

TABLE 1: BUILT LANDSCAPES OF GLOBAL REGIONS

AIRPORTS	Very large-scale landscapes for air travel, usually on the periphery of metro areas and dating to the early 20th c. or later. Similar worldwide.
ALLOTMENT GARDENS	Area of contiguous garden plots large enough to contain small dwelling structures. Found primarily in Northern Europe and Russia. 18 th c. on.
APARTMENT BLOCKS	Relatively uniform landscapes of large residential buildings, often slab-like. Rare in North America; common in Europe and Asia. Buildings higher and with less orientation to the out-of-doors than garden apartments. Common post-WWII.
CAMPUS	Large institutional sites often with formal or picturesque design of spaces. Can include universities, corporate campuses, office parks, palaces, prisons, fairgrounds, and military bases. Many eras.
CIVIC	Urban landscape dominated by large civic buildings and spaces, typically with formal design. Often over-scaled and sterile. Larger building footprints and less mix of use than many other forms. From ancient times on.
COMMERCIAL STRIP	Low-density linear commercial development along highly trafficked streets. Building footprints small; streets and parking areas large. Motor-vehicle-oriented. 1920s-on.
COUNTRY ROADS	Incremental, linear, small-scale development along formerly rural roads outwards from a city. Creates "fingers" of urbanization. Throughout history.
DEGENERATE GRID	Large-scale residential landscapes with rectilinear street patterns and poor connectivity. Subtypes include interrupted and warped parallels (Southworth & Owens, 1993). Mid-20 th c. onwards.
GARDEN APARTMENTS	Apartment landscapes in which low-to-mid-rise buildings have a strong relationship to exterior green space and site amenities. Late 19th c. onwards.
GARDEN SUBURB	Detached homes along curvilinear but well-connected streets with extensive greenery. Two main subtypes: late 19th c. picturesque style created for affluent neighborhoods and post-1950 middle-class tracts (in some countries).
HEAVY INDUSTRY	Industrial uses on large parcels. Often includes large-footprint buildings, specialized equipment, outdoor storage of materials, fuel tanks, and rail access. 19 th c. onwards.
HILLSIDE	Irregular winding streets shaped by steep terrain. Often an upper class residential retreat from the city. Many eras.
INCREMENTAL/ MIXED	Small-scale land subdivision and development, usually within an existing large-scale road system, resulting in a non-uniform mix of forms and moderate-to-poor street connectivity. Many eras.
LAND OF THE DEAD	Large areas for burial, often with formal or picturesque design. Cairo's "City of the Dead" is inhabited by the living as well. Can serve important function as park and religious space. Common throughout history.
LONG BLOCKS	A rectilinear residential form characterized by very long block length (> 1000'), often due to pre-existing agricultural parcels urbanized in the 20th c.
LOOPS AND LOLLIPOPS¹	Large-scale, mass-produced residential landscapes with regular, curvilinear street patterns and poor connectivity. Post-WWII.
MALLS & BOXES	Large commercial buildings or a single large enclosed pavilion, usually with ample parking. Asian versions have less parking. Neotraditional varieties may have pedestrian streets. Post-1950.
NEW URBANIST	A recent form promoted by the Congress for the New Urbanism, combining aspects of grid and garden suburb forms. High street connectivity; mixed-use centers. Post-1980.
ORGANIC	Tightly woven street pattern with dense, fine-grained urban development, created within pre-industrial cultures as well as recent informal settlements.

¹ (Southworth and Owens, 1993)

QUASI-GRID	A variety of rectilinear, well-connected but irregular street patterns created by topography, design, or incremental development. Land uses tend to be varied. Throughout history.
RECTANGULAR BLOCK GRID	A rectangular-block grid form used for early Renaissance suburbs in Europe, late 19th c. streetcar suburbs in North America, and Latin American cities in many eras. High street connectivity. In US and Europe typically < 1900.
RURAL SPRAWL	A semi-rural residential landscape with very large parcels (usually 1-10 acres per dwelling unit). Rapidly growing in many countries, though at times restricted by laws to protect farmland. Generally post-1950.
SUPERBLOCK	Large master-planned blocks with large residential buildings and interior circulation via small access roads. Building placement and interior design more varied than Apartment Blocks. Created beginning mid-20th c. following modernist design principles.
TRAILER PARKS	A dense enclave of mobile homes on small lots with narrow access roads. Often screened from surrounding landscapes. Exclusive to N. America. Mid-20th c. on.
UPSCALE ENCLAVE	An affluent residential landscape master-planned or developed incrementally. Often gated. Can be similar to garden suburbs, but more insular and with lower street connectivity. Antiquity onwards.
URBAN GRID	A grid of relatively small, squarish blocks with varied land use often found at the core of many cities. In North American cities this is usually the Central Business District. Usually platted mid-19th c. or before.
WORKPLACE BOXES	Landscapes of boxy buildings serving industrial or commercial uses. Office park subtype has extensive, landscaped parking. Warehousing/distribution subtype features prominent loading docks and is near major roads. Post-1950.