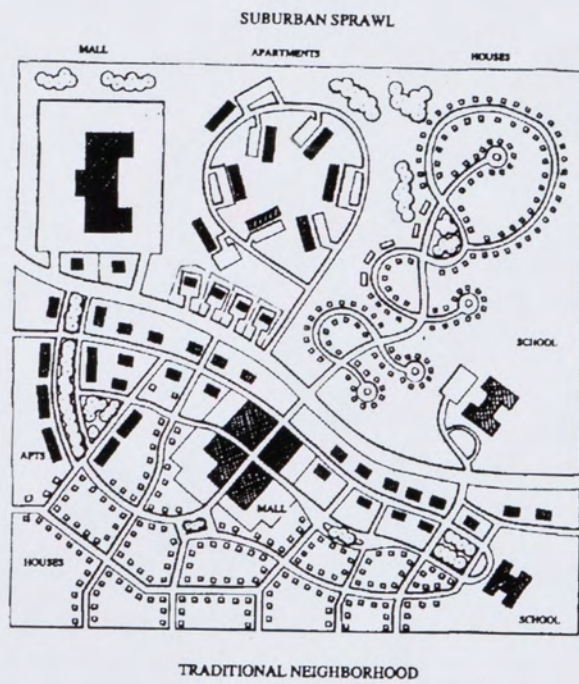


THE POTENTIAL OF NEW PLANNED COMMUNITIES
BASED ON TRADITIONAL MODELS

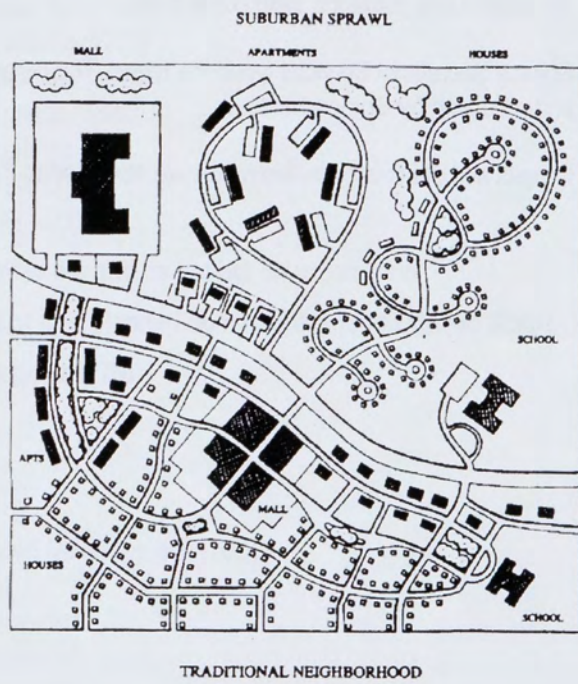
HELEN LOCHHEAD
SEPTEMBER 1997



FOR THE BOARD OF ARCHITECTS OF NSW
BYERA HADLEY TRAVELLING SCHOLARSHIP 1991

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ACKNOWLEDGEMENTS

I would like to thank the people who have assisted me in the preparation of this report, in particular the NSW Board of Architects who have provided the funding for overseas travel as well as the production of this report. Many people gave their time for interviews in Sydney and the United States. Their insights have assisted me in gaining a clearer understanding of my subject and made the topic come to life.

Speedy Secretarial Services typed the report. The report format was laid out by Ian Lenton, and produced by Gordon Hinds

Images and plans used in this report are attributed to their sources as indicated.



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THE POTENTIAL FOR NEW PLANNED COMMUNITIES BASED ON TRADITIONAL MODELS

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Background

As population pressures continue to increase in Sydney's metropolitan area, more and more city dwellers in search of affordable housing and a more desirable lifestyle move to the fringes.

For some, their patch of paradise may still be within a tolerable commuting distance from their work - yet if the current push continues one can envisage an endless suburban strip of development stretching from north of Newcastle to south of Wollongong and bounded in the west by the Blue Mountains.

And out of the metropolitan area, the scenario is no better. Suburban subdivisions have come to make their mark on country towns with each new development perpetuating the generic form. Local identity is rapidly being consumed by speculative development. Each small town begins to look like every other, each suburb like the next.

Rather than learn from successful and sustainable urban models which have stood the test of time new development continues to sprawl and repeat the mistakes of the auto dependent suburban model which has come to dominate our landscape over the past 40 years.

Shortsighted exploitation of land is not inevitable and cannot be sustained. The challenge for architects, urban designers and developers in the 1990's is to embrace the larger agenda: environmental, social and economic issues and respond appropriately. This is not a romantic ideal, but a realistic proposition which is being tried and tested overseas with considerable success.

At the time of writing the study proposal the work of *Neo-traditionalists* notably Andres Duany & Elizabeth Plater-Zyberk and the *Transit Oriented Development* proposals by Peter Calthorpe were beginning to challenge the accepted model of urban and suburban development in the United States. Their work and others which has come to be known now as *New Urbanism* developed as a reaction to the present pattern of suburban sprawl: low density, single use subdivisions.

New Urbanism proposes an alternative scenario for new planned communities based on successful traditional neighbourhoods and small towns, by combining the best of the past with the realities and benefits of today. In doing so *New Urbanism* purports to address many of the problems of the existing suburban paradigm: environmental degradation, physical and social isolation, private transport dependency and lack of housing affordability. In essence it is part of a broader trend to restore communities and create more sustainable environments.

The designs of the *New Urbanism*, are like many successful older neighbourhoods and small towns, integrating housing, shops, workplaces, parks and civic facilities into denser close-knit communities. Walkability is key, although cars are accommodated. Neighbourhoods are planned around a 5 minute walking distance to make walking or cycling an attractive and viable option for most local activities. Public places are the focus with the most valued sites

set aside for parks, schools and civic uses. Affordability is also important so a wide range of housing types is included to suit singles, families, empty-nesters and a range of incomes. In many cases public transport is integrated to serve the community and connect with the larger metropolitan area.

The NSW Board of Architects Byera Hadley Travel Scholarship provided the opportunity for the author to study these emerging trends in the design of new communities in the United States.

The Study Proposal

The aim of the study was to develop a compendium of well designed traditional and newly planned communities which could serve as models for the Australian context.

To date planned communities have received little considered attention from architects, urban designers and developers. There are numerous fine precedents for urban (inner city) residential developments, but few for outer urban areas including outer city suburbs and country towns. In these lower profile areas the development pressure is just as great and potentially more damaging.

It was considered an opportune time to shift the architectural focus and for the profession to become active in forging a positive direction and framework for responsive and responsible planned communities.

Architects and urban designers are becoming increasingly involved in the planning and design of large scale development. Lessons from these current best practice projects in the United States can only serve to expand our terms of reference and challenge accepted norms in the most productive way.

The Study Tour

In preparation for the trip an initial period of 6 months of research was required. A literature survey of relevant American books and journals was undertaken which provided the necessary background to establish an itinerary, list of contacts and relevant projects to visit in the United States. Appointments were set up with key players before departure.

A proforma project information sheet was prepared as a basis for discussion at meetings held with the planners, architects and developers responsible for the various projects studied. The interviews were structured to cover a range of topics including the project brief, constraints, context, precedents used, guidelines/codes used, implementation, mix of uses, transport, sustainability and viability.

Wherever possible visits to projects were planned as a follow up to interviews. However in a number of cases projects were still in the approval process or just breaking ground which

made a site visit redundant. However, a representative cross-section of project types including *Traditional Neighbourhood Development* (TND), *Transit Oriented Development* (TOD) and reconstruction of the urban fabric was able to be visited and included in this report.

The study tour also included visits to successful traditional cities, towns and neighbourhoods. The reason for including traditional towns and model communities was to develop an understanding of the lessons the Neo-traditionalists were adapting from these precedents in their own work.

Overall 20 interviews were completed, 18 historic towns and neighbourhoods and 34 new planned communities were visited and evaluated. Together the information gained from the research, interviews and site visits form the basis for this report.

The Report

The report is structured into 4 parts:

The first chapter of this report places *New Urbanism* in an historic context. Nineteenth and early twentieth century planned communities in the United States, representing the traditional urbanism which has inspired the new urbanists, are discussed.

The second chapter gives a brief overview of why the current suburban paradigm displaced the traditional urbanism. The reasons the current model is problematic are discussed and why the new approaches to urbanism can be seen to be both timely and relevant.

The third chapter provides an analysis of the different types of new planned communities which collectively have been described as *New Urbanism*. Descriptions of different types of new planned communities are presented supported by various case studies which illustrate the characteristics of each including their precedents and pros and cons.

The final chapter summarises the generic characteristics of *New Urbanism*, the lessons and limitations of this model and its application to the Australian context with reference to recent Australian prototypical projects.

HISTORICAL BACKGROUND: An examination of various 19th & early 20th Century planned communities in the United States

In *Crabgrass Frontier: The Suburbanisation of the United States* Kenneth Jackson describes five key spatial characteristics of every major city in the world in 1815. These characteristics are summarised below:

1. Because the easiest cheapest and most common method of getting about was on foot, they were **essentially walking cities**.
2. The second important characteristic was congestion. Lot sizes were small (usually less than 20 feet/6 metres wide), streets were narrow and houses were close to the kerb resulting in **high densities** of typically 1750 persons per hectare.
3. The third characteristic was the clear distinction between city and country. The city size was **limited by walking distance** and limited means of transport
4. The fourth characteristic was its **mix of uses**. There were no special districts. Public buildings, hotels, churches, warehouses, shops and houses were interspersed or co-located.
5. The final characteristic of the walking city was the short distance to work - **work and living were often completely integrated** with people living behind or above their place of employment.

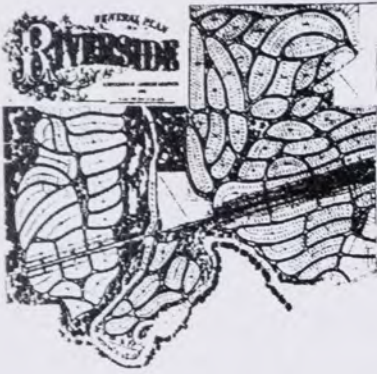
Between 1815 and 1875 America's largest cities underwent a dramatic spatial change. Industrialisation and with it the introduction of modern transportation - the steam ferry, omnibus, the commuter railroad and cable car - gave impetus to an exodus from the cities. Transportation enabled work and residential areas to be separated (and the disadvantaged from the more well off). Men left the home during the day and the home became the 'woman's sphere'.

By the 1850's, with exploding urban population, increased crime, noise and grime and new transit modes that made commuting feasible the stage was set for the planning of the suburb as a complete and distinct unit embracing a semi rural lifestyle with benefits of city and country. The first to embrace this alternative were the wealthy, who could afford to commute, followed later by the middle classes as train travel became more affordable.

Most influential in romanticising and popularising the new image of a city as an urban-rural continuum combining the image of the village and the rural landscape were American writers Jackson Downing, Catherine Beecher and Calvert Vaux.

These American writers shared the motivation and image for an Arcadian alternative to the congested city centres with Ebenezer Howard's vision for The Garden City. However in Alex Kreiger's view in *Towns and Townmaking Principles*¹, 'the garden suburbs that resulted (only) appear to satisfy Howard's vision not its politics, social organisation or economic self sufficiency.'

¹ Alex Kreiger in 'Towns & Townmaking Principles', p.13



Calvert Vaux, in partnership with Frederick Law Olmsted was responsible for laying out sixteen suburbs including Bronxville and Chestnut Hill in Massachusetts, Roland Park in Maryland and Riverside in Illinois.

Riverside

Riverside (1869) was their most influential plan. The 640 hectare site 14kms out of Chicago was laid out as a 'suburban village'. Like Llewellyn Park (1853) in New Jersey, the curvilinear plan took full advantage of the landscape, contrasting dramatically with the grid-iron street layout of most urban areas (Fig. 1).

Olmsted and Vaux had autonomy to design every aspect of the development from the services and infrastructure, lighting, schools, recreational facilities and 280 hectares of open space. Parks were an essential part of the overall design, the most prominent being a 65 hectare reserve along a three mile stretch of river. But a series of smaller parks possessing 'the character of informal village greens, commons and playgrounds'² created other areas for recreation.

A town centre was established adjacent to the railway station with a hotel, commercial and institutional buildings. There were also denser apartment buildings located around the station with detached housing further out.

The strong centre, diversity of building types and functions as well as its integration with the landscape gave Riverside its distinct and individual character which resulted in its widespread acclaim. David Schuyler in *Public Landscapes* described Riverside as a monument to 'the nineteenth century search for an urban compromise'. The town set the pattern for future attempts to preserve natural topography with innovative urban design. No doubt the tight control the designers had over every aspect of the layout and design contributed to this.

Olmsted, Vaux and other suburban planners established building standards and design controls for their town plans. Rules governing lot size, building placement and property rights were first used in planned suburbs but became common in other suburbs long before zoning existed in the cities. The establishment of communal architectural styles in planned suburbs, as at Riverside and Chestnut Hill and Bronxville, also influenced the form of the small villages which after the arrival of the railroads grew into large suburbs.

Of the hundreds of village improvement societies founded in the second half of the 19th century, many were interested in the romantic goal of making their town more village-like. Some went so far as to reform their town in the ideal image of a New England town or European village, depending on the background of the town's new residents. Coral Gables and Palm Beach in Florida are notable examples.

Fig. 1 Olmsted and Vaux's curvilinear plan for Riverside Illinois

Although the suburbs that developed in the second half of the nineteenth century through to the 1920's differed enormously some general characteristics were widely shared:

1. Firstly, **the railroad (and later the streetcar and subway) was the generator of development.** Public transportation was the key to achieving an alternative to urban living.
2. Secondly, **most railroad suburbs were in fact compact villages**, discontinuous and separated by at least a mile or two of open space or 'greenbelt'. Before the advent of the car, the size of these villages was limited by walking distance to the railway station (only the very wealthy could afford a horse and driver).

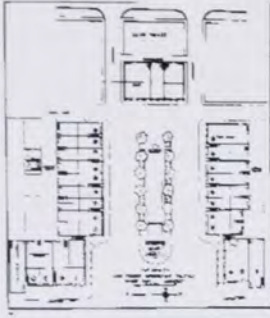
For this reason the rail station and town centre were usually placed at the heart of the planned suburban villages as commuters had to walk to and from the station every day, giving an additional reason for a compact plan.

The same pattern developed along the streetcar and subway lines which after the mid-19th century gradually spread out from the compact cities. First with horse-drawn trolleys and later with electric trams, the areas between the old city cores and the railroad suburbs were brought within easy access to city centres, and though their relation to each other along the streetcar line might have been continuous, they were often developed on the same distinct centres model as the earlier and usually grander railroad suburbs. Even residential resorts, where families would move for months at a time, were developed along lines similar to the commuter suburbs.

The towns therefore remained compact and small in size. As Lewis Mumford noted in *The City in History*: 'As long as the railroad stop and walking distances controlled suburban growth, the suburb had form.'

3. Thirdly, these communities unlike post World War II suburbs were not relatively homogeneous. There was a **socio economic diversity within the community** comprising a small number of privileged families of commuting businessmen supported by a larger poorer community of domestics, gardeners, shop keepers and other service providers to the wealthier class who lived in smaller inexpensive houses near the town centre and station. Thus, until the advent of the private car, the physical appearance of these communities tended to replicate the spatial patterns of the core cities.
4. Finally, the architecture of these communities, in the town centre at least, emulated a **romantic ideal of their antecedents** whether the New England town, an English or Spanish village to suit the backgrounds and desires of the new residents.

Various communities, suburbs and neighbourhoods demonstrate these physical characteristics with persuasive clarity.



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The railroad suburbs such as Riverside (1869), Lake Forest (1856) and Bronxville (1892), the later subway suburbs such as Forest Hill Gardens (1912) and Sunnyside Gardens (1924) in New York and even the resort communities of De Funiak Springs (1882), Winter Park (1884), Palm Beach (1917), Coral Gables (1921) in Florida approximate the same urban ideal (albeit with stylistic and contextual variation) the scale and spatial organisation of a traditional town.

RAILROAD SUBURBS

Lake Forest

At Lake Forest, 45 kms from Chicago, Ted Hotchkiss inspired by Olmsted planned this College town following the hilly landscape overlooking Lake Michigan. The curvilinear grid with a park at its centre connects directly to the town centre focussed on the railroad station and Market Square. (Fig. 2)

The principal architectural attraction of Lake Forest is its Market Square, designed by Howard Van Doren Shaw in 1916. Shaw's project anticipates the modern shopping centre, though its planning regrettably did not set the pattern. Unlike our vast contemporary malls isolated in a sea of asphalt, Lake Forest's Market Square is a charming, intimately-scaled group of buildings (with retail at street level and office and flats above) surrounding a formal square which addresses the station (Figs. 3-4).

Bronxville

Of the nineteenth century Westchester, New York railroad suburbs, the prototype of the high status community was Bronxville. Located 28 minutes (24 kms) from Grand Central station this village was developed by a wealthy manufacturer, William Lawrence and designed by William A Bates on 40 hectares.

It was built to a pedestrian scale dictated by easy walking distance to the railroad station. Bates laid out the roads in an irregular and picturesque manner, with entrances marked by stone gates, and houses closely spaced along the winding, hilly roads.

Bates also designed many of the early single-family houses, as well as the majority of other types of accommodation built by the Lawrence family. In 1897 he completed the Hotel Gramatan and a complex of stores and offices adjacent to the railroad station, the cornerstones of Bronxville's commercial centre (Fig. 5)

By 1914 Lawrence was developing less expensive properties (principally those adjacent to railroad tracks or commercial properties) as rental apartments. Large apartment houses, terrace houses and group houses were built, usually in a picturesque English style reminiscent of country village architecture (Fig. 6). They shared a nostalgia for that pre-industrial style with similar developments at Letchworth, Hampstead Garden Suburb, Roland Park, Forest Hills Gardens and Chestnut Hill.



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Lake Forest

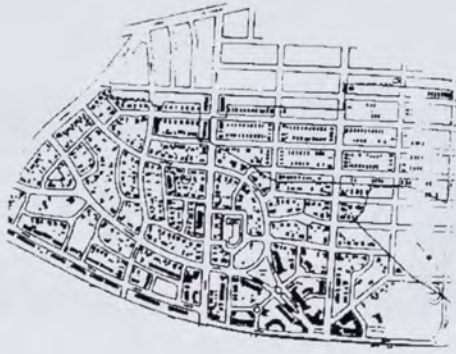
2. Plan of Market Square

3,4. Market Square

Bronxville

5,6. Town Centre plan

and apartments 1914



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Despite evolving into exclusive communities the town centre of Bronxville with its mix of modest but comfortable group housing responds to the need and provides a successful solution to the problem of inexpensive rental housing, a prerequisite for a mixed income community.

SUBWAY SUBURBS

Forest Hills Gardens

Forest Hills Gardens, designed by Grosvenor Atterbury and the Olmsted Brothers, was built in 1912 by the Russell Sage Foundation as a model suburban residential town 15 minutes by rail from Manhattan. The Sage Foundation intended Forest Hills Gardens as a village of lower-income housing, but its nearness to Manhattan made the land cost too high, and the development quickly became the upper-middle-class enclave it remains today.

A number of serious moves were made to achieve its aims for a mix of incomes by developing a range of high density apartments closest to the station and detached housing more remote from the centre.(Fig. 8)

The centre is focussed around the railway station like Riverside and Lake Forest. Station Square forms the gateway to Forest Hills Gardens bordered by the rail embankment on one side with the other three enclosed by a continuous arcaded building containing apartments and shops that bridge the two principle streets that lead into the residential neighbourhood from the village (Figs. 9 -10).

Forest Hills Gardens is the most English of American planned suburbs, clearly dependent on the work of Parker & Unwin and on the example of Hampstead Garden Suburb. But unlike the diffusely organised Hampstead Garden Suburb, Forest Hills Gardens is a sequentially organised village based on a continuous line of movement from the railroad station to Forest Park, a metaphoric journey from a town to open country (Figs. 11-12).

Sunnyside Gardens

A more successful development incorporating the Garden City ideals was the experimental project of Sunnyside Gardens in Queens New York undertaken by the City Housing Corporation in 1924. Sunnyside Gardens was the precursor to The Housing Corporations prime objective: 'the realisation of a complete Garden City which was later developed at Radburn in 1927. However, Radburn, with its segregation of pedestrians and cars, of collector roads and cul-de-sacs and superblocks with a park at the core has more to do with the development of the contemporary 'automobile suburb' than traditional urbanism.

By contrast Sunnyside Gardens' plan maintains key characteristics of an urban centre with innovative planning. Architect and author of *Towards New Towns for America*, Clarence Stein and Henry Wright a landscape architect, devised the general plan adapting Howard's garden city concept to the typical New York grid. Because the architects were required to maintain the city grid, Sunnyside Gardens remained focussed on urban street life activities and kept the



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Forest Hills

7. Plan of Forest Hills Gardens, 1912
8. High density apartments near the station
9. Station Square
11. Residential neighbourhood
12. Rear lane emulates a 'country lane'



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Sunnyside Gardens, NY

13. Plan of Sunnyside Gardens, 1924

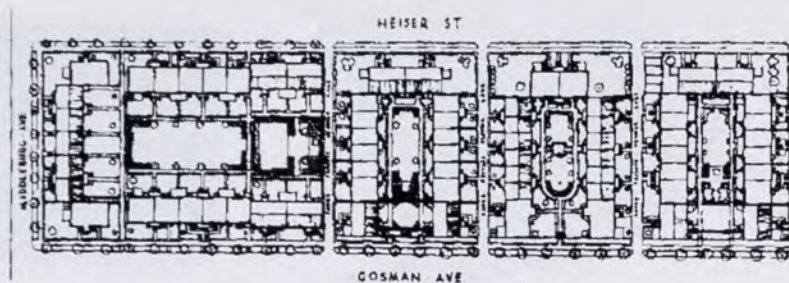
14. 1927 block plan,

15. Multifamily row housing

16. Phipps garden Apartments

17. Apartments above retail

18-19. Central Garden



14

community integrated with the city.

Located 15 minutes by subway from Manhattan on 30 hectares, the plan for Sunnyside Gardens is noteworthy because the houses were built on the perimeters of 16 standard city blocks, thereby leaving open land in the centre. In fact, only 28 percent of the land was developed. The buildings are arranged in a modulated plan, a welcome shift from the monotonous street facades of typical urban row housing. (Figs. 13-14) The low-rise human scale proved a contrast to other attempts during the same years to alleviate overcrowding in cities: such as the tower in park ideal posited by Le Corbusier in the Ville Radieuse.

The 600 one, two and three-family brick row houses that comprise Sunnyside Gardens are small. In the two-family houses, one apartment occupies a floor, each with its own entrance. (Fig. 15) Eight apartment buildings were also part of the development including four 30-unit cooperative apartment complexes and three 70-unit rental buildings. In addition, Stein and Wright designed a courtyard-plan apartment house for Phipps Houses, a non-profit housing development corporation still active today. The Art Deco Phipps Garden Apartments, for moderate-income people, was built on the last parcel of land owned by the City Housing Corporation (CHC). (Fig. 16)

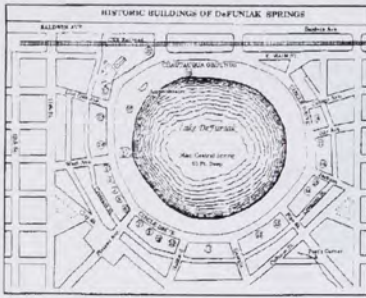
As part of its master plan for Sunnyside Gardens, the CHC provided essential community facilities such as parking garages, a space for what became a progressive school, two parks, meeting rooms, and shops on the ground floors of apartment buildings along the main avenues and close to the station (Fig. 17).

For other needs, residents relied on existing and developing schools, religious institutions, stores, and factories of the greater Sunnyside neighbourhood. Franklin J. Havlicek³, the Sunnyside Foundation's founder and chairman, noted "above all, Clarence Stein and Henry Wright wanted to create a place where a democratic community could flourish, with courts as a focus of neighbourly activities and the park serving as the community-wide social centre. Common land was necessary towards this end, because it encouraged interaction among residents & a shared sense of community."

The establishment of shared open space in the centre of housing blocks was perhaps the most innovative planning concept used at Sunnyside Gardens. To this day, each property includes small, private front and rear gardens, a part of a shared pathway, and a section about 9 m x 7 m of the central garden. Parking garages were relegated to the edge of the block to keep the centre as open space. This land made Sunnyside Gardens unlike most other residential areas of the city, where tenement dwelling occupied the entire lot or where rear-yard fencing divided properties (Figs. 18-19).

An interview with a resident in 1992 sums up Sunnyside: "As a place to live Sunnyside Gardens is a very special place. The architecture and planning really does create a sense of identity which contributes to the neighbourly character that typifies small villages or towns." It is notable that this model community in the middle of a big city has achieved through its high-

3 Rappaport, Nina, 'Sunnyside Gardens', *Metropolis*, June 1991, p.17



20



21

ly developed spatial and social structure more of the qualities of community than many of its suburban counterparts.

However some of the resort communities developed between the 1860's and the 1920's achieved a unique sense of community through their association with religious or educational organisations which provided a unifying focus. 'The Methodist Village' on Martha's Vineyard and De Funiak Springs in Florida's Panhandle are two such examples.

RESORT COMMUNITIES

De Funiak Springs

When the railroad established a station at 'Open Pond' in 1882 De Funiak Springs was inaugurated. It was named after the Chief Engineer of the railroad company, and the almost perfectly round, fresh water, springfed lake, 1.5 km across, which became the physical and symbolic heart of the community (Fig 20).

Although surrounded by forests and supported by a local timber industry, the town only really developed when it became the winter home for the New York Chautaugua in 1885 and later Palmer Presbyterian College.

The plan of De Funiak Springs is unique. The main commercial street and town centre has the station as its hub. On the opposite side of the railway line the town meets the lake with a grand circular drive and parkland skirting the lake (Fig 21). This provides the setting for the towns monumental civic buildings, notably the Chautaugua Auditorium, the first Presbyterian Church and the original town library (Figs 22-4). The grandest houses are built on Circle Drive overlooking the lake, (Fig 25) with a radiating grid of secondary streets and lanes accommodating more modest houses and servants quarters (Figs 26). The neighbourhood is defined by the junction of this network of concentric streets with a regular rectilinear grid which surrounds it. The irregular blocks that result become small pocket parks.

Naturally, the buildings are timber framed and clad. Although predominantly in the local vernacular the buildings around the lake have architectural pretensions reflecting their social importance.

De Funiak Springs located only 20 kms from the Neo-traditional town of Seaside by architects Duany and Plater-Zyberk, provided a key model for the planning of Seaside.

Other winter communities which developed into permanent towns with the introduction of educational institutions include Winter Park and Coral Gables.



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De Funiak Springs

- 20. De Funiak Springs Town Plan
- 21. Ground floor circular drive around the lake at De Funiak Springs
- 22. The Chautaugua Auditorium
- 23. The first Presbyterian Church
- 24. The town library
- 25. A grand house on the lake
- 26. More modest houses and servants quarters were located on secondary streets



29



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Winter Park

27. Plan of Winter Park, 1884

28. Main commercial street

29. Walk-up garden apartments

30. Larger detached houses are located in a woodland setting



28

Winter Park

Winter Park, now a suburb of Orlando on the shores of Lake Osceola was developed with the railway in 1884 (Fig. 27). The near flat site mandates a regular street grid albeit modified with a large park at its centre housing the station. Civic and institutional buildings are located on the park along West Park Avenue while the commercial centre is opposite on East Park Avenue.

Although strangely positioned, right in the middle of this town park, the station perfectly serves the whole community which is all within a 400 m walking distance of the station.

The dense, urban town centre is supported by walk-up courtyard apartments nearby which are complemented by larger detached houses around the heavily wooded golf course and lake further away from the town centre (Figs 28-30).



27

Coral Gables

Coral Gables, in contrast to Winter Park's sobriety, was developed by George Merrick as a fantastic escape from city life. In 1921 he had acquired 650 hectares of land and had begun to formalise his concepts of a town of 6 villages responsive to the climate and the ecological conditions of the area, with strongly articulated urban design features including plazas at junctions of major streets and entrances, winding canals and publicly dedicated open spaces, including the spectacular Venetian Pools. These romantic public swimming baths were hewn from an abandoned gravel pit in the Spanish style, the dominant theme of the town. (Figs 31-4) The Metrorail supports the University of Miami & nearby higher density housing but predominantly the town is characterised by detached housing with only one town centre which in relation to its size and number of different villages made it too big to ever be a walkable city.



31



32



33

Coral Gables

31. Typical street arcaded with trees

32, 33. Major urban features and canals celebrate the public spaces

34. The Venetian Pools



34



36

Palm Beach

Palm Beach, Florida began to develop as a winter resort in 1894 as a result of the railway. Unlike other resort communities, Palm Beach being a sandbar island remote from any nearby city or business to sustain it, has remained a resort community.

Palm Beach is significant for its Spanish style synthesized by architect Addison Mizner. Particularly in the town centre this style came to symbolise Florida architecture in the popular imagination and was freely adapted throughout the region notably at Coral Gables.

However, at an urban level, Mizner used the style to evoke a sense of place: on a large scale its consistent application established a sense of community, but the romantic style worked equally well on a smaller scale, where its loose rules of composition allowed numerous intimate spaces.

Worth Avenue, Palm Beach's premier street epitomises his skill at creating an urban environment at various scales: from the arcaded shops along the avenue through to the patios and loggias along the secondary streets (Figs 35-38). This town centre is also incredibly successful and for that reason has been reinterpreted across the country, most recently in the new urbanist town centre, Mizner Park at Boca Raton, Florida.

These case studies have tried to illustrate the diverse and various types of planned communities that were developed up to the 1920s. However despite their differences they shared a common approach in terms of traditional urbanism.

These towns, suburbs and neighbourhoods spawned by the railroad had many of the structural and spatial characteristics of traditional walkable towns but ultimately they evolved as predominantly affluent mixed use communities. Even with the growth of mass transit via streetcar and the commuter railway these urban patterns were maintained up until the 1920s when the private automobile took a foothold in America.



35



37



38

- Palm Beach
 35. Entrance to town centre, civic square on left
 36. Worth Avenue
 37. Via Mizner
 38. Via Parigi

THE AUTOMOTIVE ERA and its impact on urban form

The automotive suburbs that appeared during the 1920s differed in four major respects from their mass transit related predecessors⁴ and had a radical and lasting impact on their urban form.

The key differences can be summarised as follows:

1. The overall spread and pattern of settlement

In the railway and streetcar city the majority of development occurred within walking distance of the rail transportation corridors establishing a limit on development. The car in contrast with its freedom of movement allowed settlement of land in areas previously deemed too remote. Thus land never served by public transport could be developed between centres and so the built up areas spread more uniformly in all directions. The older separate and discrete villages such as Lake Forest and Bronxville were enlarged and then subsumed by the expanding suburban development surrounding the nearby cities of Chicago and New York.

2. The length and duration of the journey to work

No longer reliant on public transportation it allowed the more peripheral areas to be opened up to industry and serviced by trucks and employees in cars.

An analysis of journey to work changes in South Orange, a community outside New York between 1914 and 1954 revealed that in 1914 more than half the breadwinners worked within 5 kms of their home. By 1934 with good public rail transportation to the city centres 2 in 3 were commuting to New York to work. By 1954, the flexibility of the automobile made inter-suburban travel the preferred commuter transport⁵.

3. The decentralisation and dispersal of work

The decentralisation and dispersal of work to the periphery from the urban centres made motor vehicles the most convenient and dominant means of commuter transport.

4. New forms of low density housing

The most significant characteristic of the automotive suburb was its low density and larger than average lot size as compared with anything previously experienced in the urban world. Because the motor vehicle opened up much more land than was possible with public transportation land prices were lower in neighbourhoods only accessible by car.

With the more developable land at cheaper prices the average lot size increased in the new neighbourhoods by 150% while residential densities (of 10 du/ha) in auto suburbs were half that of the streetcar suburbs (25 du/ha).

The compact close knit communities of the nineteenth and early twentieth century walking

⁴ Jackson, *ibid*, p.181

⁵ Jackson, *ibid*, p.182

cities and railroad suburbs were a short-lived phenomenon.

The automobile suburb boosted by Federal Government housing subsidies between the wars and the baby boom of the 1950s changed the face of urban America forever. By 1980 over two thirds of Americans lived in single family suburban houses⁶.

Additional differences between these new suburbs and their predecessors have evolved over time, these include:

5. Segregation of uses

In contrast to early train and tram suburbs which essentially maintained a mix of uses auto suburbs eventually developed solely as residential estates as shopping and services became aggregated in stand alone shopping centres, zoned for that purpose, no longer within walking distance, or by public transport, but accessible by car only.

6. Socio-economic uniformity

As work and services were dispersed, functions which differentiate a community and provide a social mix were lost. The housing estates became bedroom suburbs for middle class homeowners which further narrowed the potential for socio-economic diversity. Rental accommodation in these suburbs was close to non-existent.

7. A high road and parking provision

Vehicular traffic now controls the scale and form of space with streets usually being wide and dedicated primarily to the car with parking lots consuming and dominating the public realm. To minimise the impact of the car a hierarchical street system has become the norm with an increasing number of cul-de-sacs and few collector streets which limit access and consequently become easily congested.

8. Poor public transport

As a consequence of the high cost of road infrastructure public transport provision is usually limited to buses.

9. Poor quality open space

Public spaces which historically formed the focus of a community have been displaced. The public open space provided in suburban subdivisions is often the unusable space left over after streets and blocks have been laid out.

These characteristics of suburban development are just as prevalent in Australia today as the United States. However, the unprecedented growth of this type of development over the last forty years has produced substantial and justifiable criticism.

6 Jackson, *ibid*, p.7

In recent years the sustainability of our cities has been debated worldwide. Professor Peter Newman, at the Eco Design Conference in Melbourne in 1991 stated that "if we are to manage the great international issues of greenhouse and oil vulnerability and the more local issues of oil, water and land management then we cannot neglect our cities ... we are designing our cities into an automobile dependence which is crippling us economically, socially and environmentally."⁷

This statement is supported by statistics demonstrating the nexus between transport, density and land use patterns in 31 global cities in 1980. The low public transport versus the high road provision in Australia and the United States of 6-7% compared with 36% in European cities and 103% in Asian cities and similarly the low density of Australian and North American cities of 13-14 people/ha compared with Europe 54 people/ha and Asian cities of 160 people/ha has resulted in an 'automobile dependent urban design'.

The physical characteristics of auto dependent cities have been summarised above. The environmental, economic and social costs are summarised below:

- **Urban sprawl** which engulfs farm land and natural areas on the fringe. In Australia the average land loss per capita is about 1200m² for every extra person in our cities which amounted to over 600,000 ha of land lost between 1970 and 1981
- **Oil Consumption.** Globally motor vehicles use one third of the world's oil with the consequent increasing global dependence on the Middle East
- **Greenhouse gas emissions.** 14% of greenhouse gases are due to the automobile, a proportion that is rising rapidly
- **Smog (and acid rain) emissions.** Automobiles are the single largest source of atmospheric emissions. In Sydney one in four children in the outer western suburbs (where the photochemical smog goes) are suffering from asthma
- **Noise, accidents and local traffic impacts.** Worldwide a quarter of a million people die on the roads and 10 million are injured each year
- **Excessive urban infrastructure costs.** Low density sprawl is very expensive to service in both physical infrastructure and social infrastructure
- **Social isolation and locational inequity.** The excessive auto-dependence of low density outer suburbs in Australia has created new ghettos of poverty for those who have few local services and little alternative to the car
- **Loss of the public realm in cities.** The inordinate priority given to private transport and private low density housing means that public transport and public spaces, particularly in the city centre, become neglected. The result is a city that increasingly loses its social attractiveness and eventually loses out economically.⁸

7 Newman, Peter, Associate Professor in Environmental Science, Murdoch University, 'Urban Villages: Concept for the 90s', p.48, Eco Design Conference, Melbourne, 1991

8 Newman, *ibid*, p.49

These characteristics are, quite simply, not sustainable. Awareness of the problems is rapidly growing and also there is beginning to be a recognition that these problems are inherently due to our commitment to the private car.

The thoughtlessness of our approach to housing, the squandering of valuable virgin land and the social stress that distance and inaccessibility imposes on individuals is now emerging as a major problem in our cities.

Furthermore, Sydney's changing demographics (by 2021, 26% of the population will be over 60 and only 25% will be traditional families) and rapid population growth (by 2021, Sydney population will be 4.5 million) over the next 20 years demands fundamental changes to our approach to housing and the design of the urban environment.

Chip Kaufmann and Wendy Morris⁹ cite the decline in the industrial economy and the rise in the post-industrial economy, as another major reason that we need to shift our approach to the design of cities.

Australian households are no longer characterised by a single (male) breadwinner. In the 1960s the predominant employment was in large, industrial and manufacturing businesses located away from the home. By 1995 blue collar employment had fallen to 17%, by 2021 it is expected to be 2%. Since the 1960s there has been a 20% nett loss in full time jobs.

In contrast:

- 82% of new jobs are being filled by women
- 50% of new jobs are part-time
- 97% of these are in small business
- 97% of all business is small business
- 90% of new jobs are in the service sector
- Each household now needs 1.5 jobs.

The ramification of these statistics on the way we live is significant: 76% of work is compatible with residential (therefore the segregation of uses is, in most cases, no longer necessary). 70% of the new jobs created are lowly paid (therefore workers cannot afford to travel long distances to work - employment must be conveniently located to be viable). Women still being the primary carers as well as working, are time poor so require better accessibility (therefore proximity to employment or better public transport are essential.)

These changes in demographic & employment trends as well as the lack of sustainability of our predominant pattern of development mandates a more appropriate form: denser mixed use, compact communities well served by public transport.

Interestingly this urban model is attractive in real estate terms as well, Equitable, the biggest real estate investment company in the United States researched and identified '24 hour cities'

9 Kaufmann, Chip & Morris, Wendy, 'Principles of *New Urbanism*' (1996)

as the premier investment opportunity in 1994 ¹⁰. Cities with the following characteristics: work and home close by, good transport, essentially mixed use walkable cities with high amenity and environmental quality. These cities maintain and appreciate in value because they attract people who can afford to live anywhere.

For a wide range of reasons including environmental, economic, demographic, employment and social changes which have been rapidly evolving over the last few years it was inevitable that new approaches to urban design would emerge as a reaction to the current patterns of development.

The banner of *New Urbanism* has been used to embrace many different players who share fundamental principles of ideology although there are key differences of orientation.

The search for more sustainable, denser mixed use walkable (and public transport based) communities characteristic of pre-automobile cities, towns and suburbs has taken a variety of forms. These include *Neo Traditional Development*, *Transit Oriented Development*, *Urban Villages*, *Pedestrian Pockets* and most recently the *New Urbanism* which are discussed in the next chapter.

10 Equitable Real Estate Investment Management Research: 'Emerging Trends', Aug 1995?

An Analysis of New Planned Communities in the United States

There are a range of approaches to the development of new planned communities, which have been evolving in the United States over the past ten years as a reaction to the current patterns of urban and suburban development.

These new developments are challenging the status quo by developing communities with distinct identities which provide denser mixed-use neighbourhoods, comfortable walking distances, meaningful public spaces and community facilities often served by viable public transport. These principles have been applied in various forms and combinations to a range of locations with varying degrees of success.

These various design approaches are being tested in new planned communities on greenfields sites, the suburban edge, ex urban towns and inner city infill.

Those establishing new urban pattern on the fringe include Peter Calthorpe and Duany and Plater-Zyberk (DPZ). Duany and Plater-Zyberk whose work is rooted in traditional models, have received the most widespread recognition for their projects such as Seaside and Kentlands. As advocates of *Traditional Neighbourhood Development* (TND) they espouse defined and discrete neighbourhoods, a public space as a locus for civic activities, local commercial uses and the development of codes to prescribe the physical shape of the urban form.

Somewhat different is Calthorpe's more regional approach, known as *Transit Oriented Development* (TOD). TOD channels growth along discrete nodes along lightrail and bus networks. Each TOD is designed as a dense tightly woven community that mixes shops, housing and offices in a compact walking distance from a transit stop.

The work of Calthorpe, Solomon, Kelbaugh and others has also been described as *Pedestrian Pocket* development which was the original model for TOD and shares similarities with the *Urban Villages* concept advocated by Newman and Kenworthy.

In addition to the exurban context there are a number of practitioners using *New Urbanism* principles to reconstruct the urban fabric. Solomon's plan for downtown Hayward, DPZ/Moule and Polyzoides scheme for Playa Vista, Goody Clancy's project at Harbor Point, SOM's Mission Bay plan and the projects of Cooper and Eckstut extend the paradigm to integrate with the surrounding context.

More specific interventions include the insertion of new town centres into existing suburban settings such as Reston and Mizner Park.

On the following pages the theories and work of a number of key proponents of these new approaches to urban design are explored.

TRADITIONAL NEIGHBOURHOOD DEVELOPMENT

Andres Duany and Elizabeth Plater-Zyberk (DPZ) have been the most influential proponents of the return to traditional patterns of town development. However, although DPZ use as their prototype the traditional American town of the early 20th Century, they claim to qualify their neotraditionalism by incorporating pragmatically whatever works best.

DPZ have developed a methodology of town planning using a basic set of design principles which they learned from their studies of traditional towns.

The fundamental organising elements of their neotraditionalism is the neighbourhood. DPZ believe there is general agreement regarding the physical composition of the neighbourhood. The neighbourhood unit of the 1929 New York Regional Plan, the *quartier* identified by Leon Krier, the *Traditional Neighbourhood Development* (TND) and *Transit-Oriented Development* (TOD) share similar attributes. They all propose a model of urbanism that is limited in area and structured around a defined centre. While the population density may vary, depending on its context, each model offers a balanced mix of dwellings, workplaces, shops, civic buildings and parks.

A single neighbourhood standing free in the landscape is a village. Cities and towns are made up of multiple neighbourhoods and districts, organised by corridors of transportation or open space.

The traditional neighbourhood has certain physical attributes which underpin the principles of their Traditional Neighbourhood Development.

1. **The neighbourhood has a centre and an edge:** as a focus and limit to the community. The centre is a public place surrounded by commercial and community uses.
2. **The optimum size of a neighbourhood is a quarter mile (400m)** from centre to edge so theoretically all the needs of daily life are within a 5 minute walk.
3. **The neighbourhood has a balanced mix of activities** - living, working and recreation and as such a range of building types.
4. **The streets are laid out on a grid or network** so that there are alternate routes to every destination. This allows streets to be narrower and traffic slower providing equity for both cars and pedestrians.
5. **The neighbourhood gives importance to public spaces** and to the location of civic buildings. Open space is provided in the forms of streets squares and parks. These are spatially defined by buildings that front on to the street. Civic buildings (schools, post offices, churches) are often placed on squares to serve as landmarks.

These basic rules are used in the development of all their town plans.

The fundamental design is always documented in the same way with a series of plans and design codes which have become their trademark.

The documentation includes the following components:

The Masterplan

The masterplan is the composite drawing which incorporates all critical information on the town plan. It's design strategy often follows the evolved American town planning pattern: a geometrically defined centre radiates an interconnected street network which adapts to existing conditions. (Fig. 39)

The plan concentrates commercial activity, in town centres. It distributes civic spaces and buildings throughout the neighbourhoods to contribute to their character and focus.

Street Network Plan

Streets and squares are the primary public spaces of a town or neighbourhood, as well as facilitators of vehicular and pedestrian movement. The block size is generally no larger than 230 by 600 feet (70 x 180m) to ensure that building lots front streets and that travelling distances are reasonable. New street networks connect whenever possible to existing streets, to become part of a regional network. The layout of streets reflects both the character of the land and the designers' efforts to make a memorable network that will accept future growth in an orderly manner. (Fig. 40)

Pedestrian Network Plan

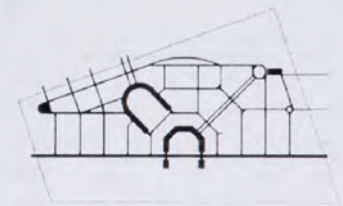
In addition to streets, paths through squares and parks, and mid-block pedestrian lanes enable the pedestrian to move about the town quickly. (Fig. 41)

Street Sections

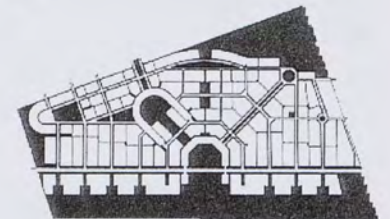
Street sections depict the spatial character of the public spaces. The intention is to make a place where pedestrians feel welcome and secure as well as to provide for car travel. The proportion of adjacent building heights to the street width is specified to establish the character of the street and support its spatial role in the overall town plan. The careful detailing of travel and parking lanes (with parallel parking wherever possible to protect the pedestrian), the alignment of trees and other plantings, the footpath width, and the required build-to lines, all make a kit of parts which allow a wide variety of streets to characterise and distinguish neighbourhoods. (Fig. 42)



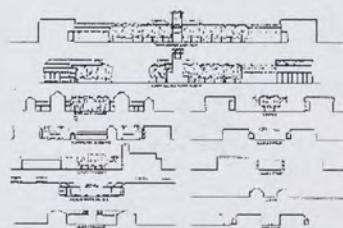
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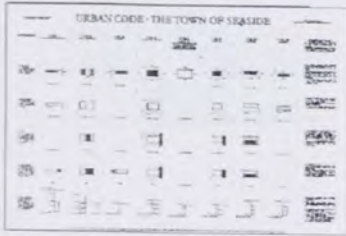
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The Regulating Plan

The zoning of building types reflects the principle of integration, rather than separation, of uses. Dwellings, shops and workplaces, are located in close proximity to each other. (Fig. 43)

Plan of Public Buildings and Squares

Squares and parks are distributed throughout the neighbourhoods. They are designed as settings for informal social activity and recreation as well as larger civic gatherings. Civic buildings, planned in coordination with public open spaces, are prominently sited, ideally terminating vistas and enclosing street space, to serve as landmarks. These buildings serve to house social, cultural, and religious activities. (Fig. 44)

The Codes

This series of documents ensures the implementation of the town design: (Fig. 45)

- i) The Urban Regulations control those aspects of private building which pertain to the formation of public spaces
- ii) The Architectural Regulations control the materials, configurations and construction techniques of the buildings.

In the absence of historical time, the codes encourage variety while ensuring the harmony required to give character to a community.

DPZ also have a standard process for designing towns known as the Charrette, essentially a week-long design workshop involving numerous stakeholders - from local government to community interests - this participatory process ensures an inclusive outcome that ensures an easier development approval process.

DPZ establishes a full working office of 5 to 20 people on site and including local architects, landscape architects, historians, engineers, ecologists, and financial and marketing consultants.

The Charrette begins with a day of visits to the site and nearby towns which might serve as models, and a presentation to the community of the principles of town planning. During the following days, the team designs everything from the master plan to typical buildings, codes and specific landscapes.

For the authenticity of character that usually only history can give, different individuals work sequentially with entire schemes handed over to others to develop. The results, usually presented in a public slide lecture on the last evening, may include up to 40 drawings.

The final noteworthy aspect of DPZ's methodology is in the implementation of their work.

Frustrated by the limitations of current zoning codes on town planning, which impeded the development of traditional town patterns DPZ developed the Traditional Neighbourhood District Ordinance. It can be tailored to meet specific needs and has been incorporated in the laws of communities in four states.

Town Architects are also integral to the implementation of their work to ensure conformity with the codes but also a diversity of expression only possible with a variety of designers involved.

Of all the current American practitioners, Duany and Plater-Zyberk have been the most prolific in their output in terms of theory and practice. With numerous projects on the ground, their work is more easily critiqued.

Four developments were visited by the author: Seaside, their first and most widely acclaimed new town, Kentlands in Maryland, Windsor, a resort community in Florida and Tannin, Alabama.



Seaside
Kentlands
Windsor
Tannin

Project name: SEASIDE
Location: Walton County, Florida
Description: Resort town, first application of DPZ's Traditional Neighbourhood Development principles & urban code

Precedents/
models used: 19th C beach communities
Client/developer: Robert Davis
Consultants: Duany & Plater-Zyberk
Planning consultants: Robert Stern, Leon Krier
Landscape designer: Douglas Duany
Site area: 80 acres/32 ha
Program/uses:
residential: 750 du (including 350 houses, 200 room hotel & 200 apartments
retail: 50,000 sf (4500 sq m)
office: 20,000 sf (1800 sq m)
community facilities: Town hall, church, retail bazaar, fire house, library, post office, tennis courts, pool, beach pavilions
parking: on-street parking
public open space: includes beach, parks & plazas (37% of site)
environmental consideration:
Public transport: (Y/N) No
train: -
buses: -
light rail: -
Population:
density: 6 du/ha nett
total number:
social mix:
Guidelines/controls: (Y/N) Yes. Urban code, design regulations
building heights: 1-3 stories
form: southern vernacular, timber framed weatherboards, typically
Project status:
designed: 1979-1982
construction stage: 50% complete 1992
projected/
completion date: 70% complete 1994
References: DPZ interviews 1992



46

Seaside

Seaside was conceived as an inexpensive vacation community on 80 acres fronting the Gulf Coast of Florida.

However, Seaside, like Windsor and Tannin, is essentially a resort community, too small to be a sustainable town.

Commenced in 1982, it was inspired by small Southern Towns and early twentieth century resort communities. Seaside set itself apart from typical development of the coast by applying precise and stringent design codes. The plan incorporates a clear hierarchy of alleys, streets and avenues to define neighbourhoods which surround a central ocean front square - the commercial and communal heart. The plan was designed to optimise waterfront access and views for all of the town's residents, not just those with beachfront homesites. The community's porch-lined streets and walkways all lead eventually to the beach or the town. (Fig. 46)

The principle public places of the town: a school site, town hall, market and tennis club are connected by a series of streets and mid block pedestrian paths. (Figs 47-48)

Within the restrictions of its zoning, urban and architectural regulations a range of building types has been developed. Essentially modelled on the anonymous vernacular architecture of the region the prescriptive codes regulate building types, heights, roofs, porches and fences and materials.

Despite the specifics of these codes a number of eminent architects including Leon Krier and Steven Holl have designed innovative buildings within these tight controls.

The strength of Seaside is its simple coherent structure produced by the combination of hierarchical spaces and buildings which provide a diversity in scale and experience from the intimate to the urban. It manages to encompass the variety and complexities of a place developed over time even though it is only a decade old.

Conversely, it's also almost picture perfect. While physically Seaside fulfils many of the TND principles which inform its design it is not a real community in any sense - it is an upmarket & isolated resort. There are no permanent residents and vacationers on average spend less than a week. The range of building types has not made it an affordable place for a range of incomes. There is no real employment base except for those who service the resort, no public transport and typically it has suburban densities.

Seaside's success stems from its embodiment of small town charm which has been so effectively publicised and which has popular appeal.



47



48

Seaside

46. Aerial view

47. Typical street

48. Mid block path

Project name:	TANNIN
Location:	Orange County, Alabama
Description:	A coastal village on the Gulf of Mexico built with the town centre addressing the highway.
Precedents/ models used:	Traditional southern towns and building types, local vernacular.
Client/developer:	George Gounares & Associates
Consultants:	Duany & Plater-Zyberk
Site area:	60 acres (24 ha)
Program/uses:	
residential:	172 dwellings
commercial:	40,000 sf (3,720 sq m)
community facilities:	Village hall, place of worship, post office, fire station, crafts centre.
Parking:	At rear of lots
other uses:	25 room inn
public open space:	common at town centre & parkland related to canals & lakes
environmental/ considerations:	Linear dune and tannin stained lakes formed into canals throughout wetlands of the development.
Public transport:	(Y/N)
train:	No
buses:	No
light rail:	No
Population:	total number: - social mix: -
Guidelines/controls:	(Y/N) Zoning, Urban code
building heights: form:	
implementation:	
Project status:	
designed:	1986
under construction:	20% complete 1992
projected	
completion date:	1995
References:	Interview with DPZ Towns & Townmaking Principles



50

Tannin

Tannin is another vacation community by DPZ on the Gulf Coast of Alabama. Surrounded on three sides by the wetlands of Alabama State Park, Tannin has 150 lots laid out around and between two man-made lakes that were created to drain the site. (Fig. 49)

Although Tannin is half as dense as Seaside, its physical situation parallel to a state highway that follows the coast is similar to Seaside's setting.

Tannin's southeast corner is anchored by a town square which provides a setting for commercial buildings as well as a post office, village hall and regional fire station. This concentration of activities (adjacent to the highway) has been planned to serve as a centre for a larger area than Tannin.

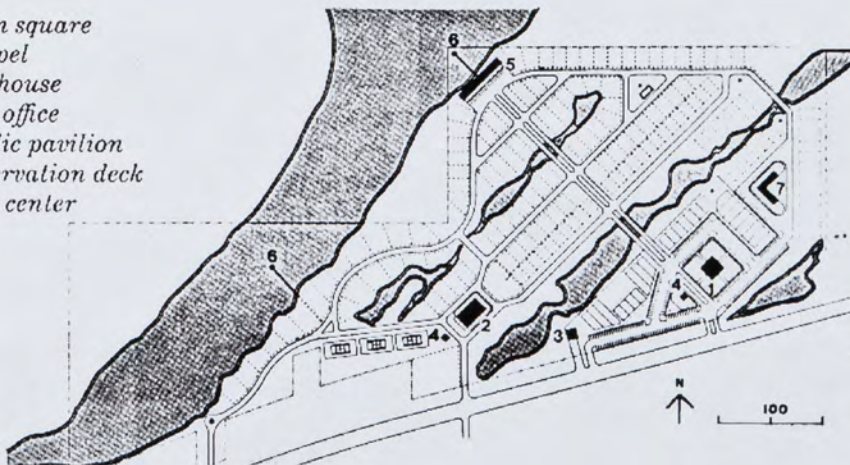
A public pavilion terminates the main boulevard connecting the town square to the lake which is overlooked by houses.

Tannin's regulations prescribe local Southern building types, materials and techniques that are economical and found in the local vernacular.

Tannin combines the picturesque qualities of Seaside's public realm and architecture. Typically however, the buildings at Tannin are more basic in their expression and detailing. (Fig. 50)

Tannin, despite its low density has more potential to be a real community than Seaside as it is surrounded by a critical mass of development which can support its town centre.

1. Town square
2. Chapel
3. Firehouse
4. Post office
5. Public pavilion
6. Observation deck
7. Arts center



Tannin
49. Masterplan
50. Typical Street

Project name: WINDSOR
 Location: Vero Beach, Florida
 Description: Exclusive resort village on Atlantic coast of Florida
 Precedents/
 models used: Urban tradition of the Carribean.
 Client/developer: Westnor Ltd & Abercrombie & Kent International.
 Consultants: Duany & Plater-Zyberk (Masterplanners)
 Site area: 400 acres (161 ha)
 Program/uses:
 residential: 320 dwellings
 retail: General store, restaurant cafe.
 office (sq ft/sq m): -
 community facilities: Meeting hall, post office, beach club, golf club.
 parking:
 other uses: 8 room inn
 public open space: Golf course, 2 polo fields, private beach, tennis courts,
 environmental/
 considerations:
 Public transport: (Y/N)No
 train: -
 buses: -
 light rail: -
 Population:
 total number: Transient population
 social mix: No, very rich only.
 Guidelines/controls: (Y/N) Yes
 Urban Code, Architectural Code
 building heights: 2 stories typical (3 stories max), courtyard and sideyard houses
 implementation:
 Project status:
 designed: May 1989
 construction stage: Commenced 1991
 projected/
 completion date: 10 years
 References: Interview with DPZ
 Various publications.



52

Windsor

Windsor, although similar in size to Tannin was conceived from the outset as an exclusive upscale resort community. Golf and polo are the focus.

Inspired by early Caribbean settlements, DPZ created a village plan defined by narrow streets alternating with wider boulevards. (Fig. 51)

In contrast to most golf-oriented developments that disperse homes to optimise fairway views, Windsor's homes are clustered into a compact village, "greenbelted" on two sides by the golf course and on another by polo fields. (Fig. 52)

At the centre of the village is the market crescent, a two-storey building which includes a general store, post office, restaurant, cafe, offices, an inn, and apartments. The market crescent serves as both a gateway to the community and a focus for its daily life. Other community facilities are within walking distance of the crescent including the meeting hall and the beach, tennis and golf clubs.

Consistent with Caribbean precedents, most of the community's houses are courtyard and sideyard types. They sit close to the street with high walls enclosing the garden and defining the streets and squares of the village. (Fig. 53)

A number of freestanding homes are also planned, but they will be located only at the edge of the village, around the outside of the golf course and along the ocean beach.

The architectural regulations mandate the vernacular architecture of the region with ground floors of masonry, wood construction above, and porches, balconies, and roof overhands. This is the most precise of DPZ's small town codes.

Windsor is significant in its departure from the norm. Windsor's small-lot courtyard homes are unlike those found in most other US luxury resort developments. In these places, suburban-style large homes on large lots are typical.

A number of model homes were built to demonstrate the benefits of spaciousness and privacy that can be achieved within the village's small lots. These houses are respectful of the street but within the walled gardens these houses combine resort luxury with considered and timeless design. (Fig. 54)

The courtyard houses within the village are very private and quite urban in scale and consequently have a greater presence and permanence than their counterparts at Seaside and Tannin. Despite claims by DPZ that it was designed as a 'real community' the very private nature of the building types suggests more a private enclave than the more open village of Seaside.



51



53



54

Windsor

51. Masterplan

52. Village surrounded by green

53. Typical walled courtyard house

54. Private outdoor room

Project name: KENTLANDS
 Location: Gaithersburg, Maryland
 Description: Traditional town comprising 5 villages focused around the natural features of the site
 Precedents/
 models used: Old town Alexandria, Georgetown Washington, Annapolis, Maryland
 Client/developer: Joseph Alfandre & Co
 Consultants: Duany & Plater-Zyberk
 Site area: 356 acres
 Program/uses:
 residential: 1600 du
 retail: 1.2 million SF (108,000 sq m)
 office: 1 million SF (90,000 sq m)
 community facilities: meeting house, 2 places of worship, library, elementary school, child care, recreation club
 parking: 1-2/unit
 other uses:
 public open space: a lake and wetland preserve, greenbelts, several small squares & parks
 Public transport: (Y/N) No
 train: -
 buses: -
 light rail: -
 Population:
 density: 10.8 du/ha
 total number: 5000
 social mix: range of housing types including retirement units and rental apartments above retail
 Guidelines/controls: (Y/N)Yes - urban code, Design Regulations, Building design
 building heights: 2-3 stories
 form: neo-Georgian
 Project status:
 designed: 1988
 construction commenced: 1989
 no of stages: school, 300 units complete
 projected/
 completion date: 10 years
 References: DPZ interview 1992



55

Although the courtyard houses in the village have been the most popular, it is difficult to determine whether the attraction is the privacy and security of these houses or an appreciation of the benefits of village life.

In contrast to neighbouring gated Planned Unit Developments (PUDs) which line the coast highway, Windsor is the only accessible private community between Palm Beach and Windsor highlighting its potential to influence this highly privatised affluent end of the market.

Kentlands

The town of Kentlands in Gaithersburg, Maryland is the first application of Traditional Neighbourhood Development (TND) principles to a real, year-round, working community. Unlike Seaside, Tannin and Windsor, this community lies squarely in the path of suburban growth surrounded by housing subdivisions, shopping centres and office parks.

The property was zoned for mixed uses with the intention that it provide a commercial centre for the region.

In response to the requirement to make the Kentlands commercial component a regional shopping centre, a series of designs was developed over a two and a half year period attempting to hybridise this distinct and inflexible type with a traditional downtown. One constant has been maintained: the evolving scheme is connected to the street grid of the Kentlands neighbourhoods so that residents can conveniently walk into the centre of town from the four neighbourhoods. Even the parking lot is so designed so that it could be more than merely a sea of cars, parceled in such a way that it could be developed later for offices or apartments as the town evolves. (Fig. 55)

The town square, at the heart of the Midtown neighbourhood, is bordered by a church, the shopping centre entrance, and four-storey buildings which contain shops, offices and apartments. Midtown is connected by a regular street grid to the Old Farm neighbourhood, one of a number of neighbourhoods combining elements of residential, office, civic, cultural and retail usage. To encourage diversity both in age and income level, a range of housing types and sizes is planned. For example, retirement units will exist next to single-family homes and townhouses, and rental apartments will be located above shops.

Kentlands includes a variety of civic facilities and public open spaces. A lake and wetland reserve, greenbelts and several small square help to define the individual neighbourhoods.

Clustered at one end of the town common, several original buildings from the Kent Farm house a new cultural centre. This complex is the centrepiece of the Old Farm neighbourhood. The new streets are arranged irregularly as an extension of the informal siting of the house and barns. (Figs. 56-57)



56



57

Kentlands
55. Masterplan
56. Old farm house
57. Old farm neighbourhood 'country lane'



Kentlands
58. Typical street

The Hill District neighbourhood overlooks Old Farm and its lake, and is centred on a community clubhouse. The streets in this neighbourhood respect the contours to minimise their impact on the slopes.

The School District neighbourhood focuses on a circle ringed by the elementary school, a church, a corner store, a child care facility, and a row of townhouses. Here a pattern of straight streets follows the gently sloping open landscape.

The projected population of 5000 residents, a school, convenience and destination shopping within comfortable walking distance coupled with the nearby office corridor along the interstate freeway make this town a viable community.

Although the buildings are overly cute with a 'stage set' quality they are affordable (because of their cheaper materials and lack of traditional detailing) and competitively priced with similar housing stock in adjacent estates which have none of the well planned civic, commercial and open space amenities that Kentlands provides. (Fig. 58)

The main criticism of Kentlands is its lack of public transport. Within Kentlands walking and cycling are acceptable alternatives but for any other destination residents are dependent on private transport and the regional freeway system. In this respect, Kentlands encompasses the same problems as the typical enclave type Planned Unit Developments (PUDs) that DPZ abhor.

Nevertheless, public transport can and may be introduced at a later date, in the meantime, Kentlands is a very isolated place to live if you do not have a car.

DPZs town plans are urbanistically very convincing and at times powerful but the reality is often less so. The lack of the key principles they espouse as fundamental to townmaking, such as public transport, which result in a reliance on the private motor car (traffic, pollution and parking), a general lack of affordable housing (which results in a lack of socio-economic mix), an incomplete mix of uses and the reliance on greenfields sites, make their theories and practice incomplete.

The introduction of public transport as a generator of development (as in the traditional railroad and streetcar suburbs) would provide a key to the resolution of many of these problematic issues.

The work of Calthorpe, Solomon and Kelbaugh in the US and Newman and Kenworthy in Australia addresses many of the harder questions of urban development which DPZ only touch on.

The Pedestrian Pocket

The *Pedestrian Pocket* concept developed by a West Coast group of architects¹¹ in 1989 at

11 Peter Calthorpe, Daniel Solomon & Doug Kelbaugh, authors of the 'Pedestrian Pocket Book' were key participants.

a week long design charette at the University of California, Berkeley, shares many similarities with *Traditional Neighbourhood Development* (TND).

Both models posit a new vision of the old small town, bounded by a greenbelt, centred on a commercial and retail district, and composed of collected neighbourhoods, each in turn centred on a school or a civic building. The primary characteristic that distinguishes between the two concepts in transit. Pedestrian Pockets are predicated on convenient access to transport. TNDs do not necessarily have any transit component.

A key aim of the *Pedestrian Pocket* according to its chief proponent, Peter Calthorpe, is “to introduce the needs of the pedestrian and transit into the auto-dominated regions of our metropolitan areas, not to return to the fiction of small-town America...”¹²

In principle, a *Pedestrian Pocket* (more recently dubbed *Transit Orient Development*) consists of a cluster of housing, retail space and offices within a quarter mile (400 m) radius of a transit system. (Fig. 59)

The four key elements are:

1. Low rise, high density, mixed income housing
2. Mixed use main street
3. Light rail transit
4. Regional retail/commercial centre.

The *Pedestrian Pocket* combines land and transportation planning: housing and commerce within a short walking distance to a commuter rail station. In essence, the structure derives from railroad suburbs such as Riverside, Illinois and Forest Hills Gardens where the railway station was the core of the suburb. The difference with the *Pedestrian Pocket* is that a series of such developments would occur along a light rail route and people would commute between various pockets to work, shop or go to the theatre. (The pockets would be inter-dependent.)

According to Peter Calthorpe, up to 2000 units of housing and 9000 sqm of office space can be located within three blocks of the light rail station using typical condominium densities and four-storey office configurations. That equates to an area of about 28ha. In the same area a typical suburban development would include only about 720 homes.

Unlike the TND, the Pocket accommodates large-scale office development—the engine driving contemporary suburban growth—and it provides for the automobile through large parking facilities. A final difference between the two models is the proposed density of development. The TND is flexible; its density can be loosened or tightened up to suit a given program. The Pocket is more explicitly urban in character, its residential blocks composed of three-storey walkups and two-storey townhouses. The plan also projects employment for 16,000 people within four stops of the light rail.

Pedestrian Pocket proponents argue that this density of mixed development is the only way out of the coming suburban crisis. In recent years, there has been a great increase in low den-



59. A model Pedestrian Pocket

Project name:	LAGUNA WEST
Description:	First application of Calthorpe TOD (Transit Oriented Development) principles. A mixed use development with sufficient office, retail, residential and open space to justify a new transit service
Location:	Sacramento, California
Precedents/ models used:	Early 20th Century streetcar suburbs
Client/developer:	Phil Angelides/River West Developments
Consultants:	Calthorpe Associates (Masterplanners/Architects) Ken Kay Associates (Landscape) Fehr & Peers Associates (Transportation)
Site area:	1045 acres/420 ha
Program/uses:	
residential:	3400 units (2100 single family, 1200 multifamily)
retail:	90,000 sq (8370 sq m)
office:	150,000 sq (13950 sq m)
community facilities:	school, town hall, library, childcare centre, swimming centre and recreation facilities
parking:	extensive parking provided at rear of houses, mid block and behind village centre
other uses:	26 ha of lakes with (almost) continuous public access
public open space:	13 ha of major open space network including formal parkland, playing fields, bike and pedestrian paths
Public transport: (Y/N)	Yes
buses:	bus to proposed light rail from town centre (light rail stop 1/2 mile/800 m) from town centre
light rail:	proposed light rail connection to Sacramento
Population:	
total number:	5200
social mix:	range of dwellings from single family housing to small lots to rental apartments
density:	7.8 du/ha
Guidelines/controls: (Y/N)	
building heights:	1-3 stories
implementation:	Development controls and urban design guidelines through Planned Unit Development (PUD) agreements. Public transport in collaboration with Sacramento County
Project status:	
	planning/construction stage: under construction, village green, municipal buildings and some housing complete
no of stages:	2 stages plus an additional 200 acres (80 ha) across from the site are scheduled for office development
projected completion date:	1998
References:	Interview with Calthorpe Associates 7.4.1992 Laguna West Development Guidelines

sity suburban office development. This, combined with suburban sprawl, has resulted in long inter-suburban commuter journeys with increasing delays. The *Pedestrian Pocket* recognises that the work force is shifting from manufacturing to the service and communications industries. In this sense the *Pedestrian Pocket* is a post-industrial suburb.

Critical to the realisation of *Transit Oriented Developments* (TODs) is the key partnership of government in the designation (if not the provision of) a transit line and the rezoning of a broad mix of uses within the transit corridors.

Transit Oriented Development

TODs have been promoted most widely in northern California as an alternative to urban sprawl and as a way to minimise the negative traffic and air quality impacts of growth.

The rapidly growing Sacramento region especially has embraced the concept as a way to accommodate growth and yet avoid the automobile-dependent land use pattern so evident in southern California and much of the San Francisco Bay Area. County planners hope to channel growth along future extensions of their 28 km light rail starter line.

In 1990, Sacramento County initiated an amendment to its general plan to incorporate the draft *Transit Oriented Development* Guidelines prepared by Calthorpe Associates. Once adopted, these guidelines would be used as a basis upon which to evaluate new development proposals. Growth would be directed into Urban TODs, Neighbourhood TODs and Secondary Areas, each of which would be served by varying levels of (and proximity to) transit.

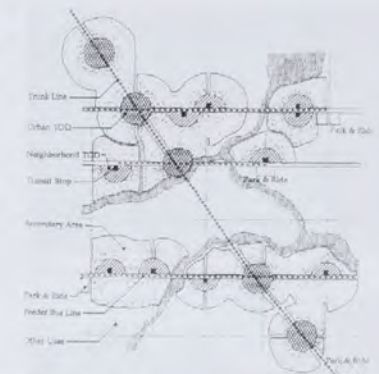
An Urban TOD is located directly on a main transit route and is suitable for job-generating and high-intensity uses like offices, retail centres and high-density housing. A Neighbourhood TOD, located on a feeder bus line, would have a residential and local-serving shopping focus.¹³ (Fig.60)

TODs could be located not only in new growth areas but also in infill or redevelopment sites, which could evolve from auto-oriented to pedestrian-oriented places.

Laguna West

The 320 ha community of Laguna West by Calthorpe Associates, about 20 kms south of Sacramento is the first *Pedestrian Pocket*, and a prototype for future TODs. The project proposes 3400 housing units (500 units built to date) across a broad range of types and prices, located in five neighbourhoods, a 65-acre lake, and a town centre. The town centre is designed to accommodate high density housing, retail and office space. (Fig.61)

Unfortunately, Laguna West is lacking the light rail transit element that would make it a model TOD.



60. Transit Oriented Development Model



61. Laguna West Masterplan

Project name:	DOWNTOWN HAYWARD
Description:	a dense mixed use pedestrian oriented downtown neighbourhood to revitalise and repopulate a decaying urban centre
Location:	Hayward, California
Precedents/ models used:	Hayward 1856-1952
Client/developer:	Hayward City Council
Consultants:	Solomon Inc - Daniel Solomon (principal)
Site area:	125 acres/50 ha
Program/uses:	
residential:	675-1345 units
retail:	66,700 sf/6203 sq m
office:	50,800 sf/4724 sq m
community facilities:	cultural/community arts centre, library, new fire station
parking:	2647 in structured parking, 1.5 sp/2 bed apt (typical)
other uses:	supermarket expansion 47,600 sf
public open space:	pocket parks, median park, new downtown plaza
Public transport:	(Y/N)Yes
train:	BART
buses:	buses
light rail:	-
Population:	
density:	65 du/acre/26 du/ha
total number:	-
social mix:	affordable housing
Guidelines/controls:	(Y/N)
building heights:	20 m max building height (6 stories)
form:	
implementation:	lengthy public consultation process informed plan
Project status:	Specific plan adopted by the city. 3 blocks acquired by city for housing. City in negotiations with BART for joint venture project.
References:	Interview with Dan Solomon Downtown Hayward Design Plan

The original plan for Laguna West had the transit stop at the centre of the town within easy walking distance of the 3000 town centre residents. However in implementation the transit route was re-routed along the local arterial compromising the whole concept. At this point in time the transit stop is for buses only.

County planners hope that eventually rail transit will be extended to the project and believe that, in the meantime, a land use pattern is emerging that will make transit viable.

While the continuing development of Greenfields sites on this scale is questionable TODs are a good alternative to typical suburban development.

Despite Laguna West being a model project in many respects, it is still not successful. Two key reasons for Laguna West's failure at this stage is related to its implementation.

In contrast to the 1920s streetcar suburbs where the investment in infrastructure was made up front and in turn generated development around the transit stop, Laguna West has been totally subject to market forces (suburban market forces at that). Consequently, the mass transit will follow demand and begs the question when, or if, it will be introduced.

Secondly, except for a few key civic buildings in the town Centre, the majority of the residential units developed to date are single family houses around the rim of the development which are comparable to housing in any residential estate in the region. These houses built in response to developer pressure have no nearby services and are totally car dependent. (Fig 62-63)

If the transit had been established in the town centre from the start a critical mass of development with a range of services and dense housing would have been sustainable around it. However, with no public transit as a development magnet and generator the only marketable product in this suburban situation is the typical suburban package.

It is noteworthy that the development of the commercial centre has faltered at this stage. The lack of public transit and residential in the town centre would have to be contributing factors.

Transit Oriented Development principles are more achievable and viable when applied to existing urban areas with good infrastructure in place. This is being demonstrated now around stations around the San Francisco regions BART (commuter rail) system where dense urban TODs such as Daniel Solomon's plan for Downtown Hayward are being developed.

Downtown Hayward

During the 1960s and 1970s Downtown Hayward slowly deteriorated from a vital traditional town centre to an environment dominated by cars.

On one side a major arterial choked the area with traffic and sapped the downtown of retail (which relocated in nearby Malls served by the freeway).

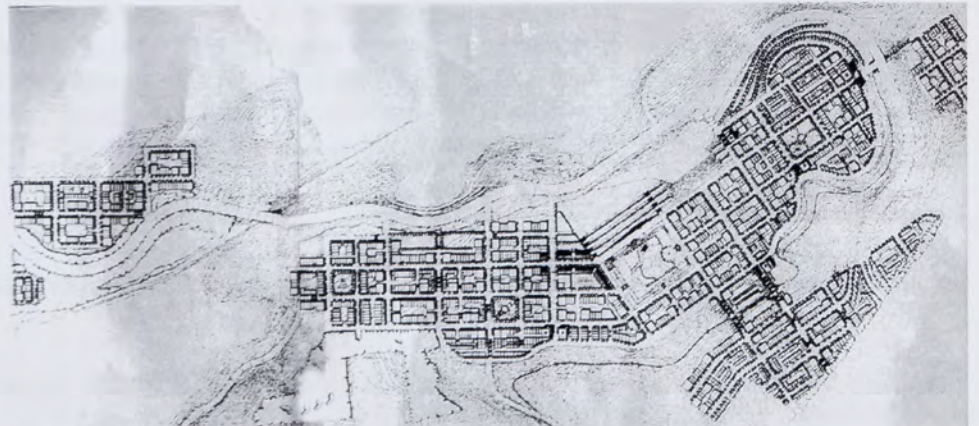


62. Single family housing on the rim



63. Typical single family housing

Project name:	COMMUNICATIONS HILL
Description:	a new dense urban hillside neighbourhood in low density San Jose near the downtown
Location:	San Jose, California
Precedents/ models used:	Hillside neighbourhoods of San Francisco, Seattle, Sansalito & Berkeley specifically Telegraph Hill, San Francisco
Client/developer:	City of San Jose
Consultants:	Kathryn Clarke & Daniel Solomon
Site area:	500 acres/200 has
Program/uses:	
residential:	4000 multi family, 15 single family
commercial/retail:	50,000 sf/4645 sq m
community facilities:	Fire station, school, day care
industrial/commercial:	450,000 sf/41,805 sq m
heavy industry:	180,000 sf/16,722 sq m
other uses:	
public open space:	27 acres/10 ha - parks, terraces, playing fields
Public transport:	(Y/N)Yes
train:	Caltrain
buses:	Buses
light rail:	Light Rail Transit
Population:	
density:	10 du/ha
total number:	
social mix:	
Guidelines/controls:	(Y/N)
building heights:	4 storey, some higher corners at key locations
Project status:	Specific Plan adopted
References:	Solomon Inc., Communications Hill Specific Plan



67. Communications Hill Masterplan



64. Existing Downtown Hayward

On the other side of town huge areas of the downtown had been demolished since the 1960s to provide commuter parking for the BART station. This was compounded in the centre of town by a 15m setback for construction along an active fault line. (Fig. 64)

By the early 1990s the combined effects of these interventions were obvious physically, socially and economically. To reverse the city's decline, the City of Hayward launched an ambitious revitalisation project led by Daniel Solomon with broad public involvement. Solomon's masterplan aimed: "to create a densely populated mixed use pedestrian oriented downtown neighbourhood to restore the economic and social vitality of this once active urban centre."¹⁴

In the plan, new housing units are clustered around an easily accessible transit hub for BART and buses. Revitalised retail connects directly to the transport interchange and the housing. Civic buildings re-assume their traditional stature as monuments within the town fabric. Cars are accommodated but they no longer dominate the town. Even public safety is improved as a grand boulevard replaces buildings directly on the earthquake fault. (Fig. 65)



65. Downtown Hayward Masterplan

The renaissance of urban centres like Hayward is a sensible strategy to address the endless spread of the alienating congested suburban landscape that has come to characterise California.

Similarly, Solomon's plan for Communications Hill optimises the potential of underutilised light-rail and Caltrans stations in auto-dominated San Jose with the insertion of a new high density mixed-use development.

Communications Hill

Communications Hill is a prominent 200 ha site that rises above San Jose's low-density sprawl (Fig. 66). Architects Daniel Solomon and Kathryn Clarke opted for a compact, traditional grid plan rather than the curved streets commonly used for hillside development in the region. Though inspired by places like San Francisco, the designers selected the grid more for its functional benefits. These include the achievement of higher densities, greater parking efficiency—a must in a city requiring 2.5 parking spaces per unit—and reduced grading since buildings step gradually to follow the slope of the hills.

The grid also provides a network of walkable streets, small neighbourhood centres and mixed-use village centre serviced by a shuttle to the light-rail and train station. (Fig. 67)

The insertion of new dense urban form in the midst of existing low density suburban development is emerging as another form of revitalisation and an alternative model for re-ordering communities. This is a very specific way of urbanising the suburbs.

In contrast to the new forms of suburban city which have become prevalent in the United States, that is the high density retail/commercial/office development situated on a highway



66. Communications Hill

14 Solomon inc. 'Downtown Hayward Design Plan', 1992, p.1

Project name:	RESTON TOWN CENTRE	
Description:	New town centre for 1960's new town of Reston	
Location:	Reston, Virginia	
Precedents/ models used:	Traditional American town centres, Main streets, Country Club Plaza, Kansas City	
Client/developer	Reston Town Centre Inc. Himmel/MKDG	
Consultants:	Sasaki Associates (Planners & landscape architects) & RTKL Associates, Architects	
Site area:	Town core: Phase 1: 15 acres/6 has Phase 2: 65 acres/26 has Total site area of Town Centre district: 390 acres/152 ha	
Program/uses:	First Phase	Build out
residential:	800 units	2000 units
retail:	145,000 sf/1	3,485 sq m
office:	500,000 sf/46,500 sq m	1,000,000 sf/93,000 sq m
community facilities:	skating rink, post office	
parking:	within decks behind buildings	
other uses:	500 room hotel 500 room hotel cinema	
public open space:	urban plaza, town park, lakeside park adjacent to housing	
Public transport:	(Y/N)Yes	
train:	-	
buses:	buses only	
light rail:	-	
Population:	Reston community 51,000 residents (3000 has)	
total number:	up to 4000 residents in town centre	
social mix:	-	
Guidelines/controls:	(Y/N)	
building heights:	3-4 storey street wall, max building height 11 stories	
form:	North east downtown	
Project status:		
planning/ construction stage:	First phase complete September 1991	
no of stages:		
References:	Interview with Alan Ward, Sasaki Associates 1992 PA, December 1988	



68. Reston Town Centre Masterplan

interchange, or on the leeward side of an airport - a number of suburban communities searching for a better solution have developed an alternative model.

Reston Town Centre in Virginia and Mizner Park in Florida are two examples.

NEW TOWN CENTRES

The fundamental difference in approach between these new town centres and the auto-driven suburban cities is that they are inserted into the centre of an existing community not at the vortex of a freeway interchange. They incorporate many characteristics of a traditional town centre:

1. A town centre limited in size by comfortable walking distances
2. A mixed use main street
3. Housing in the town centre
4. A quality pedestrian environment
5. Some public transport and cars are included (but parking is screened within buildings).

Both Reston and Mizner Park were originally planned as suburban shopping centres however, community and market pressures have resulted in this 'new-old' form.

Alan Ward of Sasaki Associates, planner of Reston Town Centre has commented that the shift at Reston points to two factors that are beginning to alter the notion of how to plan suburban developments. One is suburban land prices, which in many places are so high that you can no longer use the suburban model of the building standing alone. The other is the perception of just how bad those buildings are, especially for the pedestrian. Planners and designers are looking at earlier models like Country Club Plaza, in Kansas City and Worth Avenue in Palm Beach, that offer a humane walking environment and also let you 'shop the street' in your car.¹⁵

Reston

Reston, Virginia, has long been considered the quintessential New Town of the 1960s in both its successes and its failures. Although close to 51,000 people live there and another 25,000 work in the area, Reston is less of a town than a bedroom suburb surrounded by office parks.

Twenty five years on Reston Town Centre Associates, the town centre developers, believed the community had finally reached the critical mass necessary to support a true, mixed-use downtown. The town centre mixes office and retail uses with hotels, urban housing, and various cultural and community facilities, including a possible museum. The first phase of this development includes two 11-storey office buildings, two department stores and assorted shops, an 11-screen cinema, a 500-room hotel and health club. (Fig. 68)

Streets, plazas and parkland provide the framework for the development. The design is



69. Reston main street

15 Interview with Alan Ward, April 1992

Project name:	MIZNER PARK
Description:	A new town centre for an existing residential community developed with a main street (rather than a mall) as the focus. It combines a mix of residential, commercial and public spaces typical in traditional town centres.
Location:	Boca Raton, Florida
Precedents/ models used:	Worth Avenue, Palm Beach, Old Town, Alexandria. Typical small town centres, Main street, shop-top housing, combined with shopping centre management.
Client/developer:	The Crocker Company
Consultants:	Cooper, Carry & Associates
Site area:	30 acres (12 ha)
Program/uses:	
residential:	272 units
retail:	236,000 sf (21,240 sq m)
office:	262,000 sf (23,580 sq m)
community facilities:	concert hall, community centre, repertory theatre
parking:	behind main street in 4 storey decked parking structures
other uses:	entertainment and recreational facilities: 8-plex cinema, 3 museums (art, children's & science), dinner theatre
public open space:	Central mall & plaza (67% of site)
Public transport:	(Y/N)
train:	-
buses:	Yes
light rail:	-
Population:	
total number:	480
social mix:	-
density:	9 du/ha nett
Guidelines/controls:	(Y/N) No
building heights:	2-5 stories
form:	
implementation:	City bought land and leased it back to developer to ensure community views for alternative development to typical mall were taken on board. Mizner Park is the result after an extensive public review process
Project status:	
planning/ construction stage:	1 Phase is complete: residential, retail and office
no of stages:	
projected/ completion date:	1991, built and fully occupied
References:	The Crocker Company Centre for livable Communities Model Projects (Fact Sheet 1994)

focussed on the main street, Market Street to promote outdoor activity such as promenading and outdoor eating, day and night. (Fig. 69)

Mizner Park

Mizner Park, the new downtown centre for suburban Boca Raton, has a similar focus with its main street lined with cafes which overlook a central landscaped mall. Modelled on Worth Avenue, Palm Beach, Mizner Park is distinctively Florida in character with arcaded buildings and palm-lined avenues. (Figs. 70-71)

The combination of retail with apartments and offices above complemented by a broad range of cultural and entertainment venues makes this town centre a destination as well as a living, working downtown.

The key difference between these new developments and their traditional antecedents is their layer of 'glitz'. In order to compete with the total environment of the enclosed shopping mall these main streets are managed in the same way with coordinated signage, lighting canopies, events and maintenance - to ensure a total look.

The high level of finish including the liberal use of gold and the lack of those ordinary main street uses such as the grocer and shoe repair, give both places a somewhat artificial character reminiscent of Disney's famous 'Main Street USA'. Although it is acknowledged that a neighbourhood which reflects the needs and desires of its community can only be achieved over time, it will be interesting to visit these places in 10 years from now to see whether they have evolved into true town centres or have remained merely outdoor shopping malls. However, with the high proportion of housing in and around these town centres and the quality public realm it is most probable that these places will continue to be urbanised.

This urbanisation will be assisted by improved integration of the streets with the surrounding neighbourhoods which is planned in future stages. At present access to both these town centres is limited to the main traffic route which compares with typical shopping mall planning.

The urban intervention of a dense mix of uses within existing suburban settings is a town model with wide application especially around underutilised transport nodes. Of equal interest is the reconstruction of urban renewal areas of the 1950s and 1960s which destroyed many city neighbourhoods in North American cities.

URBAN RECONSTRUCTION

Modernist 'tower in the park' urban renewal projects replaced much of what was old and familiar with inarticulate anonymous buildings. The new approach to the redesign of these distressed neighbourhoods reflects the late-1980s design ethic of respect for historic and vernacular architecture, for enclosing buildings and open space, for the street wall, pedestrian activity, and human scale.



70. Main street, Mizner Park



71. Main street, Mizner Park

Project name:	HARBOR POINT
Description:	Mixed income community. (Formerly New England's largest and most distressed public housing project).
Location:	Columbia Point, Boston
Precedents/ models used:	Boston's Commonwealth Ave, Battery Park City.
Client/developer:	Harbour Point Community Task Force Corporation and Peninsula Partners.
Principal Consultants:	Goody Clancy & Associates (Masterplanners & Architects) Mintz Associates (Architects, Planners)
Site area:	50 acres/20 ha
Program/uses:	
residential:	1,283 units, 5-7 stories, 2-3 storey townhouses.
commercial:	3,100 sf (288 sq m)
community facilities:	Daycare centre, a teen club, elderly centre & clubhouse.
Parking:	Yes, within buildings or attached garages. Parking - on street and at rear.
public open space:	Central focus, landscaped mall fronted by commercial facilities including tennis courts.
Public transport:	(Y/N)Yes
buses:	Private shuttle bus service
light rail:	-
Population:	
total number	3000
social mix:	30% (400) low income tenants 70% (900) market rate tenants
Guidelines/controls: (Y/N)	
building heights:	2-3 storey townhouses, 5, 6, 7 storey elevator buildings
colour:	Seaside town clapboard - New England
form:	Red brick buildings along the central mall, variety not usually found in one development.
Project status:	
projected/ completion date:	1st phase completed 1988 - 1,283 residential units.
Budget:	\$200 million. Complex package of public & private loan grants.
References:	Interview with Joan Goody, 9.9.92 Architecture magazine, July 1990

Pruitt Igoe represents the worse of these housing projects however, many of the same social problems of Pruitt Igoe pervaded projects in other cities. The difference between them is how the problems caused by these housing ghettos were addressed in each case. While Pruitt Igoe was totally demolished in 1972 as a last resort, two other projects - one in Boston and another in Queens, New York have been transformed into mixed-income, mixed-use communities with considerable success.

Harbor Point

Harbor Point is a \$200 million public-private joint venture development that has converted New England's largest and most distressed public housing project into a "mixed-income community that may serve as a model to architects and urban planners across the country."¹⁶

Located on the water's edge of Boston's Columbia Point, the 20 ha site has spectacular views of the harbour and nearby downtown Boston. However, the original public housing project suffered from a site plan which obscured all views from the 27 almost identical buildings (which lacked any resemblance to New England's residential architecture). (Fig. 72)

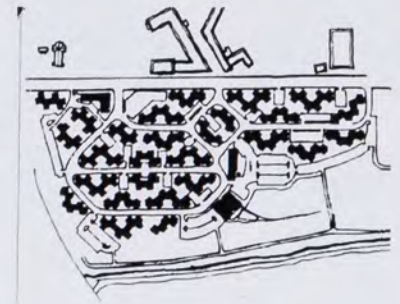
The Boston firm of Goody Clancy were commissioned to transform the half vacant, half derelict project to overcome the social and design problems of the original scheme.

Goody Clancy's masterplan for Columbia Point was designed to foster the development of a sense of community by providing opportunities for the residents to see and meet each other in their daily coming and going and places to gather as well as to create a focus for the whole complex. Goody saw a chance to apply precepts of neo-traditional planning in a new way. Goody is an admirer of both Seaside and Battery Park City, but claims: "they are exclusively upper-income enclaves on unsullied sites without any of the problems that needed to be addressed at Columbia Point."¹⁷

Revamped and renamed Harbor Point, the project is expected to house 3,500 people in 900 market-rate apartments and 400 low-income units.

The central focus of the new Harbor Point is a landscaped mall fronted by many communal facilities (including a daycare centre, a teen club, an elderly centre, and a clubhouse) as well as by private residences. Proportioned after Boston's Commonwealth Avenue, a famous tree-lined mall with four and five storey townhouses (many of which are now subdivided into one or two apartments per floor), the goal was to evoke the spirit of this elegant 19th Century street but make accessible and convenient apartment buildings by today's standards.

Goody Clancy's site design created a completely new street grid which brings the harbour



72



73



74

Harbor Point
72. Existing site plan
73. New site plan
74. Aerial view

16 Kimmelman, Michael, *New York Times*, Sept 13, 1987

17 Interview with Joan Goody, April 1992

Project name:	ARVERNE
Description:	a once posh pre-war resort community which had become an isolated urban renewal area. This project proposes a new residential community of distinct neighbourhoods, character and open space.
Location:	Far Rockaway, Queens, New York
Precedents/ models used:	nearby traditional neighbourhoods & beachfront communities
Client/developer:	Oceanview Associates, NY
Consultants:	Ehrenkrantz, Eckstut & Whitelaw (Architects/Urban Designers) The Liebman Melting Partnership (Modular Housing) Vollmer Associates
Site area:	308 acres (125 ha)
Program/uses:	
residential:	7500 units
retail:	280,000 sf (26,040 sq m)
office:	-
community facilities:	Fire house, 2 elementary schools
parking:	one level of parking concealed under landscaped courtyards
public open space:	20 ha of parks both inland and along 3 kms of beachfront
Public transport:	(Y/N) Yes
train:	subway, Long Island railway
buses:	buses
light rail:	-
Population:	
total number:	25,000
social mix:	middle income
Guidelines/controls: (Y/N)	
building heights:	3-4 storey courtyard apartments, duplexes and townhouses
form:	6-10 storey apartments on the major parks/avenues
implementation:	urban design guidelines
Project status:	
	planning/construction stage: commenced mid 1991 (stage 1)
no of stages:	4 stages proposed
projected/ completion date:	2001
References:	Interviews with Ehrenkrantz & Eckstut 14.4.92 Interview with Ted Liebman 15.4.92



75. Arverne Masterplan

views into the site, saved nine of the original buildings and added a variety of new ones (from 2 and 3 storey townhouses to 5, 6 and 7 storey elevator buildings). All apartments over two bedrooms (and many two bedroom units) have direct ground level access with private front and rear gardens to accommodate family living. (Figs. 73-74)

The building forms, roof lines, materials and colours are varied throughout and are inspired by traditional New England residential images: pitched roofs, a variety of brick colours, and a stained clapboard.

A vital reason for the introduction of a grid of streets was to enhance security by introducing street-edge development which overlooks the public domain. Combined with on-street parking (rather than parking lots) and a diverse range of active and passive recreation opportunities (including tennis courts and a communal pool house) the public domain is safe, well used and obviously cared for.

The reincarnation of this place into the vital urban neighbourhood it is today is quite extraordinary. While the buildings individually are ordinary, the diversity of building scale and type, coupled with the overlaying of a clear hierarchy of spaces on what was once a confusing and repetitious site plan is very clever.

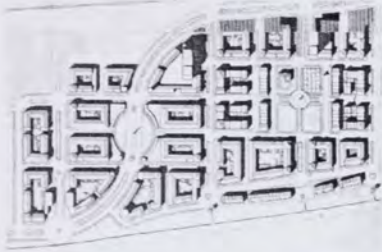
The main criticisms of Harbor Point are the lack of a critical mass of commercial space to sustain businesses other than neighbourhood convenience retail and the irregular public shuttle bus service that needs improvement. Nevertheless by using traditional townmaking principles Harbor Point has gone a long way in establishing a real community.

Arverne

Arverne on Long Island, New York was another neglected site. Arverne began as an upmarket, pre-war oceanfront resort community. By the late 1980s after extensive redevelopment during the 50s and 60s, it had become an isolated urban renewal area, sandwiched between the Atlantic Ocean and a highway in Queens.

The 125 ha site is the largest tract of land owned by New York City and will be developed over the next 10 years as a new, market-rate residential community. It will take its cues from the nearby traditional neighbourhoods and its beachfront location.

Because of the huge size of the project site, the redevelopment proposed by Ehrenkrantz and Eckstut called for a range of neighbourhoods of diverse character and housing types (from 4-storey townhouses to high rise apartments). This strategy of creating different and varied neighbourhoods serves a number of purposes. First, it will break this enormous site into a series of smaller places with recognisable identities. Second, it will allow a range of residential markets to be served, from families wishing to live in low-rise & homes for young couples, singles or empty nesters seeking mid-rise or high-rise apartments. Finally, because the neigh-



76. Arverne Phase 1 Masterplan



77. Arverne typical lowrise housing

bourhoods are relatively discreet and not part of a single aesthetic idea, the project can be built, as it must, in phases that complement, without relying upon, one another. (Fig 75)

The plan treats Arverne like a microcosm of Queens itself, a collection of smaller villages, each with an identity of its own. Linkages have been strengthened between the new residential neighbourhoods and the adjoining communities so that Arverne, will integrate with the neighbourhoods around it.

Each neighbourhood has been designed around comfortable walking distances and an emphasis has been placed on creating public open spaces and parks that provide a focus for street life and pedestrian activity.

Retail will be grouped around town squares. Space has also been set aside on these squares for schools and other community service facilities, including day care centres, libraries and a fire station. At the northwestern edge of the community, a site is proposed for a 14,000 sqm retail centre with appropriate parking.

Nearly 20 ha of parks, both inland and along Arverne's two miles of beachfront will create the identity for Arverne by incorporating the beachfront setting and the characteristics of New York's traditional townhouse neighbourhoods.

Although Arverne was only in the first phase of redevelopment at the time it was visited. The proposal appeared to have a good balance of housing types and complementary civic & commercial functions with the added benefit of the subway and Long Island railway close by (an advantage over Harbor Point). (Fig. 76)

To make the housing affordable, the architecture is to be fairly modest similar to Harbor Point however the grid of streets and generous and diverse range of public spaces will hopefully compensate for a lack of architectural refinement. (Fig. 77)

The design and planning of a new community, such as Harbor Point or Arverne, has to be one of the most challenging projects. There is no clean slate as in a 'greenfields' site nor is there 'good bone structure' as in an urban infill project - only physical and social problems to overcome.

However, the redevelopment of redundant industrial and railway lands and landfill sites on urban waterfronts pose a different but equally challenging set of issues to resolve.

Just as Seaside put the TND concept on the map, the 1979 masterplan for Manhattan's Battery Park City by Alexander Cooper and Stan Eckstut showed how traditional street pat-

terns and building forms could be introduced on urban infill and redevelopment sites. Numerous other projects are now proceeding, which are based on this seminal project. Notably, Playa Vista in Los Angeles and Mission Bay in San Francisco, which both share the structural principles of Battery Park City.

URBAN REDEVELOPMENT

Battery Park City

In 1969, the Battery Park City Authority adopted its original development plan for 37ha of land-fill on the Hudson River adjacent to New York's city's financial district. In the spirit of 1960s planning this original plan was defined by isolated towers with separated pedestrian and vehicular movement.

After 10 years only one tower had been built, the project had no market acceptance.

In 1979 Cooper and Eckstut developed a revised masterplan that had a number of basic principles which departed from earlier planning.

The inspiration of Battery Park City was New York's best neighbourhoods, places like Grammercy Park, Park Avenue and Riverside Drive. The principle was to extend Manhattan to the river rather than create a stand alone enclave. (Fig. 78)

According to Cooper and Eckstut, key principles in the design of Battery Park City were to:

1. **Integrate as much as possible with the existing and adjoining land uses**, streets and blocks, vehicular and pedestrian circulation.
2. **Learn from and build on what exists:** the type of streets; parks and buildings that characterise the best neighbourhoods of the city.
3. **Design streets not buildings:** the public realm and the life of the street is what cities (New York) are about. Buildings should be designed to form the backdrop to these spaces.
4. **Build public spaces first.** The streets, squares and parks create the address and setting for the buildings with a quality public realm in place, each building can be readily marketed and sold, even prior to completion. In turn, the upfront investment in the public domain enhances the real estate investment in the longer term. (Sales figures at BPC have validated Cooper and Eckstut's dictum that good urban design is good real estate.)
5. **Make each stage complete in itself:** as large scale projects take a long time to build and may be delayed or never completed as originally conceived. By designing each stage as a discrete part (around a public space) it can successfully stand alone until it is completed.¹⁸

18 From various lectures and conversations with Stan Eckstut, 1990-92

Project name:	BATTERY PARK CITY
Description:	Extension of the city grid on new land fill to create new downtown neighbourhood in Manhattan
Location:	New York City
Precedents/ models used:	Commercial Centre: Midtown Manhattan Residential: Grammercy Park, upper West Side, Manhattan
Client/developer:	Battery Park City Authority
Consultants:	Cooper, Eckstut & Partners (Masterplanners)
Site area:	92 acres (38 ha)
Program/uses:	
residential:	14,000 units
office:	6,000,000 sf/557,400 sq m
retail/commercial:	:280,000 sf/26,012 sq m
community facilities:	wintergarden, playgrounds
parking:	minimal - rear access parking structures for residential only
other uses:	
public open space:	30% open space, includes parks, plazas, waterfront esplanade
Public transport:	(Y/N) Yes
train:	subway
buses:	buses
light rail:	-
Population:	
total number:	30,000 residential, 31,000 workers
social mix:	-
Guidelines/controls:	(Y/N)Yes - urban design guidelines
building heights:	50 stories max - commercial 4-20 stories - residential
form:	builds on best New York buildings and neighbourhood
Project status:	
planning/construction stage:	80% complete
no of stages:	6 +
References:	Stan Eckstut, 1992, BPCA fact sheet



78. Battery Park City Masterplan

The Battery Park City Masterplan comprises four parts:

1. **The Masterplan** which describes land use, streets and blocks, vehicular circulation, pedestrian circulation and open spaces and a staging plan.
2. **The official street map**
3. **The zoning text** which together formalised the design intent in the form of specific requirements eg street wall buildings.
4. **The Design Guidelines** which prescribe street walls, building envelope and building heights, building materials, curb cuts, etc.

The masterplan and carefully drafted guidelines together with a governing authority overseeing the staging, implementation and management of the public realm have ensured a good outcome.

The site is planned as an extension of lower Manhattan with traditional streets and blocks and 30 percent open space—parks, plazas, and a waterfront esplanade (Fig 79). The masterplan draws from traditional New York streets and buildings, and encourages complexity and small-scale elements to prevent a super-block appearance. Developers, selecting their own architects, bid on sites and a board reviews designs to ensure a mix of buildings and to avoid the appearance of a large project.

This mixed commercial residential development has at its centre a large commercial centre (550,000 sqm) and is bound on either side by dense residential neighbourhoods (14,000 units). The commercial centre designed by Cesar Pelli reflects the downtown commercial office architecture of the city.

Rector Place is at the heart of the Southern residential neighbourhood and recalls upper west side apartment buildings - red brick street wall buildings with stone bases and articulated tops. On the south side of the park, the buildings range from 18-24 m to protect the central park from overshadowing while buildings on the north side rise up to 40 m. (Figs 80-81)

The North Residential Neighbourhood includes 5500 apartments and retail and office space, a hotel and public facilities.

The North Area guidelines follow the principles developed for the South Area, but with differences due to its greater width and to its location adjoining a low-rise residential neighbourhood to the east. Low-rise development is increased, streets become broader, and there is more parkland, the waterfront esplanade becoming a major active park and the centre of the site being designed as a linear neighbourhood park.



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Battery Park City
79. Waterfront Esplanade
80. View from Hudson River of Rector Place
81. Rector Place Park

Project name:	MISSION BAY	
Description:	A highly urban mixed use neighbourhood on redundant railyards integrated into the city's street system and open space network.	
Location:	San Francisco, California	
Client/developer:	Catellus Development Corporation	
Consultants:	Skidmore, Owings and Merrill (San Francisco) Architects/Masterplanners EDAW Landscape Planners	
Site area:	314 acres (121 ha)	
Program/uses:		
residential (units):	8,000	
retail (sq ft/sq m):	735,000 sf/68,355 sq m	
office/retail/ commercial/(sft/sm):	4.1 million/sf/381,300 sq m	
community facilities:	Police, Fire station, recreation Centre Cultural Centre, 200 seat theatre and school	
parking:	Limited, including carpooling incentives	
other uses:	500 Hotel rooms 900,000 sf/ (83,700 sqm) of service and light industrial	
public open space:	68 acres (29 ha) including parks, recreation areas playing fields including over 3.5 kms of public shoreline and wetlands	
environmental considerations:	11 acres of wetland reserve	
Public transport: (Y/N) Yes		
train:	-	
buses:	Mini bus	connecting from city through Mission Bay to
light rail:	Mini trolleys	SE San Francisco
Population:		
total number:	20,000 working, 10,000 living	
social mix:	65% market rate housing 35% affordable housing	
Guidelines/controls: (Y/N)Yes		
building heights:	residential 3-5 stories commercial 4-8 stories typical/8 Stories max development control plan and urban guidelines	
Implementation:	extensive public-private joint ventures including public participation over 6 years	
References:	Mission Bay Plan, Jan 1990 Interview with Catellus Corporation 8.4.92	

Battery Park City's success and widespread acclaim are largely due to its timely statement about urbanism and the modern city.

The modern movements effect on the traditional urban structure was significant. Streets and blocks of street wall buildings had been eroded by isolated towers in windswept plazas. Battery Park City re-established traditional urban structure.

Cooper and Eckstut's Masterplan for Battery Park City did for city development what Seaside did for the suburbs. Both firms and both projects are working within a similar philosophical framework and both DPZ and Cooper Eckstut have very detailed guidelines which prescribe not only the urban structure but the architectural form as well. This degree of resolution and prescription has achieved the desired result - a very urban city neighbourhood which feels an integral part of Manhattan.

The benefits of this type of large scale urban development compared with greenfields development include: the presence of infrastructure and services particularly mass transit, the proximity to a broad range of businesses, employment and other uses which can complement the development and a population base to make it viable as a living and working community. It does not need to be totally self sufficient which, as has been demonstrated, is very difficult to achieve.

The success of Battery Park City on many levels has provided the model for many urban revitalisation projects although few have been implemented at this stage.

Mission Bay and Playa Vista are two west coast projects which are worth following.

Mission Bay

Mission Bay is 121 ha of redundant rail yards on San Francisco's waterfront adjacent to the downtown. A decade of consecutive schemes for the site reflects the changes in thinking about large scale urban design since 1979. Prevailing attitudes have evolved from the design being determined by a program, to focusing on the site, to concentrating on the larger context.

The final approved scheme, a collaboration between the city and the developer, rejected previous 'tower schemes' in favour of developing a new "neighbourhood" which integrates living and working and extends the scale and character of the adjoining South of Market district. The city's plan proposed parks and open space, including recreational use of the waterfront. (Fig. 82)

Skidmore Owings and Merrill (SOM) developed the final plan which is now being implemented. SOM focused on streets and open space, design guidelines for buildings, and identifying landmarks. The SOM plan uses public open space as a legible, connective, and place-making element and adds variety to the city's plan by breaking down the scale of residential areas into smaller, more diverse parcels and differentiating between retail streets, park edges, waterfront, and the Embarcadero edge. (Fig. 83)



82. Mission Bay Masterplan



83. Aerial view of Mission Bay proposal

Project name:	PLAYA VISTA
Description:	Previously Howard Hughes factory and airport - the project proposes a mixed use community while retaining valued Aidal marshes and introducing public transport and state of the art wastewater management.
Location:	Los Angeles, California
Precedents/ models used:	older Southern Californian town and cities including streets, open spaces and building types
Client/developer:	Maguire Thomas Partners
Principal Consultants:	Moule & Polyzoldes; Moore, Ruble Yudell; Duany & Plater-Zyberk; Richardo Legorreta (Architects & Urban Designers); Hanna Olin (Landscape Architects)
Site area:	1089 acres (434 ha)
Program/uses:	
residential:	13,000 including townhouses (6-8 du/ha) courtyard housing (15 du/ha) apts over retail (20 du /ha)
retail:	1/2 million sf (93,000 sq m)
office:	5 million sf (465,000 sq m)
community facilities	:fire house, police station, elementary school, childcare
parking:	yes, below grade
other uses:	marina
public open space:	extensive network of 25 neighbourhood parks, playing fields, cycling and jogging trails and restoration of over 260 acres of wet lands, bluff and riparian corridor (43% of total site)
walking distance:	3-5 mins to shops/transport
Public transport:	(Y/N)Yes
train:	-
buses:	electric shuttle buses within development
light rail:	long term
Population:	
total number:	28,000 residents/25,000 workers
social mix:	15% affordable housing
density:	16 du/ha nett
Guidelines/controls:	(Y/N)Yes, morphological and typological controls
building heights:	low to mid rise
form:	
implementation:	planning workshops
Project status:	
planning/ construction stage:	1st stage under construction
projected completion date:	10-20 years
References:	Polyzoldes interview 13.5.92 Hanna Olin interview 16.4.92 Center for Livable Communities Model Projects Fact Sheet (1994)



84. Playa Vista Masterplan

The Mission Bay plan when complete will represent a high density mixed use environment supporting market rate and affordable housing, employment for 20,000 (in office and light industrial jobs) and public transit. It is worth noting that although the site may have a population of 12,000, no building is to be over 8 stories, over 10 ha is devoted to public, communal and cultural facilities and more than 30 ha will be defined by parks, wetlands, recreation areas, and there will be more than over 3 kms of public shoreline. All these facilities will be no more than 5 minutes walk from any part of the community. Mission Bay, when complete, will be a true 'urban village'.

Playa Vista

Playa Vista is a 430 ha development proposed for the former site of Howard Hughes' airport and factory in Los Angeles. Unlike several earlier development schemes, strongly opposed by nearby residents because of their intensive commercial uses, the current masterplan for the property proposes a varied mix of land uses more closely resembling that of a typical neighbourhood.(Fig. 84)

The Playa Vista masterplan defines a balanced community of low- to mid-rise buildings with a strong emphasis on the provision of a generous public realm. Like many of the most admired older Southern California towns and cities, Playa Vista uses a defined hierarchy of street and open-space types to shape its neighbourhoods. Though predominantly residential in character, they also include a mix of other uses: office, retail, recreational, cultural and civic. Each neighbourhood is designed to provide an array of uses within a comfortable walking distance. The plan also includes several special districts, such as an office campus, village centre and marina.

Over half of Playa Vista's site has been set aside for various forms of open space including playing fields, parks and restored wetlands.

In a region dominated by the single family home and the car, Playa Vista will be at least 90% multi-unit housing and has been designed around comfortable walking distances, bike paths and a public shuttle to reduce the need for car travel (within the community at least).

This chapter has reviewed a diverse range of planned communities. Projects on greenfields sites and downtown Manhattan, projects which have developed a totally new environment to others which have reworked and transformed existing communities. Yet despite their differences all the case studies examined were based on developing walkable mixed-use neighbourhoods drawn from traditional town and city models.

CONCLUSIONS

Todd Bressi in his essay *Planning the American Dream* describes *New Urbanism* as follows:

In one sense, it represents a rediscovery of planning and architectural traditions that have shaped some of the most livable, memorable communities in America—urban precincts like Boston's Back Bay and downtown Charleston, South Carolina; neighbourhoods like Seattle's Capitol Hill and Philadelphia's Germantown; and traditional small towns where life centres around a court-house square, common, plaza, train station or main street. For the planners and architects who embrace the *New Urbanism*, places like these provide both inspiration and countless practical lessons for the design of new communities.

But the *New Urbanism* is not a romantic movement; it reflects a deeper agenda. Their planning and design approaches revive principles about building communities that have been virtually ignored for half a century: Public spaces like streets, squares and parks should be a setting for the conduct of daily life; a neighbourhood should accommodate diverse types of people and activities; it should be possible to get to work and accomplish everyday tasks without using a car.¹⁹

Furthermore, proponents believe it addresses issues such as traffic congestion, crime, social alienation, housing affordability and environmental degradation. So, although new urbanists draw from a range of nineteenth and early twentieth design traditions for inspiration *New Urbanism* is not considered just a revival of these early twentieth century planning ideas.

New urbanist proponents are concerned with physical design issues which can positively affect social economic and environmental agendas while acknowledging the realities of today's society. For example, cars are accommodated without being the overriding design determinant.

However, in general, the term *New Urbanism* has been used to embrace a range of urban design philosophies which despite their differences generally share fundamental principles (although in practice there is a great deal of variation between the intent and the reality).

The previous chapter illustrated a number of these new urbanist approaches. New Urbanist developments typically incorporate many (if not all) of these characteristics:

1. **Compact walkable neighbourhoods**, typically no more than a 5 minute walk (400m) from the centre of a neighbourhood to its edge. The neighbourhood is the basic building block. Many together form towns and cities.
2. **A highly connected network of streets**, which encourages streetlife, pedestrians, cycling and public transport (viable alternatives to driving) while accommodating cars. A balance between the needs of pedestrians and cars allows each to function and interact

19 Bressi, Todd 'Planning the American Dream' in *The New Urbanism: Towards an Architecture of Community* XXV. Katz, Peter, 1994

efficiently and aims to ensure safer and more comfortable streets. Small block sizes (approximately 60 x 180 m) a complete hierarchy of streets including lanes and cycleways are considered essential to ensure a diversity of paths for pedestrians and motorists.

3. **A diversity of uses and household types** often occur close together so people can walk between home, work, shopping and recreation. A range of building types should be included to accommodate a range of uses and users of different ages and incomes within the same neighbourhood. Building types should be varied enough to accommodate a range of activities and flexible enough to be easily adapted as required.
4. **The centre of each neighbourhood is defined by a public space, civic and commercial functions.** A public park, square or main street is the focus of the neighbourhoods public life (and may include a public transit stop). Public spaces are given priority and their form and image is strengthened by building forms and street patterns that frame the space. Parks and open space should also respond to the site's natural features and ecology to have real value.
5. **Urban form and buildings respond to the surrounding fabric and local traditions.** Buildings are designed to contribute to the spatial definition of streets, squares and parks.
6. **Higher than typical suburban densities.** Although not necessarily high density, typically the layout and planning of development is compact and space efficient.
7. **Codes** or urban design guidelines are often used to define the physical form of the community. These are different from conventional controls which mainly address land use and density. These codes specify the essential components of the urban form: streets and blocks, buildings and open space types.
8. **Participatory planning** is typical to ensure more successful outcomes. Consensus building activities may include seminars, surveys, workshops and design charettes to involve a wide range of stakeholders in the process.

It is evident that the key structural principles of *New Urbanist* communities vary little from traditional settlement patterns of early twentieth century planned communities. For example ideas about the connection between land use and transit draw on practices that shaped the development of streetcar suburbs and ideas that were advocated by regional planners in the early decades of the century.

The key differences then are the claims that the fundamentals of *New Urbanism* address many of the structural problems of current planning and development such as traffic congestion, air pollution and housing affordability.

There has been a wide application of these fundamental townmaking principles to very different contexts with a varying range of success. Although there are many projects there are few

which are established to the extent that they can be critically evaluated.

Of those that are built, the most successful are the projects that tackle existing urban areas whether it be urban infill, revitalisation of blighted areas or new development on industrial lands. These projects such as Battery Park City, Downtown Hayward and Mission Bay, Harbor Point and Arverne have been realised by tapping into existing population services, employment and transport in order to achieve the *New Urbanist* goals which are beyond the scope of physical planning alone.

It is on the greenfields sites on the urban periphery where typical suburban development pressures and constraints prevail that the non-physical planning objectives have been more difficult to realise, notably housing mix and affordability, a reduction in car dependence (outside the community), to the provision of public transport and a mix of uses which can generate meaningful local employment.

In attempting a rational analysis of the views of *New Urbanists*, there are a number of inter-related strands of argument which need assessment:

1. The principle of developing neighbourhoods which accommodate a range of household types and land uses requires that the questions of affordable housing and employment availability are effectively tackled.
2. The broader environmental concerns of the *New Urbanists* raise the issues of density and transportation, not only at a local level, but in terms of the relationship with the broader metropolitan framework.

Finally, in assessing the effectiveness of *New Urbanists* in achieving their more localised objectives, it is important to assess their physical planning initiatives in terms of urban form and architecture.

AFFORDABLE HOUSING

New Urbanists have been fiercely critical of the social and economic segregation inherent in current patterns of suburbanisation. As such, one of the central planks of the *New Urbanists'* approach has been that each neighbourhood should accommodate a range of household types and uses.

In seeking to ensure a range of household types, it is suggested that affordable housing needs to be integrated in small quantities throughout the neighbourhood, for example in, shop top housing, granny flats, small lot houses etc.

However there is a direct nexus between affordable housing for low income earners and access to suitable employment.

The provision of affordable housing is reliant on:

- The employment creation suggested in mixed use neighbourhoods happening and being suitable to attract lower income earners, and that the percentages of residents working locally is appreciably higher than in normal suburban developments.
- A wide range of services and facilities being available to residents within walking distance, not only shops which are likely to require increased densities to eventuate, but also government services such as schools and health facilities.
- These communities being serviced by good public transport to provide access to employment and services which are not provided locally as low income earners are more dependent on public transport.

Not one of the DPZ projects examined was able to demonstrate a mix of employment opportunities to support lower income earners within the community and yet none included the provision of public transport to enable low income earners to work elsewhere without private transport.

EMPLOYMENT AVAILABILITY

An important component of the logic of *New Urbanism* is the break with the framework of separated uses inherent in contemporary urban planning. The goal of a range of land uses in each neighbourhood does, however, need to be seen in the context of the forces which have historically driven employment location within metropolitan areas, and in terms of the impacts of such a strategy on both future employment distribution and transport patterns.

The pattern of metropolitan employment distribution generally evolved from a situation in which a high proportion of jobs were concentrated in Central Business Districts. Following the unprecedented suburban expansion after the World War II: Functions once unique to centre cities began to follow their customers and labour pools outward. According to Calthorpe this shift has resulted in a greater reliance on cars than public transport as the suburb-to-suburb commute now represents 40% of total commute trips while suburb-to-city comprises only 20%.

The dispersed pattern of metropolitan employment (particularly in the context of low-density sprawl) has radically undermined the potential to service such regions with high quality public transport without substantial subsidies.

While *New Urbanists*, particularly Calthorpe, are committed to *Transport Orientated Development*, the local employment strategies of *New Urbanists*, if successful, could further undermine the regional potential of their public transport aims. This outcome could be helped if there was a considerable increase in employees seeking local, rather than metropolitan employment (assuming skills/jobs matching), increased telecommuting or an active metropol-

itan strategy to concentrate employment in regional centres. In the short term, it is extremely difficult to envisage any of these factors, or a combination of them, generating major changes in metropolitan employment distribution.

Density

An insistent theme from the promoters of *New Urbanism* is that it constitutes an environmentally sound alternative to typical suburban sprawl. In essence, the claim is that *New Urbanism* is land-efficient.

The implication is that densities are increased to achieve more compact development.

In reality, *New Urbanism* project increase nett densities over portions of a site in order to preserve areas of environmental sensitivity or significance and/or to provide quality open spaces.

This is a significant and beneficial shift from typical suburban subdivisions however, as a result of the provision of a mix of uses and substantial open space, the gross densities achieved by *New Urbanist* schemes are comparable to traditional suburbs. Proposals by Duany and Plater-Zyberk (1994) have consistently been below 3 du/acre (7.2 du/ha) with the notable exception of Kentlands, Maryland which achieved 4.5 du/acre (10.8 du/ha).

Calthorpe's proposals tend to have somewhat higher densities. Laguna West, Sacramento County, California achieved 3.25 du/acre (7.8 du/ha), and South Brentwood, California 3.6 du/acres (8.9 du/ha). However, it should be recognised that, in a limited number of examples, *New Urbanist* proposals have achieved far higher densities; however they have tended to be in more urban settings which have a wider range of services to support higher densities.

In this context while the mix of uses and local environmental benefits of the *New Urbanist* approach are desirable, it does not result in higher densities or less consumption of land.

Transport

The *New Urbanists* particularly Calthorpe have tended to lay considerable emphasis on the transport benefits of their proposals.

These benefits are generally argued at a local level, where it is held that the range of employment and services provided within walking distance will reduce car dependency. At a regional level it is argued that by directing development into denser nodes, the *New Urbanists* channel more trips into discrete corridors than could be served by transit.

Again, the defensibility of both these claims, in terms of improvements over traditional subdivision patterns, relies on increased densities. At the local level, such density increases are necessary to provide a sufficient customer base to support and make local businesses viable. At the regional level increased densities are necessary along transport corridors to make the provision of public transit viable.

These transport claims tend to break down in two areas. Current proposals do not appear to have increased densities to a level which would substantially impact on the range of services available to residents within walking distance nor make the provision of mass transit viable. (This would explain the difficulties encountered in achieving some of the commercial components projected in a number of implemented schemes). More importantly, even if *New Urbanist* schemes were occurring within a context of metropolitan corridor development (it is clear that the majority are not), it remains to be seen whether the availability of transit would effect a substantial shift in transport usage.

Physical Planning

In dealing with the physical planning proposals of the *New Urbanists*, two distinct elements of their overall agenda require assessment. The principles which order the urban form and the parameters controlling the design, materials and techniques of construction of buildings within such settlements.

First, Cooper and Eckstut and then Duany and Plater-Zyberk reintroduced the masterplan which delineates the street network, the pedestrian network and the location of buildings and squares. More importantly, it also includes street sections depicting the character of the streets, and a regulation plan for the zoning of buildings representing the principle of integration rather than separation of uses.

Finally, the DPZ's framework includes guidelines or urban regulations which control those aspects of private building which affect and shape the public domain. These specific controls were established as a means to reintroduce urbanism into planning and townmaking.

Underlying this approach is an implicit critique of contemporary planning which suggests that a public domain of any quality cannot be achieved unless it is actively considered as the fundamental structuring element of overall planning, and more stringent control mechanisms are put in place to assure its integrity is protected during the process of incremental development.

More importantly, in ordering the public domain *New Urbanism* has evolved strategies which bridge the longstanding divide between planning and architecture. It is difficult to underestimate the importance of this contribution. *New Urbanism* has re-established an awareness of, and a consciousness about, urbanity. It has encouraged thought about the fundamental question of design, and has sought to identify the 'prerequisites' or principles which hold the key to environmental quality.

In the area of building design, *New Urbanism* has run into considerable criticism. While not all the proponents of *New Urbanism* have sought to establish the level of design control imposed by Duany and Plater-Zyberk, their architectural codes have become an important component of *New Urbanist* planning philosophy. Essentially the architectural regulations seek to control the materials & forms of buildings to establish the harmony required to achieve neighbourhood identity.

The Architectural Code for Seaside in Florida, for example, specifies roof pitches and materials, types of permitted exterior cladding, the range of permitted picket fencing and where it is required, door types, window proportions and detailing.

The parameters on which the codes are structured draw heavily on the precedent of traditional towns within the region in which the project is located. This approach has drawn considerable criticism, particularly with its inherent risks of popularisation of nostalgic imagery and artificially constructed histories.

In defence of the codes they do not prescribe historical buildings as a number of buildings at Seaside demonstrate. The historic stylism of Seaside and Kentlands says more about the demands of the marketplace and how the codes have been interpreted to fulfil these desires.

However, while guidelines or controls are common to most of the proponents of new planned communities there is a great diversity of approach. Calthorpe for example tends to place most of the emphasis on urban structure and leave the buildings to the developers. Others like Solomon and Clarke in their scheme for Communication Hill take a far more typological approach to building design.

Historic stylism is not an intrinsic characteristic of *New Urbanism*.

There are obviously many limitations to the social, environmental and economic claims of *New Urbanism* but there are also many positive lessons to be drawn from their critique of contemporary planning practice and their fundamental urban design principles which focus on a quality public realm as the basis of the development of neighbourhoods, towns and cities.

The problem with idealistic claims (which have often not been substantiated in practice) is that they can easily be appropriated (using the right phrases and a few key features) by the development industry to gain approvals for major new developments, which may otherwise be difficult, and/or to market new housing. This has led to themed suburbs which now provide simulated 'historic' communities rather than simply a choice of style for individual homes.

A fine example of this type of simulation has been developed across from Kentlands in Maryland. Using the same builders and house styles it is easy to confuse the communities as one approaches, however within the 'copycat development' the buildings cannot camouflage the appalling planning: large expanses of communal carparking, disorienting streets and cul-de-sacs with no footpaths, and a drainage easement being the only communal open space.

The difference between the development is striking and the benefits of the *New Urbanists* planning framework to create coherent urban environments is clear.

While stylistic interpretations of *New Urbanism* can already be seen in Australia there are now a number of projects seriously addressing the *New Urbanist* agenda.

Landcom through their Urban Design Program, Lend Lease at the St Mary's ADI site and Gungahlin Town Centre being developed by the Gungahlin Development Authority in Canberra are three examples.

For the past twenty years Landcom has been concentrating on subdivision of land on the urban outskirts for detached family housing. Landcom's focus is now changing and while still operating in greenfield locations, it is now paying closer attention to development opportunities in inner and middle ring suburbs to fall into line with Government policy.

Government has adopted a compact city approach. This approach attempts to stem declining populations in inner and middle ring suburbs, to redevelop redundant sites close to public transport and other facilities and to make better use of land on Sydney's fringe. Implementing the compact city principle requires two thirds of all dwellings to be built in established areas, and to reduce the rate of urban expansion in fringe areas. This has required Landcom to redirect its development activities.

Landcom's Urban Design Program

Landcom is aiming to lift the standard of urban development through implementation of an ESD Strategy which includes an Urban Design Program. This Urban Design Program promotes the principles of *New Urbanism* in Landcom's development proposals.

Landcom's role is to work closely with local councils and industry and demonstrate the benefits of the *New Urbanist* approach by developing model urban developments.

The pilot program included 10 sites of varying sizes including greenfields and urban renewal sites.

All are a great improvement on Landcom's typical development with a dense housing mix, connected streets and public spaces as the focus of each development.

The disappointment of this initiative is that particularly on the urban renewal sites like Five Dock where services, infrastructure and population exist there was no investigation of a mix of uses. In essence, they are still all only housing projects. (Fig. 85)

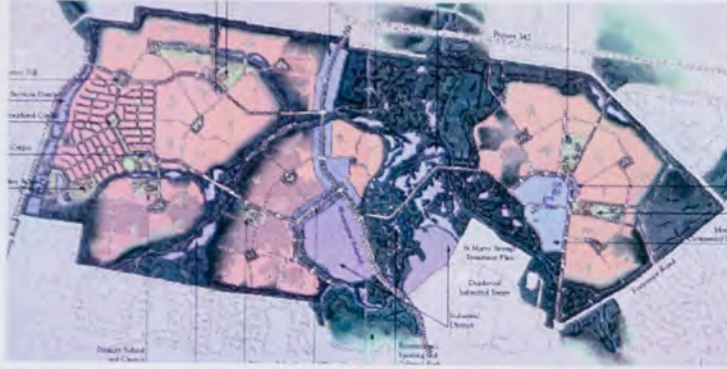
Landcom is currently proceeding with its first major urban infill site in Zetland. This should provide the opportunity to test a sustainable mixed use development.

Lend Lease's St Mary's ADI site

Lend Lease's proposal for the St Mary's ADI site is much more ambitious. Designed by *New Urbanists* Duany and Plater-Zyberk, the Environmental and Urban Development Masterplan for the 1535 hectare ADI site at St Mary's states it "is a blueprint for the best practice in urban planning and ecologically sustainable development".²⁰



85. Landcom project, Five Dock NSW



86. St Mary's Masterplan

The plan includes the development of four traditional, village-like communities which will offer a mix of homes and workplaces planned around a major regional conservation and parkland system. The villages will be compact, mixed-use communities. Each village will incorporate a diversity of housing with easy access for residents to a range of employment opportunities and educational, community, health, retail and recreational facilities.

The site has the potential to accommodate approximately 30,000 people over a period of 15 years.

The villages will be set in a 600 hectare system of public parks, nature reserves, regional wetlands and conservation areas. This open space system will be the catalyst for the establishment of the proposed Western Sydney Regional Conservation System linking major conservation and open space areas to form a regional greenbelt. (Fig. 86)

The plan is impressive in its incorporation of key *New Urbanist* principles often omitted from plans to date, namely employment and transport.

The Business Development Plan, outlines detailed, practical strategies to create 12,000 local and regional jobs. These strategies will ensure a balance between the emerging local labour force and job opportunities. Employment is accommodated not only in home-business zones but a range of employment districts:

- 25 ha urban services district (commercial office, retail, community services)
- 2 industrial areas of 40 and 20 has each located adjacent to the main arterials
- 2 commercial districts each of 20 has. The first flanks the proposed Werrington Arterial, the other supports a proposed village centre and already contains the ADI electronic business. (Fig. 87)

The site is situated near established infrastructure, including water, sewerage, transport and major centres of employment. The development of the site should maximise the use of these resources and is designed to reduce car dependency by providing an efficient public transport system linked to the regional network, and by ensuring facilities required on a daily basis are within easy walking distance for most residents.

The existing regional transport network will be tapped into through an extension of the existing "Nepean Nipper" hail and ride bus service and the development of the proposed Transit Link. The Transit Link will provide an express bus service from the heart of the new community to the nearby St Mary's station; it will also incorporate a cycleway and a reservation for the future extension of the rail service. The Transit Link will offer convenient link to the regional transport network, and to regional commercial, retail, community and employment facilities.

From the masterplan report the intention to create a 'best practice project' is clearly evident. The only omission appears to be with regard to increased housing densities. While garden apartments and townhouses are included near the village centres the predominant housing



87. St Mary's employment districts

type is still the single family detached house which collectively do not increase density or equate to efficiency of land use.

St Mary's is yet to be implemented so the reality still remains to be tested. Nevertheless, working with the local and state government planning objectives it can achieve more than isolated and elitist PUD developments characteristic of the US *New Urbanist* developments to date.

The 1995 Metropolitan Strategy recognised the strategic location of the St Mary's site and its potential to demonstrate change in urban development by "building on established communities and employment areas and linking to an existing public transport corridor".

The development of this site therefore, represents more an "infill" development opportunity, as opposed to a more costly and inefficient peripheral or "fringe" development. The site is situated within an already developed area and in close proximity to existing infrastructure and transport network. According to Lend Lease, the efficiencies of developing this site as compared with a "fringe" area, will potentially result in savings for home purchasers of approximately \$40,000 on a house and land package.

It is evident from the analyses of the projects reviewed that without addressing issues such as employment, transport and sustainability, *New Urbanist* planning will only superficially improve the quality of the urban environment.

Urban infill and urban renewal which builds on and optimises existing (and proposed) infrastructure such as the recent masterplan for Green Square in South Sydney is the most sustainable and optimum development scenario.

Even so development will still occur on the urban fringe and ex-urban areas where land is cheap. The model proposed by Lend Lease at St Mary's where Government and developer work hand in hand to achieve regional planning goals (not merely single site development) has great potential in these less urban areas.

The challenge is to ensure that incremental growth and development is managed strategically so the big picture is not subverted by individual interests. The role of government is therefore instrumental in ensuring viable transport and employment is achievable before development occurs.

The role of architects, urban designers and planners is paramount in achieving quality urban outcomes. However, quality planning and design alone cannot cure the social ills which have accompanied the past 50 years of urban growth. The causes of economic inequity, placeless sprawl and environmental degradation run far deeper than that.

The *New Urbanists* have now acknowledged the overriding importance of addressing the political and development structures in which they work. The Congress for the *New Urbanism* (CNU) held in South Carolina in May 1996 adopted the CNU Charter which reaffirmed the

basic principles of *New Urbanism*. The Charter also explicitly committed *New Urbanism* to a broad, and in many senses 'structural', metropolitan agenda which included infill development (over peripheral expansion), affordable housing, and transit development. Interestingly, the Charter also recognised that "physical solutions by themselves will not solve social and economic problems" and therefore advocated "the restructuring of public policy and development practices" to support *New Urbanist* principles.²¹

If these objectives can be realised then a fundamental shift in the way cities are made may be achievable. If this is the case the movements title 'The *New Urbanism*' will be well deserved.

21 Congress for the *New Urbanism* 1996 CNU Charter CNU IV Congress for the *New Urbanism* Charlestown, South Carolina May 3-5

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- (ii) Mizner Park, Boca Raton, Florida
- (iii) The Crossings, Mountain View, California
- (iv) Playa Vista, California

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Australia

2 March 1993 Meeting and field trip with Jan McCredie, Green Street Promoter of the NSW Department of Planning.
 Projects visited include:
 Raleigh Park, Kensington.
 Projects at Ryde, Cherrybrook and West Pennant Hills

United States

San Francisco

6 April 1992 Meeting with Daniel Solomon.
 Re: Transit related projects:
 Communication Hill, San Jose, Hayward Downtown

7 April 1992 Meeting with Rick Williams of Calthorpe Associates.
 Re: Transit related projects:
 South Brentwood Village
 Brentwood
 Laguna West
 Dry Creek Ranch

8 April 1992 Meeting with Kathryn McCamant & Charles Durret.
 Re: Co-Housing project: Muir Commons, Davis Ca.

8 April 1992 Meeting with John Kricken & G Skidmore, Owings & Merrill and Julie Gonzales-Burns Catellus Corporation
 Re: Mission Bay
 Projects visited include:
 Laguna West
 Sacramento
 Muir Commons
 Davis Village Homes
 Davis, Mission Bay, SF

Chicago

9-10 April 1992 Project visits included: Riverside, Lake Forest, Oak Park

Boston

11 April 1992 Meeting with Bill Rawn of William Rawn Associates
 Re: Battle Road Farm, Lincoln MA
 Mission Hill row housing
 Charleston Naval Yard housing
 Meeting with Joan Goody of Goody Clancy & Associates
 Re: Harbor Point, Boston

12 April 1992 Meeting with Alan Ward of Sasaki Associates
 Re: Reston Town Centre, Stage 1
 Princeton Forestal Village, Town Centre
 Brambleton

Project visits included:

Harborpoint

Battle Road Farm, Lincoln, Charleston Naval Yard

Mission Hill Housing

New York

13 April 1992

Meeting with Eric Kuhn

Re: Riverwalk, Chesapeake

14 April 1992

Meeting with Stan Eckstut of Ehrenkrantz & Eckstut

Re: Arverne NY

Battery Park City South

Newport, NJ

Port Liberte, NJ

14 April 1992

Meeting with Brian Shea of Cooper Robertson & Partners

Re: Battery Park City North

Carr Norfolk Southern Project, Alexandria

15 April 1992

Meeting with Ted Liebman of Liebman & Melting

Re: Arverne, NY

Spring Creek, NY

Shorehaven, The Bronx, NY

15 April 1992

Meeting with Bill Ryan of Skidmore Owings & Merrill

Re: Riverside South, NY

Communities/Projects visits include:

Battery Park City

Newport on the Hudson

Avenue

Radburn, NJ

Parkslope, NY

Forest Hills

Sunnyside, NY

Philadelphia

16 April 1992

Meeting with Rohan Dickson & Robert Bedell of Hanna Olin

Re: Playa Vista, LA

Project visits included:

Chestnut Hill

Society Hill

Washington

17 April 1992

Meeting with Robert McNulty, Daniel Schwartz of Partners for Livable Places

18 April 1992

Meeting with Lloyd Bookout & Scott Middleton of The Urban Land Institute (UW)

- 19 April 1992 Re: Various projects, trends in new communities
Meeting with Joseph Alfandre
Re: Kentlands, MD
Communities/Projects visits included:
Georgetown, Washington
Annapolis, MD
Alexandra (old town), VA
Windsor Farms, VA
Kentlands, MD
Riverwalk, VA
- Miami**
- 4 May 1992 Meeting with Richard Sheaven of Duany & Plater-Zyberk
Re: Seaside, FL
Windsor, FL
Wellington, FL
Avalon Park, FL
Blount Springs, AL
Tannin, AL
Kentlands, MD
Playa Vista, CA
- 5 May 1992 Meeting with David Meisenhelder of The Crocker Company
Re: Mizner Park
Communities/Projects visited include:
Coral Gables, Miami
South Beach, Miami
Coconut Grove, Miami
Worth Avenue, Palm Beach
Winter Park, Orlando
Mizner Park, Boca Raton
Charleston Place, Boca Raton
Tannin, AL
Seaside, FL
- Los Angeles**
- 12 May 1992 Meeting with Jan Van Tilburg of Jan Van Tilburg & Partners
Re: various projects, Santa Monica, Venice Beach, Renaissance at La Jolla
- 13 May 1992 Meeting with Stefanos Polyzoides of MoulePolyzoides
Re: Playa Vista
Communities/Projects visited included:
Playa Vista site
Malaga Cove, Palos Verdes
Santo Rancho Maguenita
Baldwin Hills Village, LA

New Planned Communities

Project name:	TANNIN
Location:	Orange County, Alabama
Description:	A coastal village on the Gulf of Mexico built with the town centre addressing the highway.
Precedents/ models used:	Traditional southern towns and building types local vernacular.
Client/developer:	George Gounares & Associates
Consultants:	Duany & Plater-Zyberk
Site area:	60 acres (24 ha)
Program/uses:	
residential:	172 dwellings
commercial:	40,000 sf (3,720 sq m)
community facilities:	Village hall, place of worship, post office, fire station, crafts centre.
Parking:	At rear of lots
other uses:	25 room inn
public open space:	common at town centre & parkland related to canals & lakes
environmental/ considerations:	Linear dune and tannin stained lakes formed into canals throughout wetlands of the development.
Public transport:	(Y/N)
train:	No
buses:	No
light rail:	No
Population:	total number: - social mix: -
Guidelines/controls:	(Y/N) Zoning, Urban code
building heights:	
form:	
implementation:	
Project status:	
designed:	1986
under construction:	20% complete 1992
projected completion date:	1995
References:	Interview with DPZ Towns & Townmaking Principles

Project name: CARR NORFOLK SOUTHERN PROJECT
 Location: Alexandria, Virginia
 Description: A new mixed use district on old by-passed area deteriorating on the edge of Alexandria.
 Precedents/models used: Old town Alexandria, Battery Park City
 Principal Consultants: Cooper Robertson and Partners
 Site area (acres/hectares): 75 acres (30 ha)
 Program/uses:
 residential : 1,800 residential units.
 retail: 378,000 sf (35,000 sq m)
 office: 4.2 million sf (390,000 sq m)
 community facilities: Federal courthouse.
 parking: Structured parking within building.
 public open space: 41 acres of open space including 3 parks.
 Public transport: (Y/N)Yes
 train:
 buses: Buses
 light rail:
 Population:
 total number: -
 social mix: -
 Guidelines/controls: (Y/N)Yes, urban form and built form guidelines
 building heights: Ranges from 3 storey townhouses to 20 storey office towers. Street wall limited to 7 stories.
 guidelines: Prescribed heights, setbacks, use, materials
 Project status:
 construction stage: 1st stage commenced Summer 1990
 no of stages:
 projected/
 completion date: 20 years
 References: Interview with Brian Shea, Cooper, Robertson Architecture, April 1990.

Project name:	WINDSOR
Location:	Vero Beach, Florida
Description:	Exclusive resort village on Atlantic coast of Florida
Precedents/ models used:	Urban tradition of the Carribean.
Client/developer:	Westnor Ltd & Abercrombie & Kent International.
Consultants:	Duany & Plater-Zyberk (Masterplanners)
Site area:	400 acres (161 ha)
Program/uses:	
residential:	320 dwellings
retail:	General store, restaurant cafe.
office (sq ft/sq m):	-
community facilities:	Meeting hall, post office, beach club, golf club.
parking:	
other uses:	8 room inn
public open space:	Golf course, 2 polo fields, private beach, tennis courts,
environmental/ considerations:	
Public transport:	(Y/N)No
train:	-
buses:	-
light rail:	-
Population:	
total number:	Transient population
social mix:	No, very rich only.
Guidelines/controls:	(Y/N) Yes Urban Code, Architectural Code
building heights:	2 stories typical (3 stories max), courtyard and sideyard houses
implementation:	
Project status:	
designed:	May 1989
construction stage:	Commenced 1991
projected/ completion date:	10 years
References:	Interview with DPZ Various publications.

Project name:	HARBOR POINT
Description:	Mixed income community. (Formerly New England's largest and most distressed public housing project).
Location:	Columbia Point, Boston
Precedents/ models used:	Boston's Commonwealth Ave, Battery Park City.
Client/developer:	Harbour Point Community Task Force Corporation and Peninsula Partners.
Principal Consultants:	Goody Clancy & Associates (Masterplanners & Architects) Mintz Associates (Architects, Planners)
Site area:	50 acres/20 ha
Program/uses:	
residential:	1,283 units, 5-7 stories, 2-3 storey townhouses.
commercial:	3,100 sf (288 sq m)
community facilities:	Daycare centre, a teen club, elderly centre & clubhouse.
Parking:	Yes, within buildings or attached garages. Parking - on street and at rear.
public open space:	Central focus, landscaped mall fronted by commercial facilities including tennis courts.
Public transport:	(Y/N)Yes
buses:	Private shuttle bus service
light rail:	-
Population:	
total number	3000
social mix:	30% (400) low income tenants 70% (900) market rate tenants
Guidelines/controls: (Y/N)	
building heights:	2-3 storey townhouses, 5, 6, 7 storey elevator buildings
colour:	Seaside town clapboard - New England
form:	Red brick building along the central mall, variety not usually found in one development.
Project status:	
projected/ completion date:	1st phase completed 1988 - 1,283 residential units.
Budget:	\$200 million. Complex package of public & private loan grants.
References:	Interview with Joan Goody, 9.9.92 Architecture magazine, July 1990

Project name:	RESTON TOWN CENTRE	
Description:	New town centre for 1960's new town of Reston	
Location:	Reston, Virginia	
Precedents/ models used:	Traditional American town centres, Main streets, Country Club Plaza, Kansas City	
Client/developer	Reston Town Centre Inc. Himmel/MKDG	
Consultants:	Sasaki Associates (Planners & landscape architects) & RTKL Associates, Architects	
Site area:	Town core: Phase 1: 15 acres/6 has Phase 2: 65 acres/26 has Total site area of Town Centre district:390 acres/152 ha	
Program/uses:	First Phase	Build out
residential:	800 units	2000 units
retail:	145,000 sf/1	3,485 sq m
office:	500,000 sf/46,500 sq m	1,000,000 sf/93,000 sq m
community facilities:	skating rink, post office	
parking:	within decks behind buildings	
other uses:	500 room hotel 500 room hotel cinema	
public open space:	urban plaza, town park, lakeside park adjacent to housing	
Public transport:	(Y/N)Yes	
train:	-	
buses:	buses only	
light rail:	-	
Population:	Reston community 51,000 residents (3000 has)	
total number:	up to 4000 residents in town centre	
social mix:	-	
Guidelines/controls:	(Y/N)	
building heights:	3-4 storey street wall, max building height 11 stories	
form:	North east downtown	
Project status:		
planning/ construction stage:	First phase complete September 1991	
no of stages:		
References:	Interview with Alan Ward, Sasaski Associates 1992 PA, December 1988	

Project name:	BATTERY PARK CITY
Description:	Extension of the city grid on new land fill to create new downtown neighbourhood in Manhattan
Location:	New York City
Precedents/ models used:	Commercial Centre: Midtown Manhattan Residential: Grammercy Park, upper West Side, Manhattan
Client/developer:	Battery Park City Authority
Consultants:	Cooper, Eckstut & Partners (Masterplanners)
Site area:	92 acres (38 ha)
Program/uses:	
residential:	14,000 units
office:	6,000,000 sf/557,400 sq m
retail/commercial:	:280,000 sf/26,012 sq m
community facilities:	wintergarden, playgrounds
parking:	minimal - rear access parking structures for residential only
other uses:	
public open space:	30% open space, includes parks, plazas, waterfront esplanade
Public transport:	(Y/N) Yes
train:	subway
buses:	buses
light rail:	-
Population:	
total number:	30,000 residential, 31,000 workers
social mix:	-
Guidelines/controls:	(Y/N)Yes - urban design guidelines
building heights:	50 stories max - commercial 4-20 stories - residential
form:	builds on best New York buildings and neighbourhood
Project status:	
	planning/construction stage: 80% complete
no of stages:	6 +
References:	Stan Eckstut, 1992, BPCA fact sheet

Project name: COMMUNICATIONS HILL
 Description: a new dense urban hillside neighbourhood in low density San Jose near the downtown
 Location: San Jose, California
 Precedents/ models used: Hillside neighbourhoods of San Francisco, Seattle, Sansalito & Berkeley specifically Telegraph Hill, San Francisco
 Client/developer: City of San Jose
 Consultants: Kathryn Clarke & Daniel Solomon
 Site area: 500 acres/200 has
 Program/uses:
 residential: 4000 multi family, 15 single family
 commercial/retail: 50,000 sf/4645 sq m
 community facilities: Fire station, school, day care
 industrial/commercial: 450,000 sf/41,805 sq m
 heavy industry: 180,000 sf/16,722 sq m
 other uses:
 public open space: 27 acres/10 ha - parks, terraces, playing fields
 Public transport: (Y/N)Yes
 train: Caltrain
 buses: Buses
 light rail: Light Rail Transit
 Population:
 density: 10 du/ha
 total number:
 social mix:
 Guidelines/controls: (Y/N)
 building heights: 4 storey, some higher corners at key locations
 Project status: Specific Plan adopted
 References: Solomon Inc., Communications Hill Specific Plan

Project name:	DOWNTOWN HAYWARD
Description:	a dense mixed use pedestrian oriented downtown neighbourhood to revitalise and repopulate a decaying urban centre
Location:	Hayward, California
Precedents/ models used:	Hayward 1856-1952
Client/developer:	Hayward City Council
Consultants:	Solomon Inc - Daniel Solomon (principal)
Site area:	125 acres/50 ha
Program/uses:	
residential:	675-1345 units
retail:	66,700 sf/6203 sq m
office:	50,800 sf/4724 sq m
community facilities:	cultural/community arts centre, library, new fire station
parking:	2647 in structured parking, 1.5 sp/2 bed apt (typical)
other uses:	supermarket expansion 47,600 sf
public open space:	pocket parks, median park, new downtown plaza
Public transport:	(Y/N)Yes
train:	BART
buses:	buses
light rail:	-
Population:	
density:	65 du/acre/26 du/ha
total number:	-
social mix:	affordable housing
Guidelines/controls: (Y/N)	
building heights:	20 m max building height (6 stories)
form:	
implementation:	lengthy public consultation process informed plan
Project status:	Specific plan adopted by the city. 3 blocks acquired by city for housing. City in negotiations with BART for joint venture project.
References:	Interview with Dan Solomon Downtown Hayward Design Plan

Project name: SOUTH BRENTWOOD
 Description: Affordable housing as part of a mixed use development providing jobs and housing
 Location: East Bay area - east of San Francisco & Oakland
 Precedents/
 models used: nearby town of Brentwood
 Client/developer: Kaufman & Broad & South Brentwood Village Association
 Consultants: Peter Calthorpe & Associates
 Carlson, Barbee & Gibson Inc. (Civil Engineers)
 Site area: 140 acres/56 ha
 Program/uses:
 residential: 500
 retail: 14,000 sq m
 office: 41,250 sq m
 community facilities: day care
 parking: within retail & office areas - 1/du
 other uses: light industrial
 public open space: 3.4 ha
 Public transport: (Y/N)
 train: -
 buses: local buses
 light rail: -
 Population:
 total number: 1500
 social mix: small rental apartments, 'granny flats'
 density: 8.9 du/ha
 Guidelines/controls: (Y/N)
 building heights: 2 stories
 form: local vernacular
 implementation: PUD
 Project status: commenced 1993

Project name: KENTLANDS
 Location: Gaithersburg, Maryland
 Description: Traditional town comprising 5 villages focused around the natural features of the site
 Precedents/
 models used: Old town Alexandria, Georgetown Washington, Annapolis, Maryland
 Client/developer: Joseph Alfandre & Co
 Consultants: Duany & Plater-Zyberk
 Site area: 356 acres
 Program/uses:
 residential: 1600 du
 retail: 1.2 million SF (108,000 sq m)
 office: 1 million SF (90,000 sq m)
 community facilities: meeting house, 2 places of worship, library, elementary school, child care, recreation club
 parking: 1-2/unit
 other uses:
 public open space: a lake and wetland preserve, greenbelts, several small squares & parks
 Public transport: (Y/N) No
 train: -
 buses: -
 light rail: -
 Population:
 density: 10.8 du/ha
 total number: 5000
 social mix: range of housing types including retirement units and rental apartments above retail
 Guidelines/controls: (Y/N)Yes - urban code, Design Regulations, Building design
 building heights: 2-3 stories
 form: neo-Georgian
 Project status:
 designed: 1988
 construction commenced:1989
 no of stages: school, 300 units complete
 projected/
 completion date: 10 years
 References: DPZ interview 1992

Project name: SEASIDE
 Location: Walton County, Florida
 Description: Resort town, first application of DPZ's Traditional Neighbourhood Development principles & urban code
 Precedents/
 models used: 19th C beach communities
 Client/developer: Robert Davis
 Consultants: Duany & Plater-Zyberk
 Planning consultants: Robert Stern, Leon Krier
 Landscape designer: Douglas Duany
 Site area: 80 acres/32 ha
 Program/uses:
 residential: 750 du (including 350 houses, 200 room hotel & 200 apartments)
 retail: 50,000 sf (4500 sq m)
 office: 20,000 sf (1800 sq m)
 community facilities: Town hall, church, retail bazaar, fire house, library, post office, tennis courts, pool, beach pavilions
 parking: on-street parking
 public open space: includes beach, parks & plazas (37% of site)
 environmental consideration:
 Public transport: (Y/N) No
 train: -
 buses: -
 light rail: -
 Population:
 density: 6 du/ha nett
 total number:
 social mix:
 Guidelines/controls: (Y/N) Yes. Urban code, design regulations
 building heights: 1-3 stories
 form: southern vernacular, timber framed weatherboards, typically
 Project status:
 designed: 1979-1982
 construction stage: 50% complete 1992
 projected/
 completion date: 70% complete 1994
 References: DPZ interviews 1992

Project name:	LAGUNA WEST
Description:	First application of Calthorpe TOD (Transit Oriented Development) principles. A mixed use development with sufficient office, retail, residential and open space to justify a new transit service
Location:	Sacramento, California
Precedents/ models used:	Early 20th Century streetcar suburbs
Client/developer:	Phil Angelides/River West Developments
Consultants:	Calthorpe Associates (Masterplanners/Architects) Ken Kay Associates (Landscape) Fehr & Peers Associates (Transportation)
Site area:	1045 acres/420 ha
Program/uses:	
residential:	3400 units (2100 single family, 1200 multifamily)
retail:	90,000 sq (8370 sq m)
office:	150,000 sq (13950 sq m)
community facilities:	school, town hall, library, childcare centre, swimming centre and recreation facilities
parking:	extensive parking provided at rear of houses, mid block and behind village centre
other uses:	26 ha of lakes with (almost) continuous public access
public open space:	13 ha of major open space network including formal parkland, playing fields, bike and pedestrian paths
Public transport: (Y/N)	Yes
buses:	bus to proposed light rail from town centre (light rail stop 1/2 mile/800 m from town centre)
light rail:	proposed light rail connection to Sacramento
Population:	
total number:	5200
social mix:	range of dwellings from single family housing to small lots to rental apartments
density:	7.8 du/ha
Guidelines/controls: (Y/N)	
building heights:	1-3 stories
implementation:	Development controls and urban design guidelines through Planned Unit Development (PUD) agreements. Public transport in collaboration with Sacramento County
Project status:	planning/construction stage: under construction, village green, municipal buildings and some housing complete
no of stages:	2 stages plus an additional 200 acres (80 ha) across from the site are scheduled for office development
projected completion date:	1998
References:	Interview with Calthorpe Associates 7.4.1992 Laguna West Development Guidelines

Project name:	ARVERNE
Description:	a once posh pre-war resort community which had become an isolated urban renewal area. This project proposes a new residential community of distinct neighbourhoods, character and open space.
Location:	Far Rockaway, Queens, New York
Precedents/ models used:	nearby traditional neighbourhoods & beachfront communities
Client/developer:	Oceanview Associates, NY
Consultants:	Ehrenkrantz, Eckstut & Whitelaw (Architects/Urban Designers) The Liebman Melting Partnership (Modular Housing) Vollmer Associates
Site area:	308 acres (125 ha)
Program/uses:	
residential:	7500 units
retail:	280,000 sf (26,040 sq m)
office:	-
community facilities:	Fire house, 2 elementary schools
parking:	one level of parking concealed under landscaped courtyards
public open space:	20 ha of parks both inland and along 3 kms of beachfront
Public transport:	(Y/N) Yes
train:	subway, Long Island railway
buses:	buses
light rail:	-
Population:	
total number:	25,000
social mix:	middle income
Guidelines/controls: (Y/N)	
building heights:	3-4 storey courtyard apartments, duplexes and townhouses
form:	6-10 storey apartments on the major parks/avenues
implementation:	urban design guidelines
Project status:	
	planning/construction stage: commenced mid 1991 (stage 1)
no of stages:	4 stages proposed
projected/ completion date:	2001
References:	Interviews with Ehrenkrantz & Eckstut 14.4.92 Interview with Ted Liebman 15.4.92

Project name:	MIZNER PARK
Description:	A new town centre for an existing residential community developed with a main street (rather than a mall) as the focus. It combines a mix of residential, commercial and public spaces typical in traditional town centres.
Location:	Boca Raton, Florida
Precedents/ models used:	Worth Avenue, Palm Beach, Old Town, Alexandria. Typical small town centres, Main street, shop-top housing, combined with shopping centre management.
Client/developer:	The Crocker Company
Consultants:	Cooper, Carry & Associates
Site area:	30 acres (12 ha)
Program/uses:	
residential:	272 units
retail:	236,000 sf (21,240 sq m)
office:	262,000 sf (23,580 sq m)
community facilities:	concert hall, community centre, repertory theatre
parking:	behind main street in 4 storey decked parking structures
other uses:	entertainment and recreational facilities: 8-plex cinema, 3 museums (art, children's & science), dinner theatre
public open space:	Central mall & plaza (67% of site)
Public transport:	(Y/N)
train:	-
buses:	Yes
light rail:	-
Population:	
total number:	480
social mix:	-
density:	9 du/ha nett
Guidelines/controls:	(Y/N) No
building heights:	2-5 stories
form:	
implementation:	City bought land and leased it back to developer to ensure community views for alternative development to typical mall were taken on board. Mizner Park is the result after an extensive public review process
Project status:	
planning/	
construction stage:	1 Phase is complete: residential, retail and office
no of stages:	
projected/	
completion date:	1991, built and fully occupied
References:	The Crocker Company Centre for livable Communities Model Projects (Fact Sheet 1994)

Project name: PLAYA VISTA
 Description: Previously Howard Hughes factory and airport - the project proposes a mixed use community while retaining valued Aidal marshes and introducing public transport and state of the art wastewater management.
 Location: Los Angeles, California
 Precedents/
 models used: older Southern Californian town and cities including streets, open spaces and building types
 Client/developer: Maguire Thomas Partners
 Principal Consultants: Moule & Polyzoides; Moore, Ruble Yudell; Duany & Plater-Zyberk; Richardo Legorreta (Architects & Urban Designers); Hanna Olin (Landscape Architects)
 Site area: 1089 acres (434 ha)
 Program/uses:
 residential: 13,000 including townhouses (6-8 du/ha)
 courtyard housing (15 du/ha)
 apts over retail (20 du /ha)
 retail: 1/2 million sf (93,000 sq m)
 office: 5 million sf (465,000 sq m)
 community facilities :fire house, police station, elementary school, childcare
 parking: yes, below grade
 other uses: marina
 public open space: extensive network of 25 neighbourhood parks, playing fields, cycling and jogging trails and restoration of over 260 acres of wet lands, bluff and riparian corridor (43% of total site)
 walking distance: 3-5 mins to shops/transport
 Public transport: (Y/N)Yes
 train: -
 buses: electric shuttle buses within development
 light rail: long term
 Population:
 total number: 28,000 residents/25,000 workers
 social mix: 15% affordable housing
 density: 16 du/ha nett
 Guidelines/controls: (Y/N)Yes, morphological and typological controls
 building heights: low to mid rise
 form:
 implementation: planning workshops
 Project status:
 planning/
 construction stage: 1st stage under construction
 projected completion date: 10-20 years
 References: Polyzoides interview 13.5.92
 Hanna Olin interview 16.4.92
 Center for Livable Communities Model Projects Fact Sheet (1994)

Project name: BATTLE ROAD FARM
 Description: semi-rural setting; create town meadow, road organisation like New England towns, parking in "farmyards" of the farmhouses
 Location: Lincoln, Massachusetts
 Precedents/models used: ew England Town Planning
 Client/developer: Battle Road Associates
 Consultants: LeMessurier Consultants (Structural Engineers)
 1033 Massachusetts Avenue, Cambridge, MA 02138
 Site area (acres/hectares): 12 acres/ 5 ha buildable;
 11 acres/ 4 ha conservation land
 Program/uses:
 residential (no of units): 120 units (Phase I - 40, II - 40, III - 40)
 retail (sq ft/sq m):
 office (sq ft/sq m):
 community facilities: community centre
 parking:
 other uses:
 public open space: Town meadow
 Public transport: (Y/N) No
 train: -
 buses: -
 light rail: -
 Population:
 total number: 400-500
 social mix: 50% affordable (home ownership)
 50% market (high end market)
 Guidelines/controls: (Y/N)
 building heights:
 form: Yes
 implementation: Yes
 Project status:
 planning/construction stage:
 no of stages: Phases I and II built
 projected completion date:
 budget: \$10 million
 References: Bill Rawn interview
 Architecture magazine, July 1990
 Bauwelt (Germany), March 1991 New Planned Communities

Project name:	MUIR COMMONS
Description:	A cooperative housing development which is part of Aspen. A larger 110 acre new community comprising single family housing and apartments, an elementary school, communal open space and bike paths
Location:	Davis, California
Precedents/ models used:	Scandinavian cooperative housing communities
Client/developer:	West Davis Associates
Consultants:	Kathryn McCamant & Charles Durrett (Architects)
Site area:	3 acres (1.2 ha)
Program/uses:	
residential:	26 units/2-3 bedrooms
retail (sq ft/sq m):	-
office (sq ft/sq m):	-
community facilities:	separate common house including fully equipped kitchen, play areas and meeting rooms, teenagers room, childcare, guest rooms
parking:	cars kept to periphery, creating parking lot entrance - no garages
public open space:	Communal open space plus 360 sq m for a communal vegetable garden and 800 sq m orchard
Public transport:	(Y/N)Yes
train:	-
buses:	Yes
light rail:	-
Population:	
total number:	50-60 residents
social mix:	25% affordable housing
Guidelines/controls: (Y/N)	
building heights:	1-2 storey attached houses
implementation:	Aspen developer required to provide 25% affordable housing. Housing Association formed to develop co-housing, all houses individually owned, communal facilities on community title
Project status:	Complete
planning/ construction stage:	Complete
no of stages:	1
projected completion date:	1992
References:	Interview with Kathryn McCamant

Project name:	MISSION BAY	
Description:	A highly urban mixed use neighbourhood on redundant railyards integrated into the city's street system and open space network.	
Location:	San Francisco, California	
Client/developer:	Catellus Development Corporation	
Consultants:	Skidmore, Owings and Merrill (San Francisco) Architects/Masterplanners EDAW Landscape Planners	
Site area:	314 acres (121 ha)	
Program/uses:		
residential:	8,000	
retail:	735,000 sf/68,355 sq m	
office/retail/		
commercial:	4.1 million/sf/381,300 sq m	
community facilities:	Police, Fire station, recreation Centre Cultural Centre, 200 seat theatre and school	
parking:	Limited, including carpooling incentives	
other uses:	500 Hotel rooms 900,000 sf/ (83,700 sqm) of service and light industrial	
public open space:	68 acres (29 ha) including parks, recreation areas playing fields including over 3.5 kms of public shoreline and wetlands	
environmental considerations:	11 acres of wetland reserve	
Public transport: (Y/N) Yes		
train:	-	
buses:	Mini bus	connecting from city through Mission Bay to
light rail:	Mini trolleys	SE San Francisco
Population:		
total number:	20,000 working, 10,000 living	
social mix:	65% market rate housing 35% affordable housing	
Guidelines/controls: (Y/N)Yes		
building heights:	residential 3-5 stories commercial 4-8 stories typical/8 Stories max development control plan and urban guidelines	
Implementation:	extensive public-private joint ventures including public participation over 6 years	
References:	Mission Bay Plan, Jan 1990 Interview with Catellus Corporation 8.4.92	