

NEW URBANISM

Glushakova Olga – Sumy State University, group IN-91

EL Advisor Dyadechko A.M

New Urbanism is an urban design movement which promotes walkable neighborhoods that contain a range of housing and job types. It arose in the United States in the early 1980s, and has gradually continued to reform many aspects of real estate development, urban planning, and municipal land-use strategies.

New Urbanism is strongly influenced by urban design standards that were prominent until the rise of the automobile in the mid-20th century; it encompasses principles such as traditional neighborhood design (TND) and transit-oriented development (TOD). It is also closely related to regionalism, environmentalism and the broader concept of smart growth.

New Urbanists support regional planning for open space, context-appropriate architecture and planning, and the balanced development of jobs and housing. They believe their strategies can reduce traffic congestion, increase the supply of affordable housing, and rein in suburban sprawl. The Charter of the New Urbanism also covers issues such as historic preservation, safe streets, green building, and the re-development of brownfield land.

Until the mid 20th century, cities were generally organized into and developed around mixed-use walkable neighborhoods. For most of human history this meant a city that was entirely walkable, although with the development of mass transit the reach of the city extended outward along transit lines, allowing for the growth of new pedestrian communities such as streetcar suburbs. But with the advent of cheap automobiles and favorable government policies, attention began to shift away from cities and towards ways of growth more focused on the needs of the car. Specifically, after World War II urban planning largely centered around the use of municipal zoning ordinances to segregate residential from commercial and industrial development, and focused on the construction of low density single family detached houses as the preferred housing option for the growing middle class. The physical separation of where people lived from where they worked, shopped and frequently spend their recreational time, together with low housing density, which often drastically reduced population density relative to historical norms, made automobiles indispensable for efficient transportation and contributed to the emergence of a culture of automobile dependency.

New Urbanism is having a growing influence on how and where metropolitan regions choose to grow. At least fourteen large-scale planning initiatives are based on the principles of linking transportation and land-use policies, and using the neighborhood as the fundamental building block of a region. Miami, Florida, has adopted the most ambitious New Urbanist-based zoning code reform yet undertaken by a major U.S. city.

More than six hundred new towns, villages, and neighborhoods in the U.S. following New Urbanist principles are planned or under construction. Hundreds of new, small-scale, urban and suburban infill projects are under way to reestablish walkable streets and blocks. In Maryland and several other states, New Urbanist principles are an integral part of smart growth legislation.

In the mid-1990s, the U.S. Department of Housing and Urban Development (HUD) adopted the principles of the New Urbanism in its multi-billion dollar program to rebuild public housing projects nationwide. New Urbanists have planned and developed hundreds of projects in infill locations. Most were driven by the private sector, but many, including HUD projects, used public money.