

Dwelling: You are how you live

Suburban Nation: The Rise of Sprawl and the Decline of the American Dream
Andrea Duany, Platerz-Zyberk, et al.

Preaching Utopia

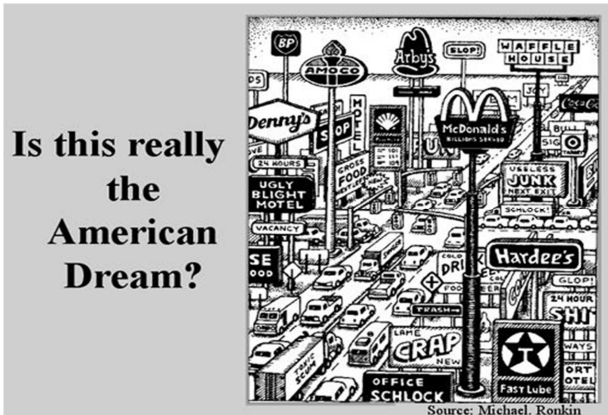
The cities will be part of the country; I shall live 30 miles from my office in one direction, under a pine tree; my secretary will live 30 miles away from it too, in the other direction, under another pine tree. We shall both have our own car.

We shall use up tires, wear out road surfaces and gears, consume oil and gasoline. All of which will necessitate a great deal of work ... enough for all.

-- Le Corbusier, *The Radiant City* (1967)

Five Suburban Sprawl Elements

- 1. Strict Segregation**
 1. Housing subdivisions
 2. Economic segregation
- 2. Shopping centers** (note signs & architecture)
 1. Strip malls
 2. Car-centric
- 3. Office parks**
- 4. Marginalized civic institutions:**
- 5. Throughput Roadways**
 1. Collector Roads, Traffic (protect culdesacs)
 2. Everything accommodates the car
 3. High pavement/building ratio
 4. Far-flung municipal services



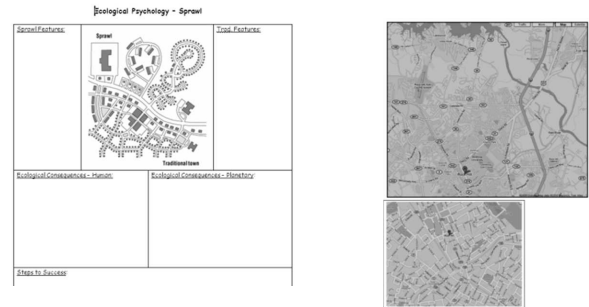


Traditional Neighborhood Design

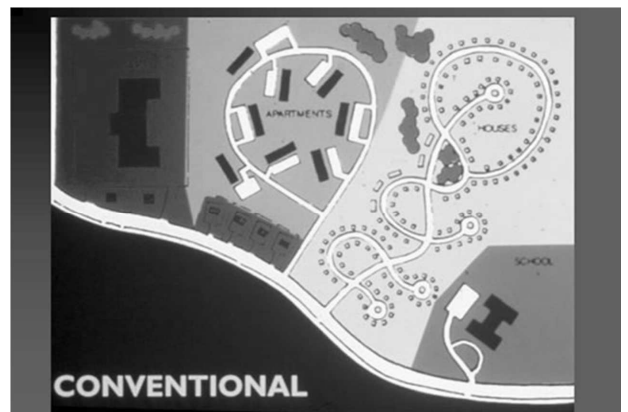
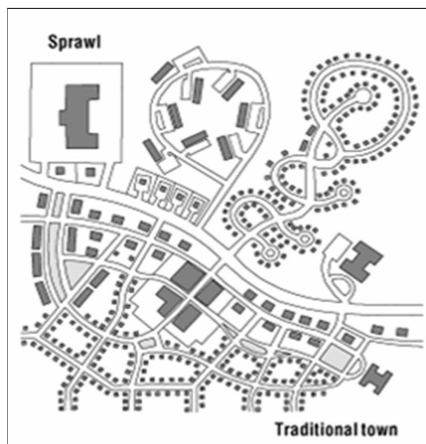
1. **Center** for each neighborhood – commerce, culture, governance
 - villages, or grouped into towns and cities
 - sustainable form of growth
2. **Five-minute Walk** – living, walking, shopping
3. **Street Network**: web, grid; more interesting & useful
 - Pedestrian-friendly
 - Trees more than FHO's – Fixed and Hazardous Objects
4. **Narrow, versatile streets**
5. **Mixed use** - size and relation to street controlled.

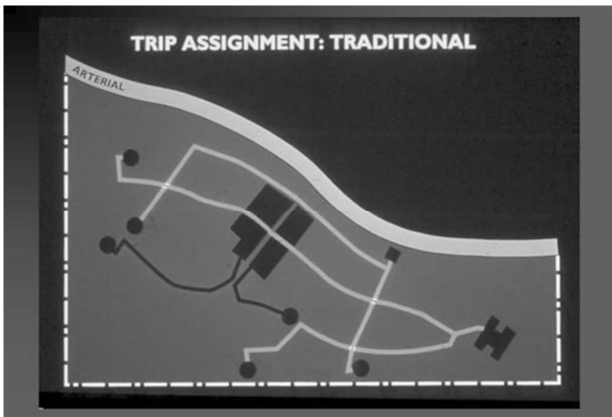
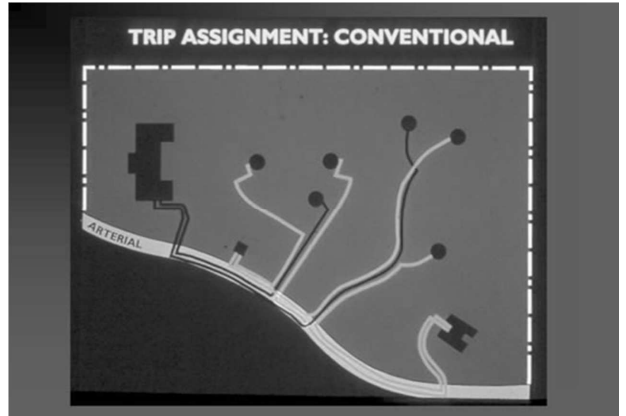
Sprawl Exercise

- Recognizing Features of Sprawl
- Psychological & Ecological Consequences



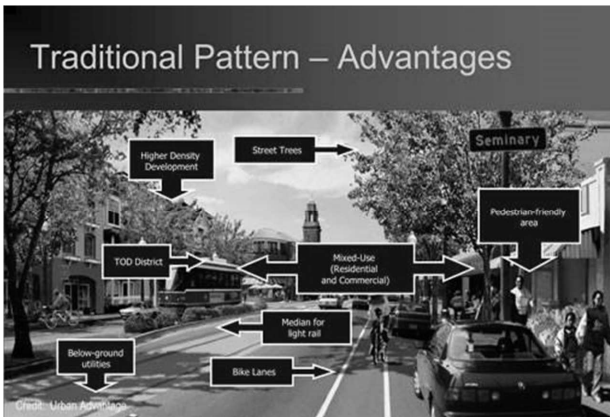
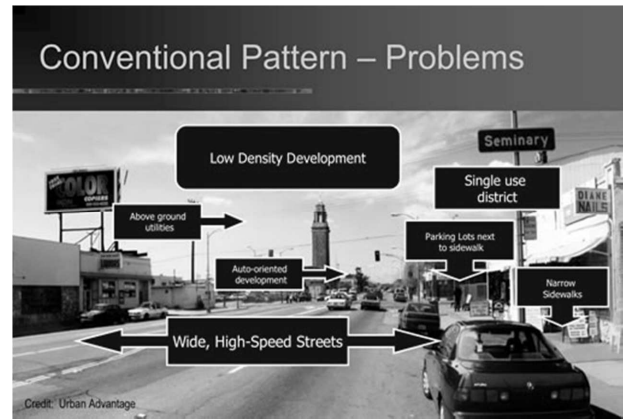
Sprawl vs. Traditional Town





Transformations: Suburban to Traditional Design





Conventional	Traditional
<ul style="list-style-type: none"> • 30-35 mph speeds comfortable • Bare, stark, uninviting • Survivable, but not fun 	<ul style="list-style-type: none"> • 20-25 mph speeds comfortable • Green, sustainable, inviting • Pleasant for walking, bicycling and driving

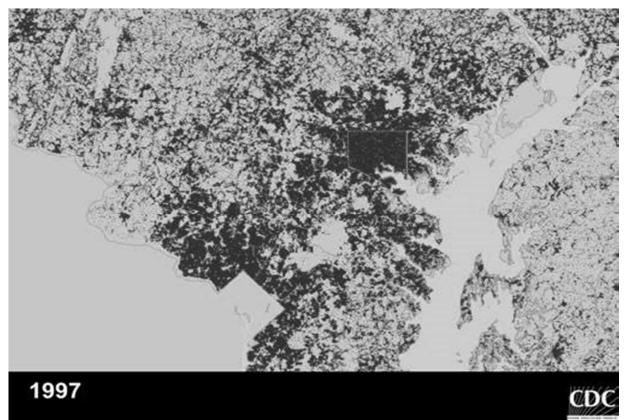
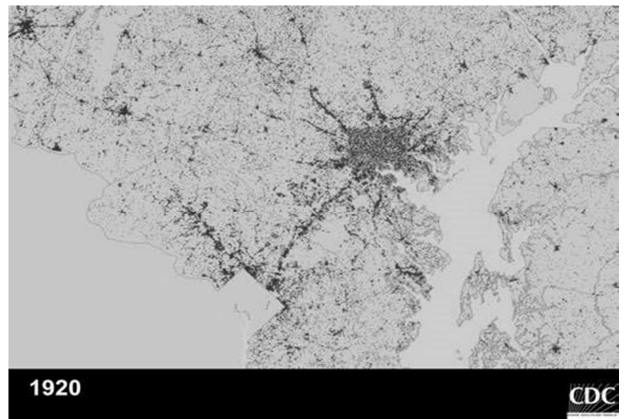
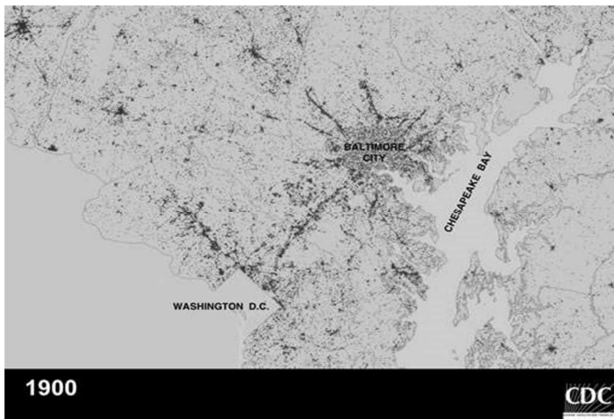
Street Network



Origins of Sprawl

- Federal Housing Policies post WWII
- Interstate Highway Program
- Collusion to Kill Competition
- Psychology
 - Ideal life/home: Private vs. Public
 - Independence
 - Trust in technology
 - Whiz Kids
 - Mobility

Historical Changes #1: Baltimore

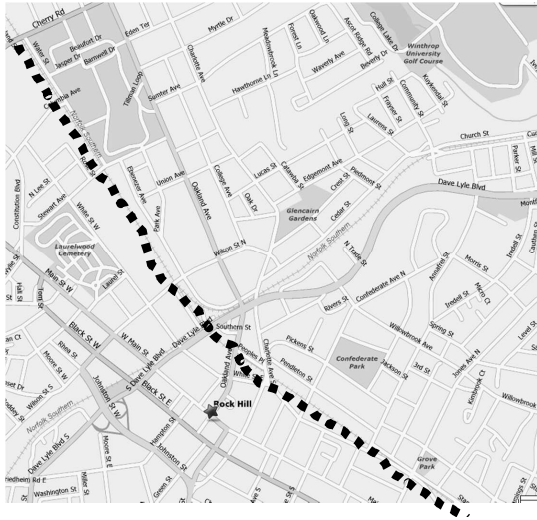
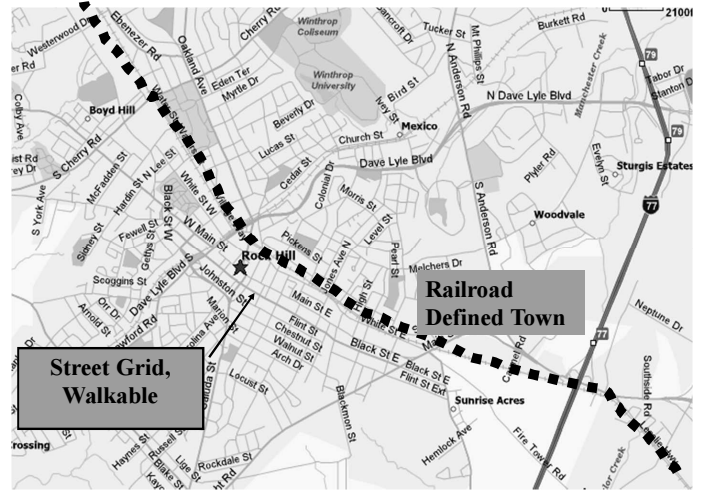


Historical Changes #2: Rock Hill, Downtown

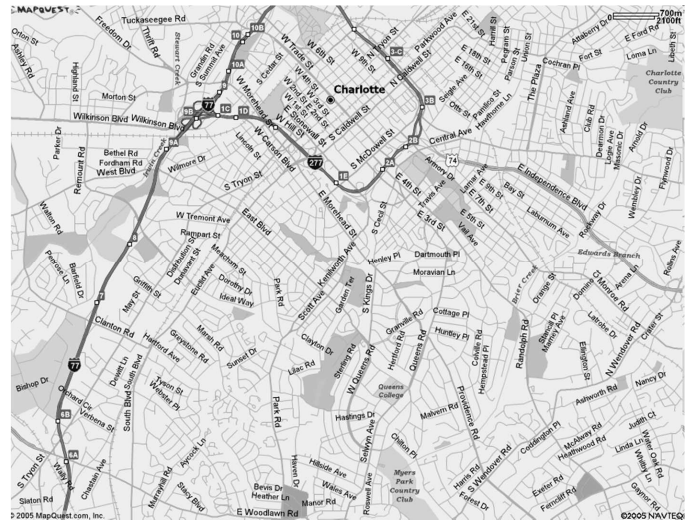
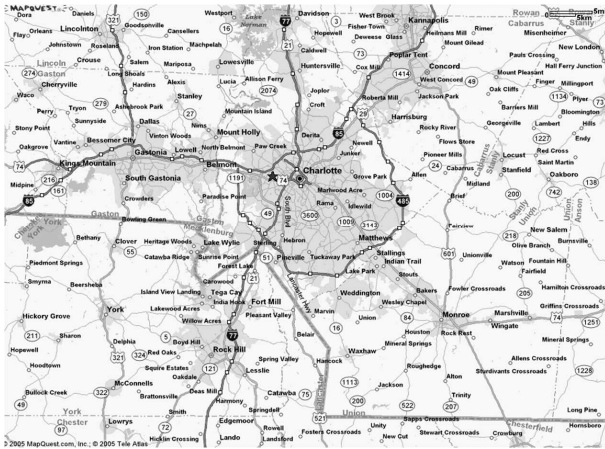


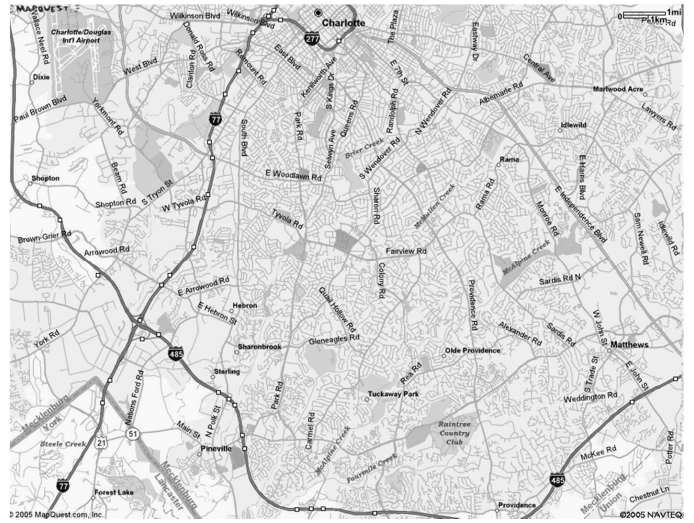
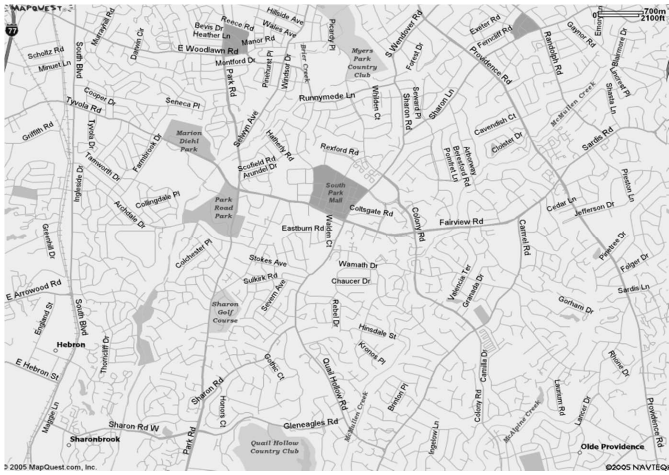
Rock Hill, Downtown, with People!





Historical #3: Charlotte, NC





Examples of Sprawl Design



“mono-culture” neighborhoods



Economic Segregation



Strip Malls – Lots o’ Parking



Mmm.... Parking



Home, Sweet Home!



Sprawl moves on...



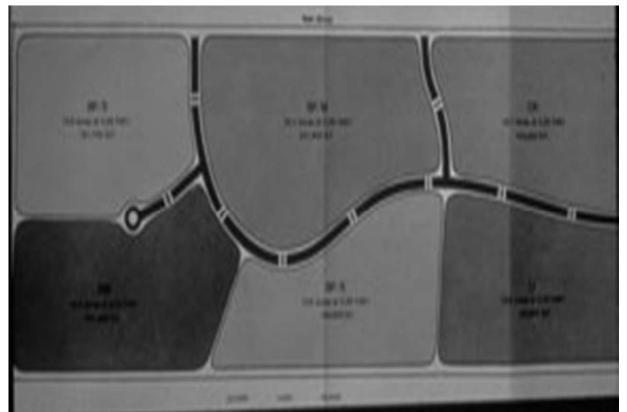
Office Parks



Roads (Virginia Beach)



Connector Road



Throughput!



Sprawl Impacts

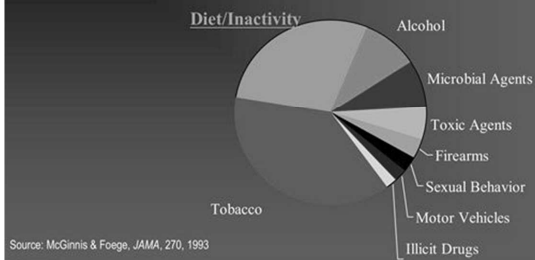
- Psychology: Depression, Anxiety
- Physical Health – Obesity
- Ecological Health

- What would mimic approach dictate?
 - Efficiency
 - Synergy
 - Mixed use
 - Work with nature and space, not trying to conquer

Explaining the Epidemic



Actual Causes of Death in the US

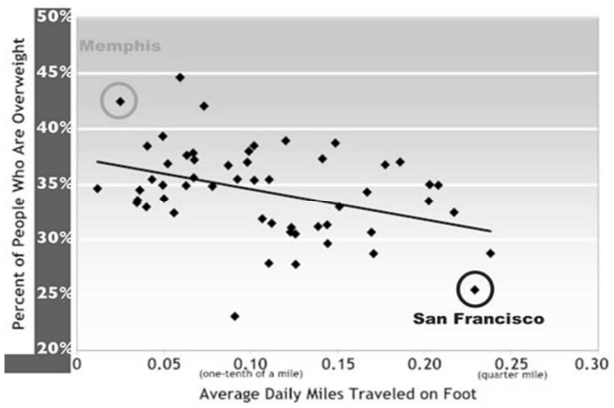


Source: McGinnis & Foege, JAMA, 270, 1993

Local Government Commission



(Neo-) Traditional Design



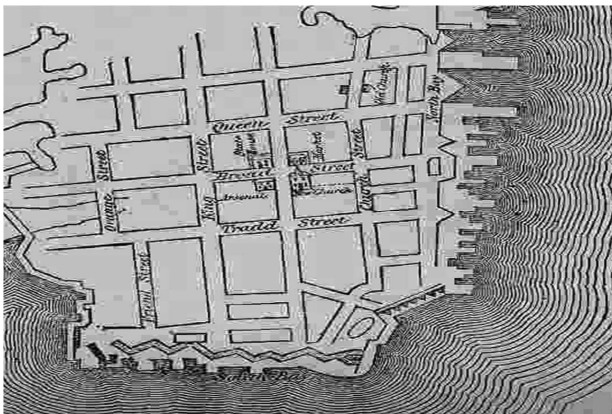
Fighting the Car Infrastructure!



Annapolis Maryland



Charleston – Traditional Design



Alexandria Virginia



Dupont Circle, Washington DC



Neo-traditionalism



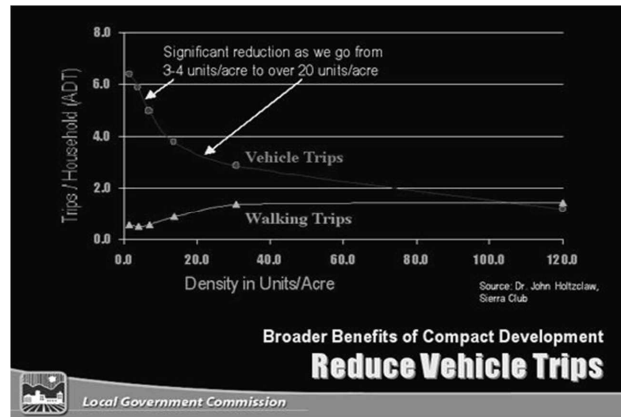
The benefits of density

What do different densities look like?

<p>Suburban Ranch House 1 unit / 1-5 acres</p>	<p>Single Family Detached 4-16 units/acre</p>	<p>Single Family with 2nd Unit 16-24 units/acre</p>
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Source: Urban Ecology

Local Government Commission



Density enables buses to replace cars

1

3

Tampa Tribune, 7-18-99

CDC

Broader Benefits of Compact Development Reduce Roadway Congestion

Local Government Commission

Broader Benefits of Compact Development Preserve Open Space

Local Government Commission

Broader Benefits of Compact Development Preserve Agricultural Land

Local Government Commission



The End of Civilization: 26 ft parking 2 sides

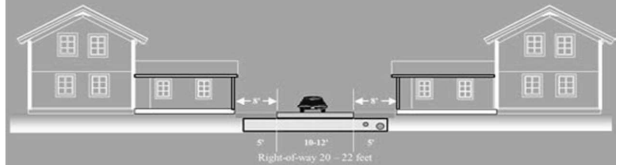


Uninterrupted Curbs



HAILE VILLAGE

ALLEY

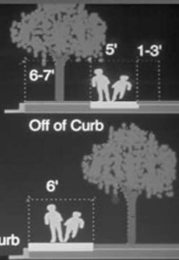


Healthy Streets Need Good Sidewalks

- Detached from curb
- At least 5 feet wide
- Planting strip helps shade street and sidewalk

SIDEWALK FEATURES

- Width (minimum 5')
- 6 feet if at back-of-curb (AASHTO)
- Crossover 1:50
- Pedestrians need a 2 foot wide buffer to all edges, curb, buildings, bridge railings etc.
- Buffer to motor vehicles (4-10'), nature-strip 7 feet wide to plant trees
- Street lighting, shade
- Pavers can be used for enhancement



Exotic forms of new construction






PARKING AND TRANSFORMERS




TRASH AND UTILITIES



Sense of Proportion
Building Height to Street Width



Drivers feel comfortable,
pedestrians avoid these places



Pedestrians feel comfortable
but traffic still moves efficiently



Code for traditional proportions

Vertical windows & bays,
doors every 30' min.

Tall first floor

The Public

- Value Shift between **Public and Private**
 - The Republic
 - The Pub
 - De-privation
- Space enables discourse and identity
 - “Lacking a physical framework conducive to public discourse, our family and communal institutions struggle to persist in our increasingly sub-urban surroundings. And suburban growth seems to have also drained much of the vitality from our inner cities, where a carless underclass finds itself with diminishing access to jobs and services. It doesn’t have to be this way.” – xiii/101

Values and Identity

- **Growth**
 - Increased size vs. increased richness of interactions
 - Stupid growth can ruin American Dream
- **Who are you?**
 - Private vs. public
 - Private space (McMansions) vs. Public (town square)
 - Physical framework conducive to public discourse (xiii)
- **Freedom**
 - No restraints
 - Capacity for rich experience

Values and Identity

- **Technological Innovation**
 - increases freedom – car on open road
 - decreases freedom – traffic jam & asthma
 - *Tragedy of the Commons*
- **Aesthetics**
 - variety – winding roads, wild buildings
 - standardization
 - *Wild pigs anyone? Big headed ants? Song-birds?*
- **Ideal Organization**
 - Segregation
 - Mixed: use, income, alleys
 - *Monoculture vs. Polyculture*
- **Poor ...be with you always?**
 - live with poor
 - push poor away – *Houses starting in the low 300,000s...*

Washington D.C. – DuPont Circle



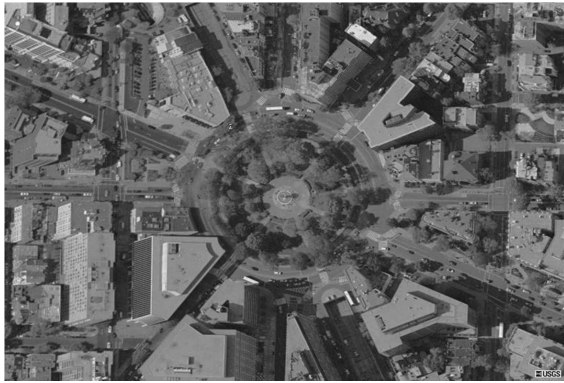


Photo Tour of Historic Charleston

