

# The Place We Call Home

*The Death of Human Flourishing in Non-places*

By Gioia Calabretta





*Fig. 1, Stranger Things kids on bikes,  
2016 (NYPost)*



*Fig. 2, The Goonies kids on bikes,  
1985 (Collider)*



**How could New Urbanist principles  
remedy the urban sprawl generated  
by post-WWII auto centrality?**





*Fig. 3, Eisenhower and the National Highway Program (Eisenhower Library)*

"The spread of development across a landscape outpaces population growth causing low-density of population, rigid separation of houses from commerce and workplaces, a lack of well-defined and thriving town centers, and a network of roads laid out to separate land into huge blocks with poor access and lacking transportation choices" - Greenbelt Alliance







*Fig. 4, Houston suburbs (Nelson Minar)*

"Disinvestment in historic city centers;  
excessive separation of people by age, race,  
and income; extreme inequality of  
educational opportunity; pollution and the  
loss of agricultural lands and wilderness;  
record rates of obesity; and cultural  
indifference to a shared and beautiful public  
realm" - Philip Bess







*Fig. 5-6, Token sidewalk, photograph by Gioia Calabretta*





*"A suburbanite who loses his or her driver's license... ceases to be a viable citizen" - Andres Duany*



Fig. 7-8, Wards Road Lynchburg, photograph by Gioia Calabretta



"The car is not an instrument of freedom, but a prosthetic device that you need just to live your life" - Jeff Speck



*Fig. 9, Dangerous crossing (Delaware Online)*



*Fig. 10, Traffic Jam (NPR)*







*Fig. 11, First Congress of New Urbanism in Alexandria (CNU)*

"New Urbanism emerged over the past three decades in response to the sprawling placelessness of modern development. Without sprawl, New Urbanism would not have been necessary, because traditional urbanism would have evolved continuously to serve the needs of modern real estate development." - Robert Steuteville





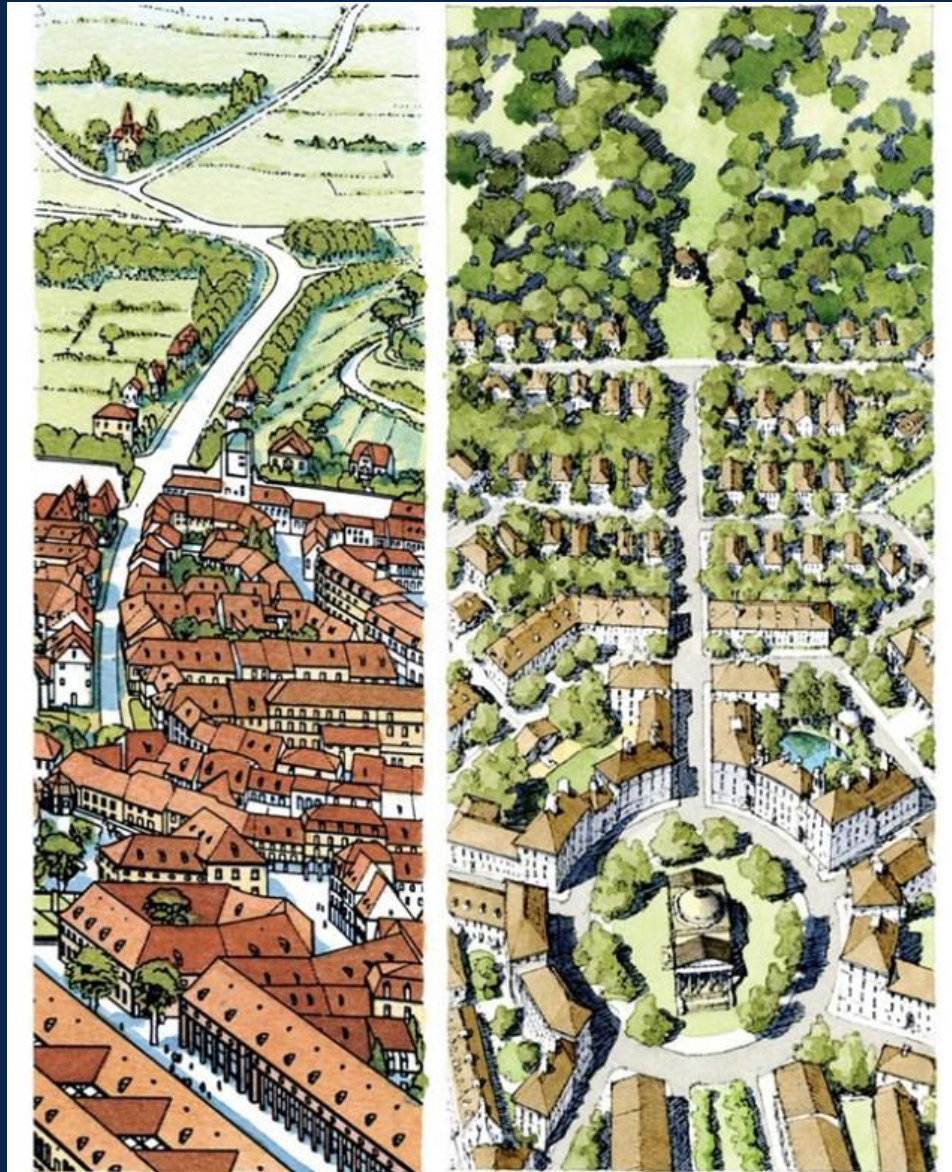
*Fig. 12-13, Seaside Florida (Visit Florida, Kelly Kazek)*



*Fig. 14, Seaside Florida, photographed by Gioia Calabretta*







*Fig. 15, Stylized transect (The Dirt)*



*Fig. 16, Transformed road with adaptability (CNU)*



*Fig. 17, Community in action (CNU)*







*Fig. 18, Highway maze (New York Times)*



*Fig. 19, Widened highways (Panethos)*



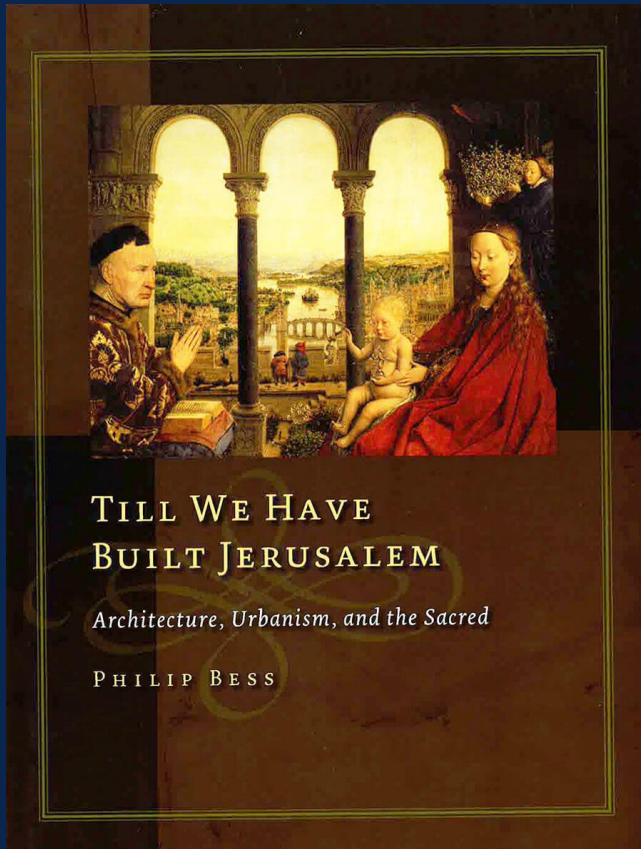




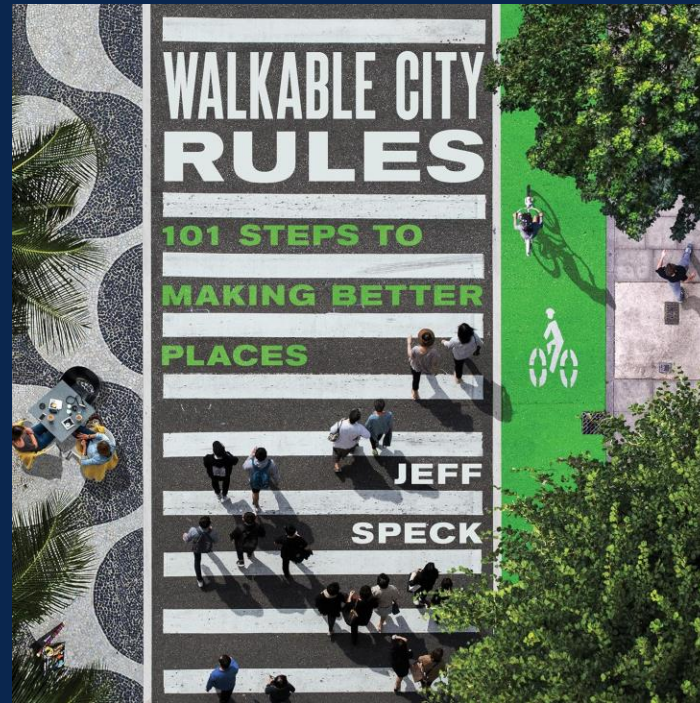
*Fig. 20, Before and after of California Main Street (Daily Mail)*



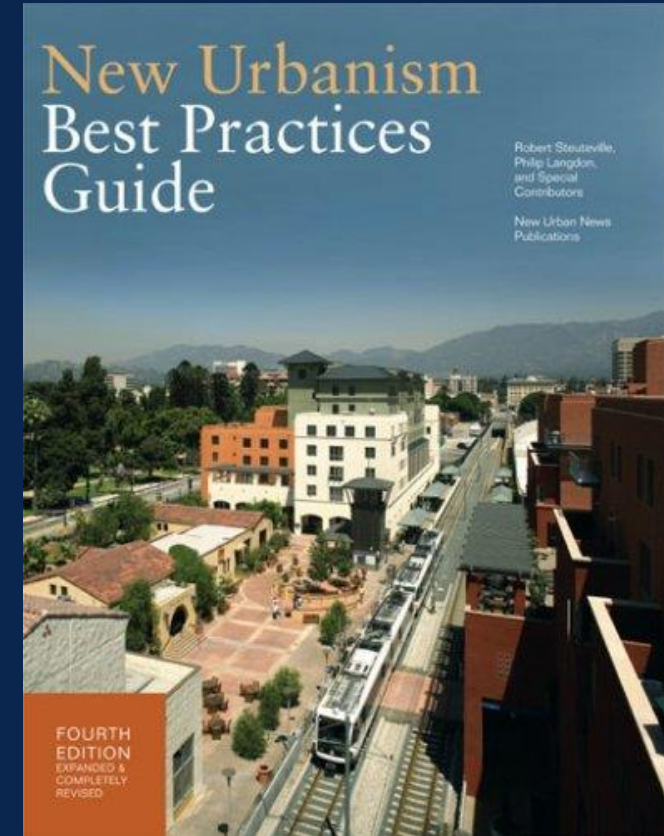




*Fig. 21, Till We Have Built Jerusalem (University of Notre Dame)*



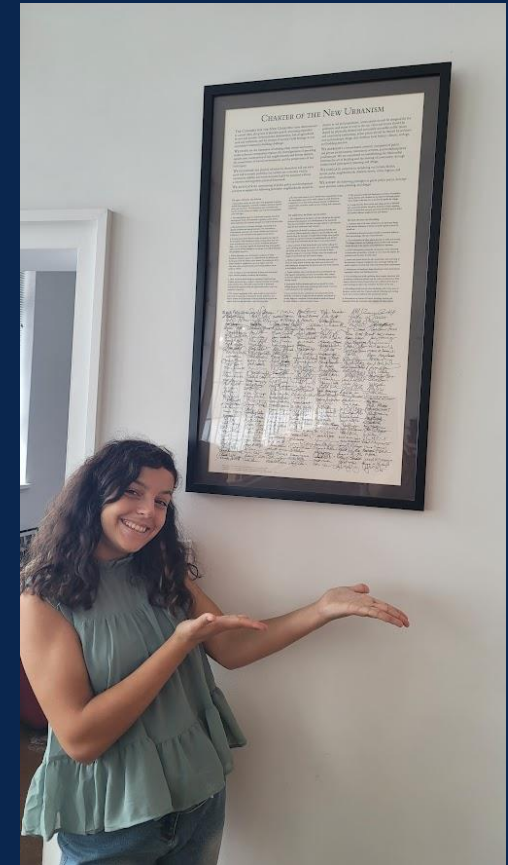
*Fig. 22, Walkable City Rules (Amazon)*



*Fig. 23, New Urbanism Best Practices Guide (Amazon)*



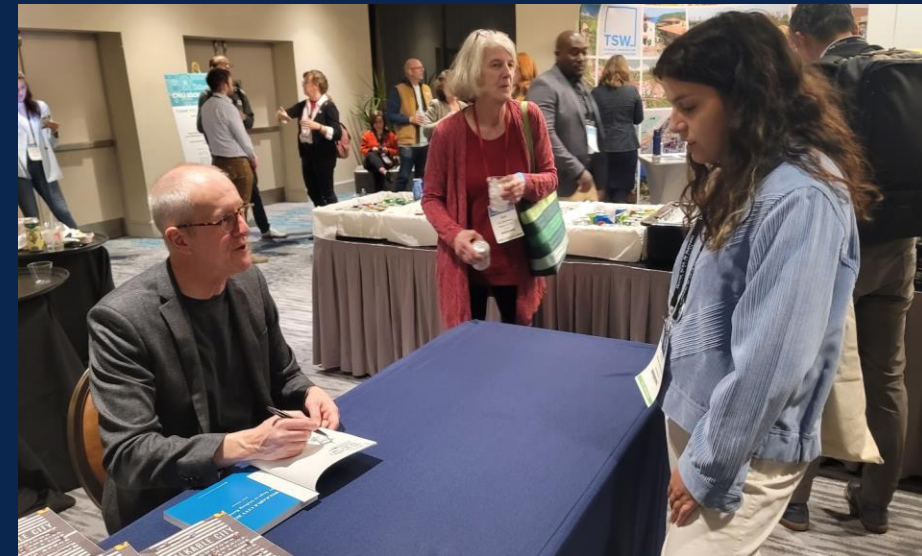




*Fig. 24-25, Meeting Elizabeth Plater-Zyberk and seeing the signed CNU charter, photographs by Mario Calabretta*





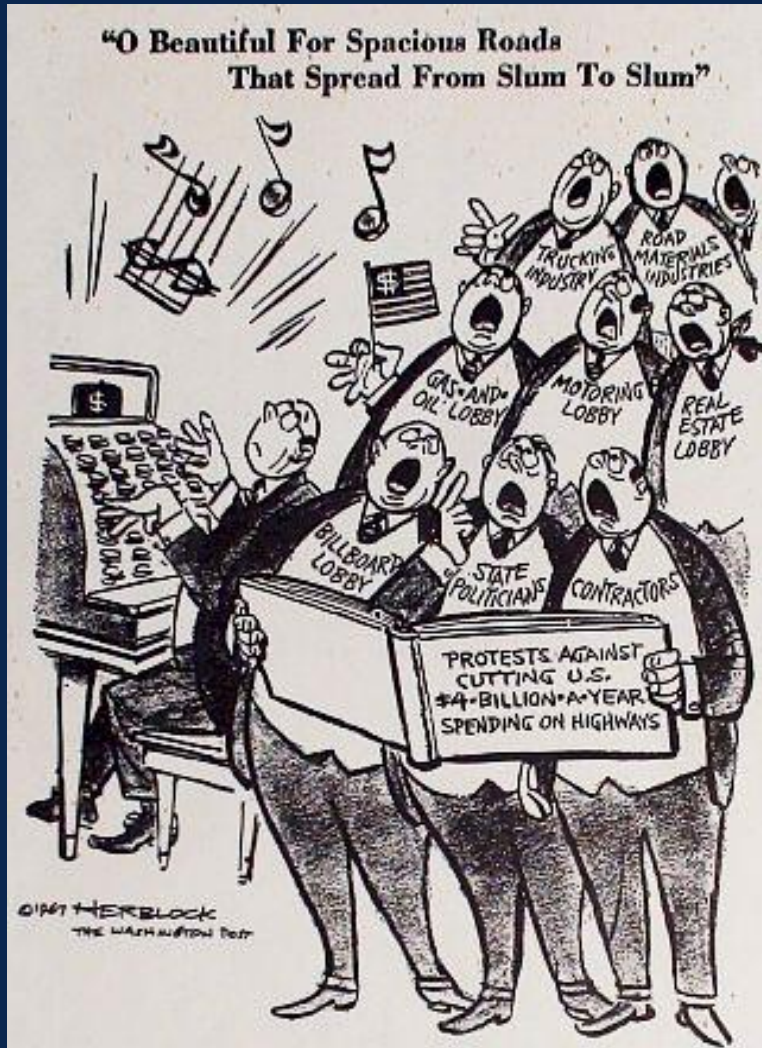


*Fig. 26-29, CNU conference in Oklahoma City, photographs by Mario Calabretta*

Notable figures left to right, clockwise: Dhiru Thadani, Andres Duany, Robert Steuteville, Jeff Speck

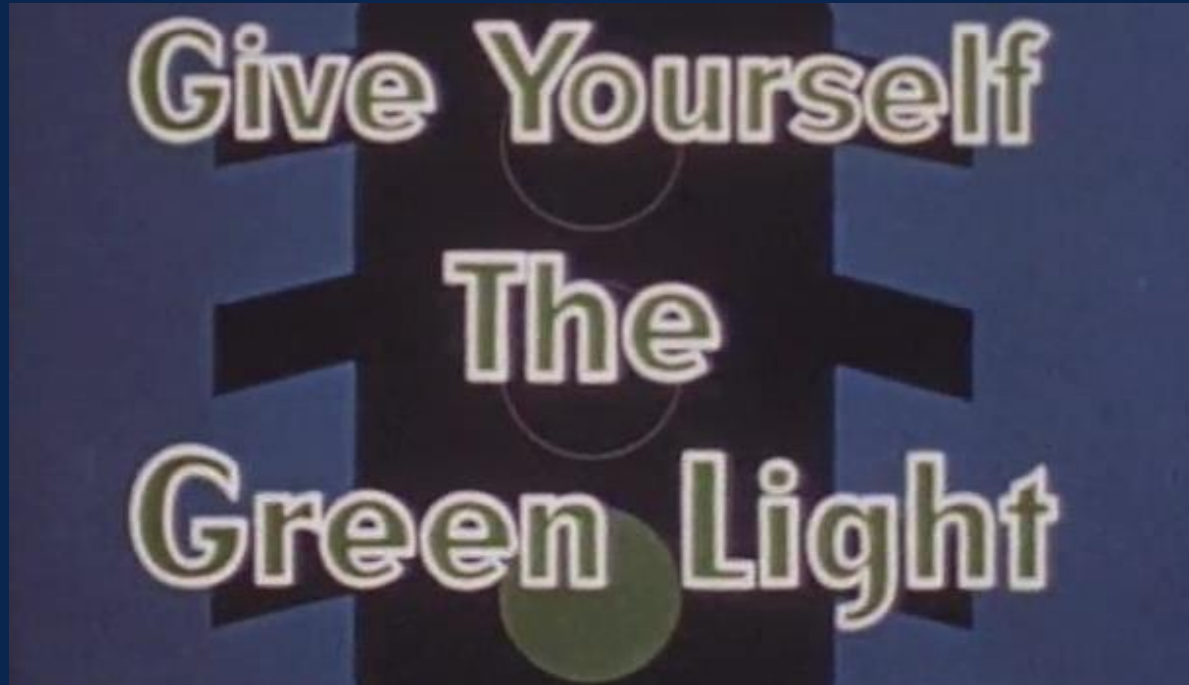






*Fig. 31, Auto propaganda from the 1950s (Bitchute)*

*Fig. 30, Highway Lobby cartoon by Herbblock (PopHistoryDig)*



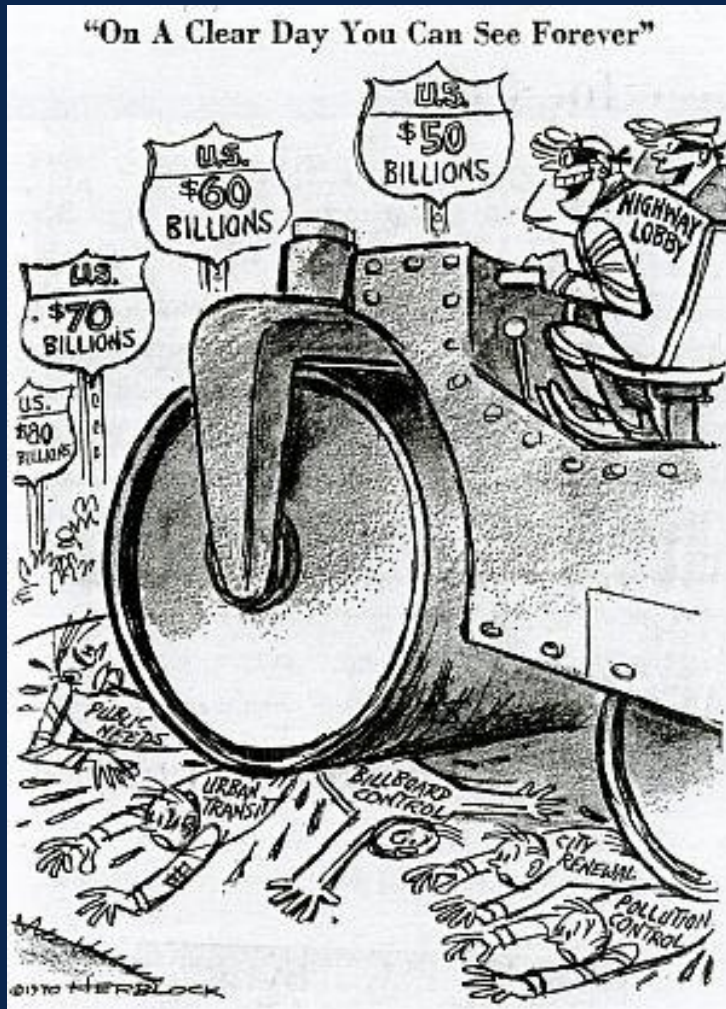


Fig. 32, Highway Lobby cartoon by Herblock (PopHistoryDig)

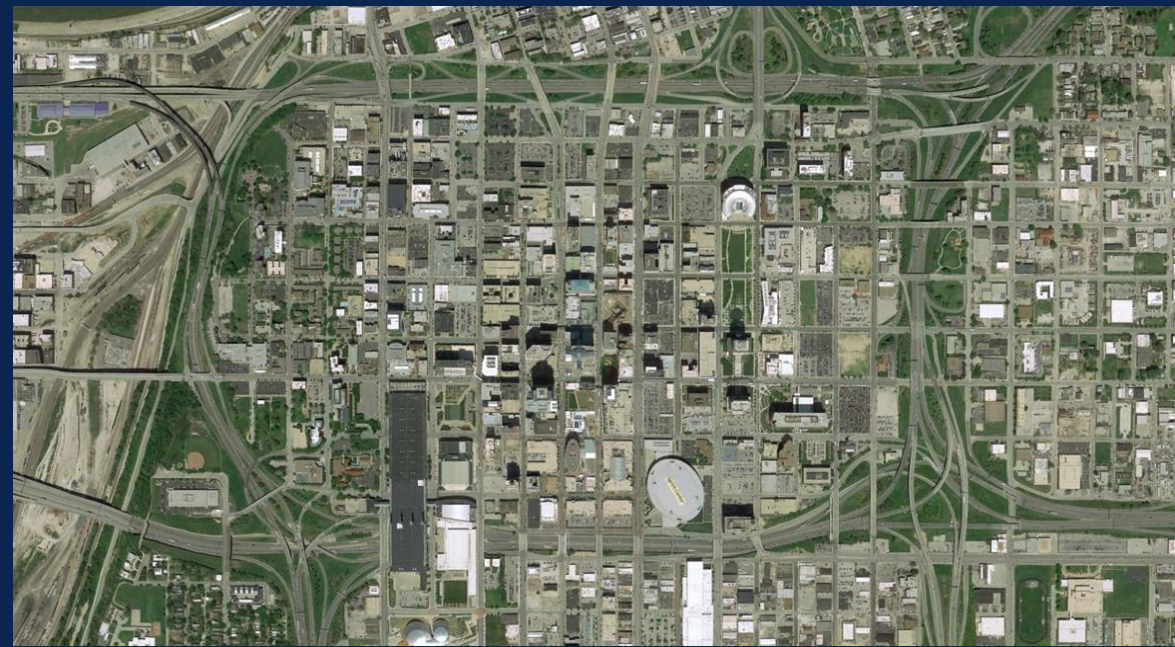
"The costs go beyond dollars and cents. Spreading out also creates more air pollution from automobiles, more lake degradation from development runoff, and more fragmentation of wildlife habitats. There are social costs, such as the isolation of the poor and elderly in cities, and the disruption of traditional farming and forestry activities in the countryside" - Maine State Planning Office







*Fig. 33, Kansas City 1955 (IQC)*



*Fig. 34, Kansas City 2014 (IQC)*







*Fig. 35, Transformation of a road (Terrain)*



*Fig. 36, Infill and revitalization (Architecture Quote)*











*Fig. 39, Documentary cover designed by Gioia Calabretta, photo courtesy of Jared Murray*



*Fig. 40, Poster mockup, courtesy of Unblast*







*Fig. 41, A future to strive for (ArchDaily)*



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