

KRIEGER: Tysons Corner is trying to become a lifestyle center.

You know, there is something to be said about the nature of the regulations that existed either for political, scale, or transportation reasons in the nineteenth century versus those that exist today. I think scale can't be ignored. You can say Tysons Corner was planned, but you'd also have to say no second step was anticipated. In fact, there was no planning except for roadways. And therefore somebody put something there, and the next guy put something there and so forth, but that sense of what might produce a collective organism still doesn't exist at Tysons Corner, and whether it existed due to constraints in the preindustrial era, I don't know. You wish it were true.

GOLDBERGER: Which goes back to a point made earlier that urban design in part is about connections rather than isolated objects, whether streets or the environment of Tysons Corner or a landscape.

CRAWFORD: Another urban condition that architects or urban designers aren't dealing with is the dominance of the automobile, and dealing with it not just by offering pedestrian alternatives but also by thinking about things like the design quality of garages and their relationship to entering a building.

URBANSKI: Give the devil his due for a second. New Urbanists are right that you need a roadway plan that facilitates urbanism. Beacon Hill came out of a roadway plan; the rest followed. The second thing is this crazy academic dismissal of gentrification. People in a hellish place would like to live in a gentrified place. The consumerist urban space we're making is a phase. If there's an Abercrombie & Fitch in all these fake urban centers, then they'll go out of business. Then the rent will drop and maybe. . . .

GOLDBERGER: They would not turn into soup kitchens, however. But you're right.

SAUNDERS: If you wish to sum up what you are taking away from this session, please do. I think that we weren't able to come up with promising new models for designed urban districts that could be brought to developers for, say, a mixed-use urban development. I suspect that there are good European models we didn't hear about today.