

NOLLI MAP

COMPARATIVE STUDY



Paradise, CA (2018 – before the fire)

Map: Sophia Smith & Nolan Delgado

Located at the western foothills of the Sierra Nevadas, the town of Paradise is very spread out. Two majors roads, Skyward Rd. and Clark Rd., run N-S, and development sporadically radiates outward. This layout is not very pedestrian friendly as many buildings are far from each other, and there is no "main street" that currently exists. Residences are located in cul-de-sac pockets or isolated throughout the area.

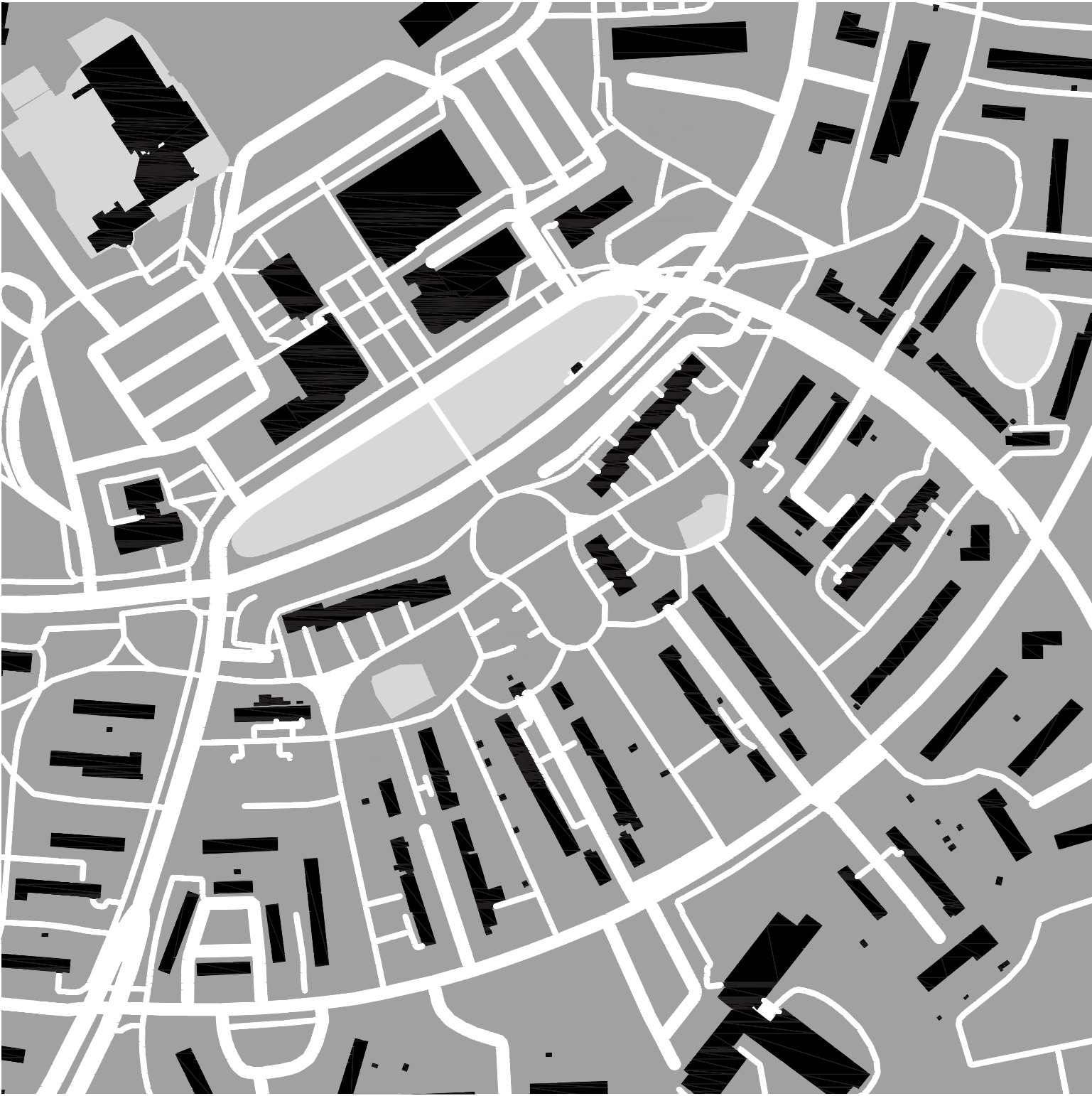


Radburn, New Jersey (1929)

Map: Elisabeth Fizzell & Victor Hoxoy

The design for Radburn drew on the English Garden City movement's emphasis on communal open space but introduced several planning techniques intended to accommodate the automobile: the superblock, the cul-de-sac, and the separation of pedestrian and vehicular traffic. At the time, Radburn was advertised as a "Town for the Motor Age."

The map above depicts portions of two superblocks that were built at Radburn. In the middle of the blocks, shown in light gray, are the tracts of common open space interlaced with pedestrian paths. These connect all of the houses that are arrayed on short cul-de-sacs that line the periphery of each superblock.

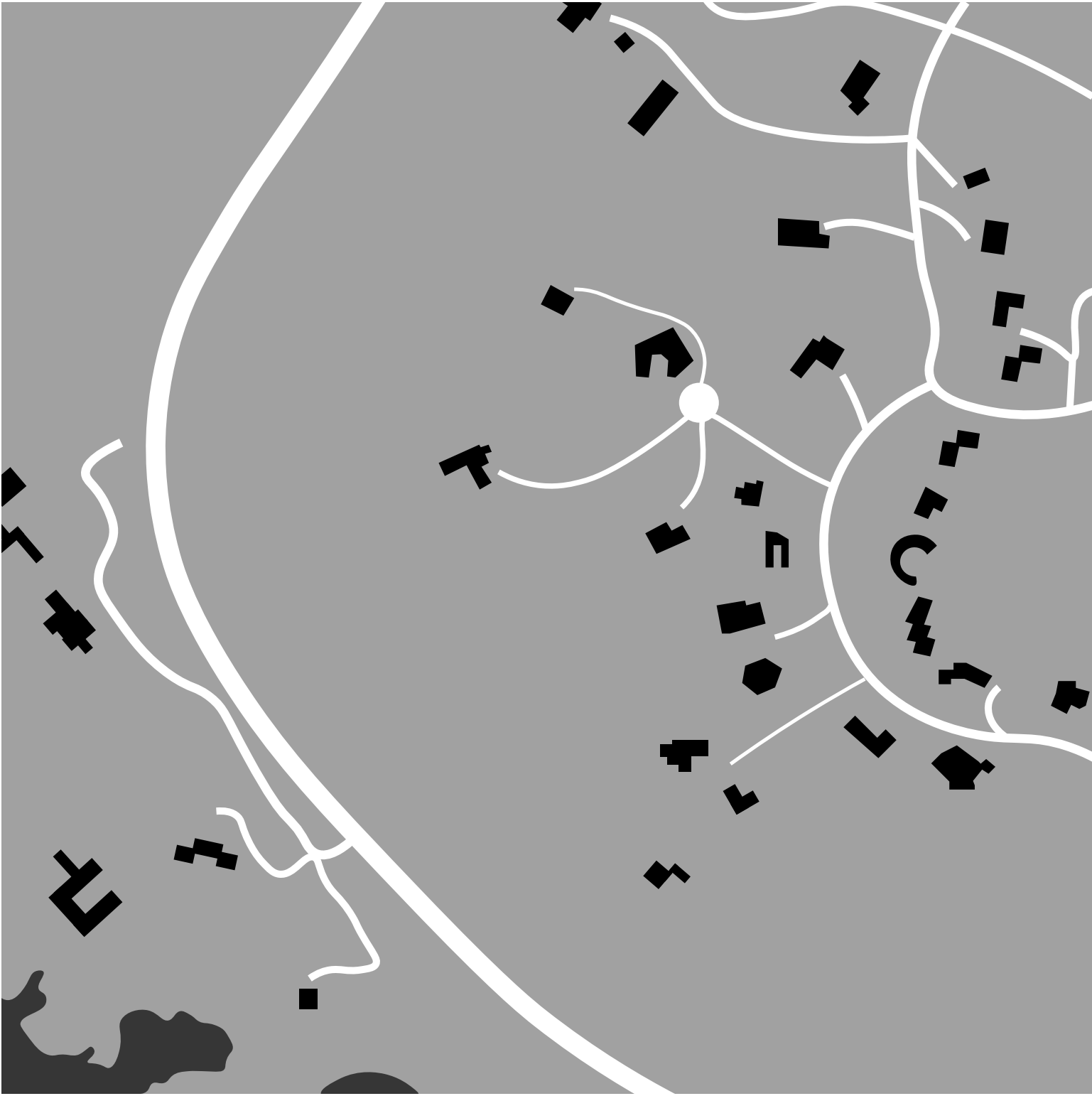


Greenbelt, Maryland (1935 - 37)

Map: Emma Puryear & Gabby Icardo

Modeled after English Garden Cities, the town is known for its radial plan, focused on the town center with housing in a wide crescent shape around it, bordered by two concentric ring roads.

In the map above, the larger black shapes at the top represent the commercial and civic buildings of the center. Radiating away from them are the long, thin strips of townhouses in the great crescent band, surrounded by abundant open space and bordered by roadways. Connecting everything together is a dense network of pedestrian paths with underpasses allowing access to the center without crossing a street.

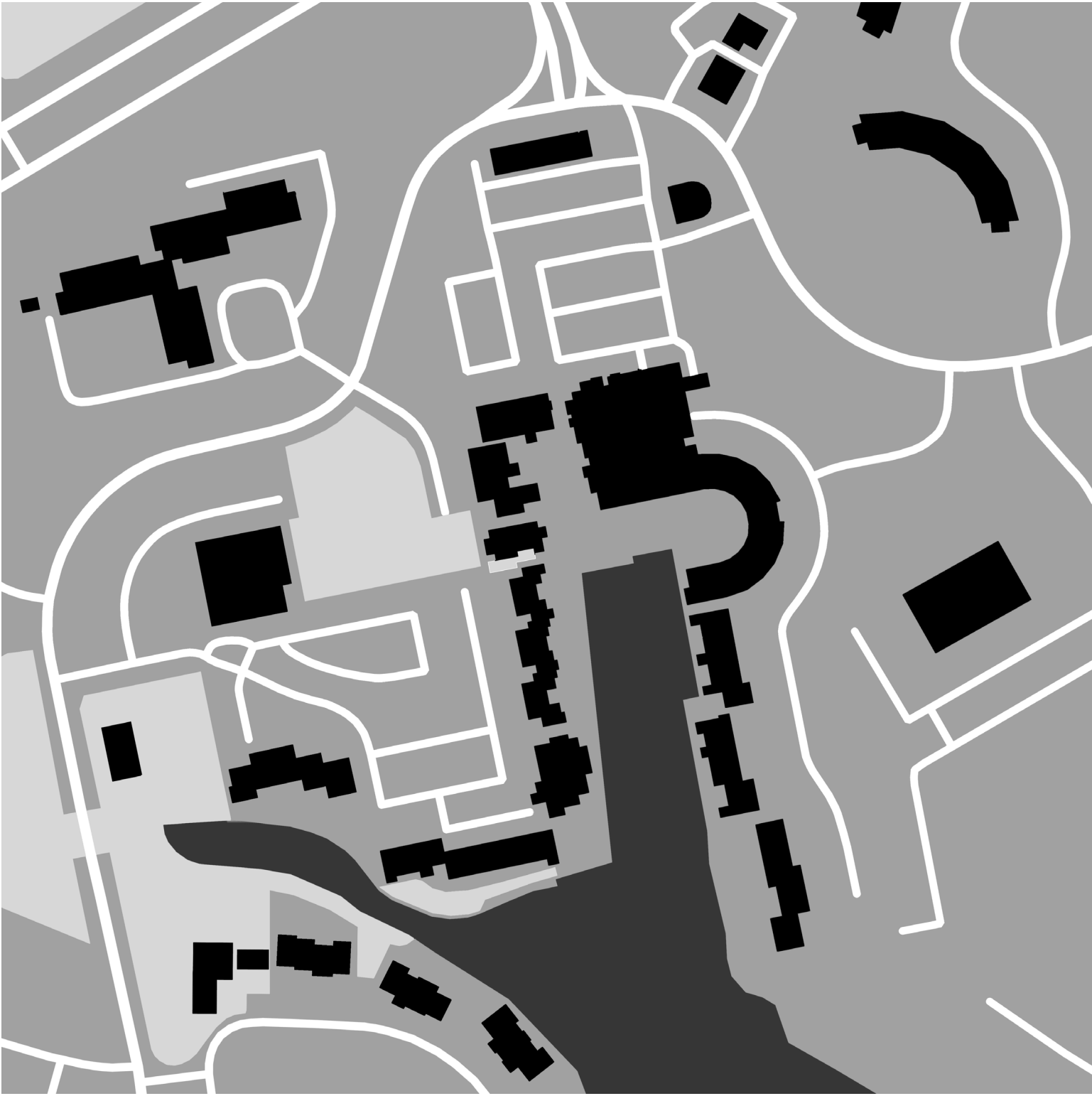


Sea Ranch, Sonoma County, California (1960s - present)

Map: Kaleena Klineck & Foster Westover

In the original planning of Sea Ranch, great care was taken to ensure that new houses were sympathetic to the landscape, in terms of their siting, massing, and type of materials. Condominium One, one of the first buildings to be built there, was a cluster of ten units that sought to embody the vision for this kind of architecture.

The bold white line on the map is California's Highway One. Condominium One is the U-shaped building, at the lower left corner, surrounded by open space overlooking the ocean. To the right of the highway, single-family houses are on winding roads and cul-de-sacs. This newer layout shows how development at Sea Ranch has evolved over time, taking on a more traditional suburban pattern.



Lake Anne Village, Reston, Virginia (1963 - 67)

Map: Khoo Le & Sabrina Yereza

The new town of Reston, Virginia, is comprised of seven subcenters or "village clusters," each separated by rolling terrain, forests, farms – and single-family developments. Lake Anne Village is perhaps the best known and perhaps most urbane of the subcenters, situated at the northern end of an artificial lake. Its centerpiece is a horse-shoe shaped plaza, surrounded by shops and apartments, overlooking the water.

In the map above, the black footprints of the buildings press in around a narrow arm of the lake. Away from the lake, pedestrian paths lead to outlying houses and communal buildings.



Kresge College, UC Santa Cruz (1971)

Map: Natalie Giombi & Ben Campbell

The design of Kresge College, one of ten such colleges at the University of California at Santa Cruz, is based on the idea of an Italian hill town: the plan is organic, non-axial, and idiosyncratic. Sitting on a sloping site in the middle of a redwood forest, the buildings – a mix of student dormitories, classrooms, and communal facilities – are arrayed in an irregular line ascending the hill.

The contrast between Kresge College and the rest of the campus is seen clearly in the map. It shows the jumbled clusters of Kresge (at the top) in relationship to the rest of the Santa Cruz campus (towards the bottom), which has a more orthogonal layout.



Seaside, Florida (1981)

Map: Sophia Smith & Nolan Delgado

Seaside is known for its planning and architectural guidelines that emphasize walkability, cohesive urban form, and traditional architecture. The town strongly influenced the development of the recent urban design movement known as the New Urbanism.

The map above shows the central square of the compact town, facing the oceanfront highway, with the main streets of the town leading away from it. Larger commercial and civic buildings surround the square, while smaller houses line the streets leading away from it. Sprinkled throughout the town are various types of public open spaces.



Bo01, Malmö, Sweden (2001)

Map: Arielle Eleazar, Ryan Huddleston, & Christian Bernard

Bo01 is a mixed-use development on former docklands near the center of Malmö, Sweden, on the waterfront overlooking the Öresund, the straight separating Sweden and Denmark.

The district was created as part of an international housing exhibition in 2001 intended to showcase sustainable planning and building technologies. The development is characterized by an irregular grid of streets and housing blocks, broken up by different types and sizes of outdoor spaces.



Hammarby Sjöstad, Stockholm, Sweden (2004)

Map: Arielle Eleazar, Ryan Huddleston, & Christian Bernard

Hammarby Sjöstad is a new urban neighborhood on the periphery of Stockholm's inner city. The district is a mix of dense housing, office spaces, and a variety of parks and open spaces built on the former industrial sites.

The map shows the buildings in compact blocks arrayed in orderly fashion around the edge of Lake Hammarby. The ultimate population of the district will be about 26,000 people, the same as that of Paradise before the fire – but the density will be 30 times greater: 43,000 people per square mile versus 1,400.