**Radburn, New Jersey (1929)**

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 interrelated 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)**

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 roadsides. 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)**

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.

**Kresge College, UC Santa Cruz (1971)**

The design for 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.

The map above 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.

**Bo01, Malmö, Sweden (2001)**

Bo01 is a mixed-use development on former docklands near the center of Malmö, Sweden, on the waterfront overlooking the Öresund, the strait 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 a grid of streets and housing blocks, broken up by different types and sizes of outdoor spaces.

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

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 voluminous 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 curving houses and communal buildings.

**Hammarby Sjöstad, Stockholm, Sweden (2004)**

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 above shows the buildings in compact blocks, arranged 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; 420,000 people per square mile versus 1,400.

**Paradise, CA (2018 – before the fire)**

Located at the western foothills of the Sierra Nevada, the town of Paradise is very spread out with two major roads, Skyway Rd. and Clark Rd., on I-5, 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-sacs or isolated throughout the area.

**Hammarby Sjöstad, Stockholm, Sweden (2004)**

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 above shows the buildings in compact blocks, arranged 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; 420,000 people per square mile versus 1,400.