inside out.
- Principle 2: Redesign the public domain of streets and alleys into a public realm - Deira and Bur Dubai’s living room - for residents, visitors and tourists.
- Principle 3: Build incrementally on the existing private building parcels and public spaces to preserve the scale, character and density of Deira and Bur Dubai.

Finally, an ever-arching principle calls for the weaving of tradition and the present through design-outstanding.

**GREEN**

Commission a Green Living Room Master Plan from a prominent Landscape Architecture and Urban Design firm, with consultants as needed, to include the following:

- Design of the Urban Arboretum.
- Design of traffic-calming, street and sidewalk improvements.
- Phasing and Scheduling of Construction.
- Designation of catalyst projects, involving:
  - Location of first phase Parking Gardens
  - Location of first phase Oasis/Wahat
  - Location of first phase Wind Tower
- Design of Alley-scale improvements in catalyst project areas.

Commission leading landscape architects - as individuals, not firms - to design Parking Gardens in the Green Living Room.

Commission teams of landscape architects and land artists - as individuals, not firms - to design Oasis/Wahat in the Green Living Room.

**COOL**

Organize and conduct an International Wind Tower Competition to include:

- International publicity and independent operation, such as through the IUA or other international organizations involved in design and public art.
- Selection of an international jury composed of architects, artists, and mechanical engineers.
- Organize an exhibition and publication of selected entries to the Wind Tower Competition.
- Select up to 10 finalists and fund development of the designs, including technical testing.
  - Select 9 winners from the 10 finalists, award prizes, and commission full development of the design, construction, documentation and construction.

Commission teams of architects, artists and engineers - as individuals, not firms - to design wind towers to be constructed along with the winners of the competition.

**INHABIT**

Enforce housing codes and property maintenance codes, revising or adopting as needed, in Deira and Bur Dubai to initiate the process of improvement and re-inhabitation.

Working with the Aga Khan Program for Islamic Architecture, commission working group of architects to develop prototypes for new housing, weaving traditional Islamic housing with modern urban housing appropriate for Deira and Bur Dubai.

This work will result in a publication and will be the basis for new housing design guidelines for Deira and Bur Dubai.

Implement revisions to zoning or other regulations to incorporate housing design guidelines as developed above.

Implement revisions to zoning to incorporate urban design regulations specific to Deira and Bur Dubai, including:

- Prohibiting aggregation of existing land parcels.
- Establishing new building heights related to street right-of-way,
- Locations and size of building lots and access.
- Location and arrangement of building services and service access.
- Sign and lighting regulations.

Develop incentives for new housing development with the targeting of catalyst project areas that involve Oasis/Wahat, Parking Gardens, and Wind Towers.

**CONNECT**

Ensure that the Green Line Metro is constructed underground with underground stations as it passes through Deira and Bur Dubai and issue that station entrance are pedestrian-friendly, connect directly to streets and public spaces in the interior of Deira and Bur Dubai.

Investigate a metropolitan urban transit - a fast ferries - to connect the growing developments along the Gulf with the Creek, allowing access to Deira and Bur Dubai by water from the entire city.

Expand the existing ferry service to become Al Seat with additional stations along the Creek on both sides, multiple routes (Blue Line, White Line, etc.) as well as water taxi services.

Design and implement traffic calming measures to equalize the rights of vehicles and pedestrians in Deira and Bur Dubai.

This should include speed tables at intersections, bulb-outs for pedestrians at intersections, and tree planting within the on-street parking areas to narrow the visual corridor of the street and thereby slow traffic. This traffic calming plan should be completed as part of the Green Living Room Master Plan.
Implement
Dubai Creekfest | 2007