

# plug-in community

graduate thesis proposal  
megan mccoy

abstract

## a new housing construct...

The plug-in community is a new housing construct which offers a viable alternative to existing urban housing typologies that do not permit movement within the ephemeral city as the fabric shifts or environs change. Many of our current residential typologies are not sensitive to the existing context and fail to bring the inhabitants together within the community. The proposed plug-in community's individual dwelling units are modular and the communal spaces within the plug-in community would be carefully related to the local conditions. The plug-in housing community accommodates various family types and sizes. Residents purchase multiple modular, prefabricated units which are clipped together to achieve the necessary dwelling size. The dwelling units would be assembled on site and plugged into a communal infrastructure 'spine' with shared utilities and amenities. The dwellings could expand and contract while remaining on the same site, maintaining the same relationships to the community. Each unit's exterior character, while standard in module, would be customizable in appearance thus reflecting the inhabitants within. When an owner must relocate, their system may be disassembled, transported, reassembled, and inserted into another plug-in community.



# plug-in community

description

## Summary

Our ephemeral cities today require an adaptable and responsive form of domestic architecture which accepts our mobile culture and changing environs. Transportable architecture has been in use since the beginning of our civilization and offers a viable alternative to static architecture in our rapidly-evolving urban and suburban environments. A new construct – a plug-in housing community – offers an alternative to the urban and suburban landscape which intends to fill voids in the city fabric. Based on an affordable alternative housing design scheme for The Home House Project, Joe Meppelink and his team created a prefabricated single family home called FRAMEWORK. This unit would be modified to create a smaller module, using its SMARTFRAME components which would allow multiple units to be joined together – while keeping all the utilities, cabling, etc. within the SMARTFRAME system. This structural system would create open modules, as well as group the utilities into a ‘port’ which would be easily and quickly connected to the plug-in community’s local infrastructure. The SMARTFRAME structural modules accept a variety of different cladding materials and could be customized by the individual inhabitants, becoming a blank canvas of expression and a cost saving/splurging opportunity. The SMARTFRAME units would be ordered, transported, and assembled on site. They would then be lifted into a structural grid and plugged into local plug-in community infrastructures.

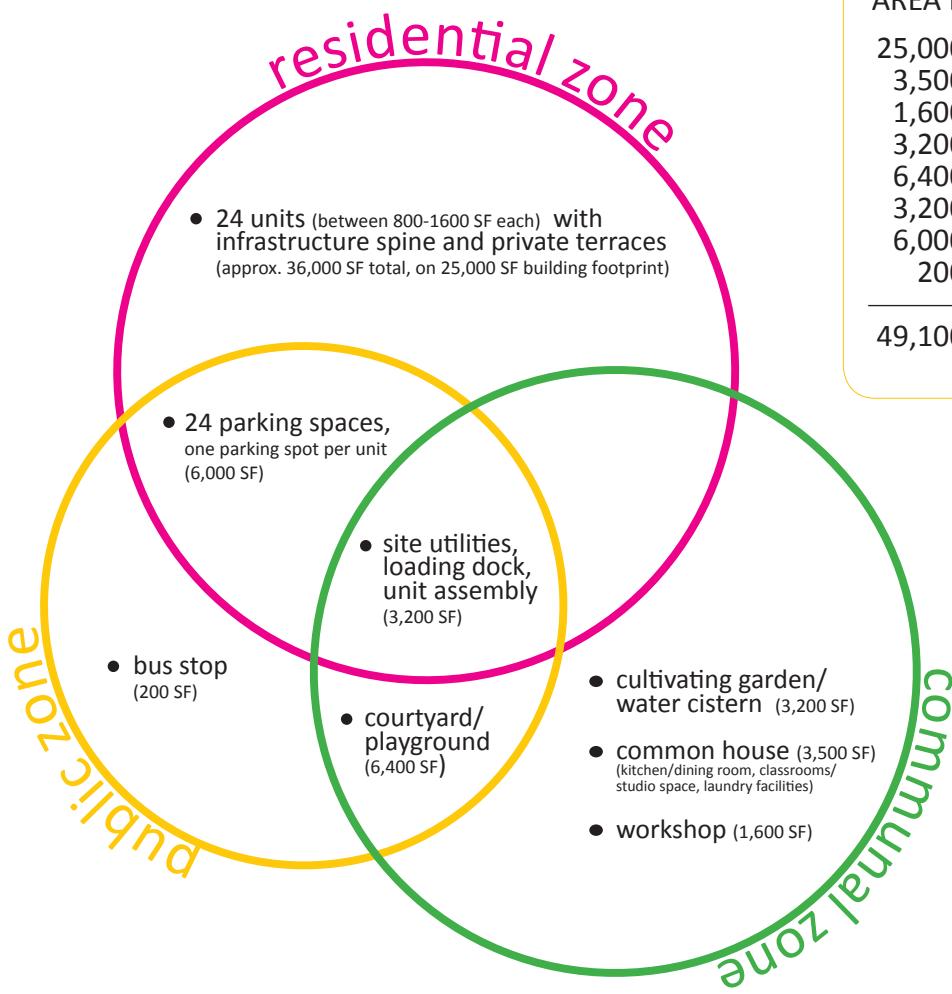
The communal living concept asks individuals to relinquish some personal freedoms in order to benefit from the increased opportunity of the collective. Today, this means choosing to give up an oversized house, personal yard, and reliance on the automobile for a smaller home, a shared garden, and the opportunity to bicycle, use flex cars or walk in a denser part of the city. Plug-in communities could be inserted into any major city, though cities offering higher density areas and a migratory population would be ideal. For this reason, I have chosen to start with Houston – an ephemeral and polycentric city, offering sprawling suburbs and dense eclectic areas alike. The plug-in community’s program, somewhat prototypical, will be used here and tailored to meet the specific needs of its location. Additional plug-in communities all over the country would be modeled after this prototype. Houston’s ‘plug-in’ community would be in the Montrose area, because of its dependable school system, walkable density, proposed light rail system, and myriad cultural institutions. A newcomer to the city who has invested in the plug-in module would immediately have the means necessary to begin interacting with and understanding the local community and infrastructure. Residents of the plug-in community do not need cars, though parking is within the plug-in community infrastructure. The communal spaces would link the individual dwelling modules while maintaining privacy. These structures would also promote collective responsibility via sustainable practices like water and solar collection, effective wind and solar orientation, landscaping and garden features.

The plug-in community would serve as a social catalyst for community events and may even bring in the surrounding community for cooking or art classes, theater, sports tournaments, or an area farmers’ market. The residents would have the opportunity to use flex cars, check out bicycles, host cooperative meals, and plan cooperative babysitting programs. Though these programs may exist elsewhere, the plug-in community’s proximity to community facilitates their progress and provides immediate orientation into an otherwise oversized and ‘insider’ city.

## Goals and Objectives

The plug-in community is a dense, low-rise proposal which respects the diverse neighboring community and encourages the mingling of inhabitants with each other and their neighborhood. A collective design permitting privacy is ideal, though the interests of the common good are primary. The plug-in community shall offer three basic zones: a residential zone (containing all the dwelling units, their infrastructure spine, and intimate terraces), a communal zone (containing shared function facilities, services, and green space), and a public zone (containing spaces which may be openly used by the neighboring community at any time). This simple organizational pattern shall facilitate the planning and design of a layered plug-in community which can be penetrated at different levels, therefore revealing different types of space. The uses within each zone have been diagrammed to show basic programmatic needs and appropriate zone relationships.

1. RESIDENTIAL ZONE, private (for residents)
2. COMMUNAL ZONE, semi-private (for residents/guests)
3. PUBLIC ZONE, public (for residents/guests/all community)



### AREA BREAKDOWN

25,000 SF	building footprint
3,500 SF	common house
1,600 SF	workshop
3,200 SF	cultivating garden
6,400 SF	courtyard
3,200 SF	loading dock
6,000 SF	parking
200 SF	bus stop

49,100 SF TOTAL BUILDABLE

# plug-in community

## Site analysis

### Site Summary

The site selected for Houston's plug in community is located in the eclectic Montrose neighborhood just four miles southwest of downtown. The resilient area is continually morphing and the resulting architecture in neighborhood is extremely diverse. Old and new structures battle for space and many pieces of land sit vacant, creating gaps in the rich urban fabric. The proposed plug-in community will fill one of these gaps within Montrose – the expansive, underutilized parking lot of the local Fiesta grocery store at the southeast corner of West Alabama and Dunlavy Street. The proposal includes removal of the adjacent strip center and is situated in its place at the south end of the parking lot. Immediately to the west, across Dunlavy Street, sits the 1940's Wilshire Village Apartments and its many mature magnolia trees. The area to the south, east, and north of the site is characterized by 1920-30's bungalows, some of which have been converted for commercial use. Houston Metro's University Line will soon run east to west along Richmond Avenue – the next major east/west thoroughfare south of Alabama. Along with these nearby amenities, children on this site would attend schools within Houston Independent School District's Central Region. Poe Elementary, Lanier Middle School, and Lamar High School are one mile, one-half mile, and two miles away, respectively, and have good reputations within the community. Also less than one-half mile to the east are many cultural institutions including the Menil Collection, Rothko Chapel, Byzantine Fresco Chapel Museum, and University of St. Thomas. This transitional area is increasing in density but already has viable infrastructure which is more dense and diverse than that of a typical outlying suburb. The location is conducive to individuals and families alike and is feasible with or without an automobile.



# plug-in community

site analysis

## AREA BUILDING USAGES AND CIRCULATION PATTERNS



residential

commercial

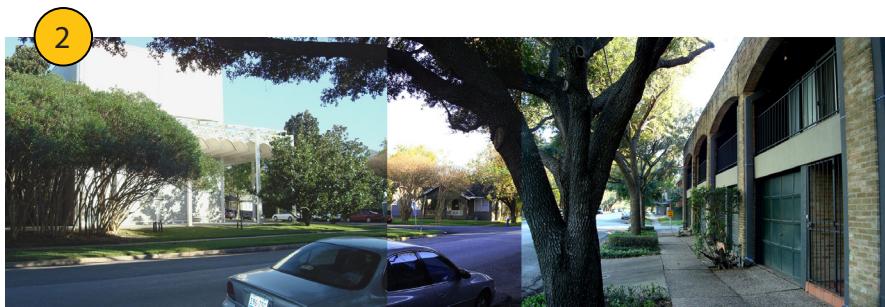
institutional

1 photo location

# plug-in community

site analysis

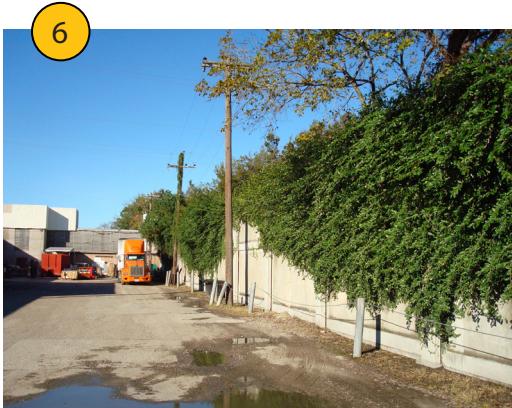
## AREA SITE PHOTOS



# plug-in community

site analysis

## AREA SITE PHOTOS



# plug-in community

site analysis

## AREA SITE PHOTOS



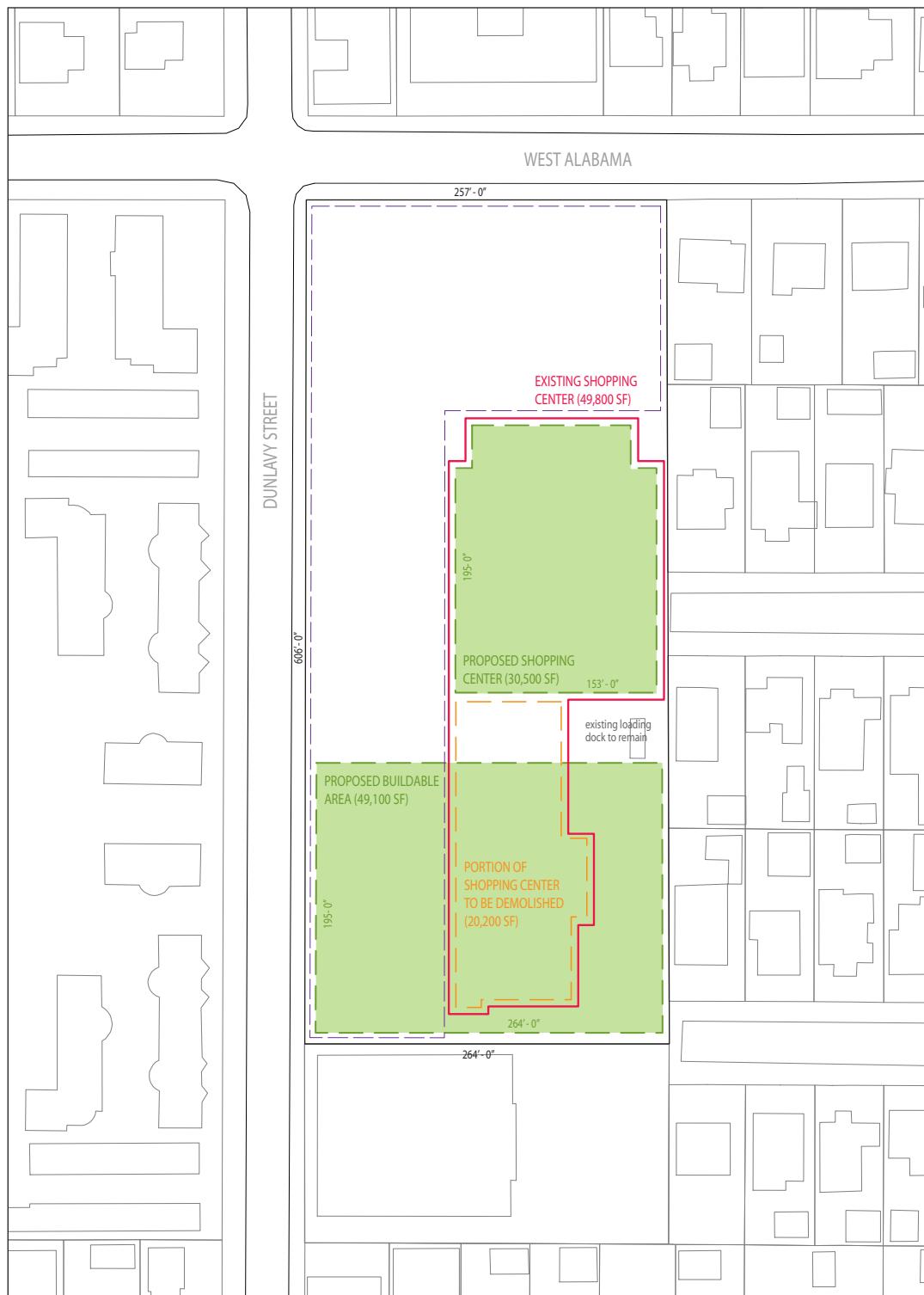
# plug-in community

site analysis

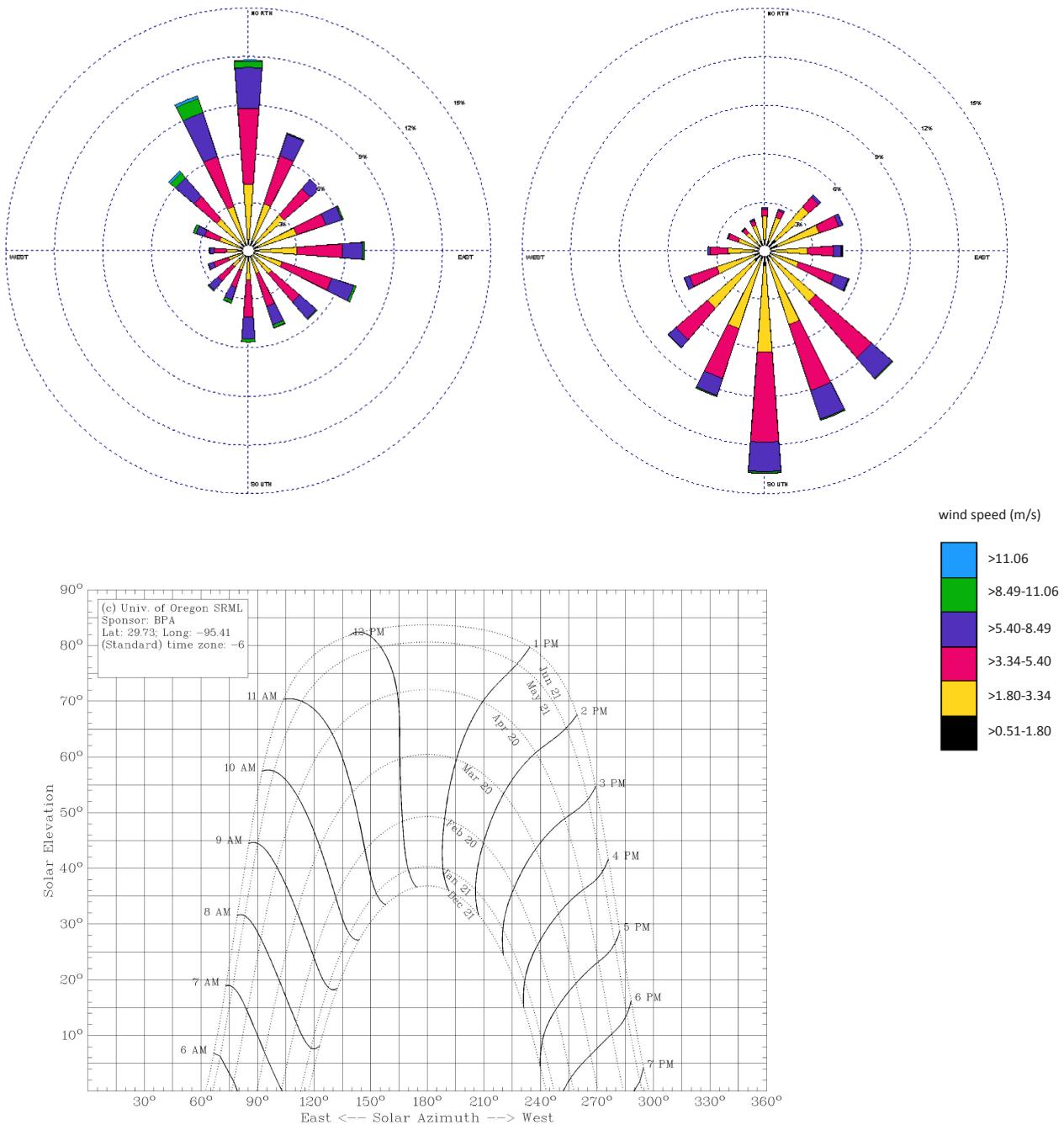
## AREA SITE PHOTOS



## PROPOSED SITE ALTERATIONS



### WIND SPEED/DIRECTION AND SUN ANGLES



### Archigram

In the 1960's, Archigram was formed by a group of avant-garde college graduates who sought an outlet for architectural expression which challenged mainstream paradigms. The members were all interested in mobility, technology, and flexibility. Their publications brought their innovative ideas to a wider architectural audience and became a reliable source of experimental architecture which often confused reality with myth. Archigram was influenced by the surrealists, particularly Friedrich Kiesler and his fluid and sensory 'Endless House.' Two of Archigram's original members have been most influential in terms of nomadic architecture. Peter Cook and Ron Herron both experimented with ephemeral and metabolic forms. Cook's 'Instant City Visits' (1963) and 'Instant City' (1968) both depicted proposals for interactive and lively traveling shows with spontaneous and rapidly assembling architecture of balloon canopies, mobile



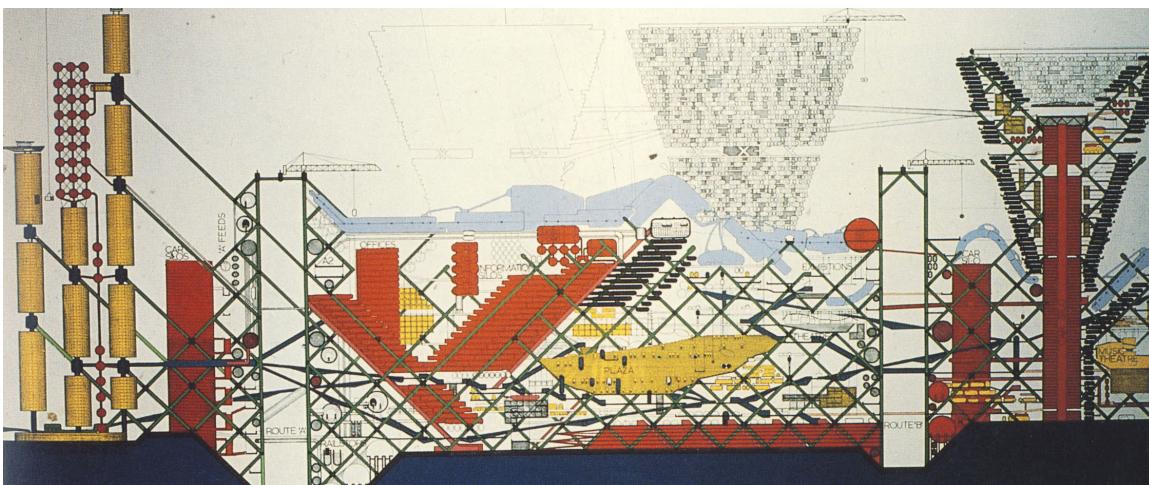
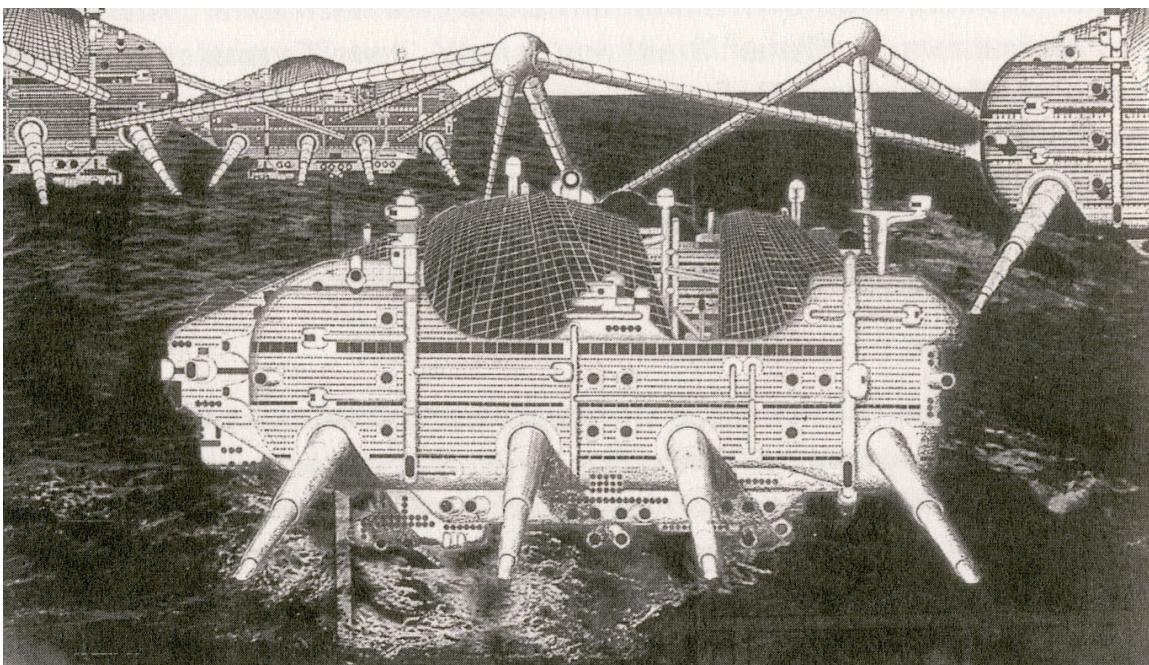
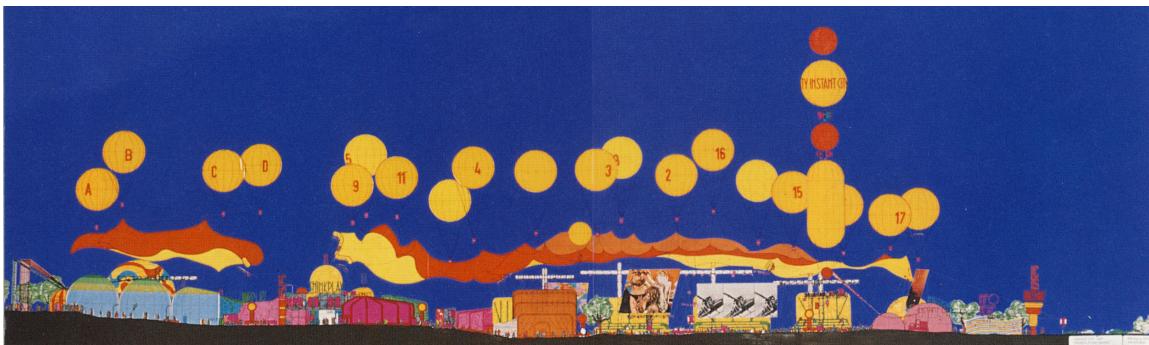
projection screens, and scaffolding-like, space frame stages. Cook suggests that spontaneous people should have a corresponding spontaneous architecture which is easily erected, inflated, or assembled. Ron Herron's hypothetical 'Walking City' (1964) was a collage building with telescoping legs and an animal-like character which walked from place to place without ties to a particular location, thereby challenging

conventional 'grounded' architecture. Finally, Cook's 'Plug-In City' (1964) showcased another future possibility. His illustrations revealed a massive concrete structure into which smaller 'capsules' were inserted. Cook's main structure had a 'long-stay cycle' while the capsules had 'short-stay cycles.' His interest was in relative life spans of components and how the architecture of the plug-in city could morph over time. Influenced by the metamorphic conditions of the coastline, Cook stated that his interest was 'to see what happens as something metamorphoses, as it disintegrates, as it softens, as it grows, as pieces start to hang off or to come away.' Archigram's thought-provoking work established an early outlet for theoretical architecture and has paved the way for experimentation over the years. Though not concerned with the ecological issues we face today, Archigram's experiments are useful precedents in rapidly-evolving and spontaneous cities. Cook's argument for a dwelling which 'flexes with the city' is a viable construct today. The proposed plug-in community for Houston uses pre-fabricated units – where Cook's Plug-In City deployed capsules – which ultimately permit the same flexibility with the added ease of transport after disassembly. The plug-in community is motivated by ecological and communal concerns and rather than creating a spectacle as with Cook's 'Instant City.' However, both embrace and celebrate change and evolution as an expected condition.

# plug-in community

precedents

Archigram

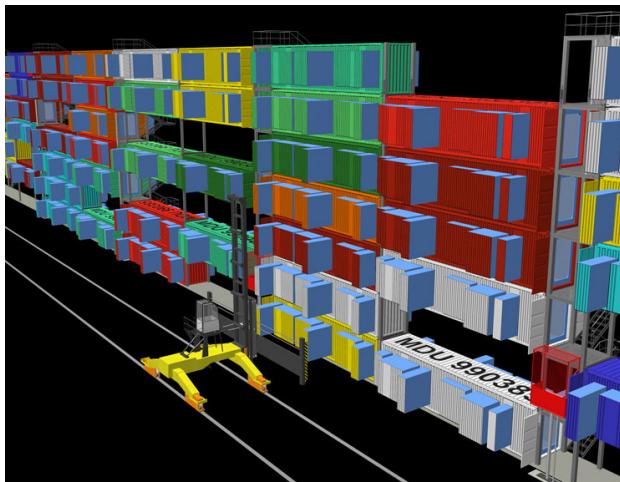


# plug-in community

precedents

## LOT-EK (mobile dwelling unit)

The New York design firm LOT-EK designed a mobile dwelling unit (MDU) which repurposes old shipping containers, retrofitting them for domestic use. LOT-EK's main concept is to use existing transportation infrastructure (i.e. ships and cranes), located at all major port cities, for moving the MDU shipping containers.



The design targets those with a mobile lifestyle who would prefer to take their personal dwelling along with them from one city to another. The unit is 'slotted' into a structural frame at the port, which becomes the temporary address for the transient resident. Each mobile dwelling unit has push-out sections which create spaces for sleeping, storing, bathing, cooking, and lounging. By minimally expanding and contracting, LOT-EK is able to create an accommodating dwelling within a standardized unit. Their MDU concept is viable because it encourages a mobile lifestyle and seeks infrastructure which supports this construct. By simply modifying the interior of the container, LOT-EK maintains a standard exterior format which is easily placed in a universal frame that supports the units' utilities and circulation. The plug-in community will also maintain a standard exterior format, housed within an infrastructure 'spine'.

The plug-in community proposal also provides shared communal spaces for residents which appear to be lacking at the port locations proposed by LOT-EK. All of LOT-EK's residents' belongings remain inside the MDU as the unit is collapsed to its original size and transported. The plug-in community is different in that the modular, prefabricated units would be disassembled and reassembled with each relocation. LOT-EK's MDU is a current example of an architectural construct which supports and encourages today's mobile lifestyles. Their mobile dwelling unit is an industrial solution focusing on efficiency and reuse.



# plug-in community

precedents

## LOT-EK (mobile dwelling unit)



# plug-in community

## precedents

### Cohousing

Cohousing is a form of collaborative housing which originated in Denmark and was brought to the United States by architects in 1980. Since that time, Cohousing communities have appeared all over the United States and Europe. The Cohousing community is often made up of twenty to thirty households in attached or single family dwellings which are grouped around a central courtyard, with automobile parking and drives at the perimeter. This neighborhood design encourages community and safety while maintaining personal privacy. Each Cohousing community is designed by its inhabitants in a very hands-on design process with the assistance of developers and architects. This participatory design process ensures that each community is unique and appropriate for its site, climate, and residents' mission. Most Cohousing communities have smaller individual homes which are supplemented by common facilities. These may include community gardens, playgrounds, workshops, and a common house – the social center containing a shared kitchen/dining room, laundry facilities, recreational space, and guest accommodations. These shared facilities reduce the duplication of services found in typical neighborhood design, thus providing a more sustainable and ecologically friendly solution. The Cohousing community model is unique in that it is entirely managed by its residents. All community decisions are made in a non-hierarchical decision-making process of consensus. The community is not a source of income. Therefore, to achieve common goals residents must agree on a plan of action and then hire outside professionals or donate their time and labor to improvement projects. The cost of individual homes, on average, is around \$90-114,000 with \$150 in monthly dues which aid in annual improvements.



The plug-in community is similar to the Cohousing community in that the residents' shared spaces encourage interaction while the individual plug-in units provide privacy. Also, the residents of the plug-in community would be involved in all decision-making and improvement projects.

# plug-in community

## precedents

### Cohousing

In this way, a collective spirit is fostered and the plug-in community is a reflection of its residents at any given time. While similar in many organizational ways, the plug-in community is very different from the Cohousing communities in that it proposes an alternative to the single-family dwelling. A more reductive and ultimately more affordable lifestyle is proposed in the plug-in community with perhaps greater demands on the shared infrastructure and local city amenities.



Puget Ridge Cohousing,  
Seattle, WA  
*(Photo by Graham Meltzer)*



Berkeley Cohousing, Berkeley, CA  
*(Photo by Evangeline Welch)*



Muir Commons, Davis, CA  
*(Photo by Evangeline Welch)*



Sunward Cohousing, Ann Arbor, MI  
*(Photo by Michael McIntyre)*



Frog Song, Cotati, CA  
*(Photo by Matt Kramer)*

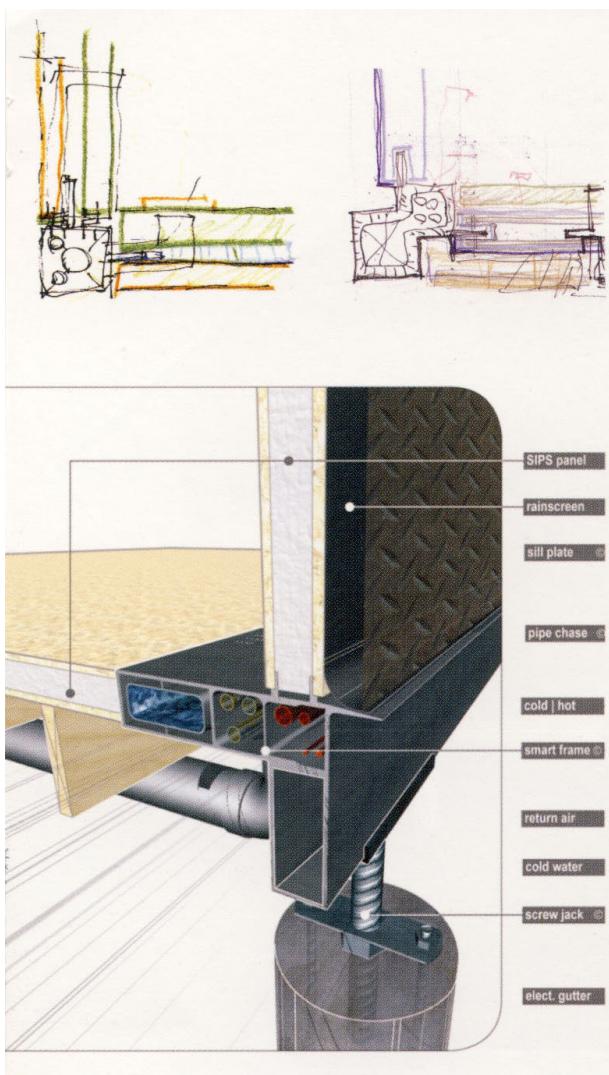


Takoma Village Cohousing, Washington, DC

### The HOME House Project (FRAMEWORK)

The HOME House project was an affordable housing design competition organized by the Southeastern Center for Contemporary Art (SECCA) which challenged artists and architects all over the country to ‘propose new designs for affordable and sustainable single-family housing for low- and moderate-income families.’ Each competitor had the opportunity to choose from one of two standardized Habitat for Humanity house plans and design an alternative which integrated green building practices and materials. One particular submission, called

FrameWork, effectively solves the affordable housing dilemma with a clever and efficient structural system that is easily assembled and customized by the inhabitants – both essential to the plug-in community construct. The FrameWork system includes a pre-assembled and adjustable foundation system, the SMARTFRAME semi-rigid framing system (carrying all utilities and data within its extrusion), structural insulating panels (for walls, floors, roofing), and an exterior rain screen. FrameWork carefully selected energy efficient, flexible, and recyclable materials which promote environmental responsibility within the affordable housing market. Their structural system also provides clear, unobstructed interior spaces and exterior facades which are sensitive to the inhabitants’ individuality. These facades can be easily clad with a variety of materials ranging from found objects to abundant local materials. Ideally, the plug-in community would use FrameWork’s basic system, with a few modifications. The plug-in unit’s foundation system would be designed to sit within the prototypical plug-in infrastructure. The SMARTFRAME system would be modified to accommodate the ‘clipping together’ of units as the dynamic family grows. In addition, the SMARTFRAME system (which contains all utilities) would be carefully linked to the plug-in community’s infrastructure ‘spine’ which brings all services to the individual plug-in units.



# plug-in community

precedents

## The HOME House Project (FRAMEWORK)

An uncle who is a mason, a desire to recycle aluminum cans, a derelict house nearby, leftover paint and building materials from other projects – all can be appropriated into the super flexible context of each FRAMEWORK house.

**SITE OPTIONS**

Why aluminum? Aluminum is a 98% recycled material, industry wide, which requires 95% less energy to recycle than to process initially. There is no limit to the number of times aluminum can be reclaimed, so the metal we use here will last a lifetime.

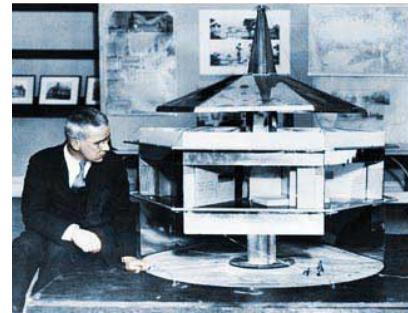
**SECTION DIAGRAMS**

### Responsive Architecture for the Ephemeral City

As cities rapidly change and evolve, they continually replace old structures with new. This process may leave behind traces of history, but often erases the past to make space for the future. Is there an adaptable architectural solution which allows buildings to morph with the city? We must look to the past for inspiration and insight.

Transportable structures have been in use since the beginning of civilization. Lightweight dwellings were a necessity for nomadic climates and regions. Later, the covered wagon became a necessity for the westward expansion of the United States, providing both shelter and transportation. A short time after, prefabricated structures like Sears & Roebuck's 1895 ready-cut, mail-order houses were emerging. The effects of the industrial revolution and mass production began to impact the ease in which dwellings were built and deployed into the landscape. Similarly, Buckminster Fuller's 1928 Dymaxion House was developed with a focus on lightness, affordability, and portability. In 1936, the Airstream trailer made its debut and is still seen as an icon of mobility. These affordable, transportable, and readily-available house types were in high demand in the United States following the depression and WWII. The landscapes of our country were forever changed during this period in history. Over time, as the economy rebounded and the trucking industry emerged, manufactured housing entered the market, primarily in the form of double-wide trailers which were trucked to a site and usually left permanently. The recreational vehicle (RV) also entered

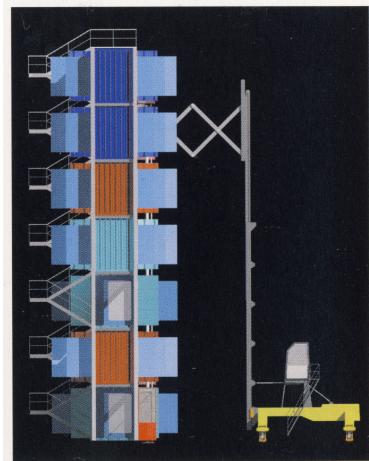
the market and, like the covered wagon, provided both shelter and transportation in one.<sup>1</sup> By the 1960's, transportable structures were accepted modes of transport and dwelling. Architectural theorists, like Peter Cook of Archigram, celebrated mobility and spontaneity, and pushed transportable architecture beyond its conventional forms. Though many of these experiments were never realized, they paved the way for future investigations.



The many historical precedents for transportable architecture are still influencing designers today. However, the social, economic, and environmental concerns have shifted. Many recent experiments have taken advantage of transportability as a means of economy, conservation, and flexibility. Robert Kronenburg, principal investigator of the Portable Buildings Research Unit at University of Liverpool's School of Architecture, organized an international conference on portable architecture in London in 1997. Here he stated that "The changing needs of society and our growing awareness of the ecological impact of building means that attitudes to the creation of the built environment need to be reassessed. Structures and building enclosures that have minimal impact on the environment, which can respond and react to change, are now more relevant than ever before. Transportable architecture can function as well and often better than static architecture and can provide adaptable high-performance facilities quickly. It can be deployed at remote and difficult locations, be recyclable and efficient to

<sup>1</sup> Siegal, *Mobile: the art of portable architecture*, 422.

manufacture and operate, and provide a range of responses to sensitive and historic sites from the minimal intervention to the highly provocative. Perhaps more significantly these transient environments can also define a sense of place and significance of event in a unique way not possible in any other manner. They challenge our preconceptions of what a building can be, and provoke speculations on what architecture can do. In a world that must come to terms with dramatic sociological, economic, and cultural changes an architecture which has the ability to respond to dynamic situations has a special relevance that should not be ignored.”<sup>2</sup>



Many contemporary architects have responded to this challenge and used transportable forms in their design solutions. For example, with LOT-EK’s mobile dwelling units, existing shipping containers are recycled into dwellings which are moved by shipping infrastructure which is already in place.<sup>3</sup> By taking advantage of existing conditions, the designers are reducing consumption and promoting recycled materials. LOT-EK is also proposing a new transient urban lifestyle where man retains a connection with his dwelling. In his foreword for *Mobile*, Andrei Codrescu states that “The nuclear family has long ago scattered, buying new houses every few years, always putting down shallow roots. Paradoxically, then, a moving house becomes more permanent than a stationary house, and a better means of keeping connections between family members and thus a sense of rootedness.”<sup>4</sup> The plug-in community concept for Houston would promote the same strong connections between residents and their individual, prefabricated, transportable units.

Another current example of visionary transportable architecture is the Office of Mobile Design’s Mobile Event City Architecture (MECA). Intended to supplement temporary civic events, MECA’s structures quickly assemble to create linear or centralized gathering spaces, much like Archigram’s Instant City. This new construct suggests that adaptable, transportable structures may be more efficient and sustainable than permanent, underutilized civic event buildings. Finally, transportable structures are appearing in disaster relief schemes, as seen in many of Tulane University’s prototype infill housing competition entries. Some of the entries proposed infill schemes in which precast concrete units were inserted into a ‘docking’ system. For rapidly changing environments, there is no doubt that transportable architecture offers many viable solutions.



<sup>2</sup> Kronenburg, *Transportable environments: theory, context, design, and technology: papers from the International Conference on Portable Architecture*, 4.

<sup>3</sup> Scoates, *LOT-EK: mobile dwelling unit*, 66.

<sup>4</sup> Siegal, 11.

Houston architect and professor Lars Lerup commonly refers to the ‘middle landscape’ of cities as ‘neither here nor there.’<sup>5</sup> Houston’s Montrose neighborhood, inside Loop 610 – between downtown and the suburban hinterland, is what he calls the ‘Holey Place’ – a region characterized by fissures and gaps in the urban fabric. Houston is also a city of palimpsest and many of its nearly-forgotten layers are evident in this middle landscape. A region in flux, it is in a perpetual state of becoming. According to Joel Warren Barna’s Cite 42 essay *Filling in the Doughnut*, “It wasn’t all that long ago that someone driving through the neighborhoods inside the loop would have noticed the air of, if not decay, at least stagnation. Houston’s energy was to be found elsewhere, out along the rim, where planned communities bloomed and new commercial complexes carved out space next to the freeways. But now that’s changed. Factors as diverse in scale as a rebounding national economy, an activist mayoral administration, and the end of the sewer moratorium inside 610 have combined to stimulate an interest in the central city among both buildings and buyers, creating the first major centripetal force for development in Houston in more than thirty years.”<sup>6</sup> While Barna agrees that the infill projects over the last ten years are generally good for the city, he questions the townhouse designs and construction quality as well as their blunt juxtaposition with existing houses. Houston’s plug-in community is, like many of the recent townhouse developments, an infill project which aims to reconnect the urban fabric. However, it is critical to point out that the plug-in community is sensitively contextualized and does not introduce stylistic architecture. Instead, the prefabricated modules are stylistically blank and are inserted into an infrastructure which must carefully mesh with the unusual site conditions – an underutilized parking lot. While the average Houston home is valued at approximately \$210,000<sup>7</sup>, the plug-in community’s use of both unwanted land and minimalistic modular design suggest that a much more affordable alternative to the rampant townhouse developments is possible.

In order to realize the architectural potentials within the middle landscape, we must carefully analyze the ephemeral city. With so many gaps and fissures in the region, how does one make space into place? First, it is essential to recognize and protect the genius loci – or spirit – of a place. Here, the essence of a place can inform us about a place’s ‘vocation’. In his essay *The Phenomenon of Place*, Christian Norberg-Schulz says that “The existential purpose of building is to make a site a place, that is, to uncover the meanings potentially present in the given environment.” Particularly relevant in Houston’s Montrose area, he states, “The structure of a place is not a fixed, eternal state. As a rule places change, sometimes rapidly. This does not mean, however, that the genius loci necessarily changes or gets lost.”<sup>8</sup> Despite the palimpsest occurring within the landscape, the spirit of place remains intact and is continually evolving as the environs change.

We must also embrace the indeterminacy of our ephemeral cities. Peter Kuenzli is a Dutch planner and chairman of the task force charged with creating a strategic arts plan for the Leidsche Rijn, a large neighborhood under construction in the Netherlands. Kuenzli uses what he calls architectural ‘parasites’ or temporary structures to permit flexibility in rapidly evolving urban situations. He advises, “You should resist the tendency to ‘freeze’ things when developing a new settlement. You should realize that you are part of a much longer-lasting process of

5 Lerup, *After the city*, 159.

6 Scardino, *Ephemeral city: Cite looks at Houston*, 73.

7 Houston Online. “Government statistics, demographics, information.” <http://www.houston-online.com/>

8 Nesbitt, *Theorizing a New Agenda for Architecture: An Anthology of Architectural Theory*, 422.

urbanization. It's not the last word you're adding, but the first word of the next stage. What we leave behind on the site has to be capable of absorbing new things, rather than being the end of the line."<sup>9</sup> Kuenzli's strategy is applicable to Houston's plug-in community because once the infrastructure spine is constructed, the number and configuration of modular units inserted into the spine is entirely flexible and guaranteed to change.

Finally, today's ephemeral cities must embrace a new urban organization which focuses on relationships rather than on single objects. This new construct will be responsive to the needs of a changing city while reducing duplication and promoting sustainable arrangements. Richard Rogers states, in *Supersheds* of 1991, that "...cities of the future will no longer be zoned as today in isolated ghettos of like activities; rather organizationally they will resemble the more richly layered cities of the past – living, work, shopping, learning, and leisure will be housed in continuous, varied, and changing structures."<sup>10</sup> Michael Sorkin's essay *More or Less* promotes this ideological shift, stating that "We need to actively reform suburban models as a matter of fairness and survival and we must work towards a collective responsibility which uses fewer resources."<sup>11</sup> The plug-in community is organized in this new manner thus prioritizing collaborative spatial and social relationships and offering a viable alternative to the isolating and individualistic landscape of the sprawling suburbs.

Alain Bublex, a French photographer and conceptual artist who visited Houston briefly in 2005, has created a series of works entitled *Plug-In City* (Houston) which creatively hypothesize about these new 'parasite' relationships and temporary landscapes within our city. A look into his work provokes many architectural questions, but one thing is for sure – the ephemeral and indeterminate city yearns for an architectural form language which is able to respond as quickly as it changes. Filling in the gaps of the middle landscape can be achieved conventionally, with static structures which are eventually scraped from the land, making way for something new, something more relevant...or, alternatively, the city's connectivity can be perpetuated by designing adaptable and transportable interstitial architecture which spontaneously and certainly fills its voids.



9 Melis, *Parasite paradise: a manifesto for temporary architecture and flexible urbanism*, 35.

10 Kronenburg, 47.

11 Brown, *The HOME House Project: the future of affordable housing*, 16.

### Bibliography

- Brown, David. *The HOME House Project: the future of affordable housing*. Massachusetts: MIT Press, 2004.
- Cook, Peter. *Peter Cook: conversations*. Kyoto : Kyoto Shoin, 1990.
- Houston Online. "Government statistics, demographics, information." <http://www.houston-online.com/>
- Kronenborg, Robert. *Transportable environments: theory, context, design, and technology: papers from the International Conference on Portable Architecture*. London: E & FN Spon, 1998.
- Lerup, Lars. *After the city*. Massachusetts: MIT Press, 2000.
- Louis, Eleonora. *Archigram: Symposium zur Ausstellung [in der Technischen Univ. Wien, (29.-30.4.1994) im Rahmen der Archigram-Aust. in der Kunsthalle Wien, (11.2.-1.5.1994)]*. Klagenfurt: Ritter, 1997.
- Melis, Liesbeth. Parasite paradise: a manifesto for temporary architecture and flexible urbanism. Rotterdam: NAI Publishers, 2003.
- Nesbitt, Kate. *Theorizing a New Agenda for Architecture: An Anthology of Architectural Theory*. New York: Princeton Architectural Press, 1996.
- Russell, James. "Building a Better Gulf South." *Architectural Record*. June 2006, pp. 112-129.
- Scardino et al., *Ephemeral city: Cite looks at Houston*. Texas: University of Texas Press, 2003.
- Scoates, Christopher. *LOT-EK: mobile dwelling unit*. New York: Distributed Art Publishers, 2003.
- Siegal, Jennifer. *Mobile: the art of portable architecture*. New York: Princeton Architectural Press, 2002.
- Tolla, Ada. *LOT/EK: urban*. New York: Princeton Architectural Press, 2002.