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One. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.

Two. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.

Three. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.

Four. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

Five. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.

Six. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.

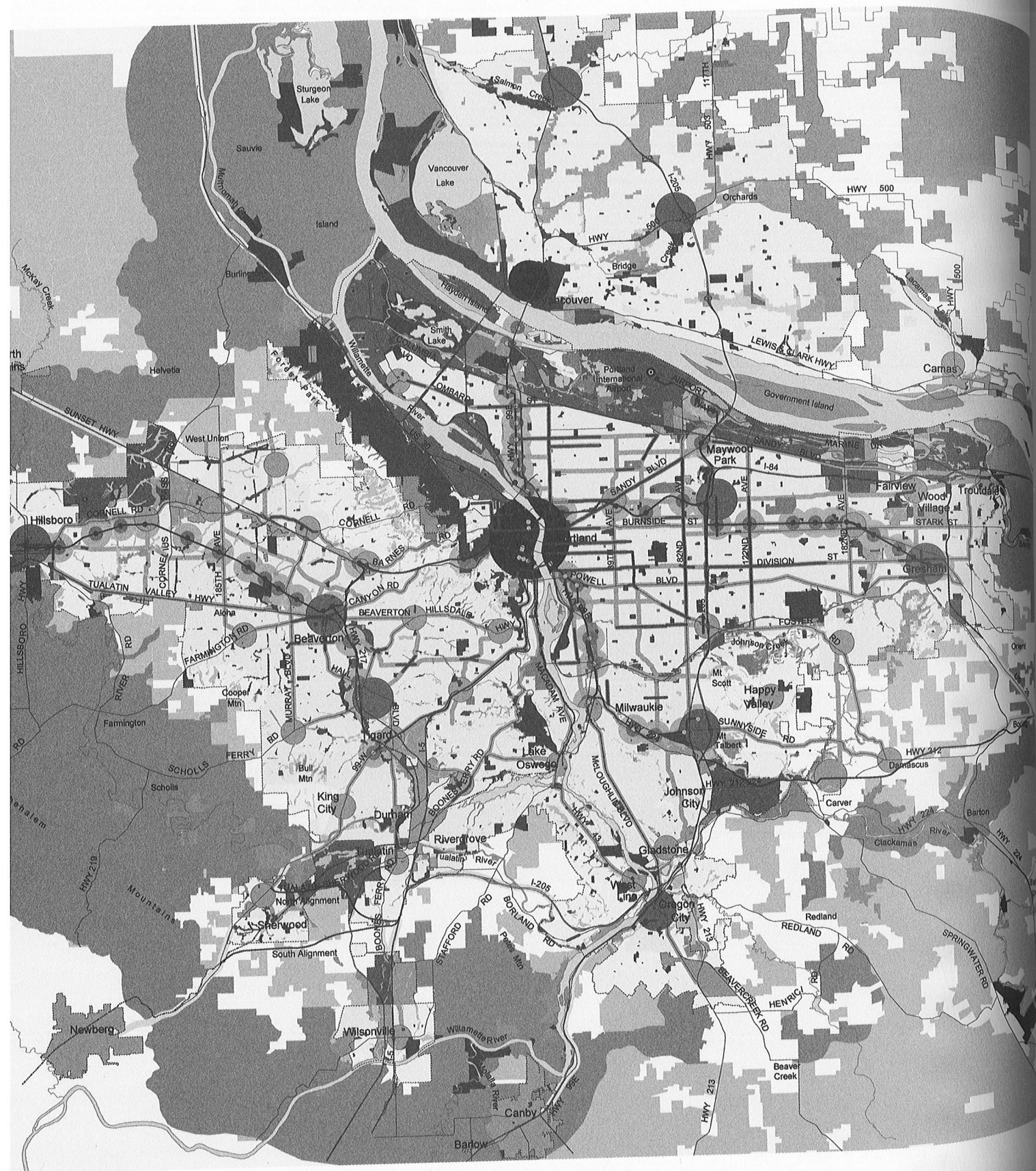
Seven. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

Eight. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence on the automobile.

Nine. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

THE REGION: METROPOLIS, CITY, AND TOWN

The largest scale of the Charter is the Region: Metropolis, City, and Town. Many national issues now addressed at the federal, state, and local levels are regional in scope. Yet we lack the tools to respond to these challenges at the scale at which they can be resolved. Our aggregations of cities, towns, and suburbs must coalesce into a regional framework that recognizes economic, cultural, environmental, and civic interconnectedness. Regional strategies and coordination must guide policies for climate change mitigation, pollution control, natural resource preservation, economic development, housing, and transportation.



WILLAMETTE VALLEY'S REGION 2040 GROWTH CONCEPT. The regional growth strategy aims to increase walk, bike, and transit trips in the region by maintaining a tight urban growth boundary and focusing new jobs and housing near transit.

One

The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.

PETER CALTHORPE

The last half century has seen the rise of a social and commercial geography that fuses town, city, and suburb into a new but unresolved order—the metropolitan region. It's becoming clear that the economic building blocks of the global economy are regions—not nations, states, or cities. It's equally clear that many of our environmental challenges are regional in scope. Air quality, water quality, habitat restoration, and farmland preservation reach beyond the scale of city and town while remaining unique to each region. Our basic infrastructure investments also are regional in scale and scope. Issues of economic equity, social integration, and race all now play themselves out in a regional geography increasingly segregated by identity, opportunities, and population. And as our cities and suburbs grow together economically, we find ourselves in a new metropolitan culture built out of regional institutions, history, ecologies, and opportunities. Our sense of place is increasingly grounded in the region rather than nation, town, or city.

Yet we have no framework for this new reality, no handle to guide it, nor any established means to harvest its opportunities. Some of our most vexing problems—urban decay and joblessness, sprawl, congestion, lost open space, and economic competitiveness—need solutions that recognize the new economic and social unity of our regions, rather than the piecemeal policies of local governments or bureaucratized state and federal programs. Too often we are caught between national solutions that are too generic, bureaucratic, and large and local solutions that are too isolated, anemic, and reactionary.

A great city is nothing more than a portrait of itself, and yet when all is said and done, its arsenal of scenes and images are part of a deeply moving plan."

MARK HELPRIN

Winter's Tale

Lacking regional tools of governance that employ the opportunities of the new metropolitan reality, policy makers persist in treating the symptoms of our problems rather than addressing their root causes. We address inner-city disinvestment more with localized strategies such as the Community Reinvestment Act legislation, small community banks, tax breaks, and subsidies, rather than by reinforcing such local programs with regional policies that limit sprawl, and with local tax-base sharing to target economic investment where it is needed most. We control air pollution with standards for tailpipe emissions, fuel consumption with more efficient engines, and congestion with more freeways, rather than regionally coordinating transit investments and land use policy to reduce auto use. We limit lost open space with piecemeal acquisitions, habitat degradation with disconnected reserves, and farmland conversion with convertible tax credits, rather than defining compact and environmentally sound regional forms. Too often, we address affordable housing by building isolated blocks of subsidized housing within low-income neighborhoods, rather than zoning for mixed-income neighborhoods everywhere and implementing regional fair-housing practices.

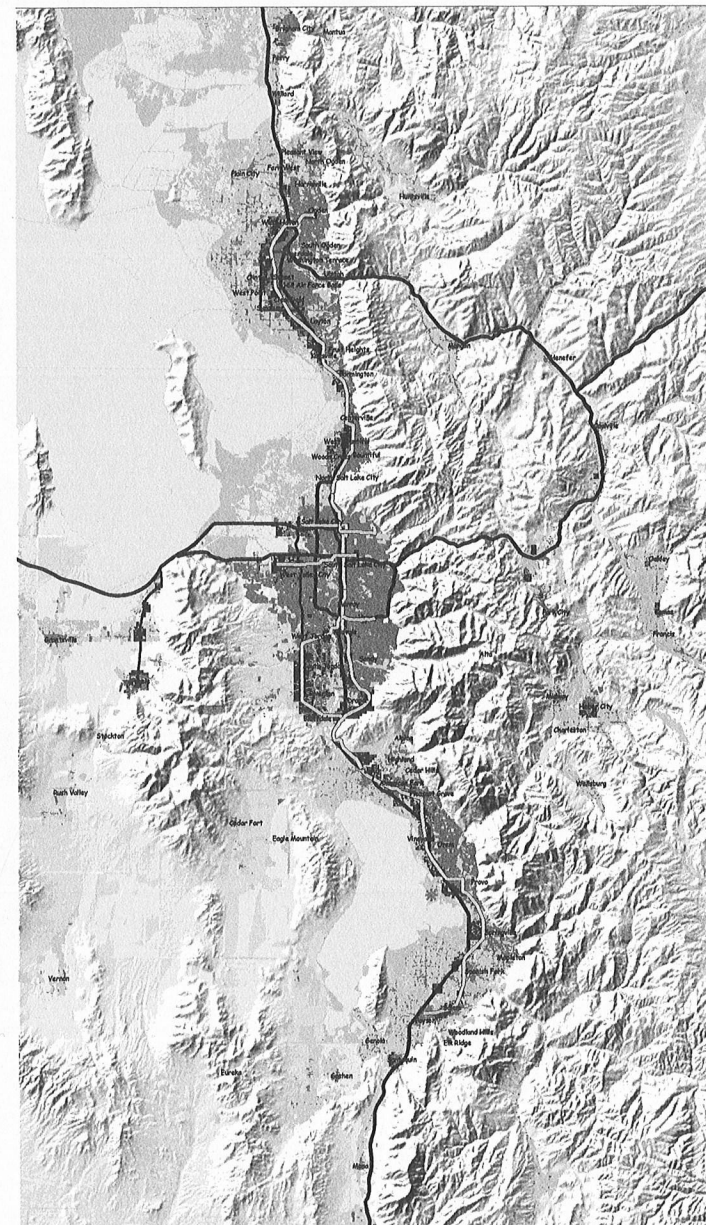
Effective regional governance can coordinate our patterns of development and renewal in a fashion that goes to the root of these problems, addressing their causes as well as manifestations. It's hard to envision a successful region that does not integrate land use patterns and transportation investments to create alternatives to increasingly expensive and unsustainable "auto-only" environments. It's hard

to envision a healthy regional economy without adequate and well-placed affordable housing for its workforce. It's hard to imagine a high quality of life without access to open space and habitat and the breathing room provided by preserved farms at the edge of the metropolis. And it's hard to imagine arresting urban decay without some form of regional tax-base equity along with strategies to deconcentrate poverty and improve inner-city schools.

The following five regional strategies involving governmental cooperation, public policy, physical planning, and economic strategies can help reshape the quality of our communities, the health of our environment, and the vitality of our economy. They can help form the framework for more integrated regions and the foundation for many of the principles of New Urbanism at the town, neighborhood, and building scale.

I. THE REGIONAL LAND USE AND TRANSPORTATION CONNECTION

Highways make suburban sprawl possible, and sprawl constantly requires more highways. The pattern feeds itself but never reaches resolution. To counter the negative spatial effects of sprawl, we must focus new development, redevelopment, and services within walkable, transit-served neighborhoods that are connected to larger concentrations of workplaces. Clustered services, adequate transit, walkable streets, and accessible local destinations serve not only youth, elderly, and low-income groups but also working middle-class households in search of more convenient and affordable lifestyles.

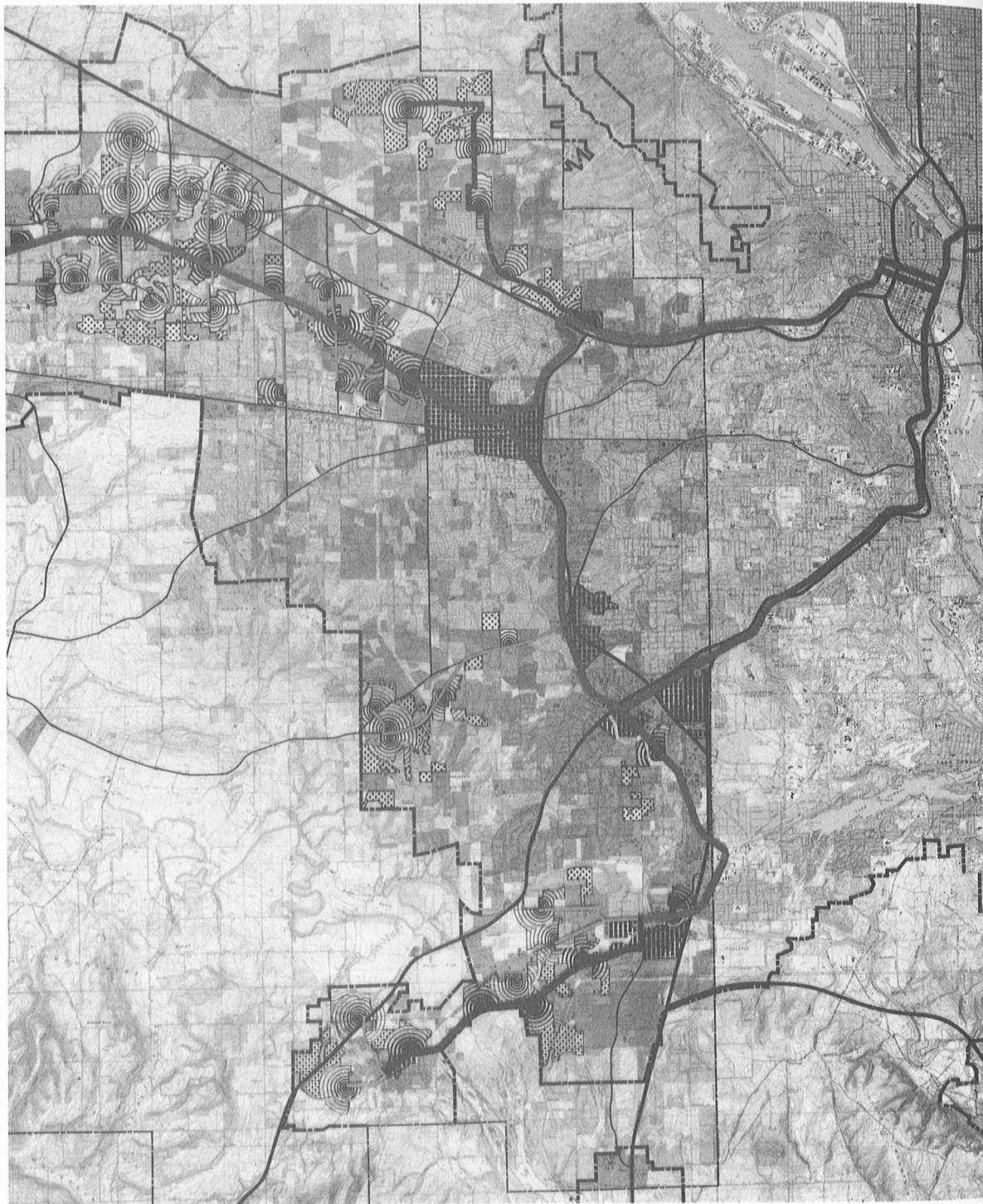


IN 1998, THE SALT LAKE CITY REGION LAUNCHED THE ENVISION UTAH PLAN. Sponsored by the nonprofit Coalition for Utah's Future, this study examined four growth scenarios, from almost completely automobile dependent (*left*) to nearly 90 percent of growth focused in compact, walkable, transit-oriented communities (*right*). Citizens learned that auto-oriented growth alone would increase urbanized land by 409 square miles in 20 years. Compact growth would add only 85 square miles. Based on a survey of citizen preferences (600,000 questionnaires were mailed), Envision Utah hopes to limit newly urbanized land to 125 square miles.

"This sets the chief mission for the city of the future: that of creating a visible regional and civic structure, designed to make man at home with his deeper self and his larger world. . . ."

LEWIS MUMFORD

The City in History



THE 1992 REGIONAL PLAN CALLED LUTRAQ —Making the Land Use, Transportation, Air Quality Connection—was sponsored by 1000 Friends of Oregon to pose alternatives to building a \$200 million beltway around the west side of Portland, Oregon. LUTRAQ argued convincingly that expanding transit and planning (TOD) would create traffic solutions without building new highways.

Metropolitan coordination and framework plans are necessary to integrate local land use with regional transportation investments.

2. FAIR HOUSING AND “DECONCENTRATING” POVERTY

We won't solve the problems of the urban poor in the ghetto alone. For a region to function effectively, each jurisdiction within the metropolis must provide its fair share of affordable housing. This is true in terms of equity or plain economic efficiency. Policies supporting regional fair-housing distribution not only provide opportunities for the urban poor to move closer to the new job centers but are also necessary to create the transportation efficiencies that result from the improved balance between jobs and housing. Certainly local strategies to improve inner-city neighborhoods are important, but they shouldn't displace regional strategies—the two should reinforce each other. Deconcentrating dysfunctional pockets of poverty, providing access for the urban poor to suburban jobs, and beginning to mend the geographic isolation of economic classes in our society are essentially regional problems.

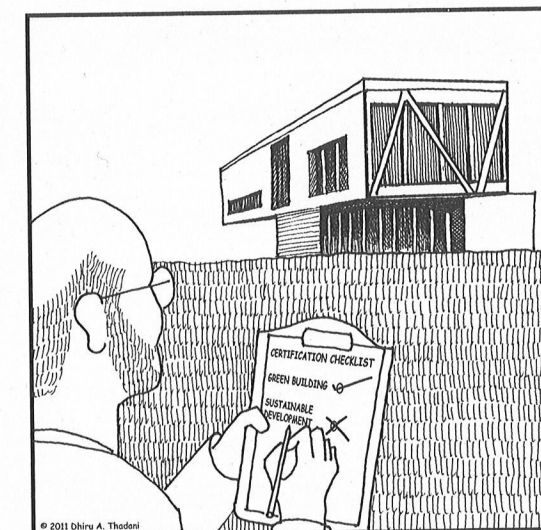
3. GREENLINES AND URBAN GROWTH BOUNDARIES

Environmental concerns for habitat, wetlands, open space, and farmlands, as well as the need for recreational open space, should be addressed in a regional framework rather than by piecemeal land acquisition and preservation. Preserving open space in a coherent manner can reinforce a development tendency toward more compact communities as

well as the reuse and revitalization of many declining districts. Without clear, defensible limits to growth, investments in infrastructure and jobs will continue to sprawl. Environmental preservation and economic reinvestment can be wrapped in one regional policy.

4. REGIONAL TAX-BASE SHARING AND SOCIAL EQUITY

As long as basic local services are dependent on local property wealth, property tax-base sharing is a critical component of metropolitan stability. Property tax-base sharing creates equity in the provision of public services, breaks the intensifying subregional mismatch between social needs and tax resources, undermines the fiscal incentives that often drive sprawl, and ends intrametropolitan competition for tax base. Without regional tax-sharing provisions, inner-city economic decay will continue to spread. Local land use decisions will continue to be balkanized and regionally dysfunctional.



5. URBAN SCHOOLS AND REGIONAL EDUCATION BALANCE

Viable urban schools are essential to healthy cities and balanced regional growth. Without them, only the rich, who can afford private schools, and the poor, who have no choice, will raise children in the city. The middle class continually abandons the city for better schools in the suburbs, shifting the region's economic and social balance. There are many ways to address this critical issue. For example, charter schools are not only a way of improving education standards for urban schools but also can reinforce neighborhood participation and add to the human scale of a neighborhood. Another strategy is the urban school voucher. If school vouchers were regionally targeted toward inner-city

and distressed districts, the poor would have more power over their school system, and the middle class would have an incentive to reinhabit districts that need social and economic diversity. Physically zoned vouchers could help regain the balance between wealthy suburban school districts and poor city and inner-suburban districts.

Each of these regional strategies could stand alone. But the New Urbanism calls for a coordinated regional design that could synthesize these and other strategies and policies into a coherent regional form. Not doing so would be like designing your living room by leaving the furniture where the movers dropped it. The region, much like a neighborhood or street, can and should be "designed."

Climate Change

PATRICK CONDON

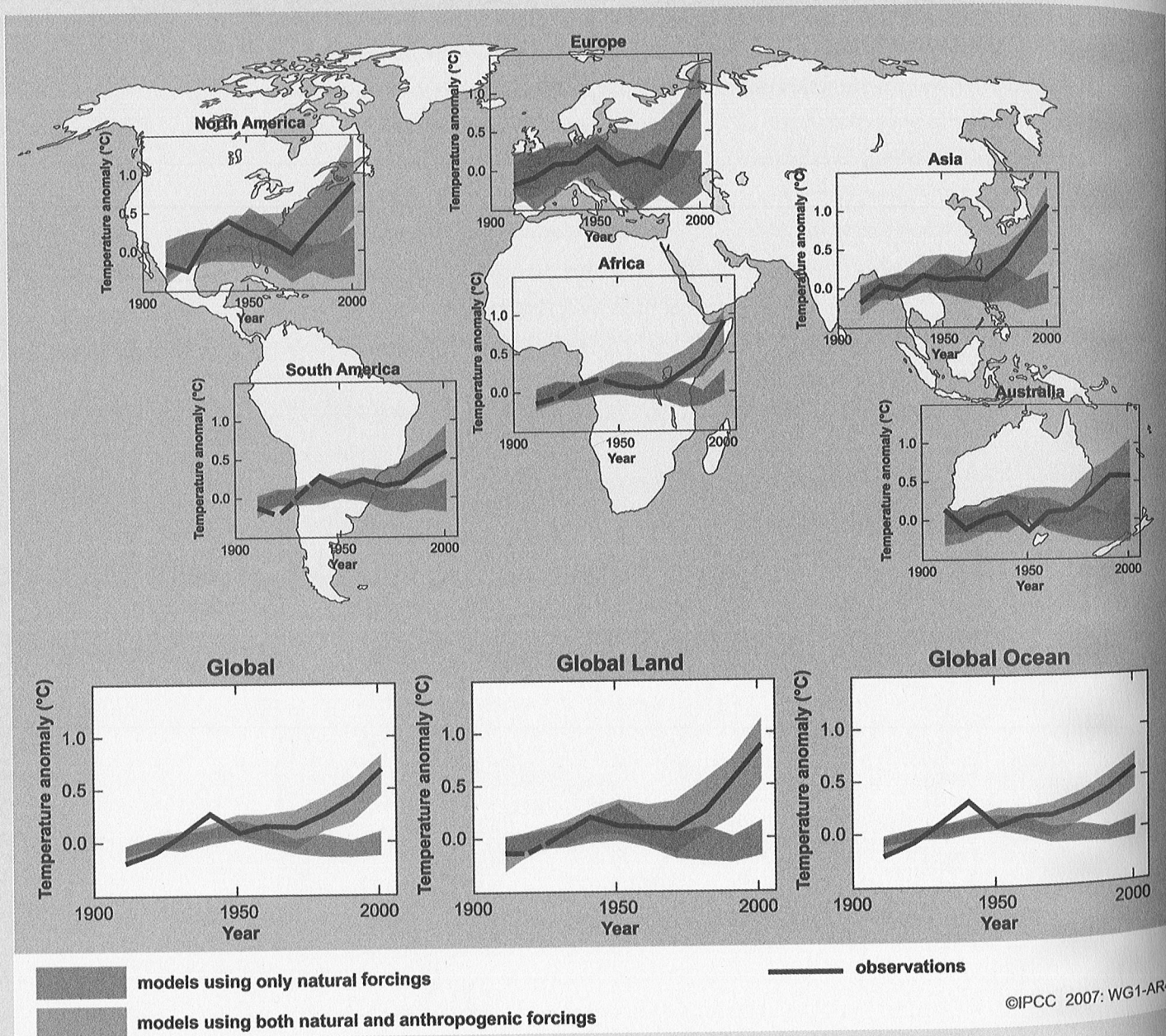
It's been over a decade since Peter Calthorpe wrote *The Region: Metropolis, City, and Town*. In the intervening years the world has changed, and with it the importance of the metropolis—or, perhaps better to say, the *problem* of the metropolis. Certainly most of what Peter Calthorpe writes about the region still holds true, most important being our frustrating inability to coordinate land uses with transit investments. It is also still frustratingly true that our metropolitan regions, composed as they most often

are of fiercely independent municipalities, make the Balkan states seem federated in comparison. So let us agree that the substance of this treatise remains correct, and so, too, do the prescriptions for healing our regions.

But it is positively vertiginous to see what has changed, leaving many of us stunned by these altered circumstances. Foremost is global warming, which is not once mentioned in the Charter, nor in the original edition of this book. Now the



PLAN FROM THE 2012 SURREY SENSITIVE INFILL DESIGN CHARRETTE, CITY OF SURREY, BRITISH COLUMBIA. During the "long emergency" our challenge will be to retrofit existing cities, old and new. Suburban landscapes, like this one built during the decades of the 1970s and '80s, must be re-enforced and adapted to new more constrained circumstances. "Car sewer" arterials are slowed, diversified, and made complete. Single family homes lining the arterials are gradually adapted to mixed use at the micro scale and incrementally more sustainable/efficient future.



GLOBAL WARMING TRENDS, AS REPORTED BY THE INTERGOVERNMENTAL PANEL ON CLIMATE CHANGE (IPCC), an international scientific consortium established by the United Nations in 1988 to provide scientific assessments about the risk of climate change.

state of Florida is fighting back salination in the Everglades, Texas and Arizona are fighting desertification, the Northeast is fighting rising sea levels, and in the Midwest dustbolls are forming. In the year of this writing, the ice on the North Pole is shrinking at a record rate and it might be free of ice entirely within 10 years. A 4-degree rise in world temperature is now predicted, and its effects would be devastating.⁶

North Americans account for over 25 percent of these impacts, and almost all of this malignant result is the consequence of how we locate our buildings, how they are built, and how we move from one building to the next. In short, the design of regions looms large in this calamity.⁷

Climate change is not the only issue to emerge. Poverty has changed, too, so that it's no longer meaningful to discuss "deconcentrating" poverty in the language of an "urban poor" dislocated from "suburban jobs." We now find ourselves in a world where the poor are distributed in the suburbs, having been recently forced

from homes they bought during the subprime heyday. Young men at their most healthy and potentially productive years, ages 20 to 40, are now unemployed at levels not seen since the 1930s. Cul-de-sacs full of houses are worth less than half their original purchase price; half-built starter home subdivisions sit on the edges of deserts. The problem of poverty, in other words, is now regionwide.

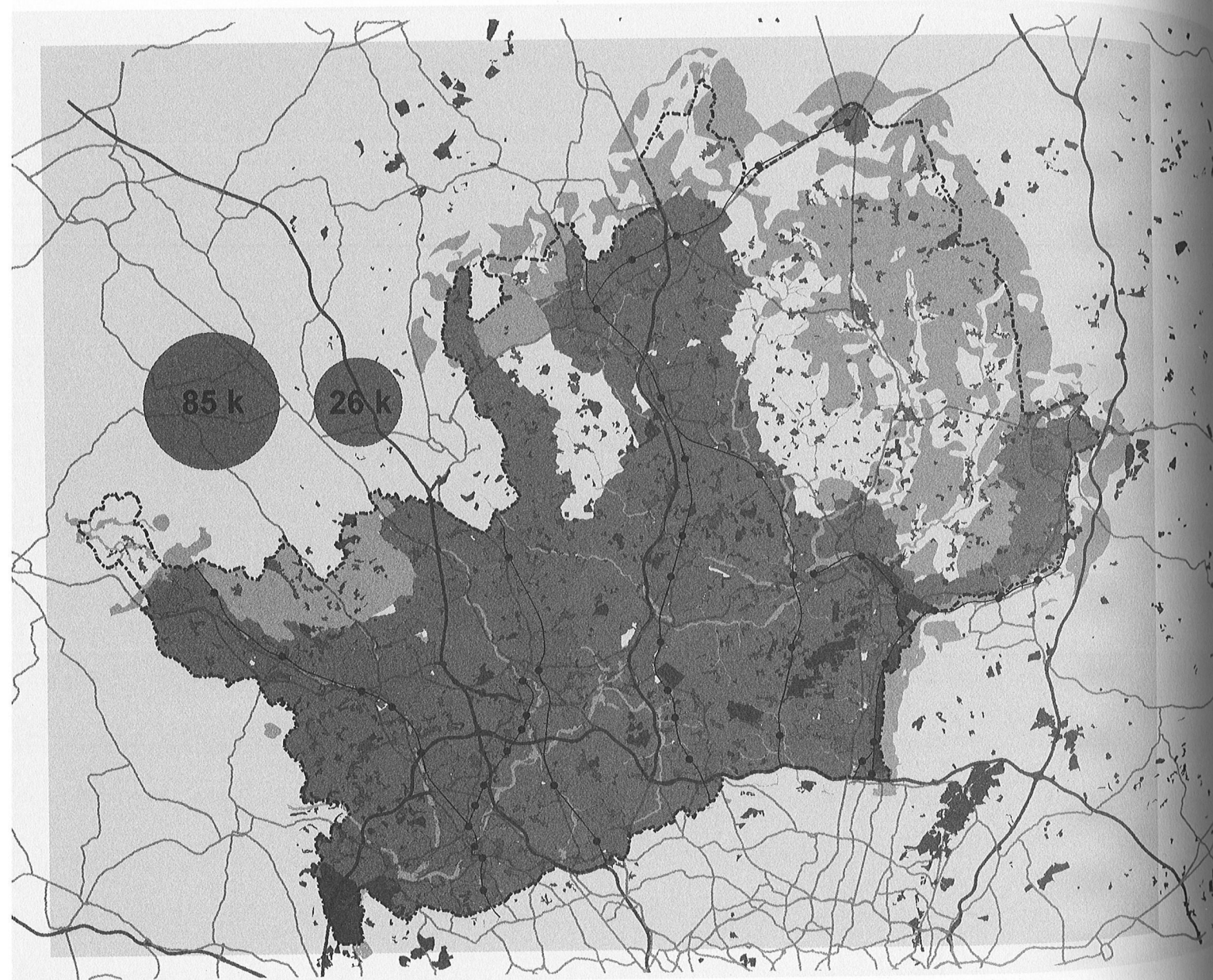
How then do we take this sprawling metropolitan fabric and fix it, cul-de-sac by cul-de-sac,

strip mall by strip mall? How do we reassemble the dysfunctional twenty-first-century city to smooth out what even the most oblivious can see is going to be a very rocky road to century 22?

It seems the fundamental regional principle we need to incorporate into our thinking is to rebuild, reduce, reassemble, and reconsider. For our metropolitan landscapes to survive the extended period before us—the period of a never-ending long emergency, as James Kunstler puts it—a huge paradigm shift will be required. We need to go way beyond thinking solely about the land use–transit connection. We need to imagine how to refashion our frighteningly expensive metropolitan infrastructure into something much lighter. We need to be in tune with a future that must be deeply efficient. There are no resources for anything else. A future where living and working are much closer, a world where energy is more precious, a reality where our metropolitan regions are not a machinery for waste but an elegant construction in tune with the region's capacity to support it. Indeed, this is really what Peter Calthorpe, and urbanists more generally, have long been arguing.

The difference is that now we need to be more blunt.

We have all been searching, some of us through very long careers, for an urban form that is in tune with both the land that holds it and the people—our sons, our daughters, our loved ones, our students, our neighbors, our fellow citizens—all of whom make a life there. Out of this deep and enduring crisis may come our moment, our very long, lifelong, moment.



HERTFORDSHIRE COUNTY, UK, SCENARIO PLANNING, 2021

Two

Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.

ROBERT D. YARO

Regionalism—the idea that metropolitan regions are stronger when they harmonize with their natural environments—is making more sense than ever. By preserving green space, protecting watersheds, investing in transit, and directing growth toward established areas, well-planned metropolitan regions are protecting their environmental health. And these places create a context in which communities designed around New Urbanist and smart growth principles can thrive.

But they also are bolstering their economic health by providing amenities that attract entrepreneurial and creative people, particularly in technology and information-based industries. These people are increasingly “footloose” and will move their homes and businesses to regions that provide the best quality of life.

Many U.S. metropolitan regions have rejected—or, more correctly, neglected—the concept that regional attributes are critical to their well-being. Their growth continues to be driven by automobile-based, low-density sprawl. But a growing number of places are rejecting sprawl and instead embracing this type of profitable regionalism.

Regionalism, and New Urbanism carried out around smart growth principles, has taken great steps forward since CNU’s Charter book was first published in 1999. This progress has been driven by demographic change, fundamental changes in Americans’ attitudes about communities and locational preferences, and local and federal policy changes, among them: