

## Chapter 1 : Suburban Sprawl and Its Real Impact on Your Community

*English Language Learners Definition of sprawl (Entry 2 of 2): a group of things (such as buildings) that cover an area in an uneven and ugly way See the full definition for sprawl in the English Language Learners Dictionary.*

Single-use zoning This refers to a situation where commercial, residential, institutional and industrial areas are separated from one another. Consequently, large tracts of land are devoted to a single use and are segregated from one another by open space, infrastructure, or other barriers. As a result, the places where people live, work, shop, and recreate are far from one another, usually to the extent that walking, transit use and bicycling are impractical, so all these activities generally require an automobile. Spatial mismatch is related to job sprawl and economic environmental justice. Spatial mismatch is defined as the situation where poor urban, predominantly minority citizens are left without easy access to entry-level jobs, as a result of increasing job sprawl and limited transportation options to facilitate a reverse commute to the suburbs. Job sprawl has been documented and measured in various ways. In , author Michael Stoll defined job sprawl simply as jobs located more than 5-mile 8. This compares to the year - The study shows CBD employment share shrinking, and job growth focused in the suburban and exurban outer metropolitan rings. Low-density[ edit ] Sprawl is often characterized as consisting of low- density development. Buildings usually have fewer stories and are spaced farther apart, separated by lawns, landscaping, roads or parking lots. Specific measurements of what constitutes low-density is culturally relative; for example, in the United States houses per acre might be considered low-density while in the UK would still be considered low-density. The impact of low density development in many communities is that developed or "urbanized" land is increasing at a faster rate than the population is growing. This term refers to the relationship, or lack thereof, between subdivisions. Such developments are typically separated by large green belts, i. This is a 20th and 21st century phenomenon generated by the current custom of requiring a developer to provide subdivision infrastructure as a condition of development. In the past, when a local government built all the streets in a given location, the town could expand without interruption and with a coherent circulation system, because it had condemnation power. Private developers generally do not have such power although they can sometimes find local governments willing to help, and often choose to develop on the tracts that happen to be for sale at the time they want to build, rather than pay extra or wait for a more appropriate location. Conversion of agricultural land to urban use[ edit ] Land for sprawl is often taken from fertile agricultural lands, which are often located immediately surrounding cities; the extent of modern sprawl has consumed a large amount of the most productive agricultural land, [20] as well as forest, desert and other wilderness areas. Thus urban sprawl is subsidized by the tax code. This photograph is an example of Canadian suburban development. Housing subdivisions are large tracts of land consisting entirely of newly built residences. Subdivisions often incorporate curved roads and cul-de-sacs. These subdivisions may offer only a few places to enter and exit the development, causing traffic to use high volume collector streets. All trips, no matter how short, must enter the collector road in a suburban system. Similar developments in the UK are called Retail Parks. Strip malls consisting mostly of big box stores or category killers are sometimes called "power centers" U. These developments tend to be low-density; the buildings are single-story and there is ample space for parking and access for delivery vehicles. This character is reflected in the spacious landscaping of the parking lots and walkways and clear signage of the retail establishments. Some strip malls are undergoing a transformation into Lifestyle centers; entailing investments in common areas and facilities plazas, cafes and shifting tenancy from daily goods to recreational shopping. Walmart Supercenter in Luray, Virginia. Another prominent form of retail development in areas characterized by sprawl is the shopping mall. Unlike the strip mall, this is usually composed of a single building surrounded by a parking lot that contains multiple shops, usually "anchored" by one or more department stores Gruen and Smith The function and size is also distinct from the strip mall. The focus is almost exclusively on recreational shopping rather than daily goods. Shopping malls also tend to serve a wider regional public and require higher-order infrastructure such as highway access and can have floorspaces in excess of a million square feet ca. Shopping malls are often detrimental to downtown shopping

centres of nearby cities since the shopping malls act as a surrogate for the city centre Crawford. Some downtowns have responded to this challenge by building shopping centres of their own Frieden and Sagely. Fast food chains are often built early in areas with low property values where the population is expected to boom and where large traffic is predicted, and set a precedent for future development. Eric Schlosser, in his book *Fast Food Nation*, argues that fast food chains accelerate suburban sprawl and help set its tone with their expansive parking lots, flashy signs, and plastic architecture. Then, with continued economic growth and the expanding networks of public transport, people particularly the middle class would then slowly migrate towards the suburbs, gradually softening the population density gradient. This point was generally reached when the city reached a certain stage of economic development. In London, this point was reached in the first half of the 19th century, in Paris toward the end of the century and in New York City at the turn of the 20th. However, London had been sprawling out of its medieval confines within the City since the 18th century, when the city experienced its first great urban surge. Areas to the west of Westminster were increasingly built up for the wealthy, to live in the suburbs of the city. The cover of the *Metro-Land* guide published in 1909, promoting a suburban lifestyle. Large developments of small terraced houses began to appear and the new public transportation systems - the metro, buses and trams - allowed workers to commute into the city daily. By the mid-century, the first major suburban areas were springing up around London as the city then the largest in the world became more overcrowded and unsanitary. A major catalyst in the growth in urban sprawl came from the opening of the Metropolitan Railway in the 1860s. Unlike other railway companies, which were required to dispose of surplus land, the Met was allowed to retain such land that it believed was necessary for future railway use. G Wells even predicted in that within a hundred years most of southern England would have been subsumed into one gigantic conurbation centred in London. Starting in the early 20th century, environmentalist opposition to urban sprawl began to coalesce, with roots in the garden city movement, as well as pressure from campaign groups such as the Campaign to Protect Rural England CPRE. New provisions for compensation in the Town and Country Planning Act allowed local authorities around the country to incorporate green belt proposals in their first development plans. The first urban growth boundary in the U.S. Presently, the NRI classifies approximately 1.5 million square kilometres (40, square miles) an area approximately the size of Kentucky as developed than the Census Bureau classifies as urban. The difference in the NRI classification is that it includes rural development, which by definition cannot be considered to be "urban" sprawl. Currently, according to the Census, approximately 2.5 million square kilometres (1 million square miles) of land in the U.S. According to data in "Cities and Automobile Dependence" by Kenworthy and Laube, urbanized area population losses occurred while there was an expansion of sprawl between 1980 and 2000 in Amsterdam, the Netherlands; Brussels, Belgium; Copenhagen, Denmark; Frankfurt, Hamburg and Munich, Germany; and Zurich, Switzerland, albeit without the dismantling of infrastructure that occurred in the United States. Environmental[ edit ] Urban sprawl is associated with a number of negative environmental outcomes. One of the major environmental problems associated with sprawl is land loss, habitat loss and subsequent reduction in biodiversity. A review by Czech and colleagues [38] finds that urbanization endangers more species and is more geographically ubiquitous in the mainland United States than any other human activity. At the same time, the urban cores of these and nearly all other major cities in the United States, Western Europe, and Japan that did not annex new territory experienced the related phenomena of falling household size and, particularly in the U.S. Due to the larger area consumed by sprawling suburbs compared to urban neighborhoods, more farmland and wildlife habitats are displaced per resident. As forest cover is cleared and covered with impervious surfaces concrete and asphalt in the suburbs, rainfall is less effectively absorbed into the groundwater aquifers. Sprawl increases water pollution as rain water picks up gasoline, motor oil, heavy metals, and other pollutants in runoff from parking lots and roads. The Chicago metro area, nicknamed "Chicagoland". In addition, the reduced physical activity implied by increased automobile use has negative health consequences. Sprawl significantly predicts chronic medical conditions and health-related quality of life, but not mental health disorders. However, air in modern suburbs is not necessarily cleaner than air in urban neighborhoods. On average, suburban residents generate more per capita pollution and carbon emissions than their urban counterparts because of their increased driving. Since car usage becomes endemic and public

transport often becomes significantly more expensive, city planners are forced to build highway and parking infrastructure, which in turn decreases taxable land and revenue, and decreases the desirability of the area adjacent to such structures. Compact neighborhoods can foster casual social interactions among neighbors, while sprawl creates barriers. Sprawl tends to replace public spaces with private spaces such as fenced-in backyards. Duany and Plater-Zyberk believe that in traditional neighborhoods the nearness of the workplace to retail and restaurant space that provides cafes and convenience stores with daytime customers is an essential component to the successful balance of urban life. Furthermore, they state that the closeness of the workplace to homes also gives people the option of walking or riding a bicycle to work or school and that without this kind of interaction between the different components of life the urban pattern quickly falls apart. Numerous studies link increased population density with increased aggression. It is argued that human beings, while social animals, need significant amounts of social space or they become agitated and aggressive. The two images above are on opposite sides of the same street. According to Nancy Chin, a large number of effects of sprawl have been discussed in the academic literature in some detail; however, the most contentious issues can be reduced "to an older set of arguments, between those advocating a planning approach and those advocating the efficiency of the market. He notes that efforts to combat sprawl often result in subsidizing development in wealthier and whiter neighborhoods while condemning and demolishing poorer minority neighborhoods. It is a giant step backward to interfere with this effective process unless the benefits of intervention substantially exceed its cost. Jackson [70] have argued that since low-density housing is often notably in the U. Whether urban sprawl does increase problems of automobile dependency and whether conversely, policies of smart growth can reduce them have been fiercely contested issues over several decades. Within cities, studies from across many countries mainly in the developed world have shown that denser urban areas with greater mixture of land use and better public transport tend to have lower car use than less dense suburban and ex-urban residential areas. This usually holds true even after controlling for socio-economic factors such as differences in household composition and income. One confounding factor, which has been the subject of many studies, is residential self-selection: Some studies have found that, when self-selection is controlled for, the built environment has no significant effect on travel behaviour. Kansas City, Missouri is often cited as an example of ideal low-density development, with congestion below the mean and home prices below comparable Midwestern cities. Longitudinal time-lapse studies of commute times in major metropolitan areas in the United States have shown that commute times decreased for the period to even though the geographic size of the city increased. Planning policies that increase population densities in urban areas do tend to reduce car use, but the effect is a weak one, so doubling the population density of a particular area will not halve the frequency or distance of car use. These findings led them to propose the paradox of intensification, which states: *Ceteris paribus*, urban intensification which increases population density will reduce per capita car use, with benefits to the global environment, but will also increase concentrations of motor traffic, worsening the local environment in those locations where it occurs. Risk of increased housing prices[ edit ] There is also some concern that anti-sprawl policies will increase housing prices. The state of Oregon enacted a law in limiting the area urban areas could occupy, through urban growth boundaries. While the growth boundary has not been tight enough to vastly increase density, the consensus is that the growth boundaries have protected great amounts of wild areas and farmland around the metro area. Many parts of the San Francisco Bay Area have also adopted urban growth boundaries; 25 of its cities and 5 of its counties have urban growth boundaries. Many of these were adopted with the support and advocacy of Greenbelt Alliance, a non-profit land conservation and urban planning organization. In other areas, the design principles of District Regionalism and New Urbanism have been employed to combat urban sprawl.

*Urban sprawl or suburban sprawl describes the expansion of human populations away from central urban areas into low-density, monofunctional and usually car-dependent communities, in a process called suburbanization.*

What is Urban Sprawl? The definition of urban sprawl is the encroachment of developed areas into less developed rural areas. An aerial view of urban sprawl in a rural area of the Lower Rhine in Germany. Urban sprawl is a term used to describe the mostly suburban development of cities beyond their original boundaries. Although the term itself is neutral, it has also been highly politicized and today predominantly has negative connotations. Some of these negative connotations include the spread of a population with no defined center, segregation, or discontinuity, the loss of city culture, the dependency of automobiles, and the degradation of wildlife habitats and agricultural land. Causes of Urban Sprawl Expansive urban development is the sole cause of urban sprawl. However, urban sprawl really has its roots in industrialization. Historically, as industries flourished in cities, residents converged upon the city centers to access the industries most easily. Over time, as industries and populations grew, the demand for housing became higher than what could fit in the small city center. This was especially true as the middle class grew and residents wanted bigger spaces for more affordable prices. Urban Sprawl Examples Most cities around the world experience some degree of urban sprawl. If a city is not contained by physical boundaries, such as mountains or rivers, they are more likely to experience urban sprawl to a greater degree. Some cities without physical boundaries have regulations in place to prevent excessive urban sprawl, called greenbelts. Effects of Urban Sprawl Many urbanists state that urban sprawl affects the lives of people living within and around urban centers. For example, it causes traffic jams as more roads are built, and people use their vehicles more often. It also affects the environment as land that could be used for agriculture is instead developed into industries that are a significant cause of air pollution. Urban sprawl can lead to habitat loss, reducing biodiversity. Lastly, urban sprawl has been linked to health problems such as obesity and diabetes due to an over-reliance on the automobile. This page was last updated on February 19, By Benjamin Elisha Sawe.

### Chapter 3 : What is Cloud Sprawl? - Definition from Techopedia

*sprawl* (sprawl) v. *sprawled, sprawling, sprawls* [blog.quintoapp.com](http://blog.quintoapp.com) 1. To sit or lie with the body and limbs spread out awkwardly. 2. To spread out in a straggling or disordered fashion.

Urban sprawl is basically another word for urbanization. It refers to the migration of a population from populated towns and cities to low density residential development over more and more rural land. The end result is the spreading of a city and its suburbs over more and more rural land. In other words, urban sprawl is defined as low density residential and commercial development on undeveloped land. Most of the time, people will move from these areas to try to find better areas to live. This has been the way of the world since the beginning. Cities and their suburbs are now becoming overcrowded because of this, but now it is time to look at the causes and the effects of the urban sprawl, so that you can gain a better understanding of it.

**Causes of Urban Sprawl**

Urban sprawl can be caused by a variety of different things. These causes will mainly include:

- Lower cost land and houses in the outer suburbs of the cities,** because the centers of urban development have really made people want to stop settling in these areas and want to venture further out. There is increased spending on certain types of infrastructures, including roads and electricity.
- Rise in Standard of Living:** There are also increases in standards of living and average family incomes, which means that people have the ability to pay more to travel and commute longer distances to work and back home.
- Lack of Urban Planning:** People love to find areas that are less trafficked and more calm, which leads them to sprawl out to other sections of the town.
- Unprecedented development, cutting of trees, loss of green cover, long traffic jams, poor infrastructure** force people to move out to new areas.
- Lower House Tax Rates:** Cities will usually have high property taxes, and you can usually avoid these taxes by living in the outer suburbs because the taxes are usually lower than they would be in other situations.
- Rise in Population Growth:** Another factor that contributes towards urban sprawl is rise in population growth. As number of people in a city grows beyond capacity, the local communities continues to spread farther and farther from city centers. People in high income groups have stronger preferences towards larger homes, more bedrooms, bigger balconies and bigger lawns. This also causes urban sprawl as this option is not available in crowded cities. People generally look out for low-density residential areas where they can get home according to their preference.

**Effects of Urban Sprawl**

Now, we will take a look at the effects of urban sprawl, now that we have taken a closer look at the causes of it. Some of the effects include:

- Increase in Public Expenditure:** They can actually play a part in the increases of public costs, because these changes in infrastructures and building must actually be paid for by someone- and it is usually the tax payers money that pays for it. Populations will begin to use their cars more often, which means that there is more traffic on the roads, and there is also more air pollution and more auto accidents that you have to worry with. When people use their vehicles, even to go to a very short distance, people are going to be more overweight and are also going to have to deal with ailments such as high blood pressure and other diseases that come about with obesity.
- Sprawls can also cause certain environmental issues that you may want to be aware of.** In fact, when you think about going out to develop these lands you will have to worry about the wildlife that lives in these lands. You will be displacing them, and it can really cause a ripple in the environment.
- Impact on Social Lives:** When people move further out, they also have an impact on their social lives. As you can see, urban sprawl is something that will continue to occur as long as we live here on earth. This can be considered a good thing at times, but others view it as a bad thing. You also have to consider the fact that it will actually play a part in having to cut down more trees and tear up the environment, and in this aspect it is not a good thing. Its clear that urban sprawl is something that people will consider to be a good thing or a bad thing, depending on their own beliefs systems. You may find it to be something that is ideal, while others may want to steer clear of it.

*Sprawl definition, to be stretched or spread out in an unnatural or ungraceful manner: The puppy's legs sprawled in all directions. See more.*

Driverless Cars and Sprawl No population growth means there is no reason for the boundary of developed land to be moving outward, in our opinion. Not all experts agree, and certainly folks commonly talk as if growth of any kind is the same. If people want to live in a rural neighborhood, that is a great way of life. They just should not expect urban services, by which we mean sanitary sewers, a municipal water system, and so forth. The effects of a low-density development pattern on built communities usually are negative. Some in the U. However, if you are a fan of efficiency and economy in government as well as in the business sector, you should be upset about an expensive real estate development pattern. Urban neighborhoods often neglect the connection between urban sprawl and community development. Central city residents fight a losing battle if your competitors for residents and sales tax dollars are on the outskirts of the region where the growth is. People stop maintaining their places in the city because they have started to daydream about moving out to the far edges of the suburbs where everything is shiny and new. Suddenly location efficiency is on the radar of many home buyers, who can afford to be choosy right now. The causes of excess land consumption are really fairly simple. Cheaper land prices cause developers or households looking for housing sites go further from the urban core, where in theory, and usually in practice, the cost of land is highest. Throw in a streak of Yankee or Western independence, the extreme desire for privacy, and the obsession with collecting possessions, and you have a powerful force pushing people out of the city. Sprawl in small towns has accelerated, in part due to the trend away from Main Street mom-and-pop stores and toward discount stores. These discount stores naturally will want to locate on the highway and away from downtowns because they can obtain cheaper land without worrying about assembling and redeveloping numerous parcels. And since Americans are no longer willing to pay Main Street prices when the big discounter can provide the same item at a much lower cost, the spreading out of smaller cities is driven by retail trends as well as values of freedom, privacy, and newness. For example, we like transfer of development rights programs where all conditions for success can be met. In short, it would be great if most people could afford to choose to live closer together in a more compact urban form to prevent physical growth from getting out of hand. Addressing the effects of sprawl and a dispersed development pattern requires high-quality community networking among central cities, suburbs, and exurban areas. Suburbs share some common interests, and working on suburban sprawl tends to bring those to the forefront. If you are in a suburb that is the newest and best right now, but your metropolitan area continues to sprawl, soon enough it will be your housing that will be considered obsolete, your storefronts that will be vacant, and your sales taxes that no longer deliver the services. If you are in the central city, consider devoting about a quarter of the time and effort of your neighborhood association to the issue of promoting compact development. The cost of suburban sprawl is simply too high. Perhaps the most politically acceptable way to stop suburban sprawl is by promoting open space around the current edge of the built city. An actively sought and managed open space can be a positive rallying cry, and an engaging cause tends to be more riveting than constantly opposing what many people have been conditioned to see as progress. So just be pro-green space, rather than anti-development, which your opponents can too easily translate into anti-prosperity and anti-growth and anti-progress. They think it has to do with bad architecture or something. But the effects of urban sprawl include a negative impact on regional economics and the suburban landscape. Now did you think we would be talking about metropolitan politics on a website about community development? When we get our communities organized, we would like to think that everything in a neighborhood can be resolved without interacting much with the outside world. But many problems have to be addressed to your local government, or to your county government if you are not in an incorporated village, town, or city. And if folks live in a small town, they may not have thought about that "development all moved to the highway" phenomenon as suburban sprawl. Regional effectiveness impacts your urban form, or the physical shape of your metropolitan area, in two important ways: Regional competitiveness economically

creates a robust or gloomy employment outlook, depending on how globalization, technology, and consumption trends have affected your region. Regions that are having trouble drawing in new residents tend to engage in economic sniping within the region so each suburb or neighborhood can continue to grow. The outer suburbs often feel entitled to growth, even if there is no metro economic growth. This behavior is the very essence of sprawl in a stagnant economy, whereas the same amount of growth and attitude toward it could be functional in a region that is producing net new jobs. Obviously to improve the compactness of the development pattern, a region needs a formal and informal set of laws, rules, relationships, and customs that does a good job of solving problems, such as bad urban form, that go beyond political boundaries. Metropolitan Statistical Areas are set up by the U. Bureau of the Census to show economically interdependent regions centered on a major city or small number of cities. Many rural counties are included in an MSA if a number of people commute to work in a nearby city. One of us grew up in a very rural area with a distinct identity of 19 counties. So the reality is that most of us live in a region. The remedy for any problems that suburban sprawl may cause usually depends on the region working together. Just to compound the problem, now you have to start figuring out how you expect driverless cars and sprawl to interact in your region.

### Chapter 5 : What is Urban Sprawl? - [blog.quintoapp.com](http://blog.quintoapp.com)

*Urban sprawl definition is - the spreading of urban developments (such as houses and shopping centers) on undeveloped land near a city. How to use urban sprawl in a sentence. the spreading of urban developments (such as houses and shopping centers) on undeveloped land near a city.*

See Article History Alternative Titles: Urban sprawl is caused in part by the need to accommodate a rising urban population ; however, in many metropolitan areas it results from a desire for increased living space and other residential amenities. Urban sprawl has been correlated with increased energy use, pollution , and traffic congestion and a decline in community distinctiveness and cohesiveness. During the period of economic prosperity in the United States following the end of World War II , increased manufacturing output and new federal loan programs allowed many American citizens to purchase single-family homes and private automobiles. At the same time, continued road-building projects, most notably the onset of the Interstate Highway System in , and other infrastructure development made it possible to build homes on land that was previously inaccessible. Compared with land in the cities, suburban land was relatively inexpensive, and the homes constructed on this land afforded more space to their occupants than inner-city dwellings. Some citizens moved to the suburbs to enjoy a lifestyle that was ostensibly closer to nature; however, others moved to escape the congestion, crime, and noise of the city. Suburban residents retained a connection to the city through their automobiles. Over time this migration to the suburbs, along with rising local populations, led to substantial increases in the geographic extent, or spatial footprint, of metropolitan areas in the United States. According to the U. Bureau of the Census, the causes of urban sprawl are divided equally between local population increases and lifestyle choices. For example, between and , metropolitan areas in the western United States such as Las Vegas, Nevada, Seattle, Washington, and Salt Lake City , Utah experienced massive influxes of new residents that contributed to increases in their individual spatial footprints. On the other hand, in the metropolitan areas of the eastern and central United States, relatively modest population growth was also accompanied by significant spatial growth. The spatial footprints of major cities in the Midwest and the Northeast, such as Detroit , Michigan, and Pittsburgh, Pennsylvania, grew approximately 30 percent even as the cities experienced declines in population over the same period. Urban sprawl in metropolitan Las Vegas, Nevada, U. According to data collected in by the European Environment Agency, the population of a subset of European countries increased by only 6 percent between and ; however, the spatial footprint of built-up areas within these countries increased by 20 percent. The spatial footprints of some metropolitan areas, such as Palermo, Italy, expanded significantly more from the mids to the late s. Worldwide, people are moving to cities. By the late s this figure had increased to about 49 percent. In developed countries this fraction was much higher. In the United States, for example, the urban population rose from roughly 64 percent in to about 81 percent in In contrast, less-affluent developing countries contain fewer urban residents. In India, for example, the urban population increased from 17 percent in to about 29 percent in Causes There are many factors that contribute to urban sprawl. In many cases, urban sprawl has occurred in areas experiencing population declines, and some areas with rising populations experience little urban sprawl, especially in developing countries. Economic growth and globalization are often cited as the principal macroeconomic drivers of urban sprawl; however, increased affluence, attractive land and housing prices, and the desire for larger homes with more amenities such as yards, household appliances, storage space, and privacy play significant roles at the level of the individual. Many experts also believe that weak planning laws and single-use zoning also contribute to urban sprawl. Aerial view of a neighbourhood in the suburbs of a city. Because much of the growth in a metropolitan area occurs at the fringes, large amounts of resources and services are directed there. Many suburban housing tracts contain similar or identical models that sit on parcels with identical or nearly identical specifications. Standardization reduces costs, since materials which often come from sources overseas can be ordered in bulk, and quickens the pace of construction. Some urban planners and social scientists have linked this trend toward design standardization to the rising influence of globalization. Supreme Court upheld the constitutionality of zoning regulations in Village of Euclid v. Ambler

Realty Company , the practice was largely adopted by American municipalities. As a result of the court decision, the term Euclidean zoning became synonymous with single-use zoning. Despite the honourable intentions of Euclidean zoning, it discourages the development of walkable communities. Homes built deep within housing tracts are located far away from stores, schools, and employment areas. As a result, residents often depend on automobiles. In contrast, in older urban neighbourhoods, diverse land-use types are typically interspersed with one another. Costs of urban sprawl On the surface, sprawling subdivisions and commercial zones are economic boons to local businesses and municipalities. The construction of dwellings, stores, and infrastructure creates employment opportunities. Home owners and commercial ventures that move into the area often provide additional revenue to local governments in the form of property taxes and sales taxes. However, such development often produces drains on local environmental resources, shifts the economic burden of development to longtime residents, increases transportation and energy costs, and diminishes overall community character. Environmental costs One of the most obvious environmental effects of widespread building construction is the destruction of wildlife habitat. To make way for human dwellings and their associated infrastructure, natural land is plowed under, graded, and paved. Slow-moving streams are often channeled to provide more efficient drainage for housing tracts and commercial areas. Although small areas of wildlife habitat remain, they may be too small to support all the native species that lived there before or may be widely separated from one another. This arrangement often forces wildlife to cross dangerous human-dominated landscapes to find food or mates. Automobiles on the John F. Fitzgerald Expressway, Boston, Massachusetts. The video highlights some ways special kinds of bridges can assist animals in their journeys across roads, clear-cuts, and other barriers. An exurb is an affluent residential community located beyond the suburbs in a metropolitan area. Energy for heating , cooking, cooling, lighting, and transportation is largely produced by burning fossil fuels such as gasoline , home-heating oil , natural gas , and coal , a process that contributes to air pollution and global warming. To reach their jobs in the city or other employment areas, many suburban workers must commute by automobile. By the early 21st century the average to-work commute time for Americans was In addition, trips to grocery stores or other retail establishments in the suburbs must also be done by automobile. Air pollution produced by gasoline-powered automobiles can combine with other pollutants from industry to form photochemical smog. Modern suburban dwellings are typically larger than their counterparts in cities, requiring more energy to heat them in the winter and cool them in the summer. Single-family houses and stand-alone commercial structures can also leak winter heating and summer cooling through multiple exterior walls. In contrast, city apartments not only are typically smaller but also are better able to retain these resources: Vast areas of impermeable surfaces in built-up areas often replace water-absorbing vegetation and permeable soils. Residential and commercial roofs, roads, and parking spaces for automobiles greatly impede the absorption of water into the soil. Rainwater and snowmelt run off these surfaces and may quickly pool in areas of low elevation, increasing the risk of local flooding. Also, chemicals present on pavement at the time of rain are often carried with runoff, reducing water quality and threatening aquatic ecosystems downstream. Economic costs Although the phenomenon of urban sprawl contributes greatly to various sectors of the economies of developed countries, there are several economic costs. Many of those costs are passed on to longtime residents of the community or are borne by the public at large. In the United States, current residents of a city or town typically subsidize new construction and infrastructure even before new residents move in. A portion of the tax revenue normally spent on existing neighbourhoods is allocated to the new development. As a result, fewer resources are available to maintain services such as fire and police protection and the repair of roads and utilities in older neighbourhoods, and many cities and towns often raise taxes to compensate. After residents move in, they must contend with high transportation costs associated with automobile ownership and endure time-consuming commutes. Suburban residents pay higher energy fees on average than city dwellers. In addition, since homes, stores, workplaces, and schools are dispersed, suburbs pay more for bus transportation for school-age children, road construction and maintenance, and materials used to build infrastructure, such as electrical wire and pipes needed for energy and water delivery. Other economic costs are borne by the public at large. For example, new construction typically occurs on land formerly used for agriculture. As this land is

converted to urban use, any new agricultural land must be created at the expense of natural areas such as forests, wetlands, and grasslands. Free environmental services such as flood control and water purification and natural scenery are often lost or heavily degraded in the process of land conversion. In newly developed urban areas, the practice of Euclidean zoning segregates housing types by size and income, separating wealthy residents from those in the middle and lower classes. Such economic stratification may also occur in older city neighbourhoods as wealthier residents move to newer housing tracts. A period of decay typically ensues: Community costs Many authorities argue that urban sprawl diminishes the local character of the community. Small local businesses are often hidden by the visual noise of larger stores and restaurants or are clustered into strip malls. Smaller stores and restaurants may not be able to outcompete larger businesses or may be forced to close from lost sales due to changes in automobile traffic patterns that favour larger businesses. While residents may be comforted by the presence of familiar establishments, there is often very little in town centres and commercial zones to distinguish one community from the next. Alternatives to urban sprawl Uncontrolled sprawling development does not occur in all communities. Several communities in Europe and North America have been proactive in combating the effects of urban sprawl. Some have developed urban growth boundaries beyond which construction is prohibited or severely restricted, whereas others limit the influence of urban sprawl through innovative land-use planning techniques or community cooperation. In their own ways, both strategies promote economic growth in cities and towns without many of the typical environmental, economic, and community costs associated with urban sprawl. The movement holds to several principles, and advocates acknowledge that each community must make its own decisions concerning which principles to adhere to or emphasize. The principles of smart growth, which typically include elements of the New Urbanism, are provided below: An increase in housing opportunities for all. The creation of pedestrian-friendly communities. The encouragement of citizen participation in the community decision-making process. The development of communities that are distinctive and unique. The creation of opportunities that are favourable to the private sector, since private-sector involvement is essential to smart growth. The integration of a variety of land-use types into the community. The preservation of open space, agricultural areas, historic structures and sites, and environmental resources that provide critical services to the area. An increase in transportation choices. The support of urban development that includes, rather than excludes, existing neighbourhoods. The design and construction of compact homes and businesses that use energy efficiently.

### Chapter 6 : Causes and Effects of Urban Sprawl - Conserve Energy Future

*Definition of sprawl from the Collins English Dictionary Phrasal verbs A phrasal verb is a type of verb that is created when a main verb is combined with either: an adverb, take off give in blow up break in a preposition, get at (someone) pick on (weaker ch.*

For example, in the state of Massachusetts smart growth is enacted by a combination of techniques including increasing housing density along transit nodes, conserving farm land, and mixing residential and commercial use areas. Many favor the term New Urbanism , which invokes a new, but traditional way of looking at urban planning. There are a range of best practices associated with smart growth, these include: Mix land uses Take advantage of compact building design. Create walkable neighborhoods and a range of housing opportunities and choices Foster distinctive, attractive communities with a strong sense of place Preserve open space, farmland, natural beauty, and critical environmental areas Strengthen and direct development towards existing communities Provide in advance a variety of transportation choices, urban and social infrastructure based on population projections Make development decisions sustainable, predictable, fair, and cost effective Encourage community and stakeholder collaboration in development decisions History[ edit ] Transportation and community planners began to promote the idea of compact cities and communities and adopt many of the regulatory approaches associated with Smart Growth in the early s. The Congress for the New Urbanism , with architect Peter Calthorpe , promoted and popularized the idea of urban villages that relied on public transportation, bicycling, and walking instead of automobile use. The Local Government Commission which presents the annual New Partners for Smart Growth conference adopted the original Ahwahnee Principles in [9] which articulates many of the major principles now generally accepted as part of smart growth movement such as Transit oriented development , a focus on walking distance, greenbelts and wildlife corridors, and infill and redevelopment. The document was co-authored by several of the founders of the New Urbanist movement. This organization leads an evolving coalition of national and regional organizations most of which predated its founding such as Friends of Oregon founded in and the Congress for the New Urbanism founded in The EPA launched its smart growth program in Its principles challenge old assumptions in urban planning, such as the value of detached houses and automobile use. Public health[ edit ] Transit-oriented development can improve the quality of life and encourage a healthier, pedestrian-based lifestyle with less pollution. Examples include subsidies for highway building, fossil fuels, and electricity. Electrical subsidies[ edit ] With electricity, there is a cost associated with extending and maintaining the service delivery system, as with water and sewage, but there also is a loss in the commodity being delivered. The farther from the generator, the more power is lost in distribution. The state is developing a series of incentives to coax local governments into changing zoning laws that will be compatible with the state plan. The New Jersey Board of Public Utilities recently proposed a revised rule that presents a tiered approach to utility financing. In areas not designated for growth, utilities and their ratepayers are forbidden to cover the costs of extending utility lines to new developments and developers will be required to pay the full cost of public utility infrastructure. In designated growth areas that have local smart plans endorsed by the State Planning Commission, developers will be refunded the cost of extending utility lines to new developments at two times the rate of the revenue received by developers in smart growth areas that do not have approved plans. Creating such neighborhoods is a critical element of reducing urban sprawl and protecting the climate. Such a tactic includes adopting redevelopment strategies and zoning policies that channel housing and job growth into urban centers and neighborhood business districts, to create compact, walkable, and bike- and transit-friendly hubs. This sometimes requires local governmental bodies to implement code changes that allow increased height and density downtown and regulations that not only eliminate minimum parking requirements for new development but establish a maximum number of allowed spaces. Other topics fall under this concept: Other measures might include regional cooperation to increase efficiency and expand services, and moving buses and trains more frequently through high-use areas.

### Chapter 7 : VDict - Definition of sprawl

*Server sprawl typically exists when an organization houses more servers than it should based on its current and predicted requirements. These servers can exist within a single server room or data center or can be spread across multiple enterprise owned and managed computing facilities.*

### Chapter 8 : What is Server Sprawl? - Definition from Techopedia

*Sprawl. The term sprawl, as used by land developers, planners and governmental institutions, critically describes a pattern of low-density, often unsightly, automobile dependent development that has been a common form of growth outside of urban areas since at least World War II.*

### Chapter 9 : sprawl | Definition of sprawl in English by Oxford Dictionaries

*Urban sprawl is basically another word for urbanization. It refers to the migration of a population from populated towns and cities to low density residential development over more and more rural land. The end result is the spreading of a city and its suburbs over more and more rural land. In.*