

Great Streets Allan Jacobs

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A celebration of the multiway boulevard and an argument for its revival, with design guidelines and historic examples. First built in Europe and grandly imported to the United States in the mid-nineteenth century, the classic multiway boulevard has been in decline for many years, victim of a narrowly focused approach to street design that views unencumbered vehicular traffic flow as the highest priority. The American preoccupation with destination and speed has made multiway boulevards increasingly rare as artifacts of the urban landscape. This book reintroduces the boulevard, tree-lined and with separate realms for through traffic and for slow-paced vehicular-pedestrian movement, as an important and often crucial feature of both historic and contemporary cities. It presents more than fifty boulevards—as varied as Avenue Montaigne, in Paris; C. G. Road, in Ahmedabad, India; and The Esplanade, in Chico, California—celebrating their usefulness and beauty. It discusses their history and evolution, the misconceptions that led to their near-demise in the United States, and their potential as a modern street type. Based on wide research, *The Boulevard Book* examines the safety of these streets and offers design guidelines for professionals, scholars, and community decision makers. Extensive plans, cross sections, and perspective drawings permit visual comparisons. The book shows how multiway boulevards respond to many issues that are central to urban life, including livability, mobility, safety, interest, economic opportunity, mass transit, and open space.

The relationship between culture and urbanism has been the focus of much discussion and debate in recent years. While globalisation tends towards a homogeneity, successful 'global cities' have a strong individual - and particularly cultural - identity. The economic value of the culture of cities lies not only in the arts taking place there but also in the city's fabric, its architecture, and in its cultural heritage. This volume brings together a team of leading specialists to examine the policies of image and city marketing which have developed over the past 15 years and whether these are a continuity of earlier strategies. Featuring case studies which illustrate diverse perspectives on linking culture, urbanism and history, the book reviews heritage and planning culture, looking at the experience of urbanism in the 'Old Historic City'. The book also assesses the increasingly important issue of urban images and their influence on planning strategies.

Why urban design is larger than architecture: the foundational qualities of urban design, examples and practitioners Urban design in practice is incremental, but architects imagine it as scaled-up architecture—large, ready-to-build pop-up cities. This paradox of urban design is rarely addressed; indeed, urban design as a discipline lacks a theoretical foundation. In *The Largest Art*, Brent Ryan argues that urban design encompasses more than architecture, and he provides a foundational theory of urban design beyond the architectural scale. In a “declaration of independence” for urban design, Ryan describes urban design as the largest of the building arts, with qualities of its own. Ryan distinguishes urban design from its sister arts by its pluralism: plural scale, ranging from an alleyway to a region; plural time, because it is deeply enmeshed in both history and the present; plural property, with many owners; plural agents, with many makers; and plural form, with a distributed quality that allows it to coexist with diverse elements of the city. Ryan looks at three well-known urban design projects through the lens of pluralism: a Brancusi sculptural ensemble in Romania, a Bronx housing project, and a formally and spatially diverse grouping of projects in Ljubljana, Slovenia. He revisits the thought of three plural urbanists working between 1960 and 1980: David Crane, Edmund Bacon, and Kevin Lynch. And he tells three design stories for the future, imaginary scenarios of plural urbanism in locations around the world.

Where To Download Great Streets Allan Jacobs

Ryan concludes his manifesto with three signal considerations urban designers must acknowledge: eternal change, inevitable incompleteness, and flexible fidelity. Cities are ceaselessly active, perpetually changing. It is the urban designer's task to make art with aesthetic qualities that can survive perpetual change.

Although rarely explored in academic literature, most inhabitants and visitors interact with an urban landscape on a day-to-day basis is on the street level. Storefronts, first floor apartments, and sidewalks are the most immediate and common experience of a city. These "plinths" are the ground floors that negotiate between inside and outside, the public and private spheres. The City at Eye Level qualitatively evaluates plinths by exploring specific examples from all over the world. Over twenty-five experts investigate the design, land use, and road and foot traffic in rigorously researched essays, case studies, and interviews. These pieces are supplemented by over two hundred beautiful color images and engage not only with issues in design, but also the concerns of urban communities. The editors have put together a comprehensive guide for anyone concerned with improving or building plinths, including planners, building owners, property and shop managers, designers, and architects.

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?????:A history of architecture theory: from Vitruvius to the present

Nearly everything we treasure in the world's most beautiful cities was built over a century ago. Yet the ideas and practices underlying these achievements have been abandoned. Nir Buras documents the humane design methods that held sway before the reign of Modernism and encourages us to relearn the time-tested principles of classic urban planning.

Which are the world's best streets, and what are the physical, designable characteristics that make them great? To answer these questions, Allan Jacobs has surveyed street users and design professionals and has studied a wide array of street types and urban spaces around the world. With more than 200 illustrations, all prepared by the author, along with analysis and statistics, Great Streets offers a wealth of information on street dimensions, plans, sections, and patterns of use, all systematically compared. It also reveals Jacobs's eye for the telling human and social details that bring streets and communities to life. An extensive introduction discusses the importance of streets in creating communities and criteria for identifying the best streets. The essays that follow examine 15 particularly fine streets, ranging from medieval streets in Rome and Copenhagen to Venice's Grand Canal, from Parisian boulevards to tree-lined residential streets in American cities. Jacobs also looks at several streets that were once very fine but are less successful today, such as Market Street in San Francisco, identifying the factors that figure in their decline. To broaden his coverage, Jacobs adds briefer treatments of more than 30 other streets arranged by street type, including streets from Australia, Japan, and classical antiquity in addition to European and North American examples. For each of these streets he has prepared plans, sections, and maps, all drawn at the same scales to facilitate comparisons, along with perspective views and drawings of significant design details. Another remarkable feature of this book is a set of 50 one square-mile maps, each reproduced at the same scale, of the street plans of representative cities around the world.

Where To Download Great Streets Allan Jacobs

These reveal much about the texture of the cities' street patterns and hence of their urban life. Jacobs's analysis of the maps adds much original data derived from them, including changes of street patterns over time. Jacobs concludes by summarizing the practical design qualities and strategies that have contributed most to the making of great streets. One of Planetizen's Top Planning Books for 2017 - San Francisco Chronicle's 2016 Holiday Books Gift Guide Pick What makes a great city? City planner and architect Alexander Garvin set out to answer this question by observing cities, largely in North America and Europe, with special attention to Paris, London, New York, and Vienna. For Garvin, greatness is about what people who shape cities can do to make a city great. A great city is a dynamic, constantly changing place that residents and their leaders can reshape to satisfy their demands. Most importantly, it is about the interplay between people and public realm, and how they have interacted throughout history to create great cities. What Makes a Great City will help readers understand that any city can be changed for the better and inspire entrepreneurs, public officials, and city residents to do it themselves.

This powerful reference features one hundred famous urban plans all drawn to the same scale, each accompanied by a one-page summary of the site discussing its history and design.

The design of streets, and the connections between streets of different character, is the most important task for architects and urbanists working in an urban context. Considered at two distinct spatial scales – that of the individual street – the Street Section – and the complex of city streets – the City Transect – Urban Section identifies a range of generic street types and their success or otherwise in responding to climatic, cultural, traditional, morphological, social and economic well being. Using comparative studies a profile of best practice in street and city design is identified, showing methodologies in both the analysis of, and design for, successful streets and public places – place-making. In uniquely dealing with both the historic and contemporary description and analysis of urban 'streets' around the world, the work is of both academic and professional interest to architects, urban planners and designers, highway engineers, landscape and urban design advisers in both the public and private sectors; students, amenity and civic societies, city authorities and government agencies.

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In this book, Jeremy Hartnett explores the role of the ancient Roman street as the primary venue for social performance and political negotiations.

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A comprehensive, state-of-the-art guide to site planning, covering planning processes, new technologies, and

Where To Download Great Streets Allan Jacobs

sustainability, with extensive treatment of practices in rapidly urbanizing countries. Cities are built site by site. Site planning—the art and science of designing settlements on the land—encompasses a range of activities undertaken by architects, planners, urban designers, landscape architects, and engineers. This book offers a comprehensive, up-to-date guide to site planning that is global in scope. It covers planning processes and standards, new technologies, sustainability, and cultural context, addressing the roles of all participants and stakeholders and offering extensive treatment of practices in rapidly urbanizing countries. Kevin Lynch and Gary Hack wrote the classic text on the subject, and this book takes up where the earlier book left off. It can be used as a textbook and will be an essential reference for practitioners. Site Planning consists of forty self-contained modules, organized into five parts: The Art of Site Planning, which presents site planning as a shared enterprise; Understanding Sites, covering the components of site analysis; Planning Sites, covering the processes involved; Site Infrastructure, from transit to waste systems; and Site Prototypes, including housing, recreation, and mixed use. Each module offers a brief introduction, covers standards or approaches, provides examples, and presents innovative practices in sidebars. The book is lavishly illustrated with 1350 photographs, diagrams, and examples of practice.

Allan Jacobs has written a city planning book for everyone with a passion for urban environments. His message--conveyed in word and vivid image--is that the people who make changes in cities base their decisions upon what they see, and that their visions and actions, which affect the lives of millions, have too often been faulty. This book is about how to look at and understand urban environments. In order to plan sensitively, the city and regional planner must walk in, look at, wonder about, and simply enjoy cities. Careful observation is a crucial tool for the kind of analysis and questioning necessary to achieve good planning. Through observation the city planner and urban activist can learn when an area was built, for whom it was built, who lives there now, how it has changed, and how it might be improved for present and future inhabitants. Jacobs shows us how to read cities by identifying and discussing the many visual clues and their various meanings in different environments. Case studies of American and European cities--San Jose, San Francisco, Cincinnati, Bologna, Rome--and over two hundred striking photographs, drawings, and maps by the author present ways to read the environment that will prove indispensable for urban planners and will delight all city watchers. THE CHALLENGE: Invent a town to solve all suburban problems, meet challenges like Jane Jacobs described; plus comprehensively solve all livability, environmental, & affordability issues. Impossible? In this book, key historical influences are reviewed w/ fresh perspectives on current ideas. Entirely new town & home designs are presented. Permanent infrastructure systems can save 50% of home cost & add livability. Three-dimensional home site arrangements save costs & offer more privacy, freedom, & flexibility than in suburbia; neighborly potentials are

Where To Download Great Streets Allan Jacobs

enhanced. While at same as suburban densities, 70% of the same amount of land becomes an integral open space & farming system. The Home Site, Near & Extended Neighborhood w/ Main Street acts as a visual & functional unit for all life's moments, & is designed primarily for each individual's satisfaction. WHY INVENT A NEW TOWN CONCEPT? Few towns have been primarily for people. Town plans based on cars make cars necessary. There's no incentive for high quality long-term investment in towns with short-term 25 to 50 year plans, w/ no truly long-term comprehensive strategy. Current concepts can't solve all the problems. They will never solve the basic conflicts between housing eventually needing more land, the environmentalist, landowners, & developers. Everyone's trapped; the concept is the problem. Affordability, livability, & sustainability will be more difficult. General Plans that dictate existing design solutions/are based on cars stifle any truly new ideas. To solve current & future challenges requires entirely new concepts. With insight from the past & today's technology, we can design human habitats to function as an integral part of the surrounding natural environment. This new-concept town approaches the efficiency & natural balance common in homes built by many other less intelligent life forms. This new concept is functionally, structurally & financially feasible today.

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"Urban Modernities reconsiders Japanese colonialism in Korea and Taiwan through a relational study of modernist literature and urban aesthetics from the late colonial period. By charting intra-Asian and transregional circulations of writers, ideas, and texts, it reevaluates the dominant narrative in current scholarship that presents Korea and Taiwan as having vastly different responses to and experiences of Japanese colonialism. By comparing representations of various colonial spaces ranging from the nation, the streets, department stores, and print spaces to underscore the shared experiences of the quotidian and the poetic, Jina E. Kim shows how the culture of urban modernity enlivened networks of connections between the colonies and destabilized the metropole-colony relationship, thus also contributing to the broader formation of global modernism"--

It was May 2013 when Thomas Paradis convened in Siena, Italy, with a cohort of American faculty and students to lead a two-month inaugural study-abroad program. After a harrowing journey across the ocean, students and faculty alike soon realized that adapting to a foreign culture and language would be more challenging than they expected, especially amid one of the world's more authentic community festivals—the Palio horse race. Paradis weaves witty stories of personal discovery with a crash course on Siena and its ferocious twice-yearly horse race. As the July 2 race and its related rituals draw closer, Paradis details how he and his wife uncovered the impressive local communities that underlie the life and blood of the age-old Palio in order to better understand what drives the passion of its residents. When the race finally begins, Paradis provides a compelling upfront view of the action and the race's aftermath, pulling in the collective

Where To Download Great Streets Allan Jacobs

American Cities, she uncovered the complex and intertwined physical and social fabric of the city and excoriated the urban renewal policies of the 1950s. As the legend goes, Jacobs, a housewife, single-handedly stood up to Robert Moses, New York City's powerful master builder, and other city planners who sought first to level her Greenwich Village neighborhood and then to drive a highway through it. Jacobs's most effective weapons in these David-versus-Goliath battles, and in writing her book, were her powers of observation and common sense. What is missing from such discussions and other myths about Jacobs, according to Peter L. Laurence, is a critical examination of how she arrived at her ideas about city life. Laurence shows that although Jacobs had only a high school diploma, she was nevertheless immersed in an elite intellectual community of architects and urbanists. *Becoming Jane Jacobs* is an intellectual biography that chronicles Jacobs's development, influences, and writing career, and provides a new foundation for understanding *Death and Life* and her subsequent books. Laurence explains how Jacobs's ideas developed over many decades and how she was influenced by members of the traditions she was critiquing, including Architectural Forum editor Douglas Haskell, shopping mall designer Victor Gruen, housing advocate Catherine Bauer, architect Louis Kahn, Philadelphia city planner Edmund Bacon, urban historian Lewis Mumford, and the British writers at *The Architectural Review*. Rather than discount the power of Jacobs's critique or contributions, Laurence asserts that *Death and Life* was not the spontaneous epiphany of an amateur activist but the product of a professional writer and experienced architectural critic with deep knowledge about the renewal and dynamics of American cities.

The efficient usage, investigation, and promotion of new methods, tools, and technologies within the field of architecture, particularly in urban planning and design, is becoming more critical as innovation holds the key to cities becoming smarter and ultimately more sustainable. In response to this need, strategies that can potentially yield more realistic results are continually being sought. *The Handbook of Research on Digital Research Methods and Architectural Tools in Urban Planning and Design* is a critical reference source that comprehensively covers the concepts and processes of more than 20 new methods in both planning and design in the field of architecture and aims to explain the ways for researchers to apply these methods in their works. Pairing innovative approaches alongside traditional research methods, the physical dimensions of traditional and new cities are addressed in addition to the non-physical aspects and applied models that are currently under development in new settlements such as sustainable cities, smart cities, creative cities, and intercultural cities. Featuring a wide range of topics such as built environment, urban morphology, and city information modeling, this book is essential for researchers, academicians, professionals, technology developers, architects, engineers, and policymakers.

"The best streets in the world's villages, towns, and cities—whether modest or grand—continually remind one that simplicity is part of the recipe for success in this art. The advice of Victor Dover and John Massengale, their historic examples and their own designs, reflect that simplicity." —From the Foreword by HRH The Prince of Wales "Street Design is a lucid, practical and altogether indispensable guide for envisioning and creating vibrant 21st century towns and cities. It should be required reading for every local political leader, planner, architect, real estate developer and engaged urban citizen in America." —Kurt Andersen, host of Studio

Where To Download Great Streets Allan Jacobs

360 and author of *True Believers* "We are going to start walking around the places we live again, and as that occurs and becomes normal, we will rapidly redevelop a demand for higher quality in building at the human scale." —From the Afterword by James Howard Kunstler "Your charrette traveling library must include the important *Street Design* book by Victor Dover and John Massengale." —Bill Lennertz, Executive Director, National Charrette Institute "What an amazing resource! For those who wish that my book, *Walkable City*, had pictures, this is the book for you. If either your work or your play includes the making of places, you will find *Street Design* to be an invaluable tool." —Jeff Speck, AICP, CNU-A, LEED-AP, Hon. ASLA Written by two accomplished architects and urban designers, this user-friendly street design manual shows both how to design new streets and enhance existing ones. It offers step-by-step instruction and shares examples of excellent streets, examining the elements that make them successful as well as how they were designed and created. Topics also include strategies for shaping space in the public right-of-way through correct building height to street width ratios, terminated vistas, landscaping, and street geometry. This book is a valuable resource for urban designers, planners, architects, and engineers. With guest essays from: Kaid Benfield, David Brussat, Javier Cenicacelaya, Hank Dittmar, Andres Duany, Douglas Duany, Emily Glavey, Chip Kaufman, Ethan Kent, Marieanne Khoury-Vogt, Léon Krier, Gianni Longo, Thomas Low, Laura Lyon, Chuck Marohn, Paul Murrain, John Norquist, Stefanos Polyzoides, Gabriele Tagliaventi and Erik Vogt.

This title re-maps public space in order to unveil contemporary spatial practices and to explore future possibilities. In the midst of historic migration and urbanisation, our limited public spaces are being contested and re-conceptualised in cities around the world with innovative experiments in some places and bloody battles in others. This book uses the case of sidewalks in Ho Chi Minh City, Vietnam where a vibrant everyday urbanism takes place in flexible patterns that defy conventional conceptions of public space.

The second edition of *The Urban Design Reader* draws together the very best of classic and contemporary writings to illuminate and expand the theory and practice of urban design. Nearly 50 generous selections include seminal contributions from Howard, Le Corbusier, Lynch, and Jacobs to more recent writings by Waldheim, Koolhaas, and Sorkin. Following the widespread success of the first edition of *The Urban Design Reader*, this updated edition continues to provide the most important historical material of the urban design field, but also introduces new topics and selections that address the myriad challenges facing designers today. The six part structure of the second edition guides the reader through the history, theory and practice of urban design. The reader is initially introduced to those classic writings that provide the historical precedents for city-making into the twentieth century. Part Two introduces the voices and ideas that were instrumental in establishing the foundations of the urban design field from the late 1950s up to the mid-1990s. These authors present a critical reading of the design professions and offer an alternative urban design agenda focused on vital and lively places. The authors in Part Three provide a range of urban design rationales and strategies for reinforcing local physical identity and the creation of memorable places. These selections are largely describing the outcomes of mid-century urban design and voicing concerns over the placeless quality of contemporary urbanism. The fourth part

