Moudon describes the volume as being "as much about cities as it is about streets" (p. 13). Indeed the holistic nature of this relationship is clearly postulated in Richard K. Untermann's "Can We Pedestrianize the Suburbs?," Neil Klopfenstein and Linda Snyder's "The Alaskan Opportunity," Michael S. Harrison's "Promoting the Urban Experience in Portland, Oregon," and Peter Bosselmann's "Experiencing Downtown Streets in San Francisco." In each of these, as in other chapters of *Public Streets for Public Use,* study sites are treated as portions of the functioning unit of city or town. Each case develops proposals for strengthening community values and community space rather than restricting itself merely to the localized, site specific implications of redesign for pedestrian uses. In these, as in most of the chapters, special focus on one attribute is never at the expense of other community values.

Further evidence of the authors' understanding of the organism-like functioning of densely inhabited areas is found in the chapters with particular focus on specific problems such as Beatrice Farrar Ryan's "Street Vacations," Harvey Bryan and Susan Stuebing's "Natural Light and the Urban Environment," and Ann Whiston Spirn's "Better Air Quality at Street Level: Strategies for Urban Design."

The book's international scope is provided primarily in five chapters. Though necessarily limited, these are particularly effective in describing (among other topics) street play patterns of British children, Stockholm's highly coordinated plans and policies for its street network, and the "Woonerven" of the Netherlands and Germany. Less concentrated but nevertheless engrossing discussions of world-wide scope are found in many of the overview chapters found in the first two parts of the book.

It is surprising, however, that of the nine chapters making up the case studies of "Part Three: Streets Reclaimed," the five chapters which address sites in the United States are all West Coast examples. That little or no emphasis is given to the East Coast, the Middle West, or other regions of this continent is perhaps the book's greatest weakness. The climate, historical precedent, and social influences of these regions present their own contextual limitations, not all of which are shared by the West Coast. It is difficult to believe that no innovative or valuable insight can be gained outside of the West Coast. Beyond a fleeting reference to William H. White's New York City work, the reader is treated to a fairly steady diet of admittedly exciting examples in California, Oregon, Washington, and Alaska. Certainly, the efforts and experiences encountered in meshing public space in places such as Portland, Maine; Baltimore, Maryland; Minneapolis, Minnesota; Battery Park City in Manhattan; and other East Coast and Middle Western hotbeds of urban restructuring might yield some insights into the issues explored in this book.

Geographical focus aside, *Public Streets for Public Use* contains many good examples of solid, clearly stated ideas for the future of our towns and cities. Its positive approach and its sound justification for change are of great value to those who care about using our street environments as open space designed for people as well as for cars.

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LIFE BETWEEN BUILDINGS: USING PUBLIC SPACE, by Jan Gehl. Translated by Jo Koch. New York: Van Nostrand Reinhold Company, 1987. 202 pages, illustrations, drawings, photographs, plans, bibliography, $22.95, paperbound.
ISBN 0-442-23011-7

Reviewed by Kenneth R. Olwig

Is there life between the buildings? Jan Gehl's resounding reply is, that if there isn't life, there ought to be! Gehl is decidedly pro-life. A Dane, he lives in the kind of welfare state which is prone to produce the sort of deadly grey environments which Ayn Rand warned against in her arch-reactionary novel in celebration of free enterprise architecture, *The Fountainhead* (New York: New American Library, 1961). Not only is Denmark beset by party hacks who do what they can to snuff out unauthorized life between the buildings, it also has an inhospitable damp and cloudy climate, short lightless winter days, and the legacy of Protestantism and its work ethic which leaves little space for inter-building life. Gehl's infectious response, however, is not to celebrate Rand's rugged individual, but to celebrate the life of an incorrigibly gregarious animal species that derives its humanity from its collective community activity. For Gehl "the most important subject in life" is "people" (p. 23).

The originality of this book lies in its pictorial illustrations—a vital medium of expression for an architect—which cover Western culture from modern-day Australia to Renaissance Italy. He photographs people in their natural urban niches much as a naturalist photographs wildlife. There is thus something penguin-like about the group of men in a series of pictures which shows the transition from the busy activity of shoveling snow to a scene where they are leaning on their shovels, flirting with a female passerby, and generally shooting the breeze (p. 121). These pictures illustrate Gehl's thesis that most such ostensibly functional activities (including shopping) primarily function as an excuse for people to relax and socialize, and this is the way life ought to be. Gehl's ideal human environment is a place such as Venice where trafficless public squares ever entice people to be late for their appointments—so much for the Protestant ethic! The grey snowy scene of the men with shovels illustrates how even the Danish climate cannot dampen Gehl's spirits. Gehl argues that the worse the climate is, the more important outdoor public spaces become for the population during those rare spells of what the Danes in their weather forecasts call "opholdsvejr"—weather in which you can comfortably stay outdoors.

The book is divided into four sections. The first deals with the relationship between three types of outdoor activities (necessary activities, optional activities, and social activities) and the quality of outdoor space. The work of William H. Whyte on the social life of small urban spaces is an important

source of inspiration for this chapter. The second deals with the social and physiological prerequisites for planning. Here we detect the influence of Edward T. Hall's hidden dimensions. The third chapter concerns the dialectics of assemblage and dispersal in city and site planning and is largely based on Gehl's own research. The fourth deals with detailed planning for places for walking and places for staying. This chapter touches on the ideas of people such as Christopher Alexander (pattern language), Kevin Lynch (site planning), Erving Goffman (behavior in public places), Peter Bosselmann (sun, wind, and comfort), and Jane Jacobs and Oscar Newman (defensible space).

The distinctive value of this work lies in its infectious testimonial to the importance of making the outdoor spaces in the built environment hospitable to the kind of unplanned, ordinary, everyday, unauthorized group behavior which strengthens the sense of community. From a strictly academic point of view, it is valuable primarily as a brief and accessible textbook on the community planning and urban design literature. One of Gehl's purposes is to present a world of ideas to a local Danish/Scandinavian readership. He does this clearly and with due respect to his sources. He thus is able to refresh familiar ideas and give them new life. Many of his examples are taken from his own research in Canada, Australia, the United States, and Copenhagen, where he teaches at the Royal Academy of Fine Arts, School of Architecture.

The first edition of this book appeared in 1971 and the English translation is based on the second revised edition from 1980, so it does not represent the last word on outdoor urban spaces. It lacks, for example, a discussion of urban ecology and the grass roots movements which are leading to a greening of many cities, including Copenhagen—humans are not the only living creatures with a place in the city. Nevertheless, the book represents an important start in the preservation and encouragement of life between the buildings. It is hard to measure the impact of a book, but I believe that some credit is due to Gehl for the fact that Danish cities today are full of life between the buildings. Despite the best efforts of humorless city fathers, the streets are now filled with musicians, the squares overflow with people watching people, high-rise public housing is virtually forbidden by law, and the grey concrete is being hacked away from the spaces around housing developments to be replaced by collectively-managed gardens.

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THE LAW OF THE LAND: TWO HUNDRED YEARS OF AMERICAN FARMLAND POLICY, by John Opie. Lincoln, Nebraska: University of Nebraska Press, 1987. xxi + 231 pages, diagrams, graphs, maps, photographs, tables, references, notes, glossary, appendices, bibliography, index, $24.95, clothbound.
ISBN 0-8032-3553-4

Reviewed by Alan Tautges

John Opie's history of the development of American agricultural policy is not as focused as the title might indicate. The book takes a broad look at land policy and frontier settlement in America as a prelude to a discussion of farmland, water, and the plight of the farmer. This effort is not about "law" per se, but about land history and policy, the impact of irrigation, and agricultural misconceptions. Opie himself is professor of history at Duquesne University and the co-author of *Energy and Human Values* (1982). He currently is working on a history of the Ogallala aquifer.

Opie's thesis is stated in his preface to the text:

> Americans have long been committed to the proposition that the checkerboard land pattern so agreeably laid out over the public domain since 1785 was an ideal instrument to secure ownership of private farmland for the typical American as frontier settlement moved westward . . . despite this apparent success story, there is evidence that the policy originally set out by the Land Survey Ordinance of 1785 mismanaged the nation's primary natural resource (p. xi).

Opie notes that the Jeffersonian concept of a neat and orderly division of lands for ease of surveying and directional orientation contained one initial oversight. The law did not account for lands necessary for the establishment of public rights-of-way: "In the Dakotas, Kansas, and Nebraska, section lines were simply declared public roads with no look at the terrain they crossed" (p. xvii).

The grid pattern of township and range, however, did prove to be a source of mental security for the settlers, especially in the forest and prairie region west of the Appalachians. "By 1862 Abraham Lincoln, in his remarks on the new Homestead Act, observed that the only identifying markers and locating points on the vast inland prairie were visible rivers and invisible surveyor's lines" (p. xviii). The survey, in fact, created what Opie terms a "national landscape" and served to direct the course of land policy and a nation to this day.

The policy which created this characteristic landscape also affected the issue of individual rights of settlement and the concept of private property. Opie states that "land ownership was at the heart of the debate over American liberties" (p. 19). This was in spite of the fact the private ownership of land was not originally part of the concept behind the colony at Jamestown in 1607. It took the allotment of a three-acre garden to each employee of the Virginia Company for settlers to see the enormous benefit of private stewardship and ownership of land. The colony prospered because of personal incentive created by ownership in the hands of those cultivating the land.

Opie points out that the original U.S. Constitution was a "landless document" (p. 24). Land was not mentioned as a specific guaranteed right of all Americans until the Fifth Amendment of the Bill of Rights in 1791. This states that "no person shall . . . be deprived of life, liberty, or *property* without due process of law. . . ." (p. 27). According to Opie, the public lands were never specifically earmarked for the cultivation of a great agricultural province. The key policies were those