

*“An intelligently designed town can easily provide access to the needs and wishes of people in everyday life by public transit, walking, and biking. The models for these places already exist. They’re called London, Paris, Amsterdam, Prague, Munich, Oxford, Perugia, and Zurich.”*

*Locally, Alexandria, Dupont Circle, Foggy Bottom, Penn Quarter, Arlington, Silver Spring, and Bethesda*

James Howard Kunstler  
*Home From Nowhere*

*“As the late Jane Jacobs taught us ... having a rich mix of different uses – retail, educational, civic, hotel, office, and housing – is essential as the term urbanism implies. The streets and sidewalks must be safe and convenient to allow easy connections among these many uses. Running a major impediment, such as a freeway through the middle of great mixed density development will act as a barrier that no amount of density and varied uses can overcome.”*

Christopher Leinberger  
Brookings Institute  
*The Option of Urbanism*

*“Prerequisites for Street Life: The first rule is that pedestrian life cannot exist in the absence of worthwhile destinations that are easily accessible on foot.”*

*“the street space must not only be safe but also feel safe; the street space must be comfortable; and the street space must be interesting, as safety and comfort alone are not enough to get people out of their cars.”*

Duany, Plater-Zyberk, Speck  
*Suburban Nation*

*“In walkable urban places, when more development and activities are added to the stew, more people are attracted to the street ...the restaurants are more crowded, encouraging more restaurants and retail ... adding more density and uses makes life better ... It is an upward spiral of value creation.”*

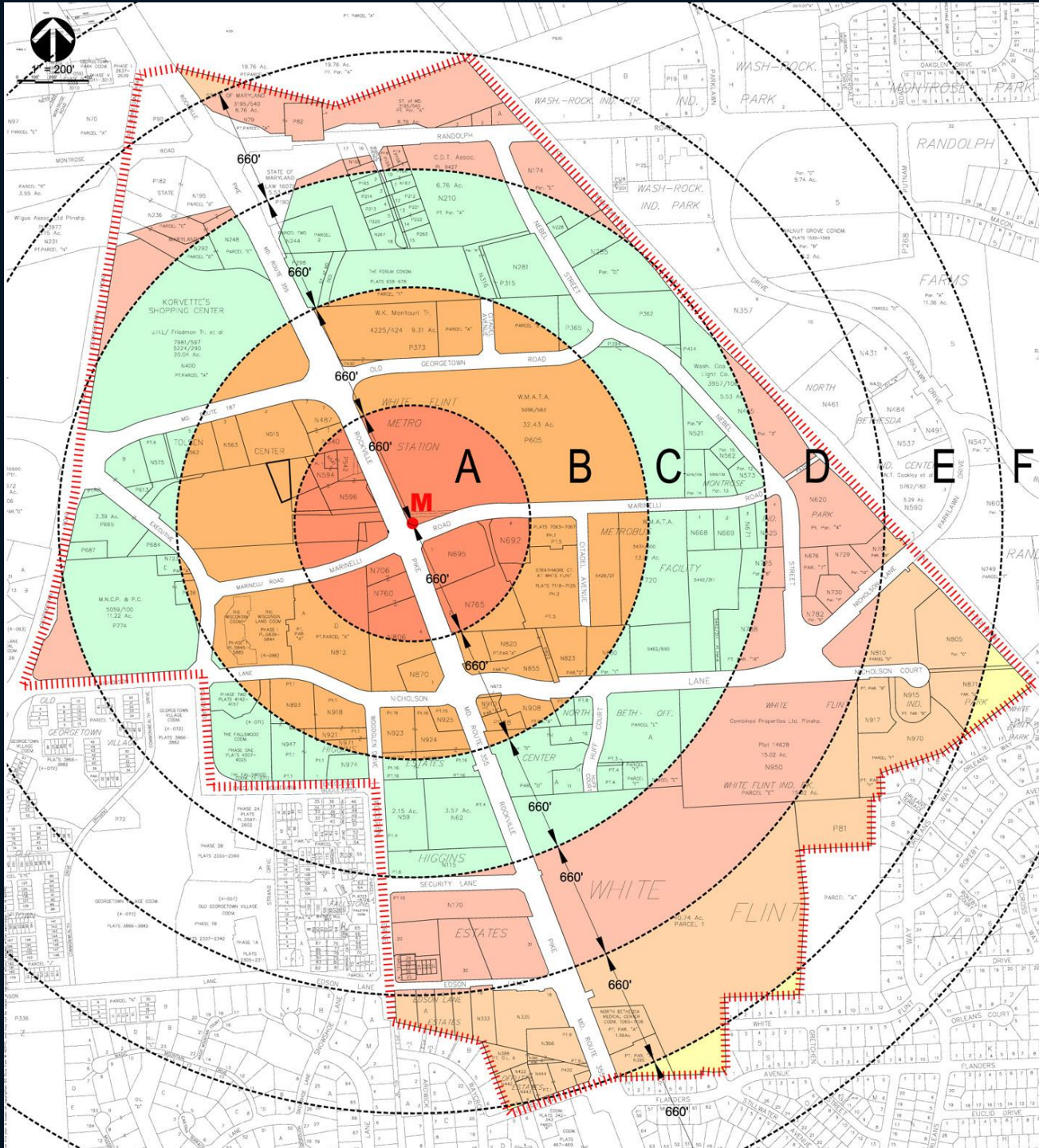
Christopher Leinberger  
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*“Why have suburban areas, with their height limits and low density of population, proved to be such a traffic nightmare? The first reason ... is that everyone is forced to drive. In modern suburbia where pedestrians, bicycles, and public transportation are rarely an option, the average household currently generates thirteen car trips per day.”*

*“Traffic engineer Rick Chellman, in his landmark study of Portsmouth, NH, applied standard suburban trip-generation rates to that town’s historic core, and found that they predicted twice as much traffic as actually existed there. Owing to its pedestrian-friendly plan – and in spite of its pedestrian-unfriendly weather – Portsmouth generates half the automobile trips of a modern day suburb.”*

Duany, Plater-Zyberk, Speck  
Suburban Nation

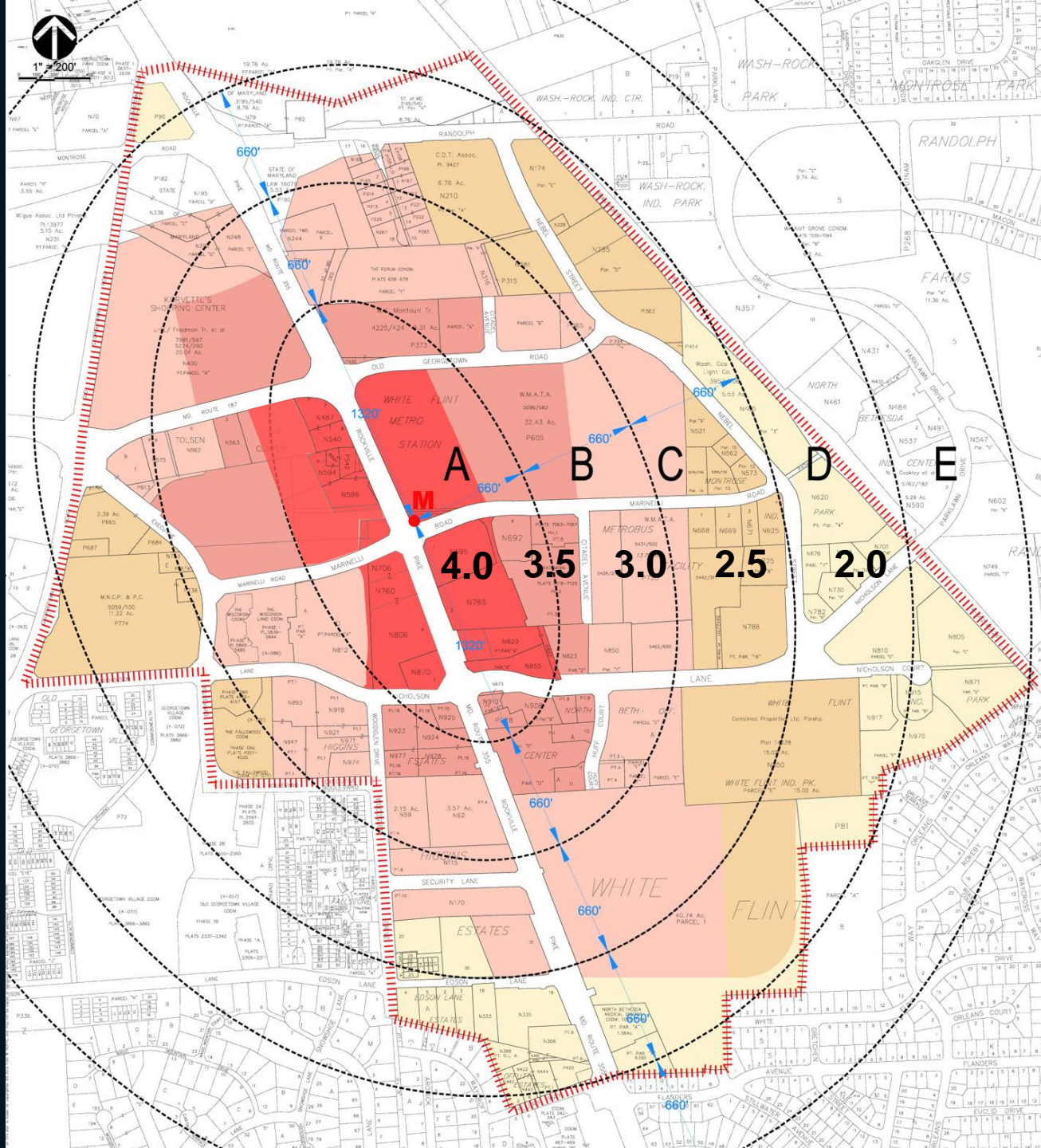








1" = 200'



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