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**0 Abstract**

The post-war North American suburb, has, in the layout of its public streets and pathways, assumed a fundamentally new spatial structure that is without precedent in the history of human settlement. For the first time, a grid of arterial roads for moving around within the city as a whole have been all but entirely cut-off from roads for moving around within adjacent neighborhoods.

In what ways might this abnormal structure be implicated in global warming, vulnerability to property and violent crime, and fear of crime? Could incremental changes to the spatial structure of existing post-war suburbs achieve 'normalization', and some mitigation of these effects?

Post-war urban theorists have led suburbanites to believe that the layout of their subdivision is a powerful defense against property and violent crime. If however, it could be shown that the characteristics of the typical suburb that were intended to make it safe have in fact made it more dangerous, and that the same incremental changes that would lead to a decreased dependence on the automobile for local movement would also make their subdivision safer, then a gradual transformation of the suburb from a non-sustainable to a sustainable configuration would be more carefully considered.

The objectives of the proposed research program are threefold:

- 1 to summarize a basic urban theory about the proper relation between the public and the private realm in cities, and to discuss the implications of deviations from this relation in post-war suburbs.
- 2 to use Space Syntax analysis to quantify the difference between two extremes: the spatial structure of the pre-war North American suburb (too-much integration/too-little structure?) and that of the post-war North American suburb ( too-much structure/too-little integration), and to compare these two extremes to the normal range.
- 3 to demonstrate how the configuration of the circulation infrastructure of existing post-war suburbs can be incrementally transformed to achieve spatial characteristics in the 'normal' range, and thereby, support complimentary strategies to reduce both greenhouse gas emissions, crime, and fear of crime .

Hidden within the distorted spatial structure of the North American post-war suburb may lie a far more rational, safer, and more sustainable spatial structure trying to get out.

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