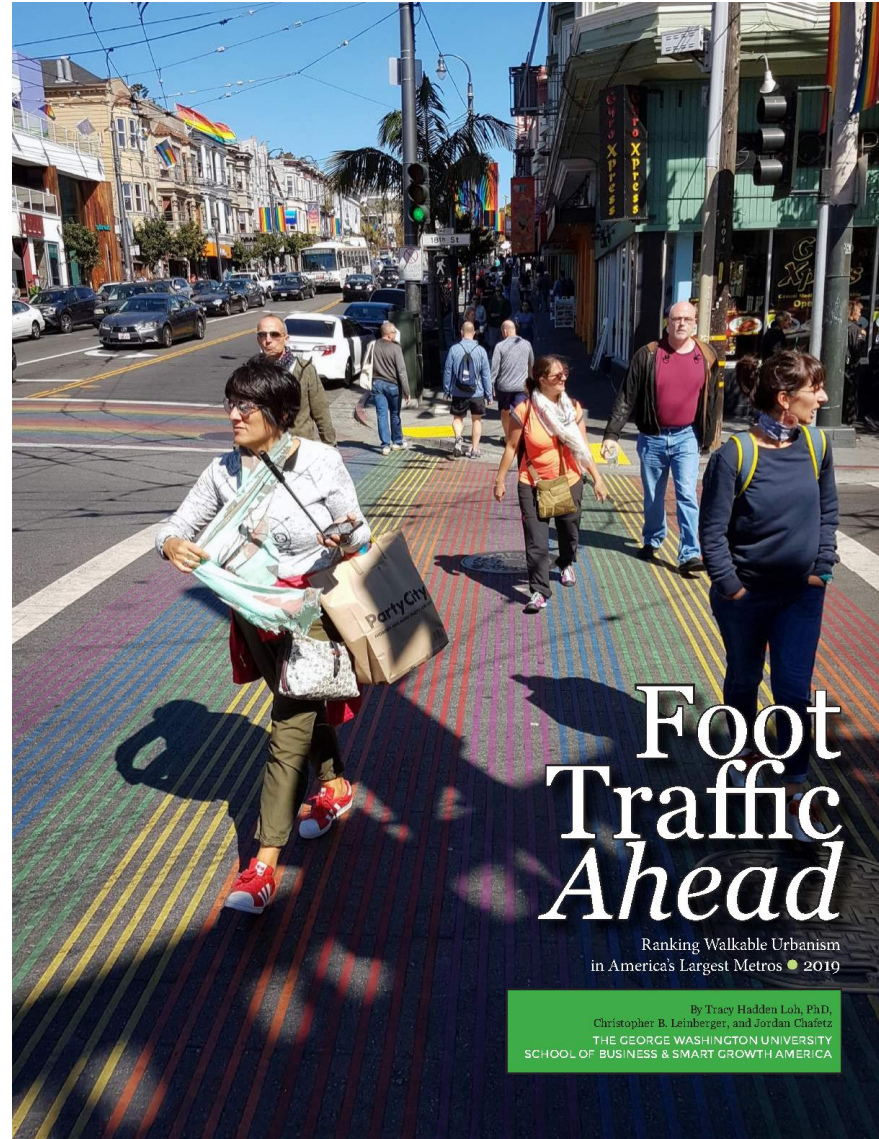




SUSTAINABILITY

Places that look green are usually pretty brown and places that look brown are usually pretty green



'Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros – 2019', The George Washington University School of Business & Smart Growth America, <https://smartgrowthamerica.org/resources/foot-traffic-ahead-2019/> (accessed 17 November 2023).



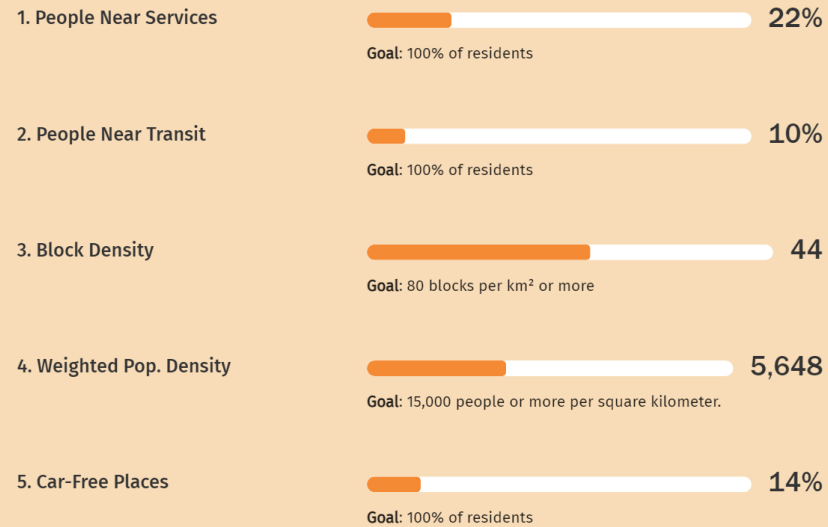
0.17 percent*

'Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros – 2019', The George Washington University School of Business & Smart Growth America, <https://smartgrowthamerica.org/resources/foot-traffic-ahead-2019/> (accessed 17 November 2023), 13.

* Walkable Urban Places (Type I)



Walkability in Los Angeles-Long Beach-Santa Ana [USA]



Walkability in London [GBR]



Walkability in Los Angeles-Long Beach-Santa Ana (USA) versus London (GBR)
Source: Institute for Transportation & Development Policy, New York (accessed 20 November 2023)



Why do we fail to plan for,
and build more,
of these neighborhoods?



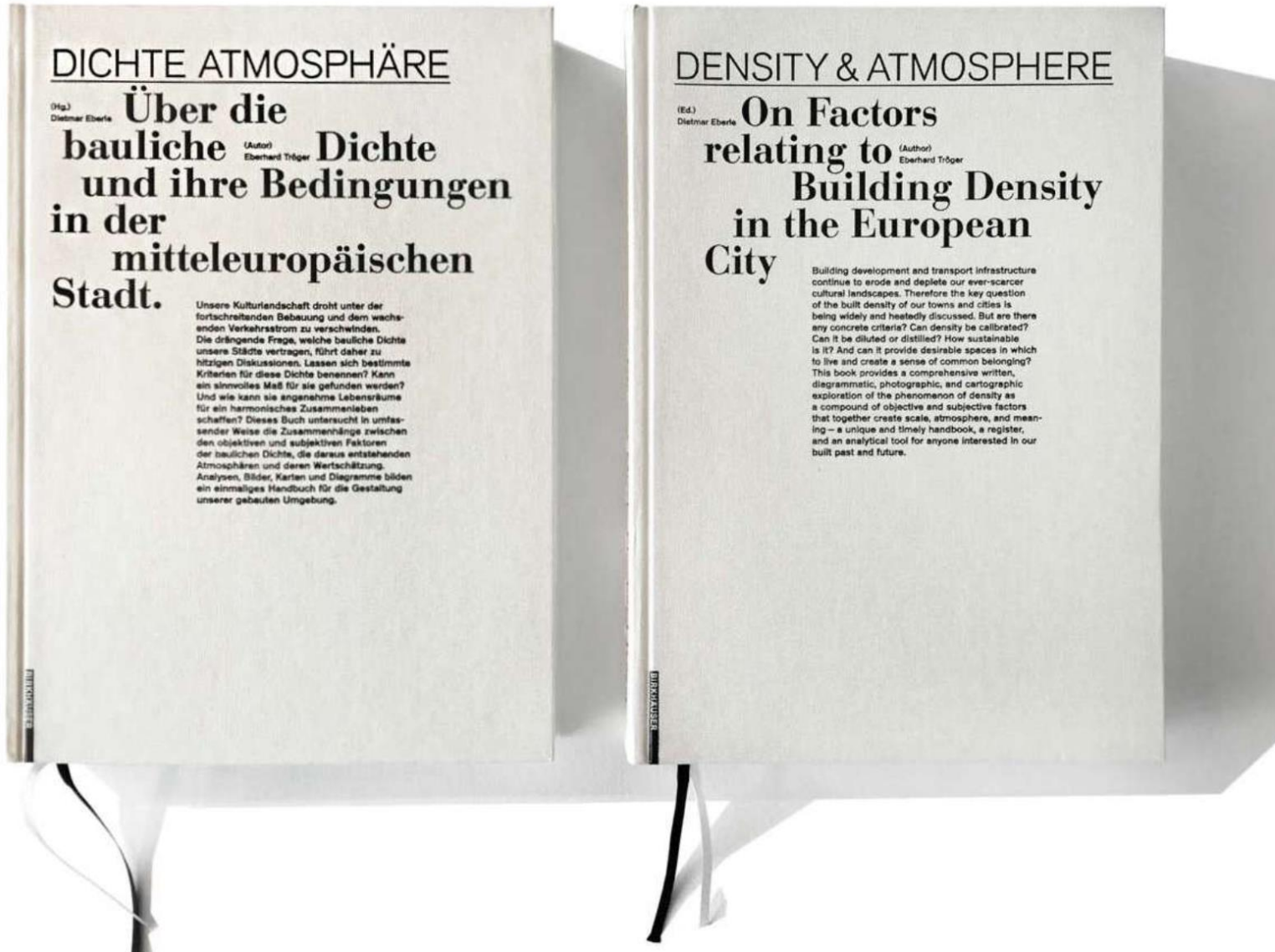
The 15-Minute City



1.2 percent of the landmass*
6.8 percent of the population
19.1 percent of the real GDP

'Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros – 2023', Smart Growth America, <https://smartgrowthamerica.org/wp-content/uploads/2023/01/Foot-Traffic-Ahead-2023.pdf> (accessed 17 November 2023), 16.

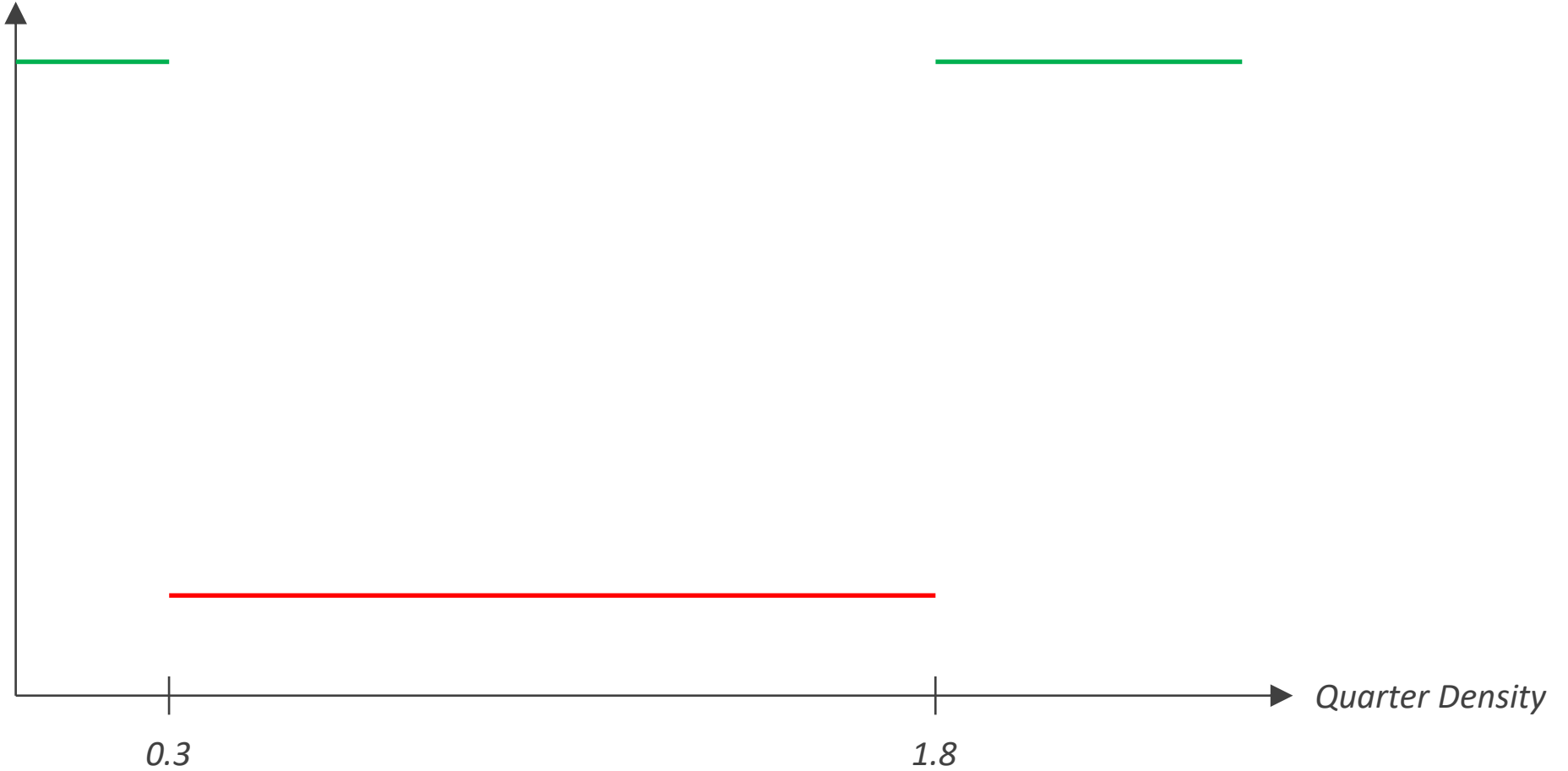
* WalkUPs (Type I) are about 0.2% of all the land in the largest 35 metros, while walkable neighborhoods (Type II) are about 0.9%.



Dietmar Eberle and Eberhard Tröger, eds., *Density & Atmosphere: On Factors relating to Building Density in the European City* (Basel: Birkhäuser, 2014).



User Satisfaction



User satisfaction in relation to quarter density



Berlin, Privatstraße (0.23)



Vienna, Schippgasse (0.31)



Munich, Waldstraße (0.36)



Zurich, Im Heimgärtli (0.30)

Density category 1



Berlin, Christburger Straße (2.12)



Vienna, Fockygasse (1.96)



Munich, Pariser Platz (2.02)



Zurich, Kanzleistraße (1.96)

Density category 7



>30,000?

>20,000?

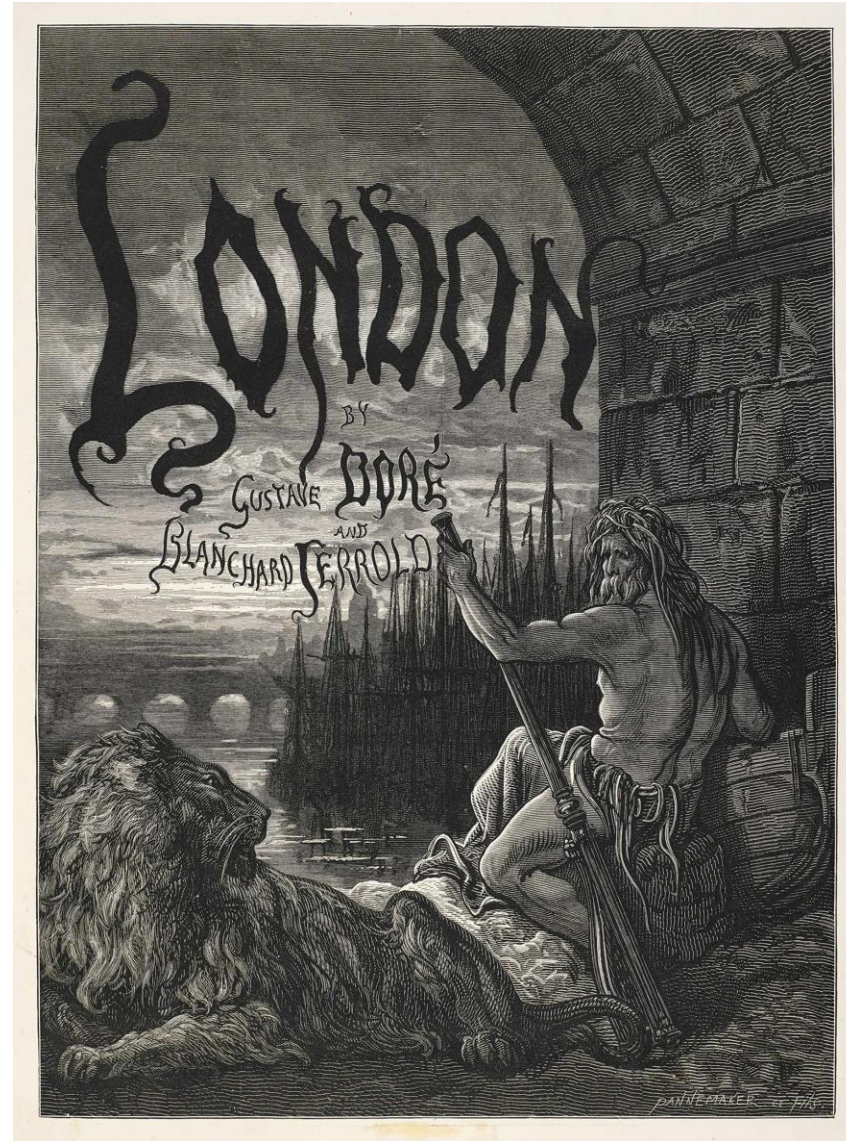
>15,000?

Jane Jacobs, *The Death and Life of Great American Cities* (London: Vintage, 1961).

Dietmar Eberle and Eberhard Tröger, eds., *Density & Atmosphere: On Factors relating to Building Density in the European City* (Basel: Birkhäuser, 2014).
Institute for Transportation & Development Policy, New York



Why do we fail to plan for,
and build more,
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Gustave Doré, *London: A Pilgrimage* (London: Grant & Co, 1872).



Gustave Doré, *London: A Pilgrimage* (London: Grant & Co, 1872).
Dudley Street, Seven Dials



The most extensive working-people's district lies east of the Tower in Whitechapel and Bethnal Green, where the greatest masses of London working-people live. Let us hear Mr. G. Alston, preacher of St. Philip's, Bethnal Green, on the condition of his parish. He says:

“It contains 1,400 houses, inhabited by 2,795 families, comprising a population of 12,000. The space within which this large amount of population are living is less than 400 yards square, and it is no uncommon thing for a man and his wife, with four or five children, and sometimes the grandfather and grandmother, to be found living in a room from ten to twelve feet square, and which serves them for eating and working in.”



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90,000 residents per sq. km



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90,000 residents per sq. km
2.4 m² floorspace per person



Sun, space, verdure
Le Corbusier and Francois de Pierrefeu, *The Home of Man* (London: Architectural Press, 1948).



Gustave Doré, *London: A Pilgrimage* (London: Grant & Co, 1872).
Wentworth Street, Whitechapel



Wentworth St in Whitechapel, London, UK, 22 August 2018 (Source: Barnimages)



90,000 residents per sq. km

Bethnal Green in 2021 (area: 1.186 sq. km): 21,090 residents

Population density = **17,800 residents per sq. km**



2.4 m² floorspace per person

London in 2018: **32.6 m² floorspace per person**



Green | Risky Climate

Better Housing Policy Might Be the Best Climate Policy for the US

Building dense, mixed-use and largely car-free neighborhoods cuts carbon — and the benefits don't stop there.



Why do we fail to plan for,
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