

A satellite image of the Earth, showing the Western Hemisphere with North and South America visible. The image is centered on the Atlantic Ocean, with the Americas on either side. The text is overlaid on the image.

The Case for Megapolitan Growth Management in the 21st Century: Regional Urban Planning and Sustainable Development in the United States

RMLUI Conference 2009

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Importance of Urban Planning

Energy Consumption USA

- Buildings 48%
- Transportation 27%
- Industry 25%

**The Built
Environment**

> 75%

The cleanest and cheapest power plants, autos, buildings, and related infrastructure are those we don't have to build or use due to smart urban planning.

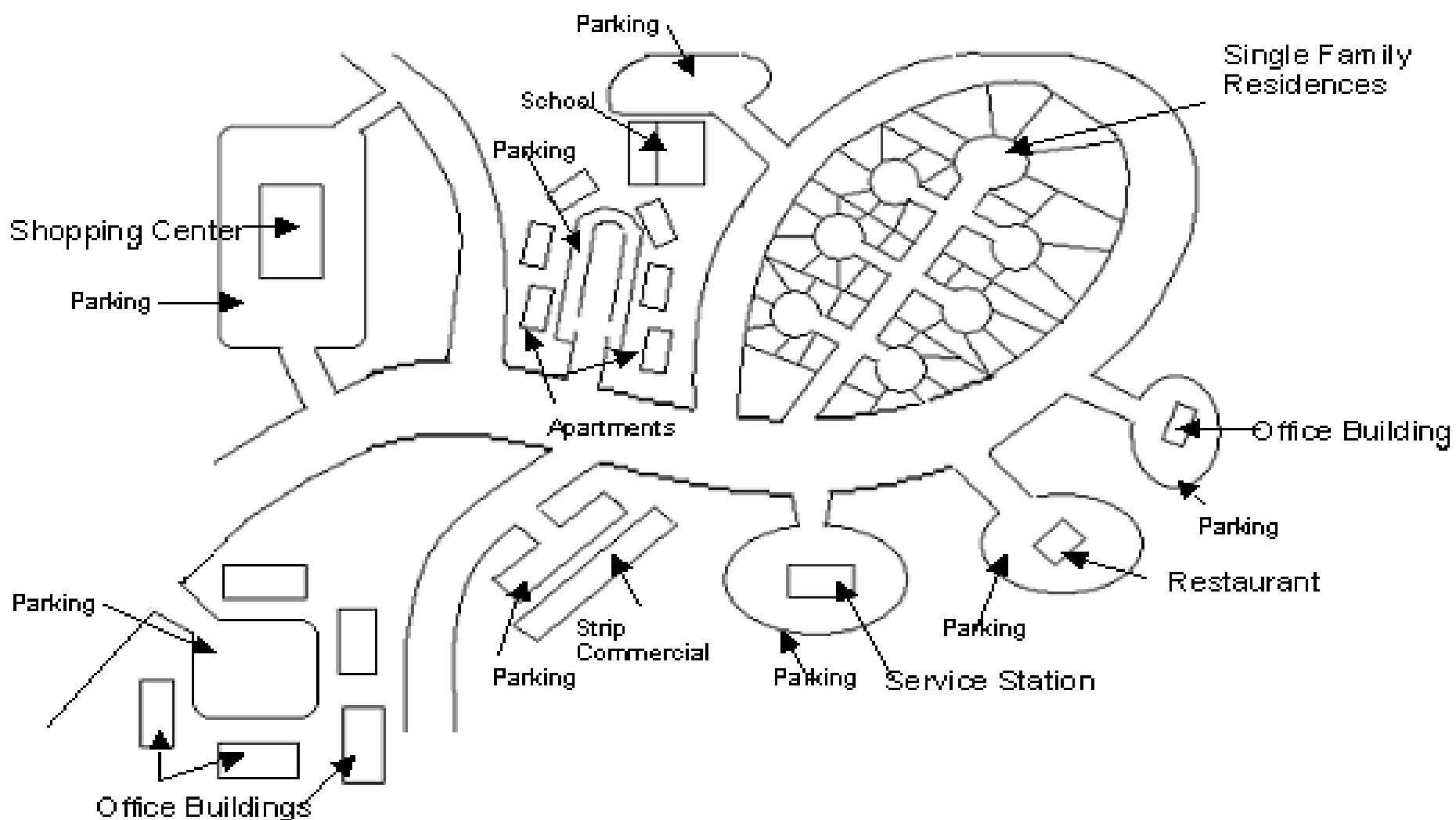
The 100 largest Metro Areas of the USA

1/3 of these areas cross state jurisdictional lines

- 65% of the population
- 77% of minorities
- 85% of immigrants
- 2/3 of all jobs
- 3/4 of GDP

9000 local governments

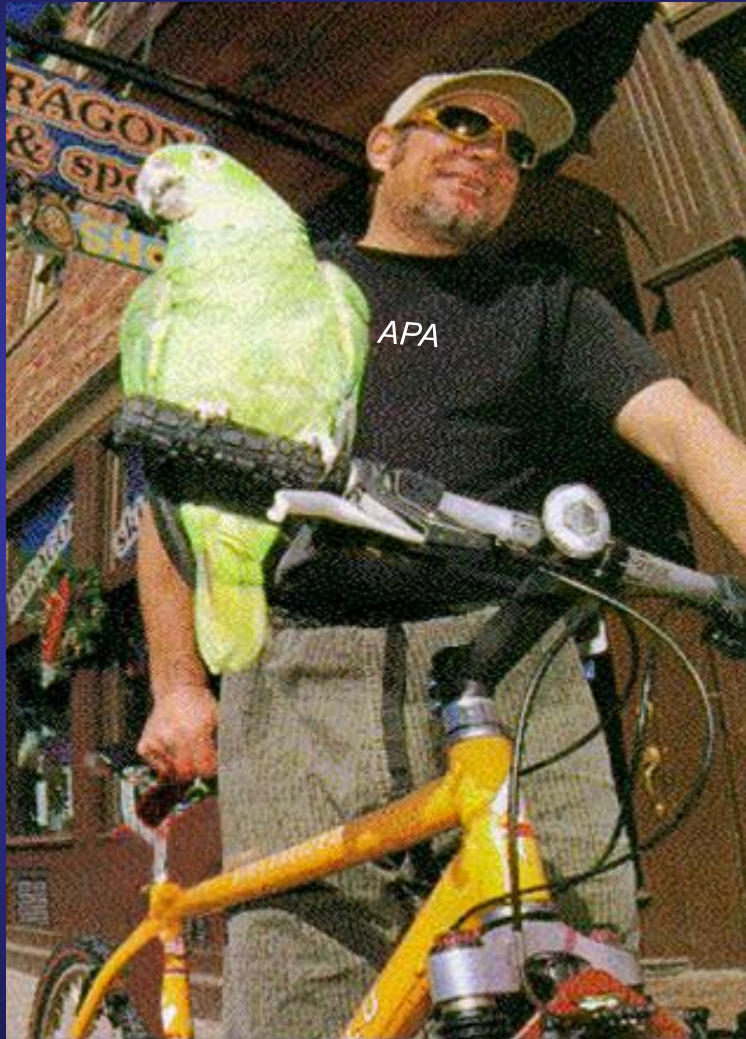
control growth in the built environment of these 100 metro areas and unsustainable low density auto-dependent regional sprawl is the prevalent legally required development pattern



Regional low-density, automobile dependent sprawl – the free market and the **strong hand of government policy – local zoning, growth management, and parking requirements – smart growth?**

SMART GROWTH ?

Built Environment NIMBYS



“Sentimental NIMBYS”

Land use activists promoting the “public interest” by “fighting sprawl” through various “smart growth” and “environmental protection” restrictions (which enhance the aesthetic character and property values of existing neighborhoods but that actually promote more harmful and unsustainable low-density regional sprawl).

“Think globally - Exclude locally”

W E L C O M E T O

U S A

**SUV
CITY**

*The friendliest
place to drive
your Big SUV!*

Boulder

**100,000
population**

**Welcome!
New Urbanism
Town Center**

*Are Americans ready for
a low-carbon diet??*

**Local Exclusion-Driven
GHG emissions!**

**Smart Growth
Meeting Tonight**

16,000 resident workers

40,000
Non-resident
workers

Low Density Automobile-Dependant Sprawl Is Not Sustainable

- Quality of lifestyle choices
- Automobile use/traffic congestion
- Economic cost to households
- Global competition - job losses
- Economic growth & productivity
- Auto impact public health & safety
- Infrastructure costs/maintenance
- Peak oil - rising gasoline prices
- Environmental impacts
- Global warming – Co2 fossil fuels
- Sense of community / social cohesion

21 century?



**Broomfield Subdivision
Colorado USA**

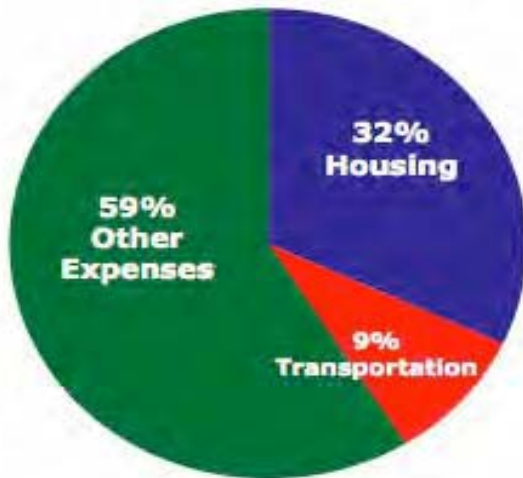
21 century?



**Luodian New
Town
Shanghai**

suburban housing decline?

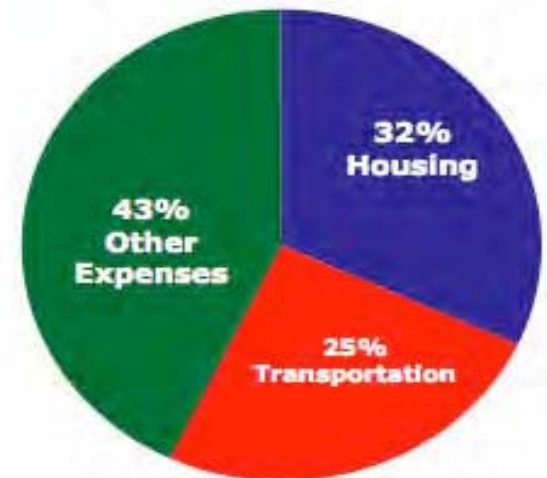
Transit Rich
Neighborhood



Average American
Family



Auto Dependent
Neighborhood



Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics

The future auto dependant suburban housing?

Regional Growth Management

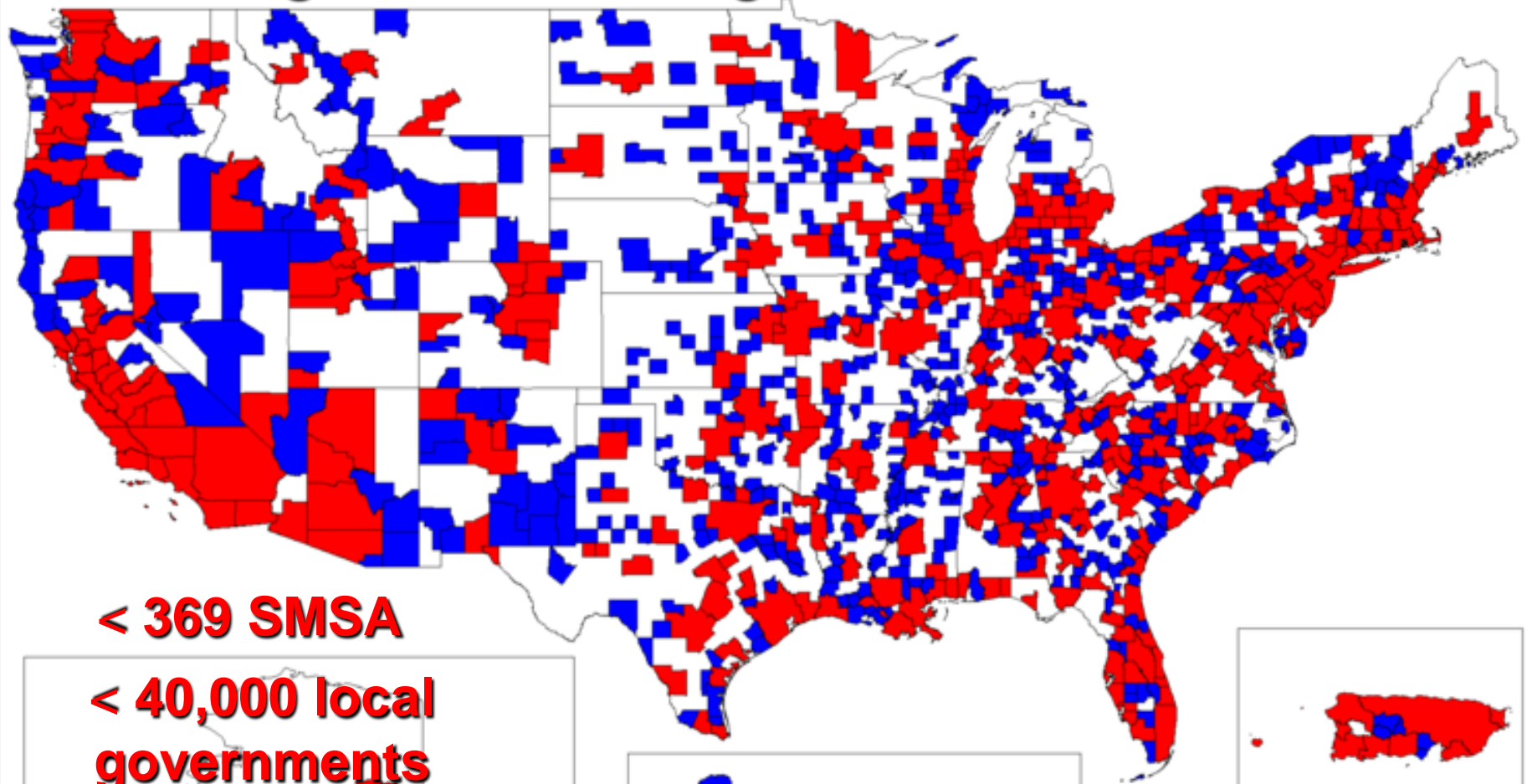
development goals & standards

- higher density development
- mixed use development
- pedestrian/bicycle/scooter/public transit
- intensive, urban core job/housing areas
- TOD development (25-100 units acre)
- efficient rail/bus regional transit options
- designated growth/no growth areas
- green development standards

Regional Growth Management

“Providing some regional framework for growth may help us avoid waking up some years from now to a world of unsustainable plug-in automobile traffic jams, unsustainable solar-powered housing sprawl, a collapsed regional road or utility infrastructure, or a metropolitan area without a ready and affordable supply of drinking water, energy, or food. We need to create a growth-management policy that avoids addressing critical growth issues in the future with ad hoc, massive, last ditch, crisis interventions. We are not likely to be rich or wise enough or possess the social cohesion in the future to make that approach work.”

Regional Planning



< 369 SMSA

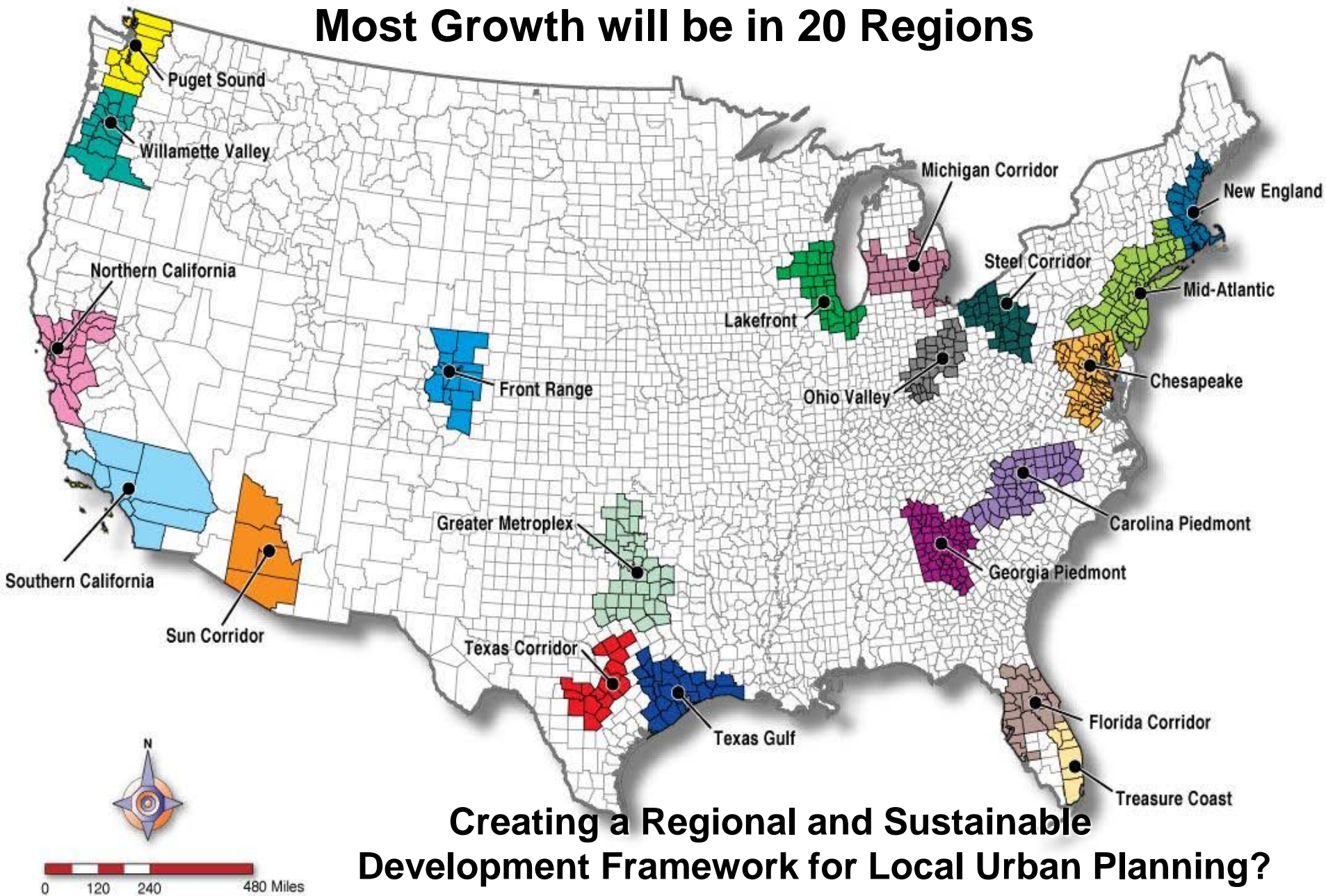
< 40,000 local governments

Core-Based Statistical Areas

■ Metropolitan (369)

■ Micropolitan (582)

Most Growth will be in 20 Regions



**Creating a Regional and Sustainable
Development Framework for Local Urban Planning?**

Higher density benefits

(if less automobile dependant)

- More lifestyle options
- More human scale built environment
- Places friendly to children and elderly
- More pedestrian and bicycle friendly
- More nearby retail and service uses
- Public transit friendly
- Reduced auto use
- More households without cars
- Economic benefit to households
- Increase job creation & global competitiveness
- Reduced infrastructure costs
- Reduced land clearing
- Reduced air and water pollution
- Improved public health and safety
- Conservation of resources and energy
- Reduce global warming
- Improve energy security
- Improve food security

Metropolitan
Growth Management
Framework?

Infill and
Transit Oriented
Redevelopment ?

Regional Growth Management

Sustainable Development Concerns

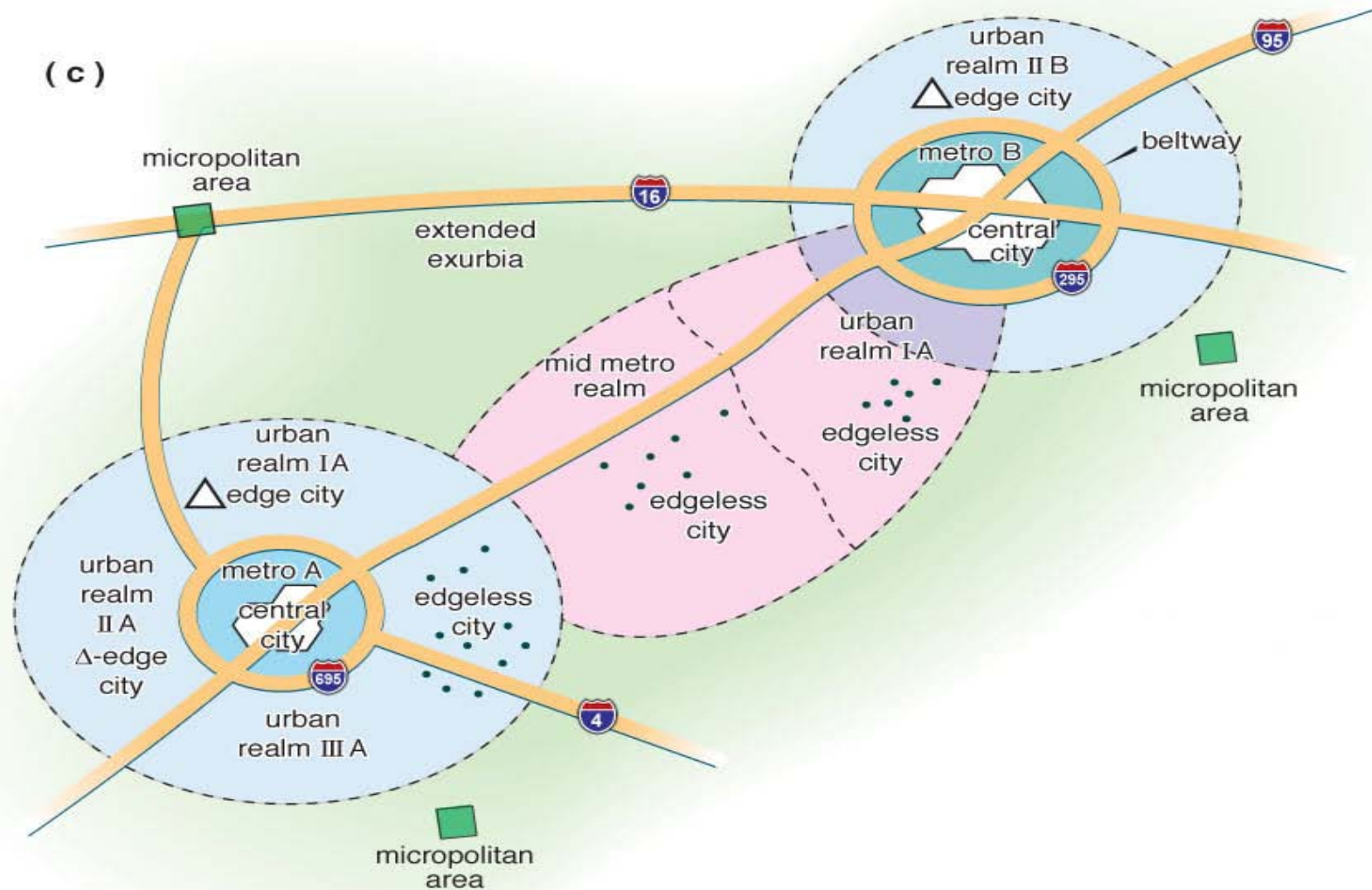
- quality of life
- affordable housing
- efficient infrastructure
- conservation resources & energy
- economic prosperity
- alternative energy systems planning
- inter-modal transit planning
- regional food security
- water supply and treatment
- green urban cooling and heating networks
- waste treatment and recycling
- regional freight transport
- green carbon sinks and park networks,
- preparation of green development sites
- climate change mitigation/adaptation

Sustainable Regional Public Transit

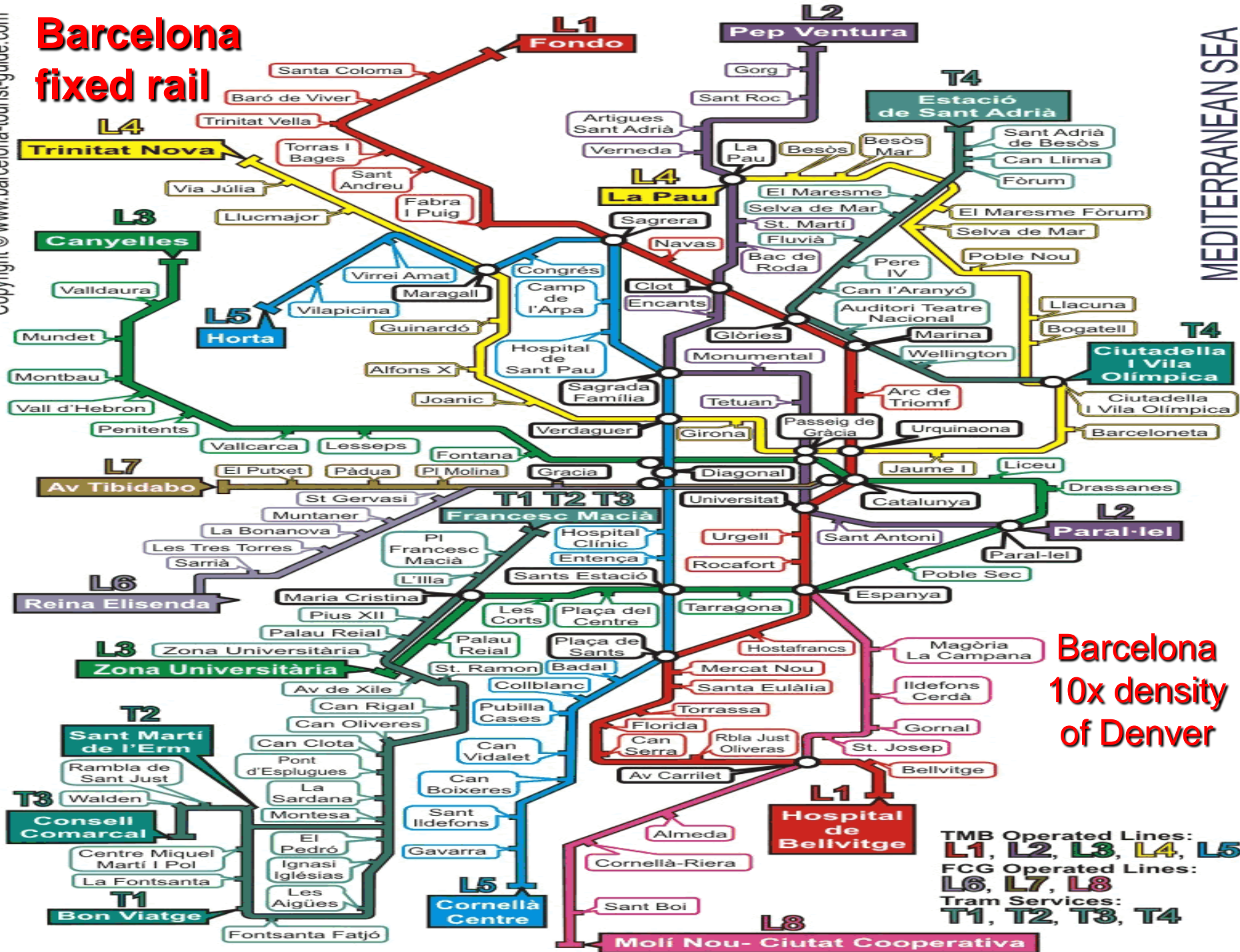
Requires a Supporting Built Environment

- Local intermodal pedestrian, bicycle, public transit
- TOD in urban core areas along major transit corridors
- Metropolitan urban “core area” rail connections
- Megaregional “city-to-city” rail transit connections
- Megaregional “airport rail” transit connections
- Megaregional “high-speed metro” connections

21st Century Megapolitan Form



Barcelona fixed rail



Barcelona
10x density
of Denver

TMB Operated Lines:
L1, L2, L3, L4, L5
FCG Operated Lines:
L6, L7, L8
Tram Services:
T1, T2, T3, T4

Transit Oriented Development Vienna, Austria



Need for Change

New federal and state policies creating
a sustainable metropolitan framework
for local urban planning

The end