

Save Our Land, Save Our Towns

VIEWER'S GUIDE



Tom Hylton, Pulitzer Prize winning journalist and host of *Save Our Land, Save Our Towns*

SAVE OUR LAND, SAVE OUR TOWNS is an hour-long documentary that illustrates the negative impacts of sprawling development and suggests better ways to grow in the future.

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LEARNING OBJECTIVES

Viewers will learn that the way we use land affects every aspect of American life. Why do so many young people have to rely on adults to take them where they want to go? Why do we have ghettos? Why are we losing farmland and open space? Why is sprawling development a threat to the environment? These are all land use issues.

TOWNS VERSUS SPRAWL

Traditional Towns

For more than 6,000 years of recorded history, up to the 1950s in America, most people either lived on the farm or in cities, villages, and towns. From the smallest hamlet to the largest city, towns shared five characteristics:

- ✓ **They were compact:** In 1819, the year Queen Victoria was born, London was the largest city in the world with 800,000 residents. Yet people on the city's fringes were only five miles from the center of the city. That's little more than a hour's walk.
- ✓ **There was a clear distinction between city and country:** At the edge of a city or town was a clear boundary where the countryside began. There were no houses or restaurants stretched along the highways between villages, and no isolated developments scattered among farms and forests.
- ✓ **There was a mixture of functions:** Houses, stores, public buildings, workplaces, taverns, schools and parks were interspersed. There were no zones given over exclusively to one function.
- ✓ **Most people lived within walking distance of work:** In even the largest cities, most people lived less than a mile — a 15-minute walk — from where they worked. Many artisans and professionals such as doctors and lawyers lived in the same house where they worked.
- ✓ **The best homes were closest to the center:** The most fashionable people of any city or town lived closest to the center, where the palaces and churches and best stores were located. This is still often true in Europe, South America, and many other areas of the world.

Sprawl

Starting in the late 1940s, America embarked on a new development pattern that is generally known as sprawl. The widespread availability of the car and massive highway building projects made it possible to build any kind of building anywhere. Some of the major characteristics of sprawl are:

- ✓ **It is spread out:** Homes, stores, schools, offices are placed on large plots of land far away from each other. This requires people to use cars for every activity. Each home has an off-street parking area; other buildings, like offices or stores, have parking lots.
- ✓ **Buildings are grouped together by function in one area:** Separate areas are required for each kind of building. Houses are in one area. Stores are grouped together in another area, usually in malls or strip commercial highways; manufacturing plants are located in another area; and office buildings are in yet another area.
- ✓ **Buildings are placed at random over the landscape:** There is no pattern to sprawl. Homes, stores, schools, and offices can be found anywhere, connected only by the nearest highway.
- ✓ **Separation of people by income:** The homes of wealthy people are usually in different areas from the homes of middle class people. The poor often live in towns, usually in older neighborhoods or public housing projects.

TRANSPORTATION OPTIONS

There are basically four ways people move from place to place on a daily basis:

Walk

Ride a bicycle

Ride a bus, a trolley, or a train (public transportation)

Ride in a private automobile

Since 1950, the car has come to dominate transportation.

Miles driven per person in US

<u>1950</u>	<u>1990</u>
2,500	8,500

For many decades, the US Census has kept track of how people commute to work. Each decade, the percentage of car trips has increased at the expense of walking, biking, and public transportation. Here are recent figures for how people travel (percent of total trips) in the United States and selected other countries:

Country	Car	Public Transport	Bicycle	Walking	Other
United States	84	3	1	9	3
Canada	74	14	1	10	1
Germany	53	11	10	26	0
France	47	12	5	30	6
England & Wales	62	14	8	12	4
Switzerland	38	20	10	29	3
Sweden	36	11	10	39	4
The Netherlands	45	5	30	18	9
Italy	42	16	5	28	9
Denmark	42	14	20	21	3

POPULATION LOSS IN 14 US CITIES, 1950 TO 1990

City	1950	1990	Percent Lost
Atlanta	487,455 *	394,017	19%
Baltimore	949,708	736,014	23%
Boston	801,444	574,283	28%
Buffalo	580,132	328,123	44%
Chicago	3,620,962	2,783,725	23%
Cleveland	914,808	505,616	45%
Detroit	1,849,568	1,027,974	45%
Minneapolis	521,718	368,383	29%
Newark	437,540	275,221	37%
Philadelphia	2,071,605	1,585,577	24%
Pittsburgh	676,806	369,879	45%
San Francisco	775,357	723,959	6%
St. Louis	856,796	396,685	54%
Washington, D.C.	802,178	606,900	24%

*Population peaked in 1960

Annexation laws:

There is a substantial difference between most cities in the East and Midwest and those in the rest of the country:

Most states in the South and West allow their cities to expand their boundaries by adding new land to their jurisdiction. This is called annexation. Thus, cities like Charlotte, N.C., Houston, Tex., and San Jose, Calif., have grown rapidly in population and land area during the past 50 years by annexing new territory.

In New England, the Mid-Atlantic states, and some Midwestern states like Michigan, it is legally difficult or impossible for cities to expand their boundaries. Cities like New York, Philadelphia, and Detroit have not expanded their boundaries for more than 50 years.

State legislatures make the laws that create or abolish local governments. Thus, it would be possible for the state legislature in Michigan, for example, to allow Detroit to expand its boundaries and annex land around it, just as North Carolina allows its cities to expand. But the legislatures in these states have chosen not to do so.

FARMLAND PRESERVATION

America has 7 percent of the world's tillable land but produces 13 percent of the world's food. Americans pay a smaller percentage of their income for food (about 12 percent) than any other country.

Each year, the United States loses more than 1 million acres of farmland — an area nearly the size of Delaware — to sprawling development. California, the nation's leading agricultural state and the source of most of our fruits and vegetables, loses about 100,000 acres of farmland each year. Since 1945, America has lost nearly 20 percent of its farmland.

Although the nation has an estimated 360 million acres of cropland, only 43 million acres are considered first class farmland. Unfortunately, more than half of this farmland is adjacent to metropolitan areas where it is vulnerable to development.

Among the prime threats posed by developers to farmers:

- ✓ Developers bid up prices beyond what farmers can afford
- ✓ As more non-farmers move in, complaints about manure smells, chemical sprays, and other farming practices increase. This can lead to nuisance laws that restrict farmers.
- ✓ As more people move in, real estate taxes increase to pay for more schools, police, and other services. Farmers can ill afford to pay these higher taxes.
- ✓ As farms decrease, support services are pushed out. Remaining farmers stop investing in their land, as they anticipate selling for development.
- ✓ Farmers suffer crop and livestock loss from trespassing and vandalism, and are hampered by increased traffic on the roads.

There are two major ways states can protect farmland:

- ✓ **Agricultural zoning:** States can restrict the use of land to agriculture through zoning laws. States like Oregon and Hawaii have enacted statewide zoning programs to protect agriculture. In other states, counties or local municipalities sometimes zone land strictly for farming. For example, Lancaster County, Pennsylvania, is the highest producing agricultural county east of the Mississippi. There, municipalities have zoned more than 320,000 acres of land for farming. That is 54 percent of the entire county.
- ✓ **Purchase of development rights:** state or local governments can also pay farmers to place a restriction on the deed to their land that legally prevents the land from ever being developed. Fifteen states currently have such farmland preservation programs. Maryland has currently preserved more farmland this way than any other state — 185,000 acres. However, this is only 8 percent of total farmland in the state.

Government policies that have undermined cities and towns since 1950

1. The Federal Housing Administration (1934) and the Veterans Administration (1944) encouraged people to buy new homes rather than existing homes, and new homes were usually in the suburbs. Because they established housing appraisal standards, they encouraged banks and savings and loans to follow their lead. For several decades, the FHA discouraged mortgages in areas where any blacks lived. This is called redlining.

The FHA set up minimum requirements for lot size, setback from street, separation from adjacent structures, even for the width of the house itself. That eliminated whole classes of houses, like row homes. It also forbade loan guarantees for any dwelling that could also be used as a store, office, or rental unit. This prevented towns from being built.

2. The federal and state governments encouraged the construction of low-income public housing projects in the cities, but allowed suburban municipalities to avoid them. This accelerated the concentration of poor people in the cities. The government also decided that it would rent only to the lowest income people, which led to significant crime and behavioral problems in these developments.
3. The federal and state governments poured billions of dollars into new highways that encouraged the outward movement of people and industries from the city, yet declined to put funds into the public transportation that cities depend upon.
4. “Slum” clearance programs demolished long-established city neighborhoods for new projects that never materialized.

US cities lost net 200,000 housing units a year from 1950 to 1956 and 475,000 per year from 1957 to 1959. These were replaced by dense, low income high-rise projects which today are centers of crime and drugs.

5. Suburban townships were allowed to use restrictive zoning to prevent the construction of low to moderate income housing within their borders. This helped keep the poor in the cities.
6. Federal court judges ordered the desegregation of city schools, but excluded all-white suburban schools from their rulings, encouraging white families to leave the cities.
7. The federal and state governments financed the construction of water and sewer systems in the suburbs, opening vast areas for development instead of maintaining and rebuilding such systems in the cities.
8. Unlike European governments, which exercise strict control over land development, states encourage sprawling development by allowing every municipality, including those in rural areas, to promote every kind of development, instead of funneling growth back into urban areas.
9. States closed or scaled back many of their institutions for the mentally retarded and mentally ill. Many of these people end up on city streets.
10. The income tax deduction for interest paid on mortgages encourages not only home ownership, but extravagant home ownership.
11. Environmental regulations made it prohibitively expensive to redevelop older industrial areas, encouraging businesses to develop pristine rural areas for new housing, offices, and industrial parks. Although some states have passed legislation to encourage the reuse of “brownfield” sites, it is still less expensive and troublesome for industry to develop virgin fields.

A Thumbnail History of Zoning in the United States and England

The United States

Zoning laws regulate development

Although state governments have always had the power to regulate land use, most states passed laws in the early 1900s delegating power to local municipalities — cities, towns, counties, and townships — to enact zoning laws. Zoning laws gave local governments power to determine which uses would be allowed in various districts established by the ordinance. Districts were provided for stores, offices, manufacturing plants, homes, quarries, and every other kind of land use. New York City's 1916 zoning ordinance is generally considered to be the first such comprehensive zoning law in the United States, and other cities soon followed. In 1926, in response to a lawsuit challenging the legality of zoning ordinances, the United States Supreme Court ruled that zoning is a justified use of governmental authority under the Constitution.

Zoning done by local governments

Today, there are more than 35,000 local governments in the United States with varying authority to regulate land through zoning. Although thousands of local municipalities have no zoning laws at all, many others have detailed and complex zoning laws regulating not only the use of the land, but the size of buildings, how far buildings must be set back from the property line, and other details of construction and landscaping.

England

Unlike the United States, England has no states with separate governmental authority. Although England has counties and other local governments, all these governments must follow rules established by the national government.

Green belts separate towns and countryside

In 1947, the English Parliament passed the Town and Country Planning Act, which essentially zoned all land in England for its existing use. To change that use, a property owner needs government permission. Green belts from five to 20 miles wide were established around most English cities. Used exclusively for agriculture or recreation, these green belts are designed to curb suburban sprawl, protect the health and character of existing towns, and give town dwellers easy access to the countryside.

Government decides where development will go

Using population growth forecasts, government planners decide where it makes the most sense to allow development. That's nearly always adjacent to existing towns. The first priority is to re-use vacant industrial or commercial sites, and in recent years, more than half of all new housing has been built on previously developed land. Guidelines make city centers the preferred locations for new retail development.

Burdensome as these policies might seem to Americans, they work, and the English goal of protecting their cities, towns, and countryside has been fulfilled. The policies ensure a close match between development and public infrastructure. In a democracy that treasures its heritage, they are overwhelmingly popular.

TEN RULES FOR A QUALITY COMMUNITY

Adapted from the book, *Save Our Land, Save Our Towns*, by Thomas Hylton

1. Sense of Place

Cities, villages, and towns should have clearly defined boundaries where development stops and the countryside begins

2. Human Scale

The places where we live and work should be built on a people scale rather than a car scale. To give us a feeling of warmth and security, we need communities with sidewalks, lots of street trees, and houses and stores drawn close to the street and to each other.

3. Selfcontained communities

Communities should have stores, offices, homes, schools and parks within walking distance of each other. Public safety is increased by mixing uses, because it ensures that neighborhoods remain active throughout the day. When people live and work in the same area, families benefit by avoiding the need for a second car, and communities benefit by giving people a greater stake in their town's welfare.

4. Diversity

Every community should have places for people of all ages and incomes to live. Communities should also reflect the racial diversity of the region where they are located.

To make that possible, every neighborhood should provide a wide range of housing types. Small apartment buildings, row houses, small houses on small lots, and large homes can be mixed attractively in the same neighborhoods, making them beautiful as well as practical.

5. Transit-friendly design

Every community should provide transportation alternatives for people without cars. Mobility is essential to modern life. No one should be denied that right because they are too young, too old, too poor, or too handicapped to drive a car. The same kind of design that makes walking possible helps support mass transit.

6. Trees

No single element will do more to improve our communities than planting a lot of shade trees. Young trees are inexpensive and require little maintenance. But as they grow they develop a beautiful and tranquil presence.

7. Alleys, parking lots to the rear

Communities need alleys and rear parking lots to maintain attractive streets and sidewalks. Just as we, as individuals, have goods and chattel that we put out of sight in closets and storage rooms, it is behind our houses that we should put electric poles, parking spaces, garages, trash and recycling bins, and outdoor equipment.

8. Humane architecture

People need to live among buildings that are beautiful and hospitable, and that harmonize with their surroundings. There's no reason why our apartment buildings, stores, schools, and offices can't be warm and inviting, constructed using materials and designs that humans have found attractive for generations.

9. Sense of enclosure

It is a basic human desire to feel a sense of enclosure. Traditional communities like Annapolis or Georgetown create beautiful outdoor spaces by aligning homes close together to make streets into cozy outdoor rooms. The buildings form the room's walls, while street trees create a cathedral ceiling.

10. Maintenance and safety

Maintenance and safety is the chief difference between some of America's most fashionable addresses and some of its worst slums. Communities must institute regular inspections of all commercial and multifamily dwellings, issue citations promptly to violators, and place liens on noncomplying properties.

Garden Cities

In 1902, an English social reformer named Ebenezer Howard published a book called *Garden Cities of Tomorrow*, which contained his ideas for the ideal city of tomorrow. At the time of the book, English cities were overcrowded, unsanitary, and polluted.

Howard believed that new cities should be built in the countryside so their residents could breathe fresh air and live in green surroundings. He suggested that each city should have about 30,000 people, enough to make it feasible to have a diversity of stores, schools, homes, and jobs. At the same time, he wanted the cities to be small enough so people could walk straight out into the countryside. He therefore suggested each “Garden City” should have 1,000 acres for homes and businesses, to be surrounded by a ring of countryside, called a green belt, that would contain 5,000 acres of land and be owned by the city.

New towns built in countryside

Unlike many visionaries, Howard actually lived to see several Garden Cities built and occupied in the countryside surrounding London. The first, Letchworth Garden City, was built starting in 1903, and the second, Welwyn Garden City, was underway in 1919. Within 30 years Letchworth grew to a town of 15,000 people with 150 shops and 60 industries.

An international organization was formed to promote Garden Cities, which still exists today as the Town and Country Planning Association with headquarters in England.

Garden City concept influences England

Howard’s ideas heavily influenced the physical environment of England today. Rather than spread development in large lots all over the countryside, as Americans have done, the English have retained distinct towns surrounded by Green Belts of open countryside where most development is prohibited.

At the end of World War II, the English decided to create more than 25 new towns based on the Garden City concept. The government bought huge tracts of land in the countryside and built new towns from scratch. Each town was designed to be self-sufficient, with a large number of residents living and working in the same town, to cut down on long commutes. The towns are also connected to nearby citizens by trains and bus lines.

Green Belts in America

There is only one city in the United States with a green belt. Boulder, Colorado, a city of 90,000 people, has a publicly owned green belt that is nearly twice as large as the city itself. Since 1967, the city has used tax revenues to purchase land immediately outside its borders to preserve it from development.

Growth Boundaries

Several American cities and states enforce growth boundaries. A growth boundary is a line that shows where development is permitted and where it is not. Among the cities with growth boundaries are Lexington, Kentucky; San Jose, California; and Lincoln, Nebraska.

The states of Washington and Oregon require their cities to create growth boundaries. For example, each of Oregon’s 242 cities and 36 counties is required by state law to draw up growth boundaries around the cities to accommodate all foreseeable development for 20 years. Development is encouraged inside the growth boundaries and virtually forbidden outside the growth boundaries. The growth boundaries are adjusted every 10 years.

Neo traditional zoning, or new urbanism

For decades, zoning laws have required that different land uses should be in different zones. For example, municipalities have a separate zone for housing, a separate zone for industry, another zone for offices, and yet another zone for shopping malls. This segregation of zones requires people to drive for every activity and makes it necessary for every building to have its own parking lot.

In the last decade, the consequences of such zoning laws — among them, the loss of open space, the ugliness of strip development, the time and money consumed in constant driving — have led architects and planners to rediscover the advantages of traditional towns.

Nationwide, a growing number of municipalities are changing their zoning laws to encourage new development patterned after traditional towns. Homes, stores, and offices can be built within walking distance of each other, connected by sidewalks lined by street trees. Buildings are placed close to the street, with parking lots to the rear, to make a pleasant environment for pedestrians. As of the year 2000, more than 250 such developments were either planned or under construction.

This kind of development is called neo-traditional, or the new urbanism. The largest such development in the United States is Celebration, Florida, a \$2.5 billion town being built by the Disney Development Corp. near Orlando. Celebration has a small downtown with stores on the first floor and offices and apartments on upper floors. Surrounding the downtown are dwellings of every kind mixed together in small neighborhoods, including apartments, rowhouses, bungalows and palatial homes. Children walk to a public school that houses grades K-12 in one building.

Many states are beginning to encourage this kind of development because it consumes far less land than suburban sprawl and provides places for people of all incomes to live.

Environmental Costs of Sprawl

One of the greatest negative impacts of sprawling development is environmental degradation.

By spreading out land uses and forcing people to drive for everything, suburban sprawl requires far more roads and parking lots than towns. When meadows are stripped, woodlands cut, and wetlands drained in the course of “development,” natural ecological cycles are disrupted. The ability of native plant and animal species is threatened.

But woodlands and wetlands do more than protect biological diversity. They act as sponges that soak up rainwater, replenishing the groundwater supply and limiting the sediment that flows into our rivers and streams. As more land is paved over, the water runs directly into rivers and streams without soaking into the ground. A one-acre parking lot, for example, produces 16 times more runoff than a one-acre meadow. This increases flooding and droughts.

In addition, rainfall runoff picks up soil that it carries into streams, clouding the water and smothering life underwater. It also carries pollutants directly into streams and rivers.

Environmental protection agencies are beginning to recognize the damage caused by sprawl. In Pennsylvania, for example, a special environmental task force appointed by the governor, called the 21st Century Environment Commission, concluded that sprawling development will be the greatest threat to Pennsylvania’s environment in the 21st Century.

Brownfields versus Greenfields

In the last 50 years, as America lost millions of manufacturing jobs, thousands of factories and other industrial sites were closed across the country — most of them in cities and towns. Nearly all these sites were used in an era when there wasn't much concern about the environment, and consequently the ground and buildings had some form of contamination, such as asbestos-laden rubble, leaky underground storage tanks, spilled chemicals, or hazardous waste.

These sites are known as brownfields, in contrast with farmfields and other open land which have never been built upon, which are often called greenfields.

In the 1970s and early 1980s, state and federal laws were passed that established a complicated legal process to determine who polluted the ground and force the polluters to clean it up — an enormously costly process. Rather than provide much environmental clean-up, these laws instead led to the abandonment of many of these sites and expensive lawsuits to assess blame for the pollution rather than actually clean it up.

As a result, there are an estimated 130,000 to 500,000 vacant brownfields, most located in older population centers where there are highways, water and sewer lines, and other infrastructure already in place.

In recent years, business leaders, environmentalists, and government officials have reached a consensus that it is foolish to allow these brownfields to remain vacant while prime open lands in the countryside are developed. In fact, the re-use of these brownfields is seen as an important way to revitalize older cities and towns, curb suburban sprawl, and protect farms and forests.

Many states, such as Michigan, Illinois, and Pennsylvania, have passed laws making it easier for private businesses to re-use these lands.

A central idea behind these laws is to stop worrying about who polluted the land in the first place, but to focus on clean-up and re-use. The laws also recognize that it is not necessary to clean up a site to the pure condition it was in before settlers arrived centuries ago, but to make it safe enough for people to live and work there. Increasingly, grants and loans are being provided by the state and federal government to private industry or local governments to assess environmental problems at brownfield sites and clean them up sufficiently so they can be re-used.

In England, more than half of all new housing is built on sites that were previously developed for something else, in keeping with the English philosophy of continually rebuilding cities and towns and protecting the countryside around them.

RESOURCES

Local municipalities:

Most local municipalities throughout the United States have planning or code enforcement offices that can provide maps, zoning and subdivision ordinances, and other information about land use in your region. Some planning departments will be willing to provide speakers. The members of your local town council, or board of supervisors or commissioners, might also be willing to meet with you.

On the internet:

There are a wealth of internet sites with research and materials relating to land use planning and community building:

www.cubekc.org

The **Center for Understanding the Built Environment** offers lessons, materials, and workbooks for students K-12 to understand towns and architecture.

www.planning.org/educ/k12gener.htm

The **American Planning Association** provides assistance to those teaching students in grades K-12 about city and regional planning. A free kit of materials is available by mail; contact the APA Education Program at 122 S. Michigan Avenue, Suite 1600, Chicago, IL 60603, call 312.431.9100, or e-mail toeducation@planning.org for your copy.

Resources Newsletter

Resources newsletter is a quarterly publication from the **American Planning Association** for anyone interested in teaching children about city planning. Each issue highlights new and exemplary programs for teaching planning in grades K through 12. The newsletter covers not only traditional planning, but environmental, heritage, design, architectural, and social science teaching related to planning.

www.sierraclub.org/sprawl/resources

The **Sierra Club** has one of the nation's most comprehensive websites on sprawl, including reports, publications, and links to more than 150 websites relating to some aspect of sprawl, including:

- Transportation
- Bicycling and Walking
- Livable Communities
- Traffic calming
- Sprawl, land use and conservation

www.smartgrowth.org

The **Smart Growth Network** is a partnership of government and non-profit organizations to promote development that:

- Protects the environment
- Enhances access to nature

- Practices land recycling (brownfields redevelopment)
- Is economical to build and maintain
- Promotes social justice

Its website is loaded with news about smart growth initiatives from around the country and publications and reports regarding the issue of sprawl.

www.cnu.org

The **Congress for the New Urbanism** is an alliance of architects, planners, builders and others who want to rediscover, rebuild and create new neighborhoods that house people of all ages, races, incomes within walking distance of each other.

www.nthp.org

The **National Trust for Historic Preservation** is committed to saving America's historic towns and neighborhoods, including older schools. Its Main Street program is working with hundreds of towns across the country on redevelopment projects.

www.farmland.org

The **American Farmland Trust** is the nation's leading organization for preserving farmland in America. Its website includes information on farmland preservation programs across the nation, including the total acreage of farms permanently preserved from development.

www.epa.gov/brownfields

The **Environmental Protection Agency's** website on brownfields contains information on brownfields reclamation programs across the country.

www.nrcs.usda.gov/

The **Natural Resources Conservation Service** of the **U.S. Department of Agriculture** conducts an inventory every five years of all nonfederal land in the United States — some 75 percent of the country's land base. The inventory shows in rough terms how much land is developed in each state. Data on each state is posted on its website, along with conservation education materials for the classroom.

<http://mapping.usgs.gov/>

One stop information and shopping for **United States Geological Survey** maps. The website also contains information on teaching packets on map reading for elementary, middle, and high school students.

<http://www.sprawlwatch.org/>

Website itemizes ballot measures to preserve open space and manage growth across America.

BIBLIOGRAPHY

Save Our Land, Save Our Towns

Thomas Hylton, photography by Blair Seitz
Harrisburg: RB Books, 1995

A color coffee table book on which the video is based, designed to be a quick read. It shows in words and pictures the relationship between the decline of our cities and towns and the loss of farmland and open space. Lists 10 rules for a quality community. Concludes with specific ways Americans can save their cities, towns and countryside.

Crabgrass Frontier

Kenneth T. Jackson
Oxford University Press, 1985

The definitive history of suburban sprawl in the United States by a Columbia University professor. Eminently readable.

Edge City: Life on the New Frontier

Joel Garreau
New York, Doubleday, 1991

The author, a reporter for the Washington Post, details how new, low density cities have sprung up on the fringes of traditional American cities. Clearly explains why America looks the way it does today.

Planning in the USA

Barry Cullingworth
New York: Routledge, 1997

Cullingworth is a professor from England who spent years teaching in the United States. An outstanding view of the American planning system from an outsider's perspective, and not at all boring.

Suburban Nation

Andres Duany, Elizabeth Plater-Zyberk, Jeff Speck
New York: North Point Press, 2000

Duany, an architect and town planner from Miami, has led the crusade to rediscover the virtues of traditional towns and build more of them in the future. He designed the town of Seaside, Florida, the first pedestrian community in perhaps 50 years. Duany is the most vibrant, persuasive, and energetic spokesman for the "neo-traditional" or "New Urbanist" movement.

Asphalt Nation

Jane Holtz Kay
Berkeley: University of California Press, 1997

A comprehensive review of the nation's decision since World War II to become totally car-dependent. Kay is architecture critic for *The Nation* magazine.

Holding Our Ground

Tom Daniels and Deborah Bowers

Washington, D.C.: Island Press, 1997

The definitive book on farmland preservation efforts in America.

A Pattern Language

Christopher Alexander and others

New York: Oxford University Press, 1977

A book revered by architects and town planners for more than 20 years, *A Pattern Language* contains 253 rules of thumb for creating warm and cosy places to live and work. In recent years, it has also obtained a following among computer geeks.

Comeback Cities

Paul Grogan and Tony Proscio

Boulder, CO: Westview Press, 2000

The authors argue persuasively that America's big cities — although they remain overwhelming poor and working class — are becoming good places to live, thanks to reduced crime, local housing initiatives, and increased immigration.

American Apartheid

Douglas Massey and Nancy Denton

Cambridge, MA: Harvard University Press, 1993

A definitive explanation of how blacks have become more segregated, over a longer period of time, than any other ethnic group in America.

The Great Good Place

Ray Oldenburg

New York: Paragon House, 1989

The author argues that when Americans adopted a low density lifestyle, they lost the sense of place and belonging that traditional neighborhoods provided.

New Visions for Metropolitan America

Anthony Downs

Washington, D.C.: The Brookings Institution, 1994

One of the nation's leading experts on development patterns, Downs lists the reasons why many Americans prefer suburban sprawl over traditional cities, and the shortcomings of the new system.

Changing Places

Richard Moe and Carter Wilkie

New York: Henry Holt, 1997

An overview of suburban sprawl by the president of the National Trust for Historic Preservation.

RELATED BULLFROG FILMS

Planet Neighborhood

Series of 3 Programs x 56 minutes • Closed Captioned

Produced by Larry Klein • A Production of WETA-TV Washington DC, Executive Producer Richard Thomas

Home - Green technology and innovative design save energy.

Work - Sound office building design, car recycling and waste water disposal.

Community - Good community design and natural wastewater treatment.

Subdivide and Conquer: A Modern Western

56 minutes (27-minute version available) • Closed Captioned

Produced by Jeff Gersh and Chelsea Congdon • Narrated by Dennis Weaver

Suburban sprawl: causes and remedies.

Ways We Live: Exploring Community

Series of 10 programs x 26 minutes • Closed Captioned

Produced by Heather MacAndrew & David Springbett, Asterisk Productions

Community Animals - Leading thinkers explore community, work, time, values, and change.

Virtually Intentional - Finding community in the cloister, a commune, and in cyberspace.

Community by Design - Good design of houses and neighborhoods builds community.

Making Shelter - My Home with Others - Co-ops and co-housing provide new models for building community.

Reclaiming Community - Communities in Toronto and Oakland take back and revitalize public spaces.

Ageing with Community - The search for community and independence as we grow old.

The Boundaries of Change - Cities cope with changing demographics.

Finding Us and Them - Physically and mentally challenged people find community.

On the Road - RV owners leave their home towns and build their own communities.

Maps with Teeth - Bioregional mapping by locals communicates a sense of place and regional identity.

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