Review Questions

- All of the following are likely to locate in or near the city EXCEPT:
  - A) Empty Nesters
  - B) DINKS (Double Income No Kids)
  - C) White Collar Workers
  - D) Blue Collar Workers

- Which of the following is the biggest downside to gentrification?
  - A) Older neighborhoods are revitalized
  - B) Newer neighborhoods are added further out, creating sprawl
  - C) Property taxes are increased, forcing people out of their homes
  - D) The crime rate increases substantially
The Disappearing Front Range: Urban Sprawl in Colorado

Chapter 11
Urban sprawl

The spread of dispersed urban land uses outside compact urban centers into previously rural areas.

Problems include:

uses up open space

exacerbates traffic congestion

pollution

expense of providing urban services
Transportation and urban morphology

Transportation Model

Original Downtown
Streetcar or Rail Line with Stops
Freeway

Urban Areas Built During Each Transport Era

<table>
<thead>
<tr>
<th>Era</th>
<th>Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk and Horse 1800 - 1890</td>
<td>very high</td>
</tr>
<tr>
<td>Streetcar 1890 - 1920</td>
<td>high</td>
</tr>
<tr>
<td>Auto 1920 - 1950</td>
<td>moderate</td>
</tr>
<tr>
<td>Freeway 1950 - present</td>
<td>low</td>
</tr>
</tbody>
</table>


Figure 11.2 (p. 304)
Philadelphia's Edge Cities

Figure 11.3 (p. 305)
Other causes of sprawl

- Economic forces
- Cultural preferences
Other causes of sprawl

- Economic forces (land is cheaper)
- Cultural preferences (Individualism)
- Affluence (Increasing)

Figure 11.5 (p. 307)
Ten traits of sprawl

1. Unlimited outward extension

2. Low-density development

3. Leapfrog development miles beyond the urban fringe

4. Fragmentation of political powers among many small municipalities

5. Dominance of transportation by private automobiles

Policy analyst Anthony Downs (p. 307)
Ten traits of sprawl

1. Unlimited outward extension

2. Low-density development

3. Leapfrog development miles beyond the urban fringe

4. Fragmentation of political powers among many small municipalities

5. Dominance of transportation by private automobiles

Policy analyst Anthony Downs (p. 307)
6. Lack of centralized planning or control of land uses
7. Commercial strip development
8. Great fiscal disparities among towns and neighborhoods
9. Segregation of types of land uses in different zones
10. Reliance on a trickle-down process to provide low-income housing

Policy analyst Anthony Downs (p. 307)
Market forces and sprawl

• market is the best distributor of resources, therefore our cities are arranged efficiently

• people buy what they want, i.e. our cities are a response to housing demand

counter-arguments:

• there are a lack of alternatives that allow market forces to work accurately

• there is a lack of accounting for certain social values and societal costs
Solutions to sprawl

New urbanism

Figure 11.9 (p. 311)
Solutions to sprawl

New urbanism

Anti-sprawl initiatives

Full employment and new jobs continue to make Colorado the best place in the country to live. But with the good times comes the challenge of managing the growth. Elected officials, planners, foundations, not-for-profit organizations and private citizens are working hard to meet that challenge and they’re making progress.

All that work could be thrown out the door if a group of extremists get their way and pass Amendment 24. If approved it would bring a catastrophic halt to Colorado’s prosperity.

Vote No on Amendment 24.
Solutions to sprawl

- New urbanism
- Anti-sprawl initiatives
- Planning

**Smart Growth Policies:** Portland (human interaction over automobiles)

Stakeholders
Name That Key Term
The spread of dispersed urban land uses outside compact urban centers into previously rural areas.

Suburban region functionally tied to a mixed-use “suburban downtown” with relative independence from the CBD.

The edge of the urbanized or built-up area.

Suburban nodes of employment and economic activity featuring high-rise office space, corporate headquarters, shopping, entertainment, and hotels. Their physical layout is designed for automobile, not pedestrian, travel.
A regional governmental agency created to coordinate a variety of areawide functions such as water supply, transportation, open space, and waste management on behalf of the independent cities within the region. It is a response to the political fragmentation of the urban area.

Planning regulations that define permissible land uses for parcels of the city.

A hypothetical planning alternative for accommodating future urban growth, which defines the assumptions for the analysis.

An individual or group with a strong interest in how an issue is decided.
A decision situation in which it is not possible to advance two conflicting goals simultaneously; that is, it is necessary to give up something in order to get something else.

A solution in which it is possible to advance two goals simultaneously.

A movement to make cities more livable and foster a greater sense of community by designing compact, pedestrian-friendly neighborhoods with sidewalks, front porches, and a larger variety of housing types and land uses.
A single planned development designed to include multiple land uses, such as residential, retail, educational, recreational, industrial, or offices, in order to minimize the need for travel outside the development. A ________ ranges in size from office buildings that include some retail uses for lunchtime convenience of the employees to multiple building complexes and even huge planned communities covering several square miles.

A planning boundary beyond which conversion of rural land uses to urban land uses is strictly prohibited.
Public transportation modes such as buses, subways, jitneys and vanpools, light rail (trolleys, streetcars), heavy rail (passenger trains), and monorails.

Higher-density development in smaller patches of undeveloped or redevelopable land inside the urban boundaries.

Urban development well beyond the urban fringe, separated from the urban fringe by rural land.

A concentration of commercial land uses and higher-density housing outside the region’s main central business district that is planned to be a focal point of shopping and employment for surrounding residential areas. Can be the anchor point of an urban realm.

Infill Development

Leapfrog Development

Urban Village

Mass Transit
Heavy traffic volumes exceeding the capacity of roads, causing travel delays.

Fragile, rare, or valuable habitat that might merit preservation.
The Disappearing Front Range: Urban Sprawl in Colorado

Case Study

Chapter 11
After completing this chapter, you will be able to:

• Assess the relationship between urban growth and transportation technology.

• Articulate the causes of urban sprawl.

• Use GIS layering to visualize the uneven geographic effects of urban sprawl.

• Evaluate the alternative solutions to urban sprawl and recognize the inherent trade-offs among them.

• Advocate a position on urban sprawl.

• Negotiate an acceptable solution to urban sprawl with those who hold a different position.
Figure 11.11 (p. 314)
Activity 1: Transportation & Urban Growth
Activity 2: Urban Sprawl Scenario Analysis
## Scenario Planning Information

<table>
<thead>
<tr>
<th></th>
<th>Beltway</th>
<th>Urban Villages</th>
<th>Leapfrog</th>
<th>NE-SE</th>
<th>Infill</th>
</tr>
</thead>
<tbody>
<tr>
<td>New housing units</td>
<td>72,000</td>
<td>72,000</td>
<td>72,000</td>
<td>72,000</td>
<td>72,000</td>
</tr>
<tr>
<td>Dwelling units per acre</td>
<td>8.4</td>
<td>8.4</td>
<td>3.58</td>
<td>3.58</td>
<td>16.8</td>
</tr>
<tr>
<td>Acres of land converted</td>
<td>10,865</td>
<td>10,743</td>
<td>20,035</td>
<td>20,097</td>
<td>7,548</td>
</tr>
<tr>
<td>Relative cost to provide electricity</td>
<td>medium</td>
<td>medium</td>
<td>high</td>
<td>medium</td>
<td>low</td>
</tr>
<tr>
<td>Relative cost to upgrade roads</td>
<td>medium</td>
<td>medium</td>
<td>low</td>
<td>medium</td>
<td>high</td>
</tr>
<tr>
<td>Approximate cost for sewer/water lines</td>
<td>$262 million</td>
<td>$257 million</td>
<td>$627 million</td>
<td>$627 million</td>
<td>$147 million</td>
</tr>
<tr>
<td>Impact on central city traffic</td>
<td>slight increase</td>
<td>reduced</td>
<td>reduced</td>
<td>no change</td>
<td>increased</td>
</tr>
<tr>
<td>Potential for nonmotorized transit (walk, bike, skate)</td>
<td>low</td>
<td>high</td>
<td>low</td>
<td>low</td>
<td>high</td>
</tr>
<tr>
<td>Percent detached houses/percent condos or townhouses</td>
<td>92/8</td>
<td>88/12</td>
<td>93/7</td>
<td>92/8</td>
<td>88/12</td>
</tr>
<tr>
<td>Average detached house value*</td>
<td>$180,000s</td>
<td>$200,000s</td>
<td>$120,000s</td>
<td>$200,000s</td>
<td>$160,000s</td>
</tr>
<tr>
<td>Average condo value*</td>
<td>$120,000s</td>
<td>$150,000s</td>
<td>$80,000s</td>
<td>$140,000s</td>
<td>$100,000s</td>
</tr>
</tbody>
</table>
Criteria

- Preservation of rural land generally
- Preservation of ecologically sensitive space in particular
- Potential for nonmotorized trips
- Service by existing transit routes
- Inner-city congestion
- Suburban congestion
- Water, sewer, and electricity infrastructure expenses
- New road-building expenses (cost per mile)
- Detached-housing prices (in terms of affordability)
- Condo and townhouse prices (in terms of affordability)
- Variety of types of residences within the new neighborhoods
- Revitalization of the CBD
- Proximity of housing to shopping, jobs, and services
- Air pollution
Activity 3: Urban Sprawl Debate and Consensus Building
<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Driving Interests</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-income single mother</td>
<td>Has two compelling interests: affordable housing and accessibility to work and day care. Time and financial constraints impose great mobility restrictions, which limit possible housing or work locations.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Real estate developer</td>
<td>Sole compelling interest is to maximize profits.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Middle-class family with school-age children, new migrant to Colorado Springs</td>
<td>Looking for best value, i.e., largest house for the money. Also needs good schools, not rundown or dangerous neighborhoods. Wants good views.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Middle-class family with school-age children, bought home on urban fringe three years earlier</td>
<td>Same as above, but also wants to preserve their own views of nearby open space and avoid continued sprawl that will make their area more congested and busy.</td>
</tr>
<tr>
<td>Stakeholder</td>
<td>Driving Interests</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Environmentalist</td>
<td>Wants to preserve open space and farmland for wildlife habitats, cut pollution and water contamination, and conserve energy.</td>
</tr>
<tr>
<td>Elderly person</td>
<td>Needs easily accessible services such as grocery and drug stores and health care, but may not own a car or have a driver’s license.</td>
</tr>
<tr>
<td>Single young urban professional (Yuppie)</td>
<td>Wants a truly urban, diverse, exciting environment with many entertainment activities, including a variety of arts, sports, restaurants, and clubs.</td>
</tr>
</tbody>
</table>

continued on next slide
<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Driving Interests</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farmer on urban fringe</td>
<td>Wants to either preserve farming lifestyle at a decent standard of living, or else sell off land for maximum profit.</td>
</tr>
<tr>
<td>Fast-growing high-tech employer</td>
<td>Needs easy commutes for workers, but also needs nearby access to urban and outdoor amenities to satisfy an educated and sophisticated workforce. Many employees have children, so good schools are necessary.</td>
</tr>
</tbody>
</table>