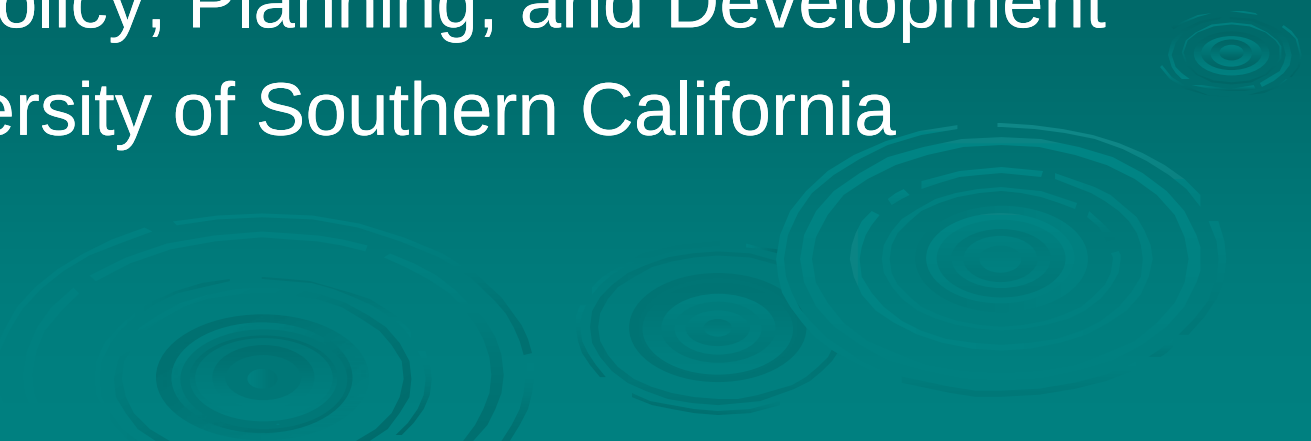


Megacities, Megaregions, and Spatial Planning

Density, Urban Design, and Quality Growth

Tridib Banerjee

School of Policy, Planning, and Development
University of Southern California

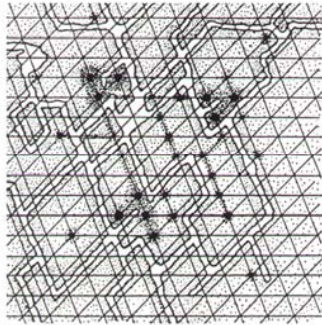
The bottom half of the slide features a teal background with several faint, concentric circular patterns that resemble ripples in water, centered around the bottom right.

Organization of the Presentation

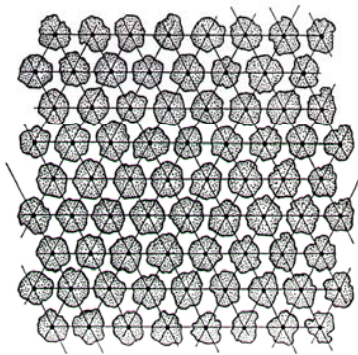
- Form of Megacities and Megaregions: intellectual and normative precedence
 - Megaregions as Systems of Places: both positive and normative dimensions
 - Density, Design, and Livability Issues
- 
- The bottom half of the slide features a decorative background with several concentric circles in a lighter teal color, resembling ripples in water, set against a darker teal gradient.

I. Form of Megacities and Megaregions:

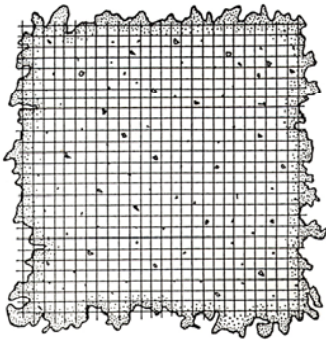
- Early visionaries: Mackaye, Mumford, Olmsted, Wright
- Design with Nature: McHarg
- Antipathy for density, crowding, and bigness
- Normative visions of sprawl
- Economic arguments for sprawl:
 - “case for scatteration” (Lessinger);
 - “consumer sovereignty” (Mera, Richardson, Gordon)
- Other positivist descriptions:
 - “non-place urban realm” (Webber)
 - “urban field” (Friedmann)
 - “spaces of flow” (Castells)



Polycentric Settlements



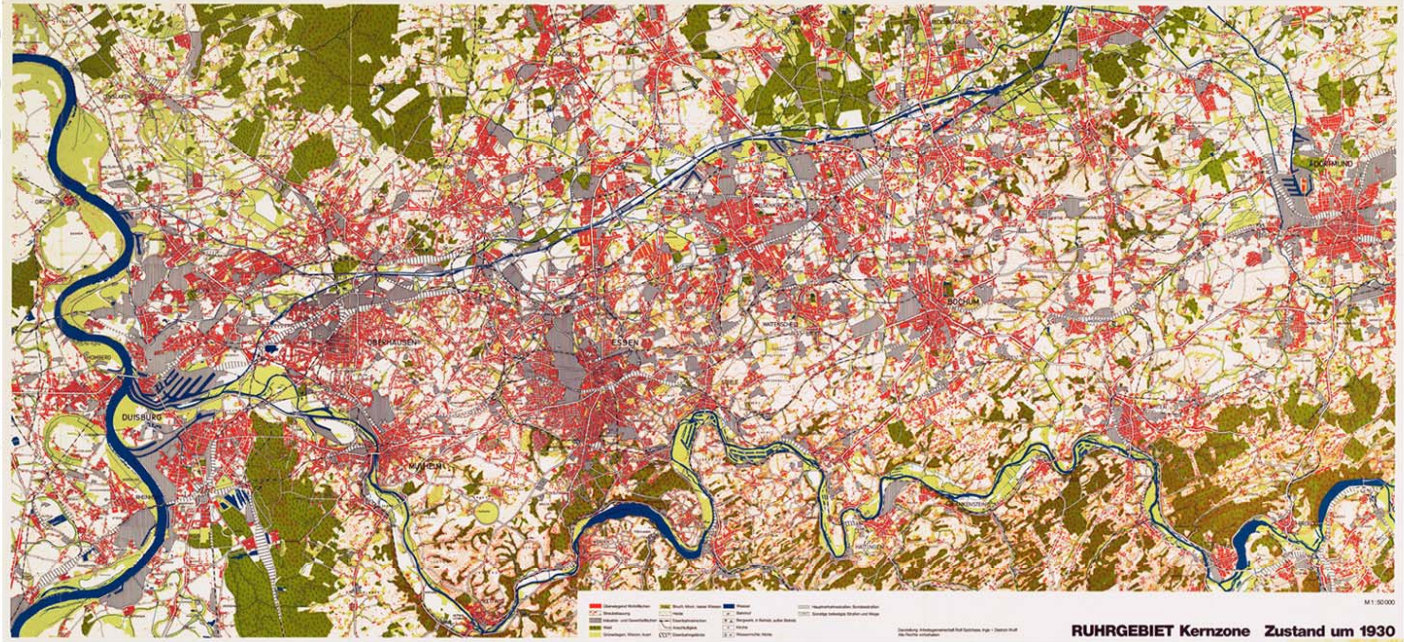
Galaxy of Settlements



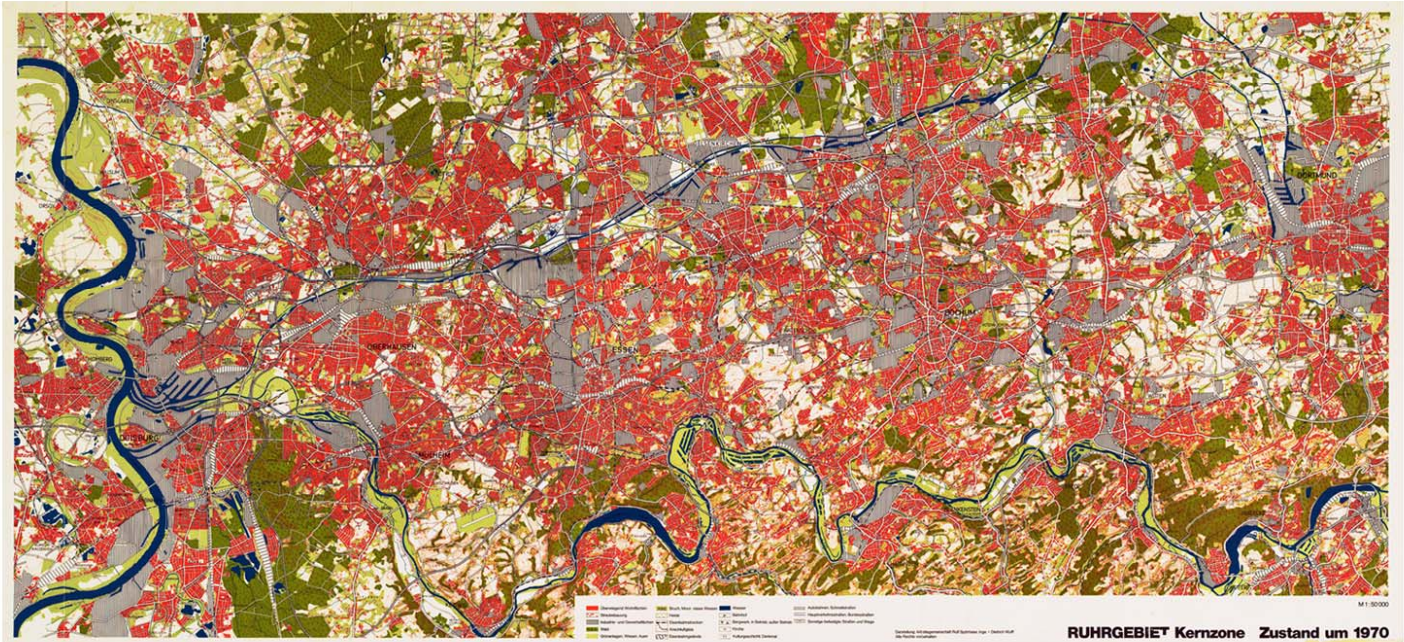
The Dispersed Sheet

The Legacy of Kevin Lynch

Ruhr in 1930



Ruhr in 1970



Basemaps of Urban Vehicular Transport System in Los Angeles Region

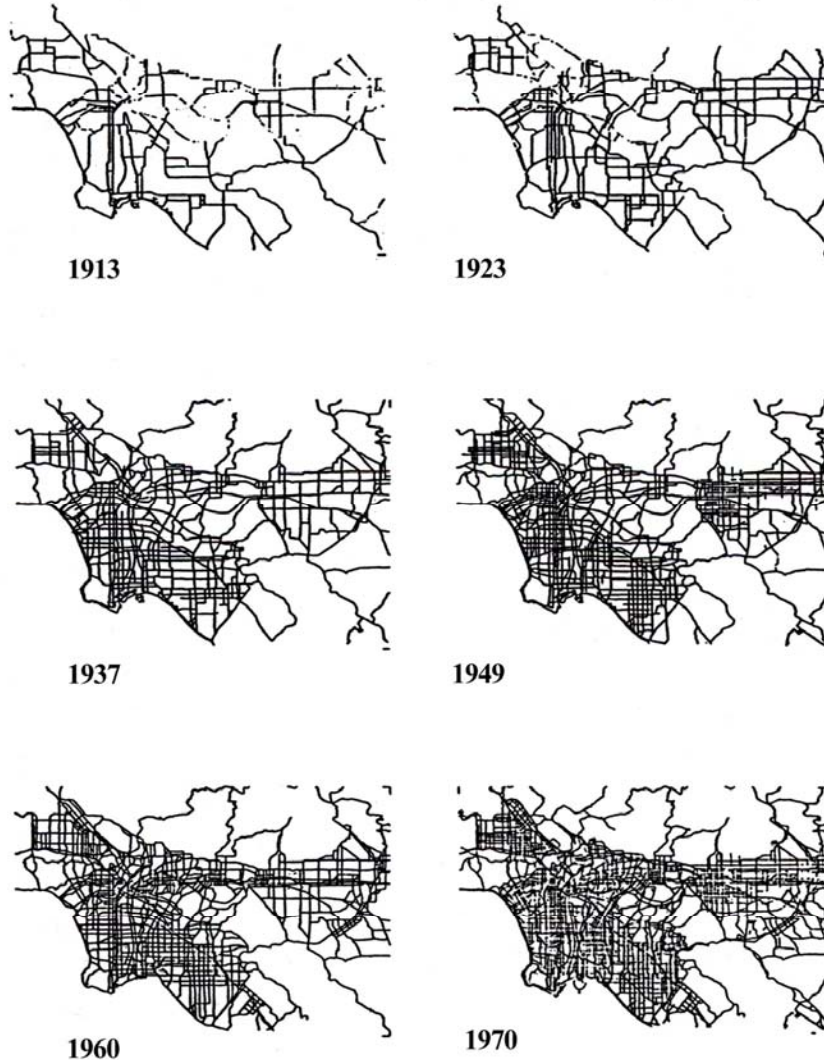


Figure 12. The growth and development of the Los Angeles region was prompted by the sophisticated system of road and highways (Ralph Knowels).

I. Form of Megacities and Megaregions: Los Angeles

I. Form of Megacities and Megaregions:

- Does It Matter?
- Is the public aware of the shape or form of the megacity or megaregion?
- Are there ideal form prototypes?
- How can we tell one is pareto superior to the other?
- What are the criteria by which we should judge pareto superiority or optimality of one or the other form?

II. Megaregions as Systems of Places

“By “region” I mean a group of closely concatenated places that are (1) spatially contiguous with each other (i.e. between which there is no void space); (2) temporally coexistent and thus cohistorical – that is, possessing a shared history, whether or not this is recorded by human beings....in the practice of landscape painting region is a privileged, nonsubsumable domain in which natural presences, things and people and place, coinhere.” Edward Casey
Representaion of Places: Maps and Painting.

II. Megaregions as Systems of Places

- Intellectual antecedents “cities as systems in system of cities” (Berry et al)
- “Place” as a both positive and normative known
- Provides an analytical framework to look at the dynamics of change and growth of regions
- Political economy of megaregions as embedded in the structure of governance
- Challenges for achieving normative changes in density, design and quality of growth issues

II. Megaregions as Systems of Places

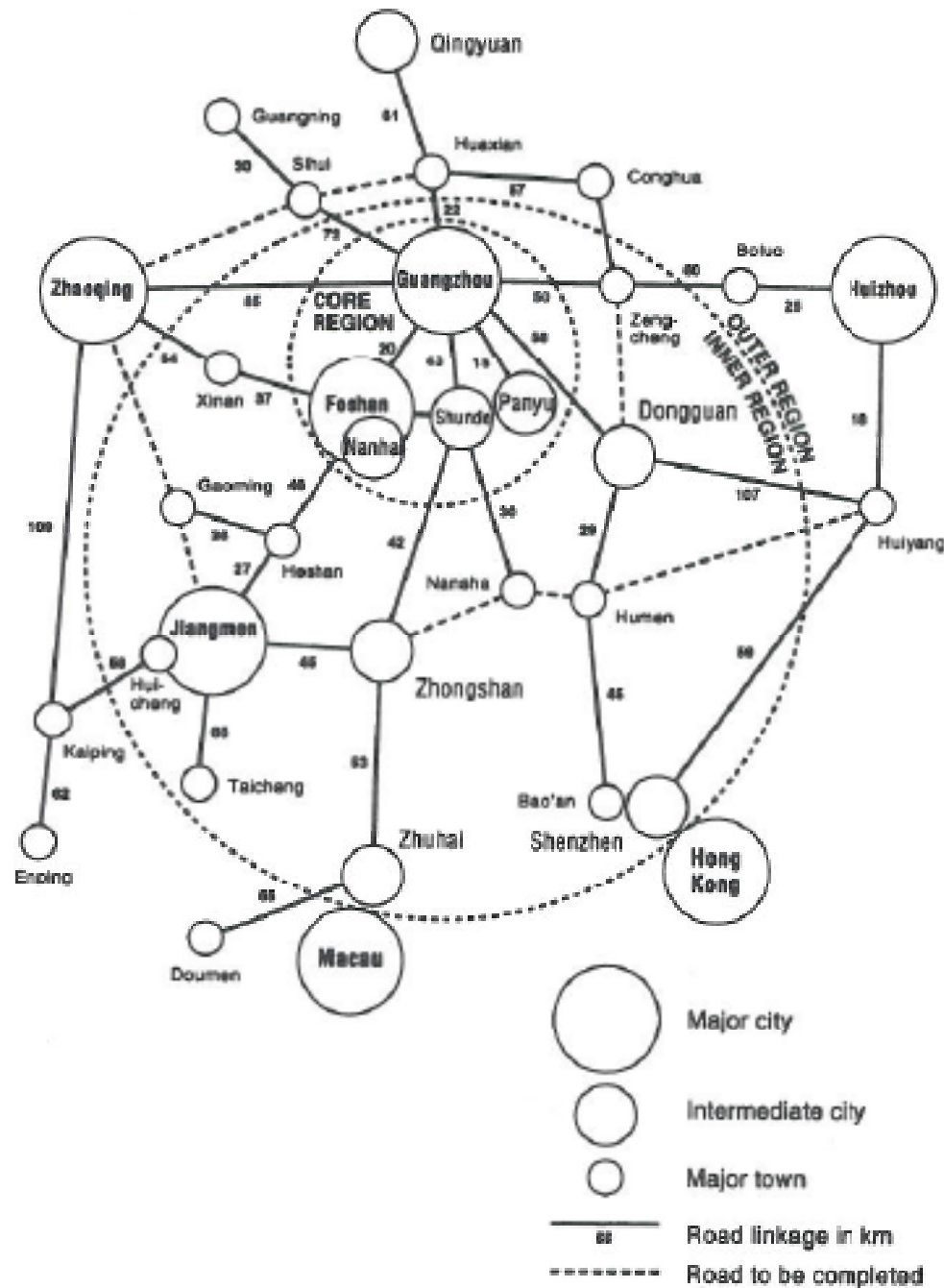
➤ Mosaics

- Cities
- Counties
- Unincorporated urban places
- The legacy of “Tiebout Sorting”

➤ Nets

- Infrastructure
- Transportation
- Communication

System of Places: The Network

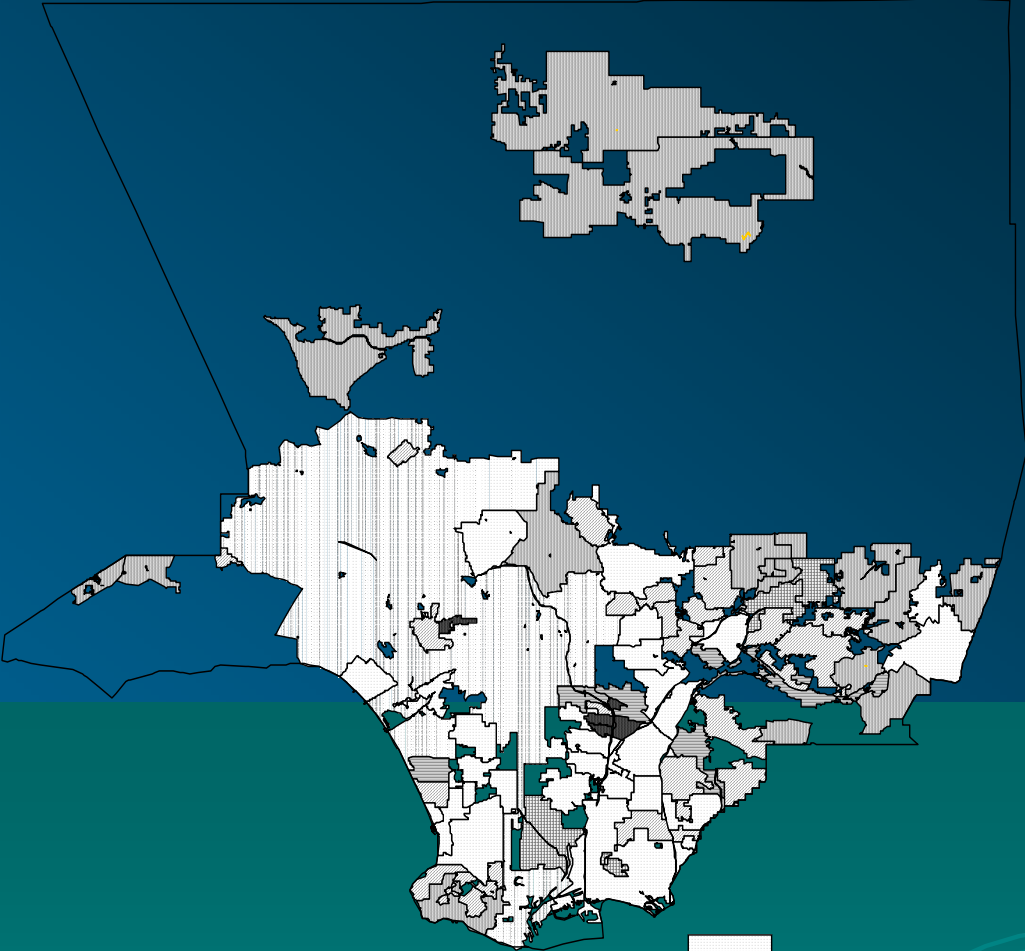


Local Governments per 100,000 Population: California v. U.S.

	Counties	Cities	Special Districts	School Districts
California	0.19	1.49	9.05	3.49
Other 49 states	1.33	8.39	12.83	5.95

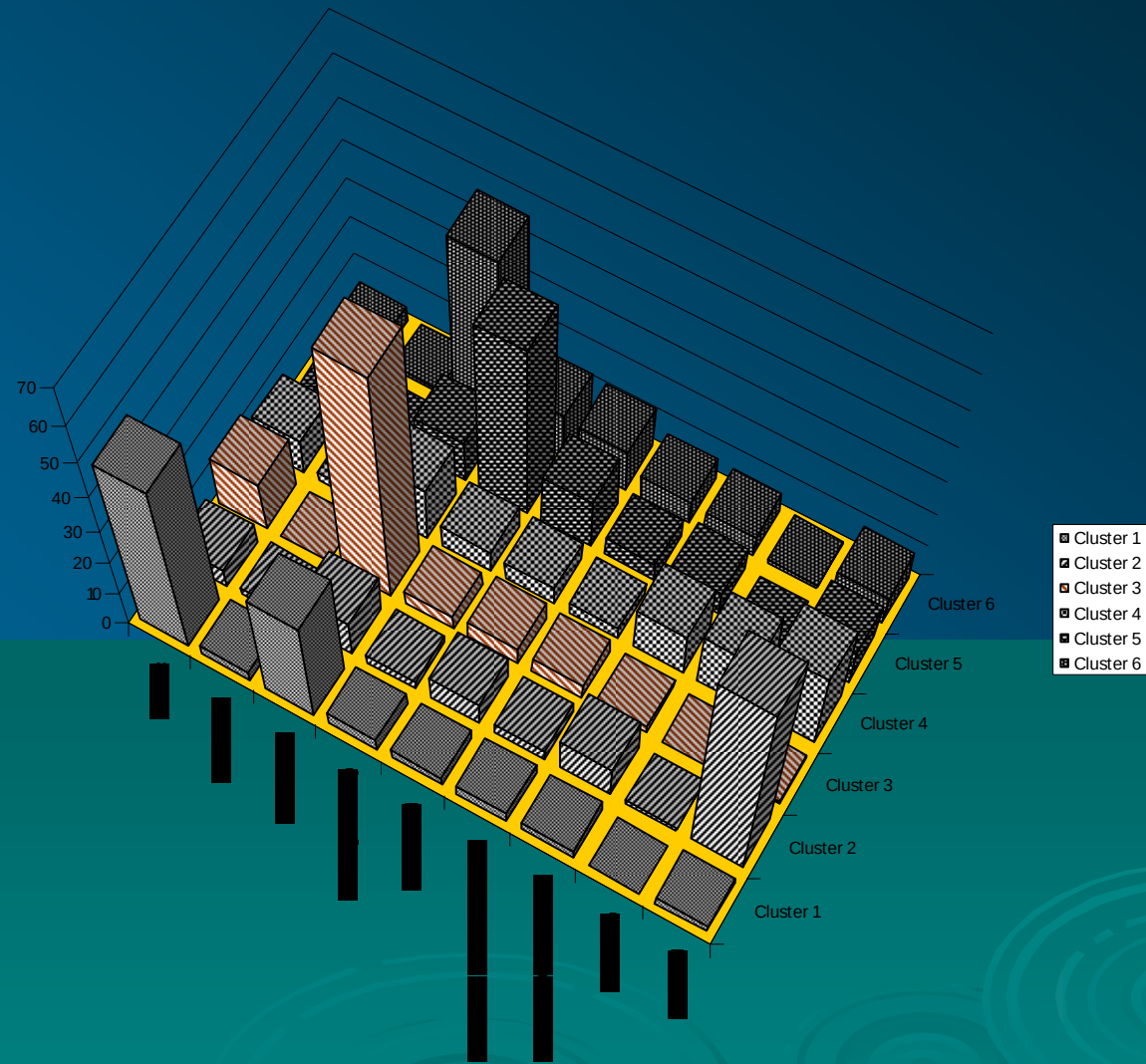
Mega-Regions		4-County Primacy Index	Percentage Urban	Cities & Counties per 100,000	Total Population
Arizona		2.72	92	2.96	4,419,275
SoCal		1.29	97	2.09	20,390,831
Great Lakes		1.13	80	9.34	42,811,606
Gulf		1.11	81	7.53	21,060,391
Cascadia		0.88	81	9.73	9,315,520
Texas		0.67	88	4.73	13,741,422
Florida		0.6	94	5.76	12,344,728
Northeast		0.47	85	7.29	60,809,126
NorCal		0.47	93	4.05	12,345,071
Piedmont		0.44	64	8.98	34,021,811

Cluster Membership of Specific Cities in the Los Angeles County
Based on Their Land Use Portfolios



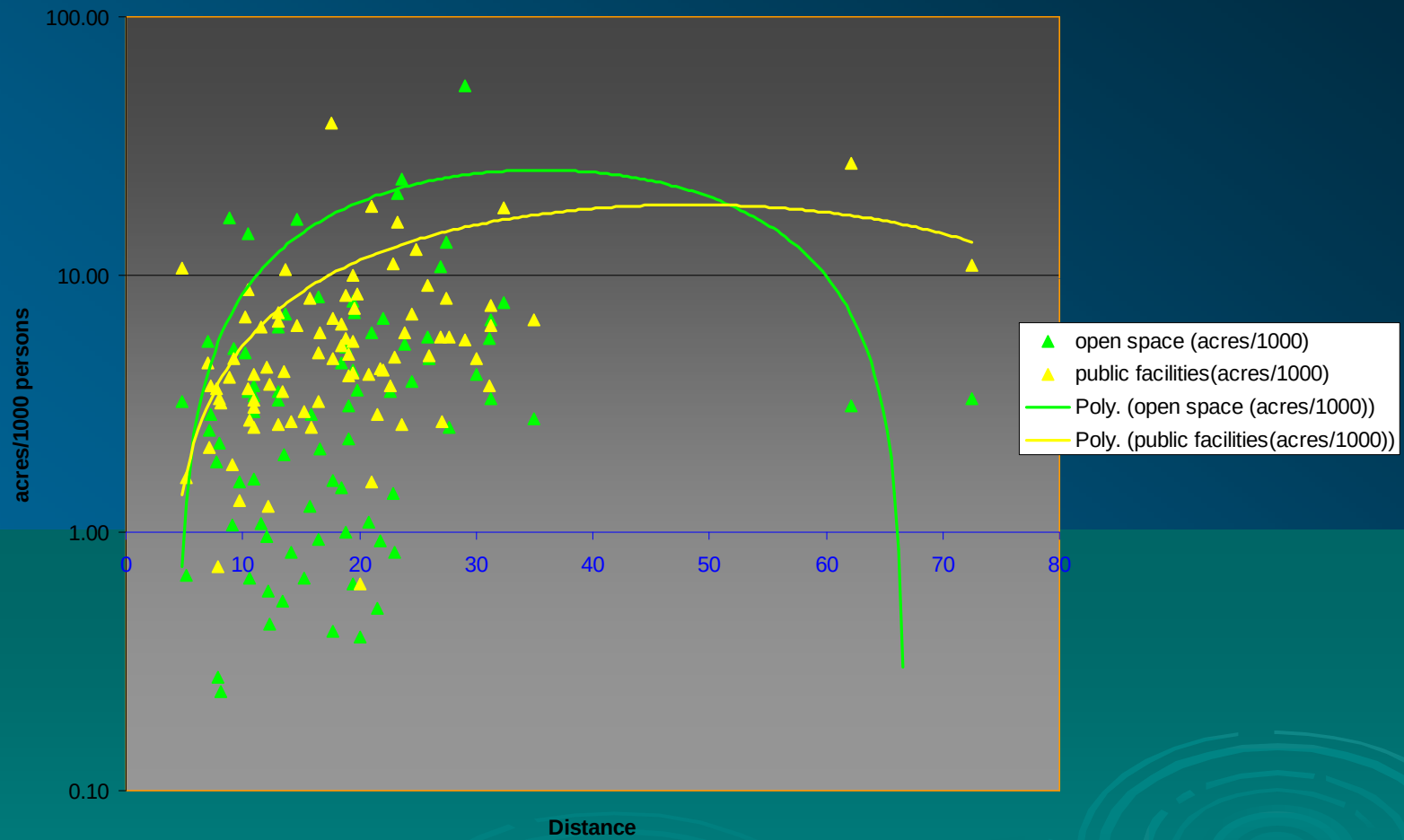
- Generic City
- Suburbia City
- Apartment City
- Brownfield City
- Industrial City
- Edge City

	Edge Cities	Industrial Cities	Suburbia Cities	Greyfield Cities	Apartment Cities	Generic Cities
	Agoura Hills Bradbury Claremont Diamond Bar Duarte Glendale Glendora La Habra Heights Lancaster <i>Monrovia</i> Palmdale Rancho Palo Verde San Dimas Santa Clarita Walnut Westlake Village	Commerce <i>El Segundo</i> Industry Santa Fe Springs South El Monte Vernon	Arcadia Artesia Baldwin Park Beverly Hills Covina Hidden Hills La Canada Flintridge Lakewood La Mirada <i>La Puente</i> Lomita Manhattan Beach <i>Maywood</i> <i>Norwalk</i> Palos Verdes Estates Rolling Hills Rolling Hills Estates Rosemead San Fernando San Gabriel San Marino Sierra Madre South Pasadena Temple City West Covina <i>Whittier</i>	<i>Azusa</i> Carson Irwindale Signal Hill	<i>Bell</i> Bell Gardens Cudahy West Hollywood	Alhambra Bellflower <i>Burbank</i> Cerritos Compton Culver City Downey El Monte Gardena Hawaiian Gardens Hawthorne Hermosa Bch <i>Huntington Park</i> Inglewood La Verne Lawndale Long Beach Los Angeles Lynwood Montebello Monterey Park Paramount Pasadena Pico Rivera Pomona Redondo Bch Santa Monica South Gate <i>Torrance</i>
Note: Cities in Italics had an on-the-ground census taken.						

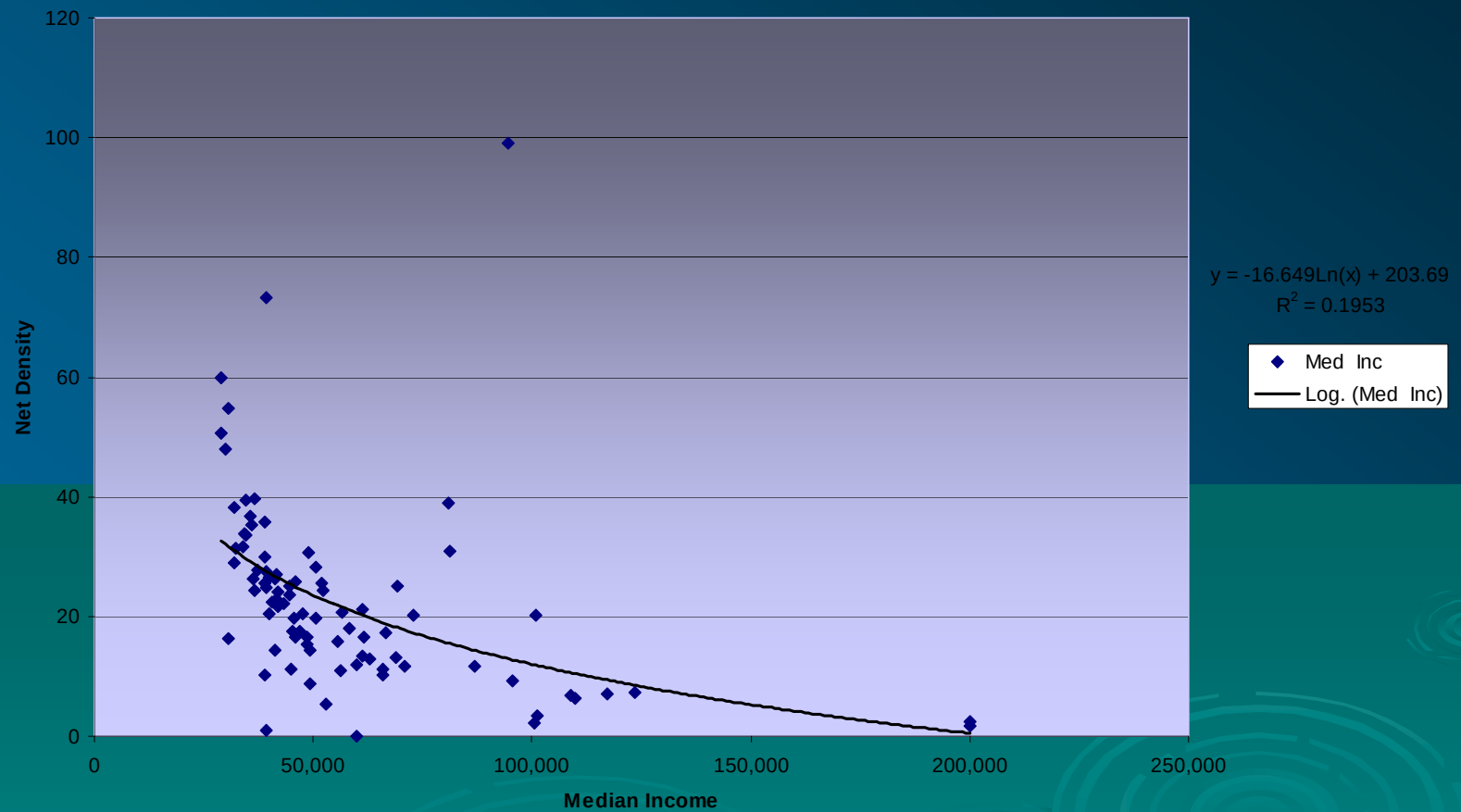


Degree of Land Use Specialization	High	Industrial City Greyfield City Apartment City		Edge City Suburbia City
	Low		Generic City	
		Non-White	Mixed Ethnicity	White
		Lower Income	Mixed Income	Upper Income
		Older	Oldest	Newer
		Overall Trends		

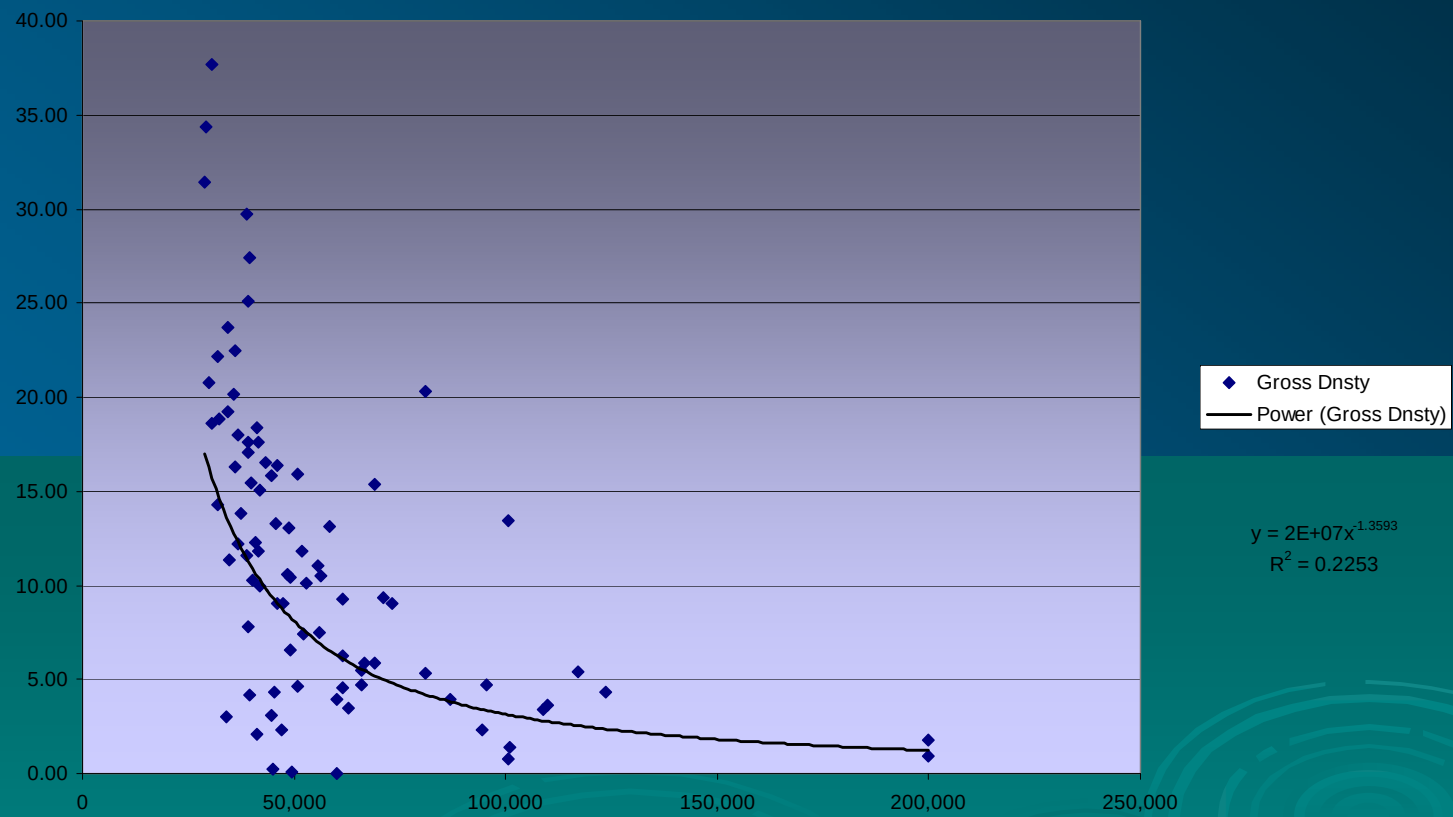
Municipality Open Space and Amenities by Distance from downtown Los Angeles



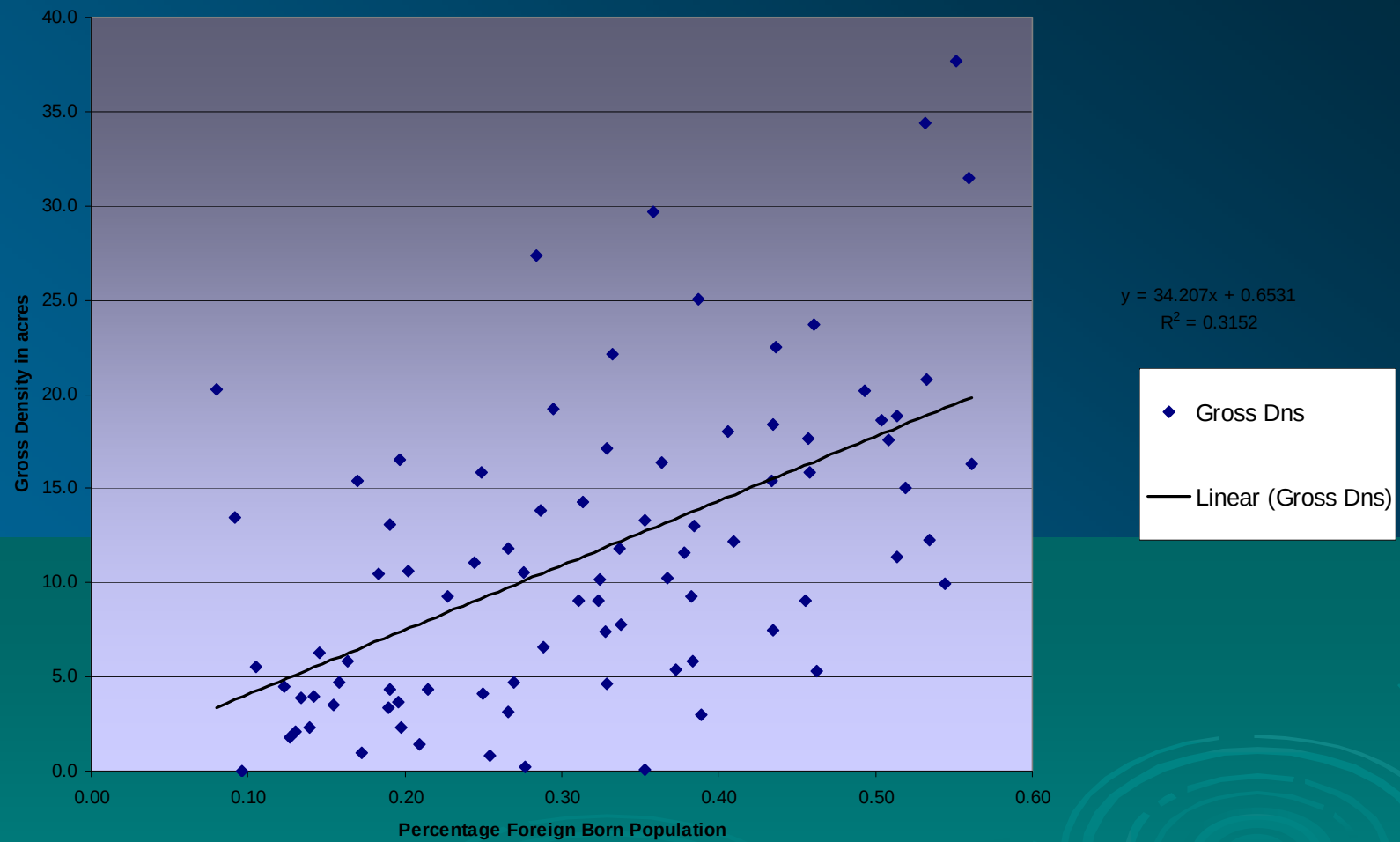
Variations in Median Income with respect to Densities in LA county Municipalities



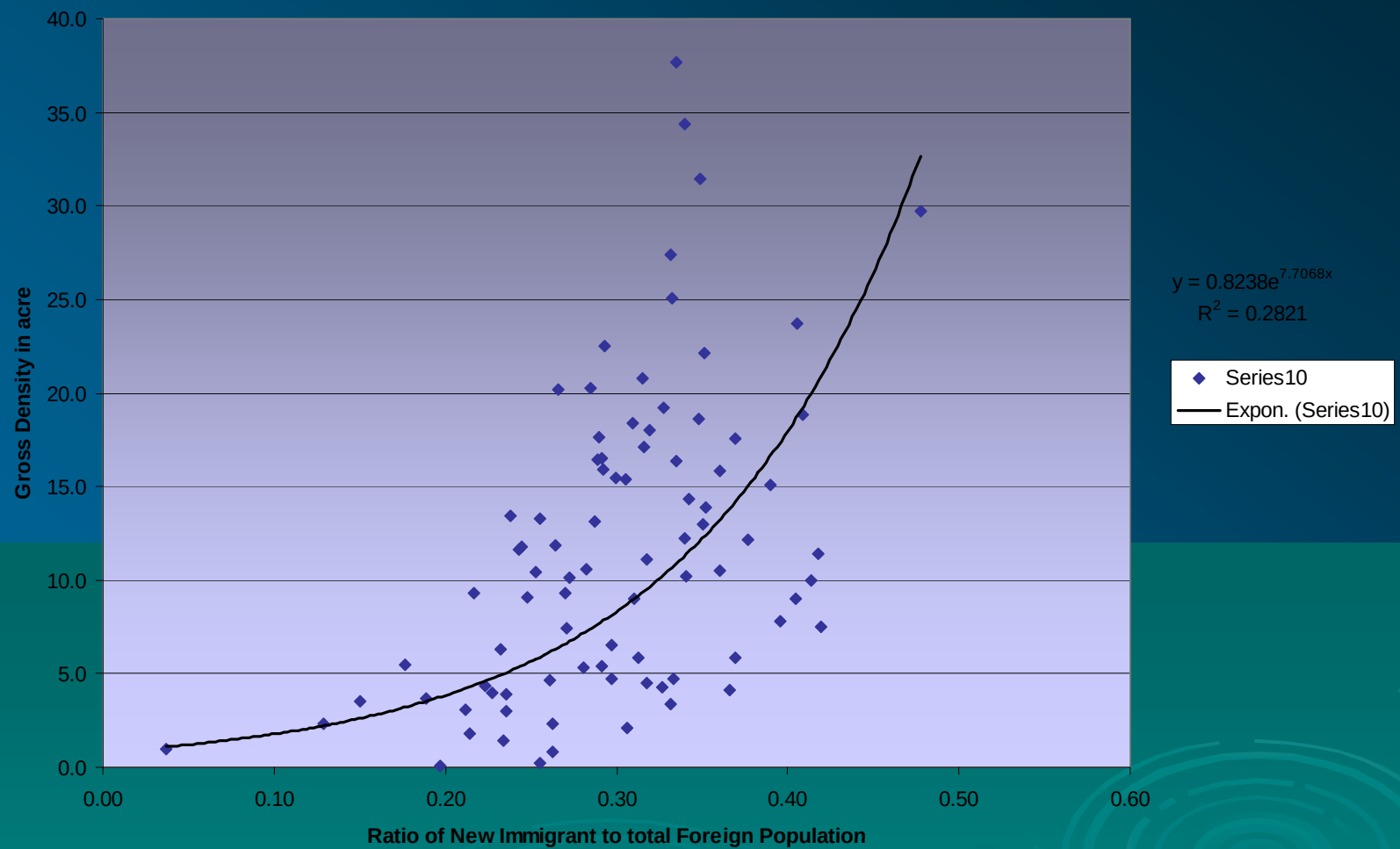
Variations in Median income with respect to gross density in LA county Municipalities



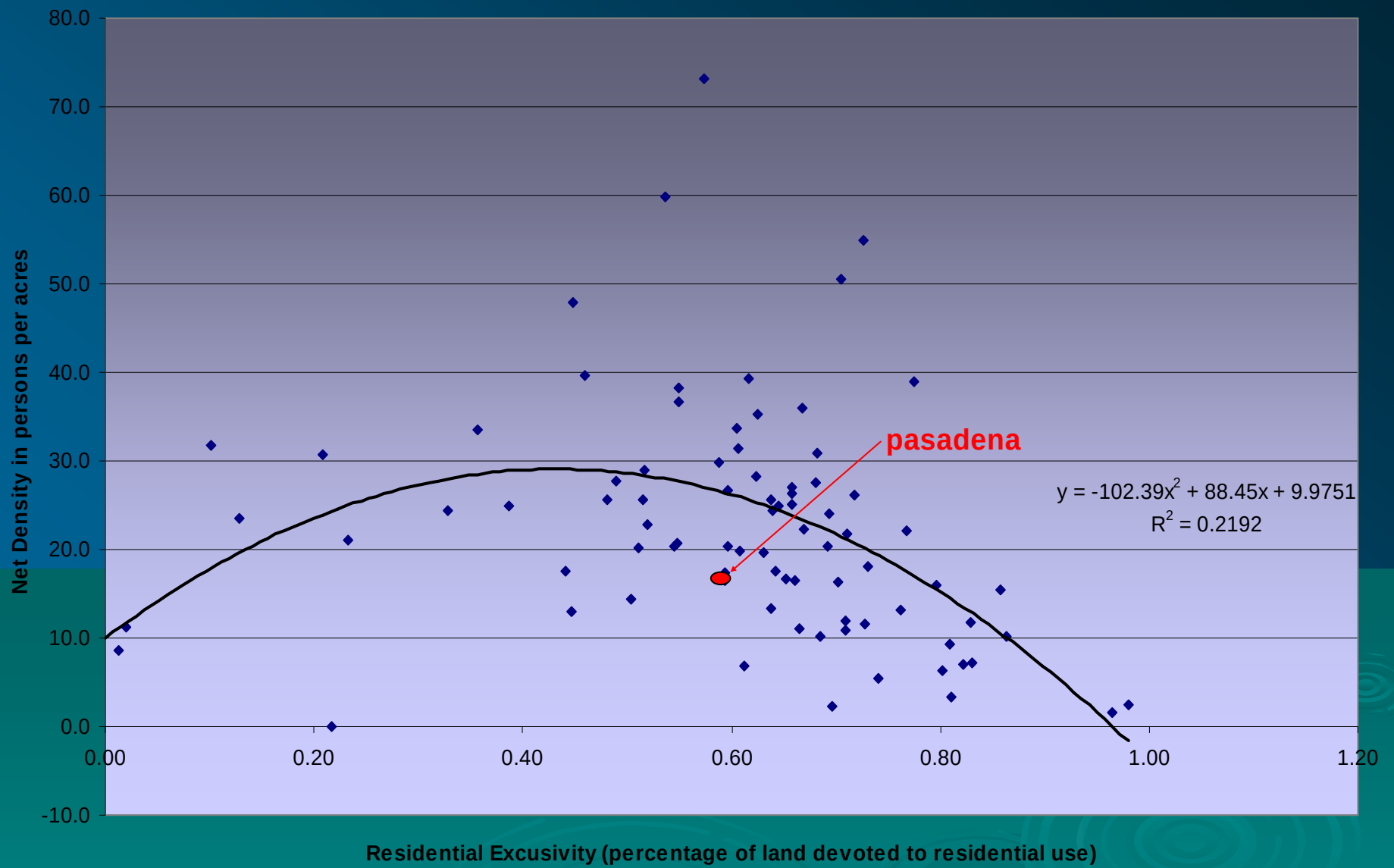
Variations in Foreign Born Population in the LA Municipalities wrt to Density



Ratio of new Immigrants to Total Foreign Population



Residential exclusivity with respect to Net Density in persons per acres



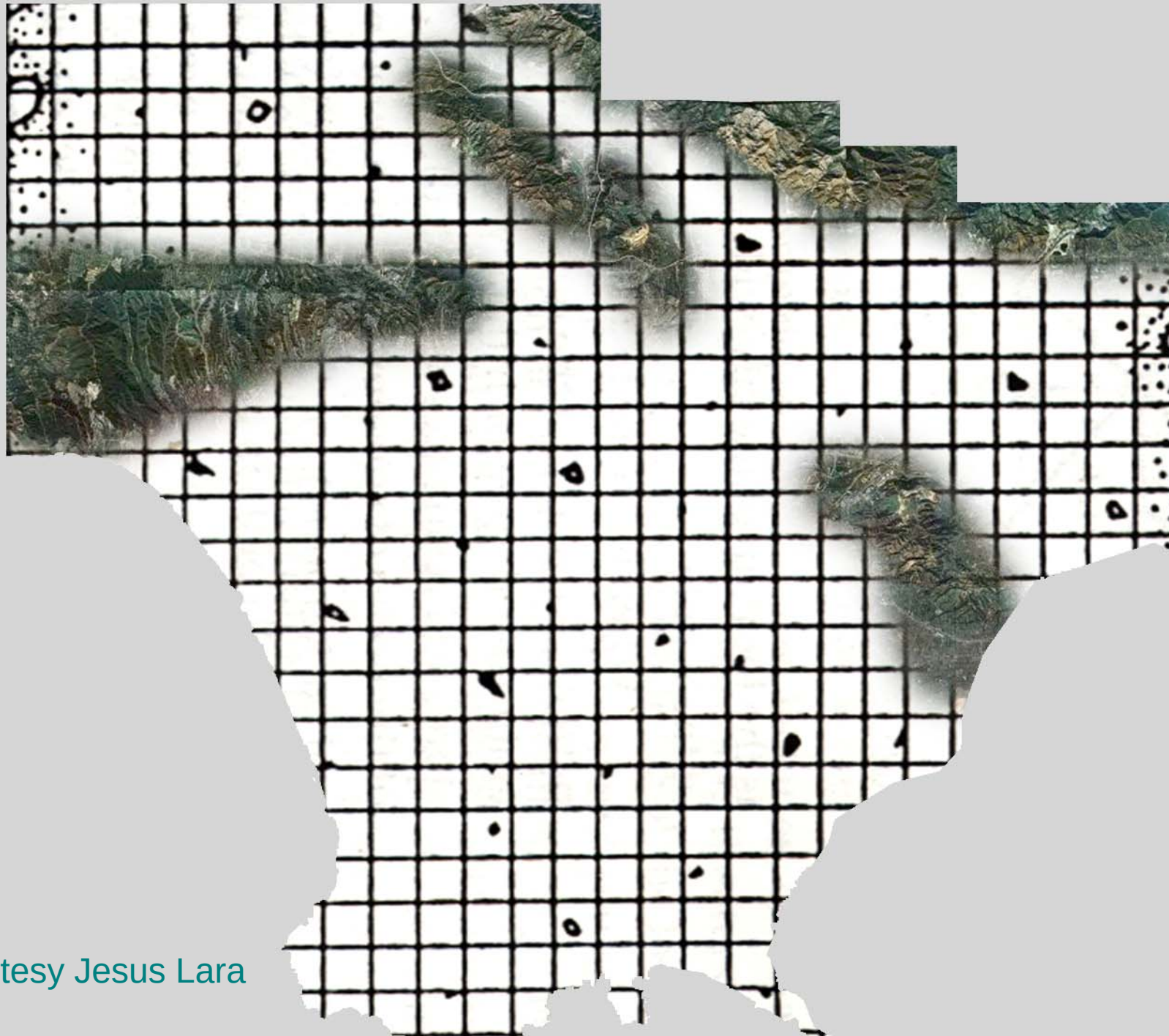
Legacies of a Tieboutian Space

- “Tieboutian Clubs”
- Social Exclusion and segregation
- Ghettos or Enclaves
- Environmental injustice
- Unequal educational opportunities
- Homelessness
- Concentration poverty
- Inequity in open spaces and public amenities

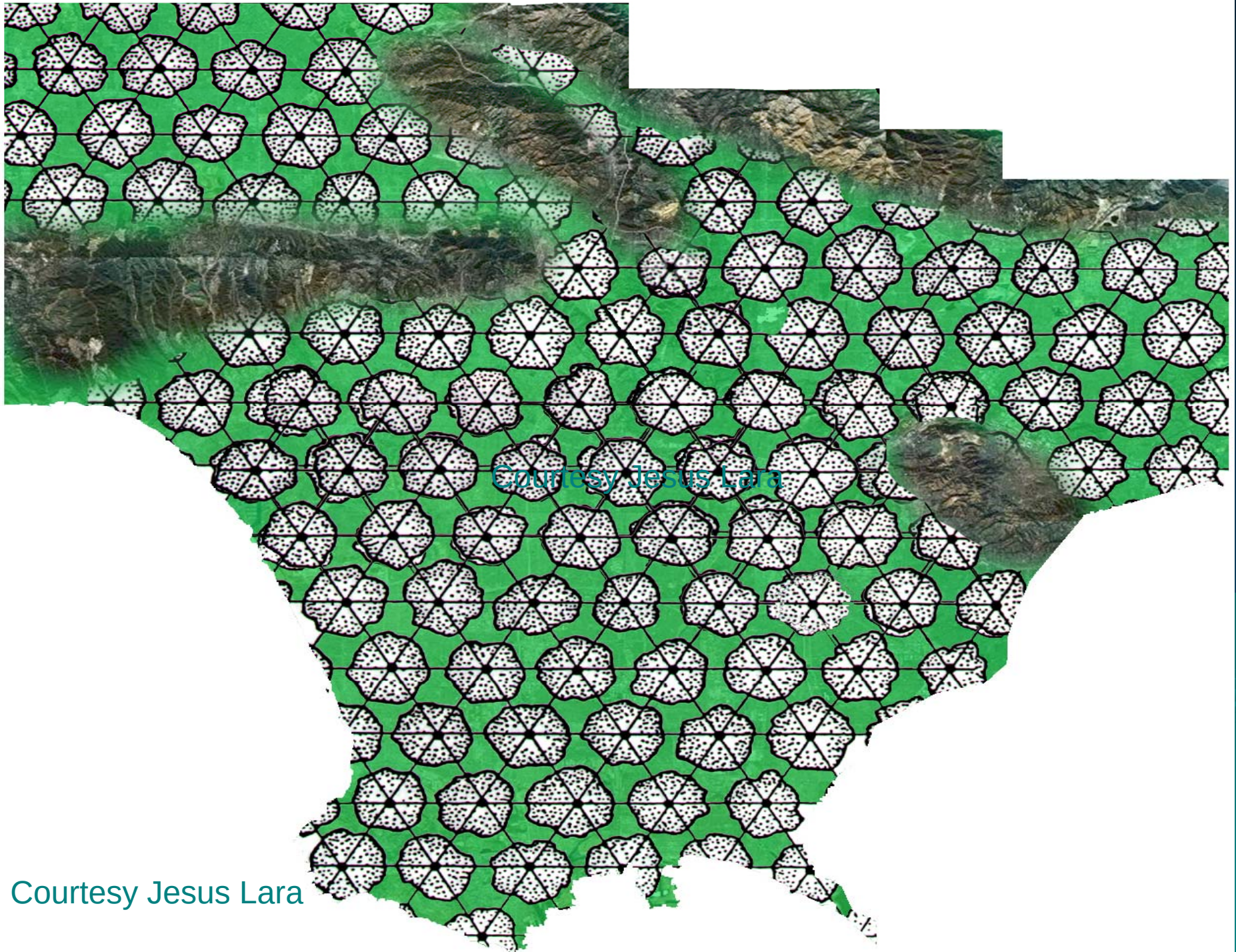
III. Density, Design and Quality of Growth

➤ The Case of Los Angeles Megaregion

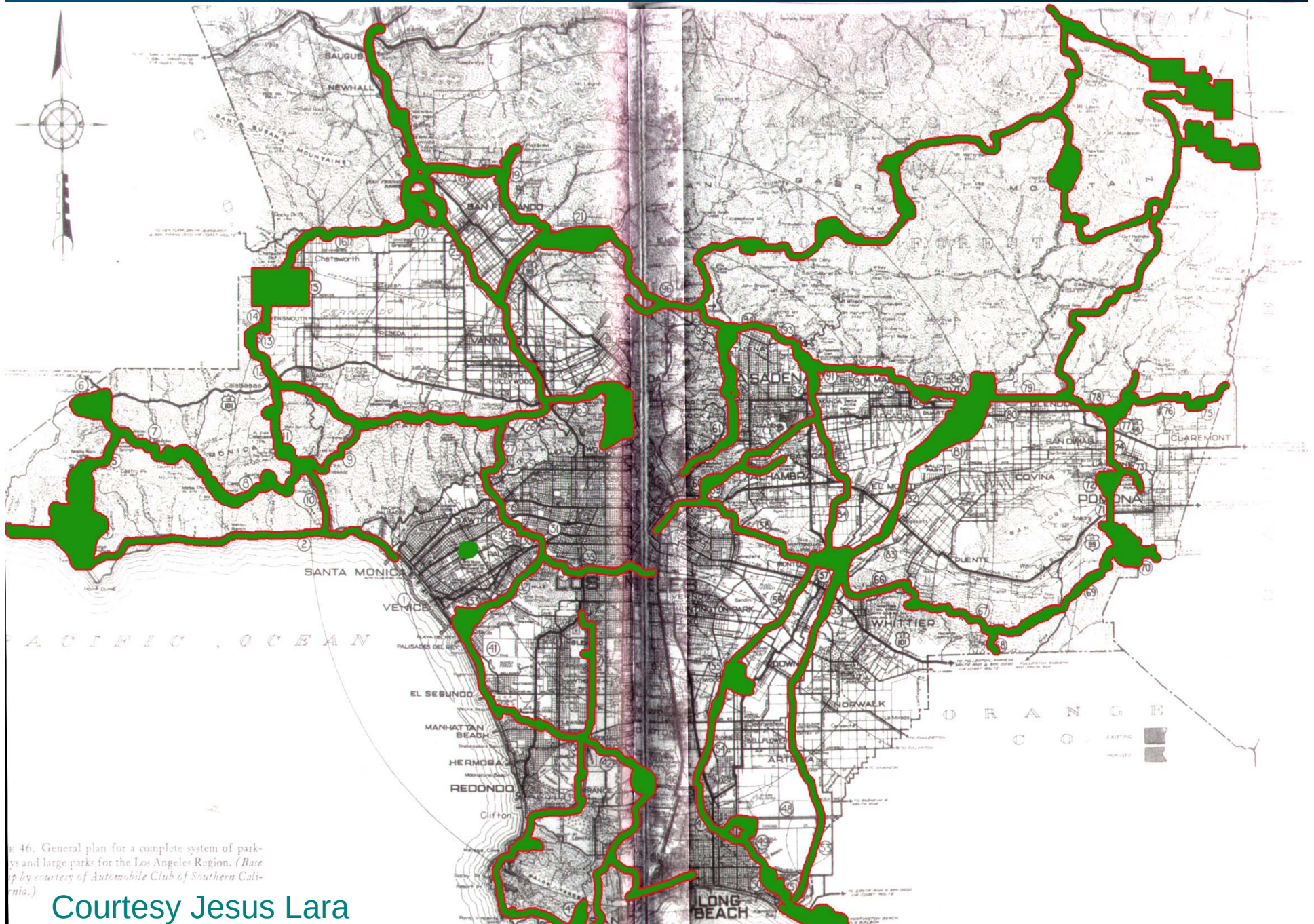


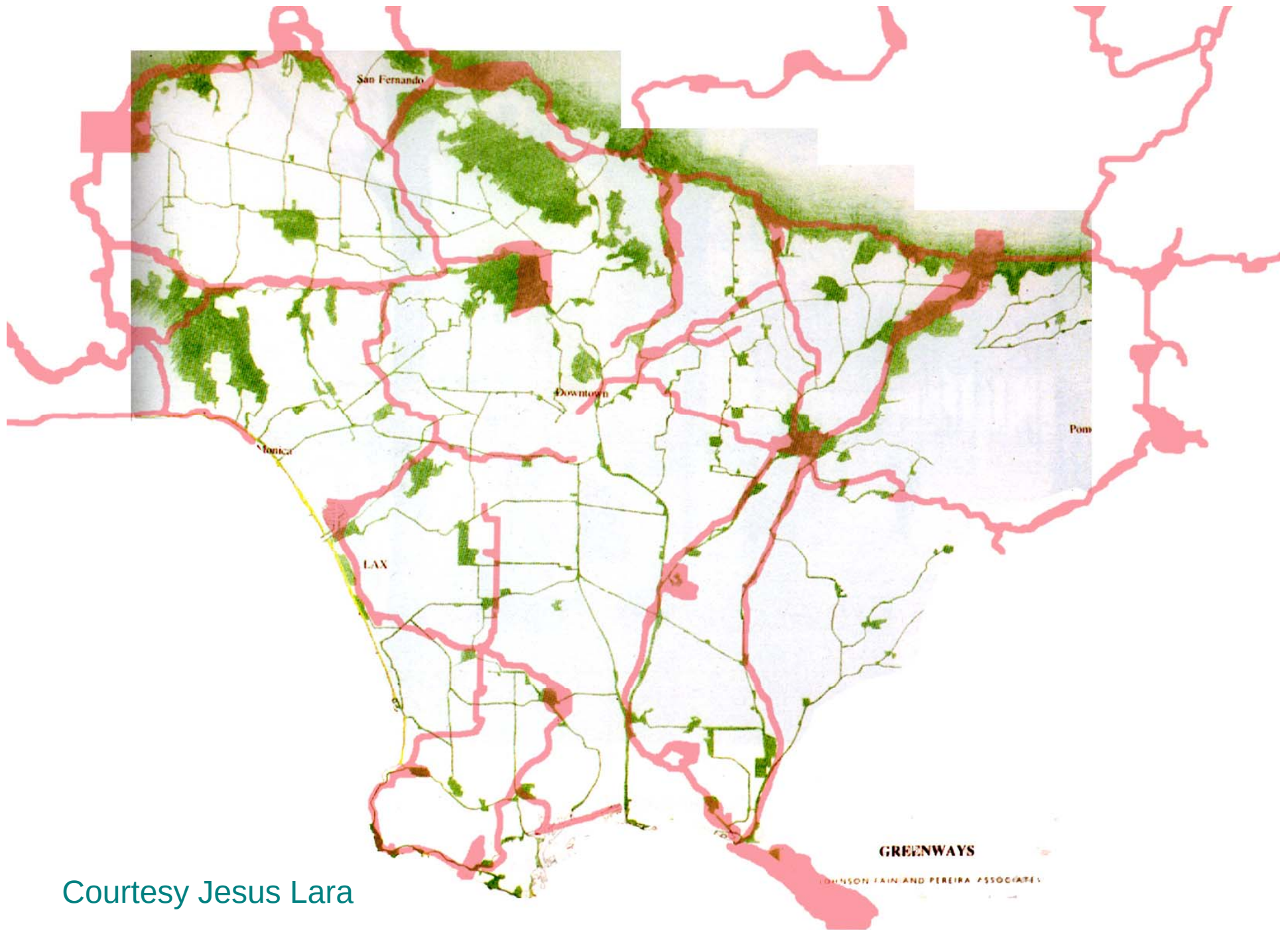


Courtesy Jesus Lara



Courtesy Jesus Lara





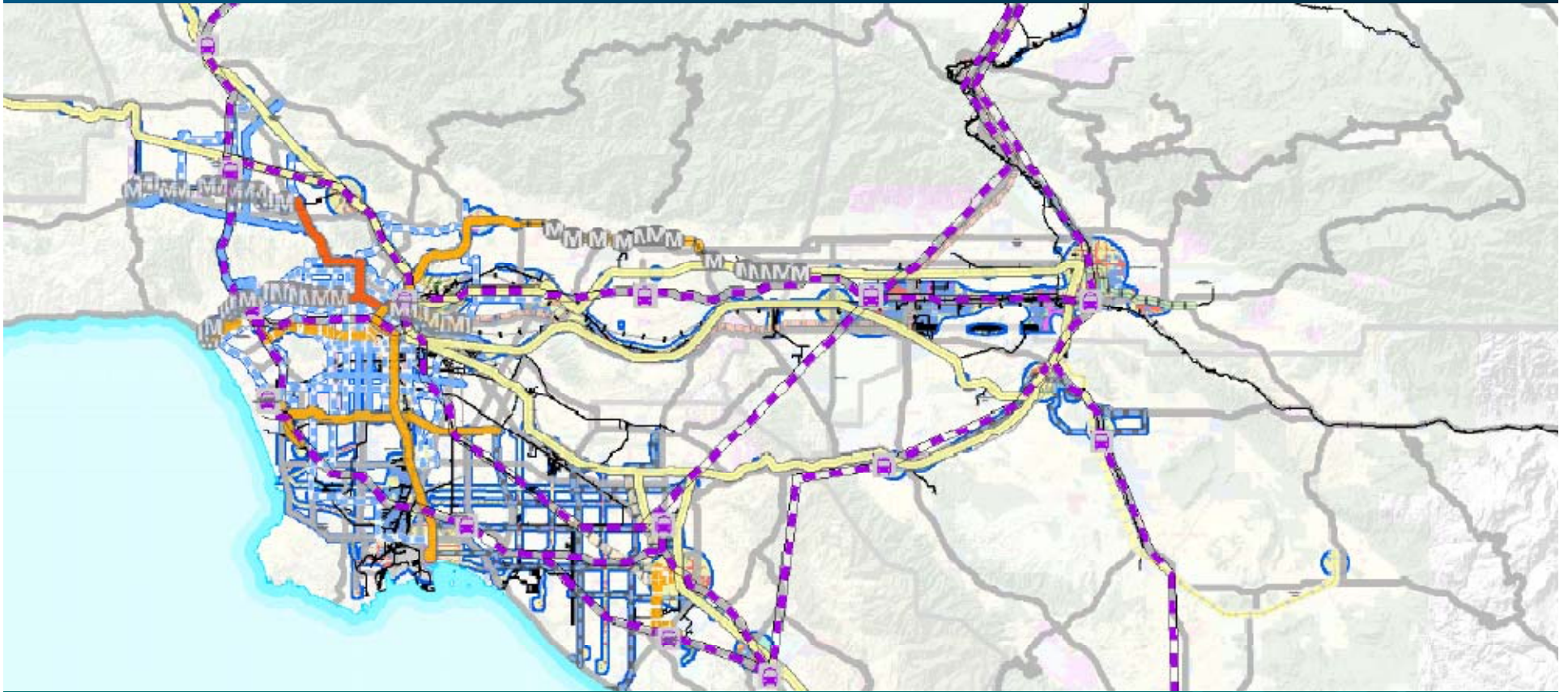
Courtesy Jesus Lara

III. Density, Design and Quality of Growth

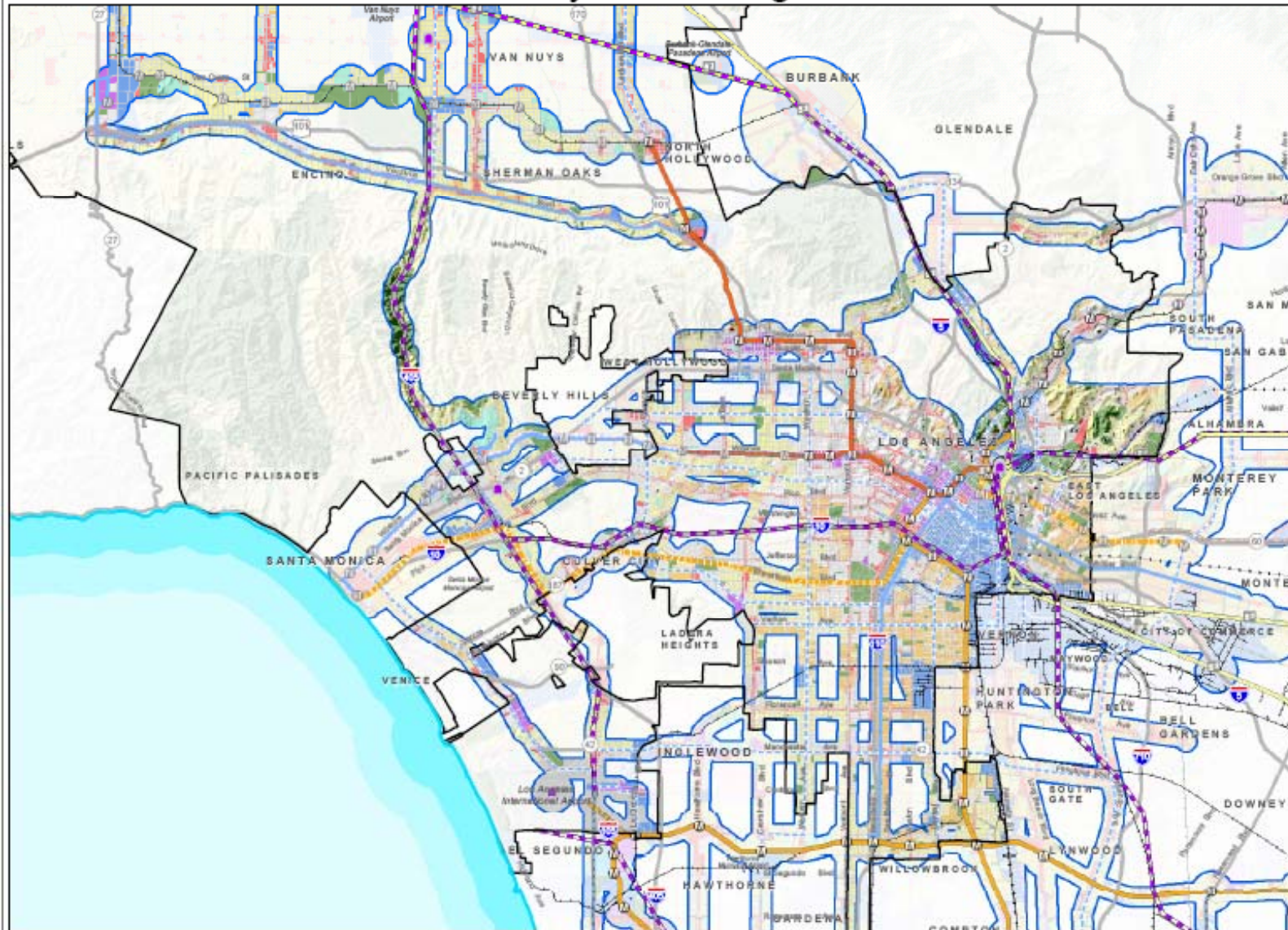
➤ The Vision of a Corridor City



SCAG COMPASS BLUEPRINT



City of Los Angeles - Central

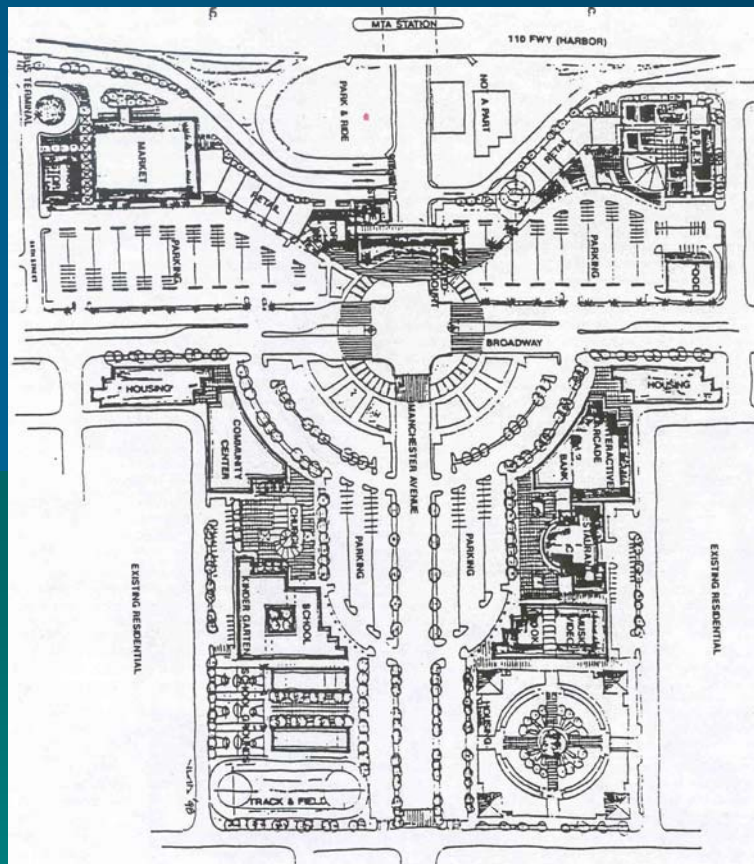


- City Limits
- Subregional Boundaries
- COMPASS 15 Strategy Opportunity Areas
- Interstate
- Freeway
- Highway
- Arterial
- Minor Street
- Railroad
- Existing Transit
 - Metro Rail Transit Station
 - Metrolink Commuter Rail Station
 - Metro Rapid Bus
 - Metro Red Line Heavy Rail
 - Metro Light Rail
 - Metrolink Commuter Rail
- Planned Transportation Projects
 - Metro Rail Transit Station
 - Metrolink Commuter Rail Station
 - Metro Rapid Bus
 - Busway/Transitway
 - Light Rail
 - Metrolink Commuter Rail
 - Railroad
- Potential Transportation Projects
 - Metro Rail Transit Station
 - Metro Rapid Bus
 - Busway/Transitway
 - Heavy Rail
 - Light Rail
 - Light Rail (designated to be dismantled)
 - Rail (technology unspecified)
 - Truck Lane
 - Railroad
- Maple
 - Station
 - Rail Alignment
- Simplified General Plan
 - Commercial/Neighborhood
 - Office/Business Park
 - Industrial/Airport/Port
 - Mixed Use
 - Specific Plan/Planned Development
 - High Density Residential
 - Medium to Low Density Residential
 - Agriculture/Rural Residential
 - Public/Multi-Use Reservation
 - Open Space
 - Open Water/Waterways
 - Other



Design Concept for Manchester Transitway Station

CRA's Design



Land Use Info:

- LOW DENSITY RESIDENTIAL
- MEDIUM AND HIGH DENSITY RESIDENTIAL
- RETAIL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC FACILITIES
- COURTYARD / GARDEN
- OPEN SPACE AND PARK
- PEDESTRIAN / SIDEWALK
- DRIVEWAY AND PARKING
- ROADWAY / STREET

Opportunities:

- High density mixed use development
- Courtyard based development
- Shared parking
- Integration of retail and office in neighborhood residential areas

Design Concept for 37th Street Transitway Station



➤ Problems

- Current traffic circulation strangles pedestrian flow
- High incidence of accidents involving pedestrians
- USC students rarely go towards the transit center

➤ Opportunities

- Develop student housing within walking distance of USC (in great demand)
- Redesign circulation and traffic flow to create safe pedestrian walkway
- Create University Village with various retail establishments to infuse life into the area

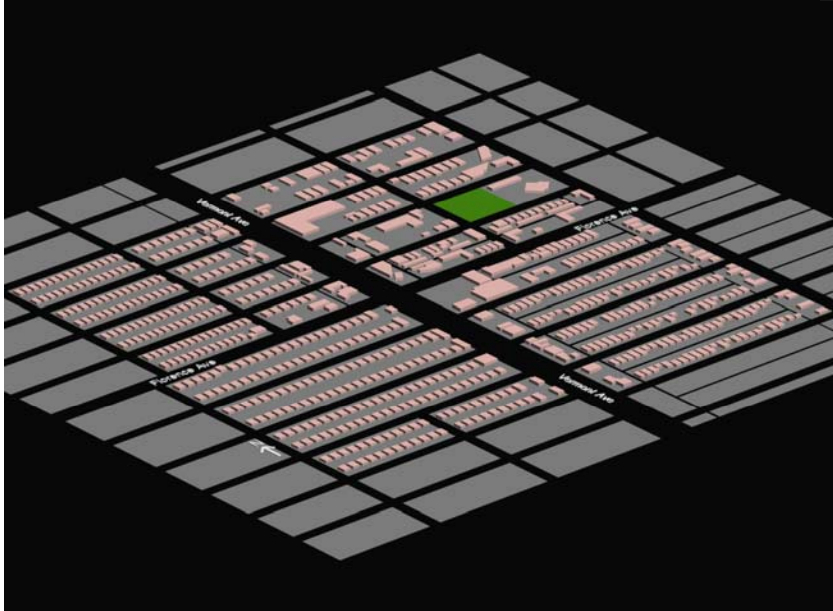
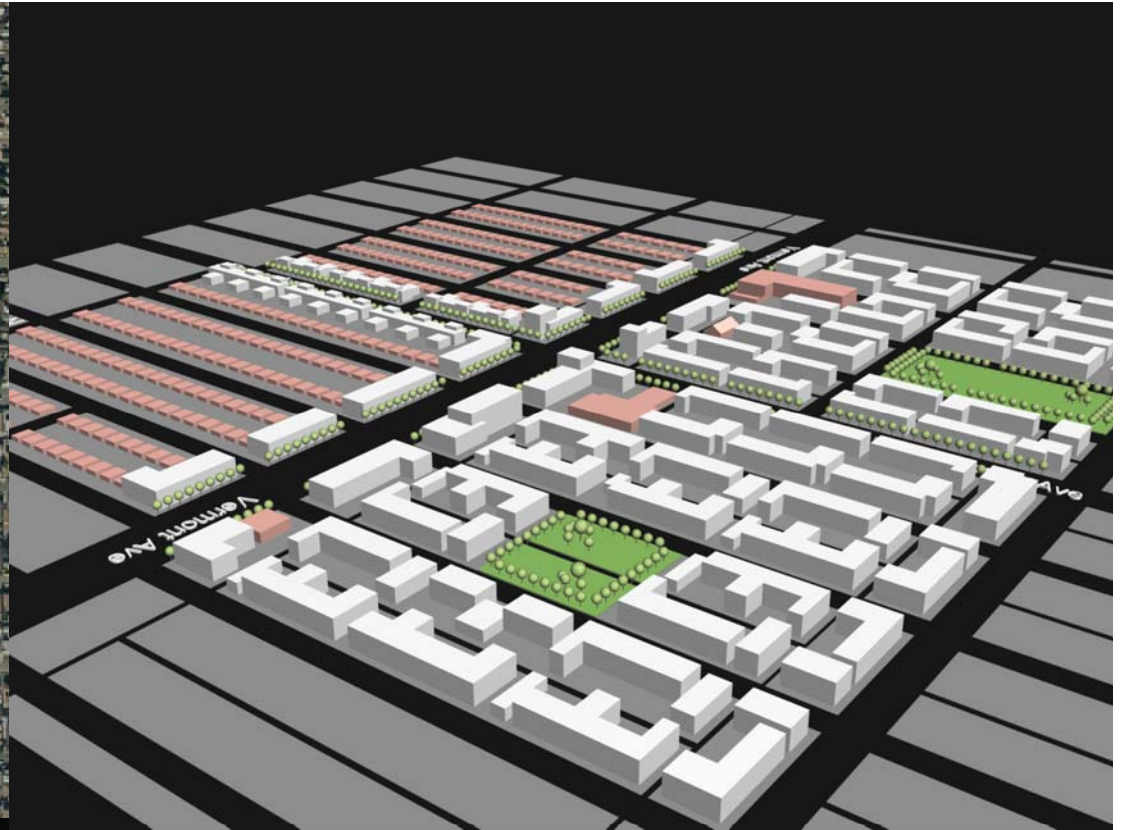
Design Proposal

	A. Mixed-use Apartment	B. Mixed-use Apartment	C. Courtyard Apartment	D. Terraced Condo
Plan				
Model				
Section				
Built-form and Street Edge				
Site Area	173, 388 sq.ft.	152, 256 sq.ft.	178, 898 sq.ft.	38, 425 sq.ft.
Total units	197	194	239	24
Density				
FAR				
Building Coverage	49%	51%	41%	48%
Residential: Commercial	93: 7	94: 6	100: 0	75: 25
Residential Parking	197	194	239	36
Commercial Parking	68	50	-	45

Proposed Development Perspective – Vermont/Florence



Retained Building
 Proposed Building



Design Proposal

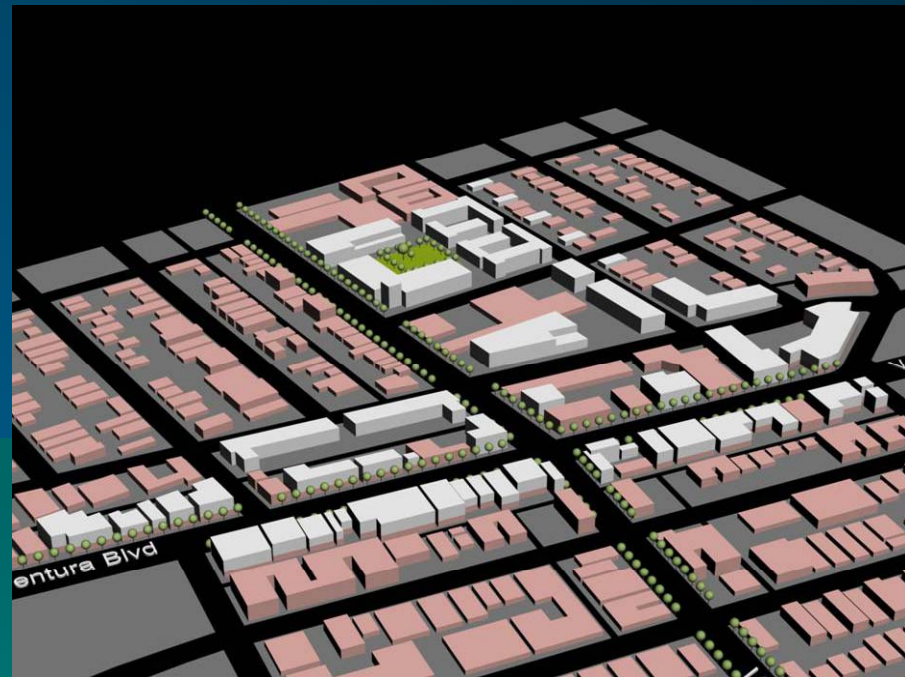
Prototypical Blocks, Design Proposal, Ventura/Van Nuys Intersection

	A. Infill Apartment	B. Added Apartment	C. Mixed-use Apartment
Plan			
Model			
Section			
Application			
Site Area	101,410sq. ft.	29,636sq. ft.	55,519sq. ft.
Total units	119	32	43
Density			
FAR			
Building Coverage	47%	58%	42%
Residential: Commercial	100:0	75: 25	75:25
Residential Parking	119	32	39
Commercial Parking	0	52	69

Notes:

1. Mixed-use Apartment: Commercial on 1st Floor, residential above
2. Suggested average apartment area per unit 300 sq.ft.
3. Parking:
 - Apartment: 1 space per unit
 - Commercial: 3 space per 1,000 sq.ft.
4. Parking modes:
 - Commercial: above-ground parking including onstreet and offstreet parking
 - Residential: above and underground parking

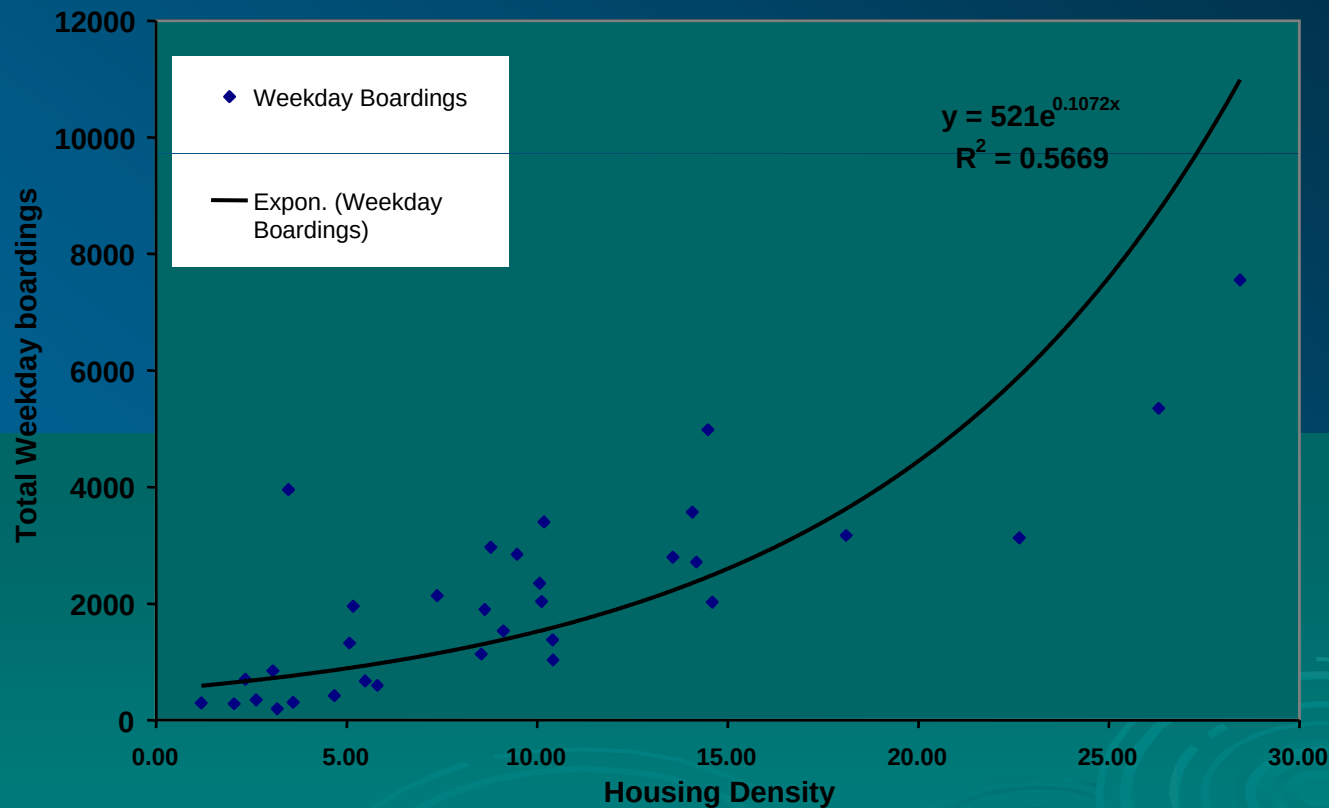
Proposed Development - Ventura/Van Nuys



Retained Building
 Proposed Building

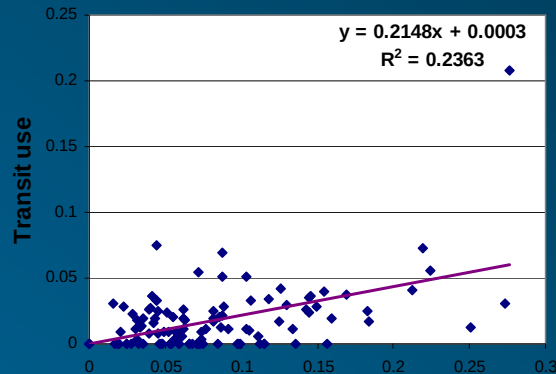
Housing Density & Ridership

Housing Density & Transit Ridership in the
Rapid Bus Stop Areas



Ethnicity, Income & Ridership

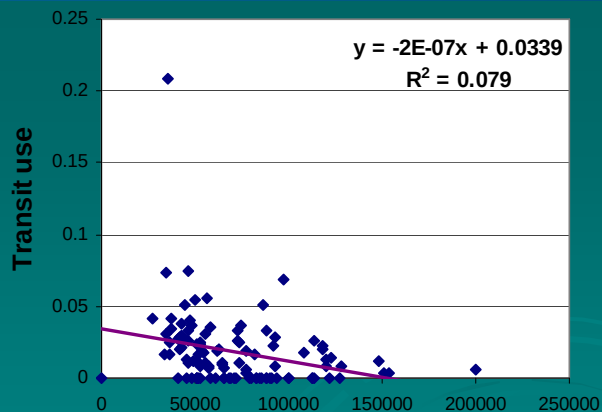
Relationship between Hispanic population and Transit use- Ventura Corridor



Hispanic population to total population

Data used: 108 Block groups within the one mile band of the two study corridors for the year 2000.

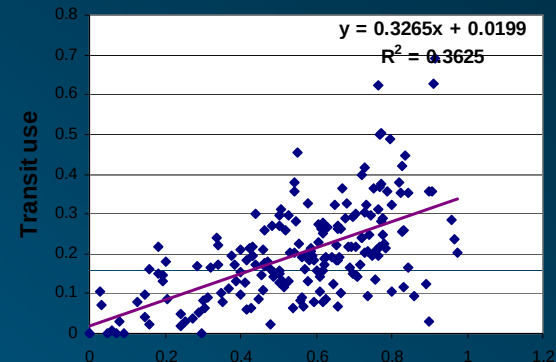
Relationship between Median Household Income and Transit use-Ventura Corridor



Median Household income in dollars

Data used: 108 Block groups within the one mile band of the two study corridors for the year 2000.

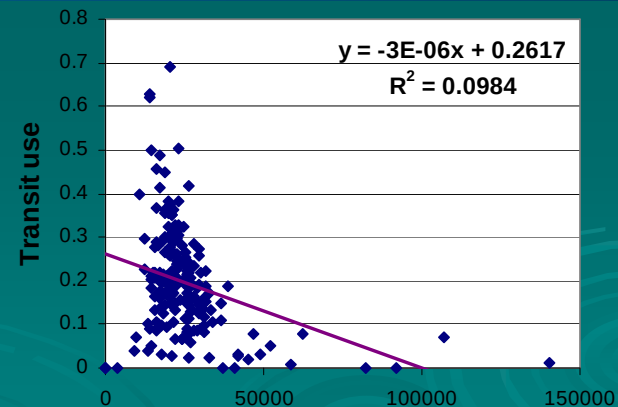
Relationship between Hispanic Population and Transit use- Vermont Corridor



Hispanic population to total population

Data used: 196 Block groups within the one mile band of the study corridor for the year 2000.

Relationship between Median Household Income and Transit use- Vermont Corridor

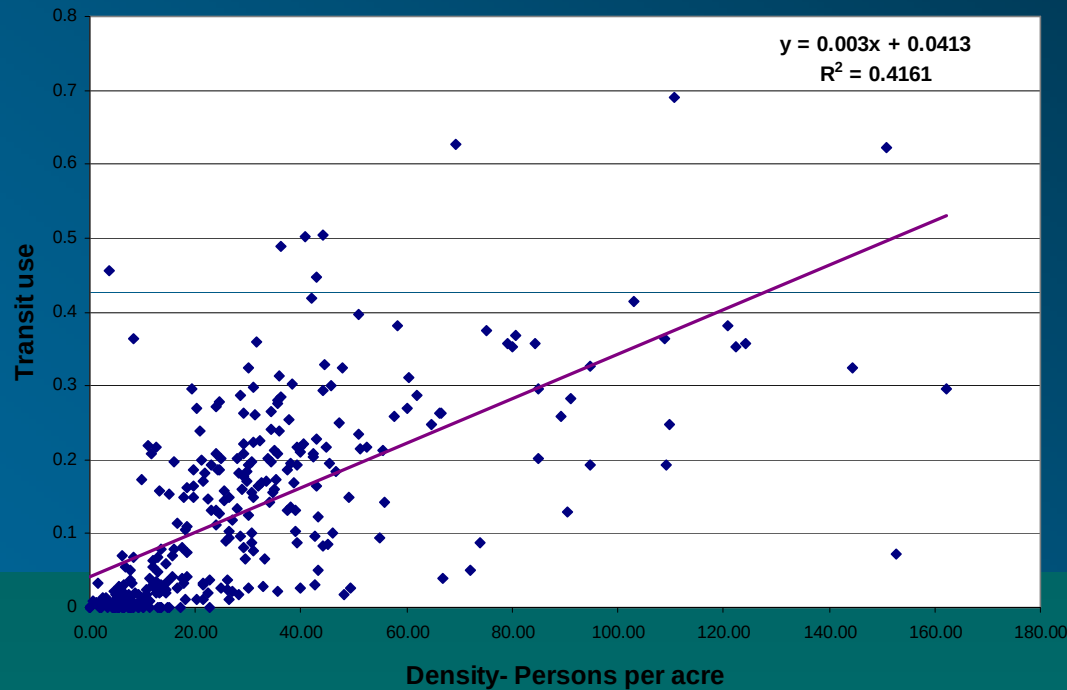


Median Household Income in dollars

Data used: 196 Block groups within the one mile band of the study corridor for the year 2000.

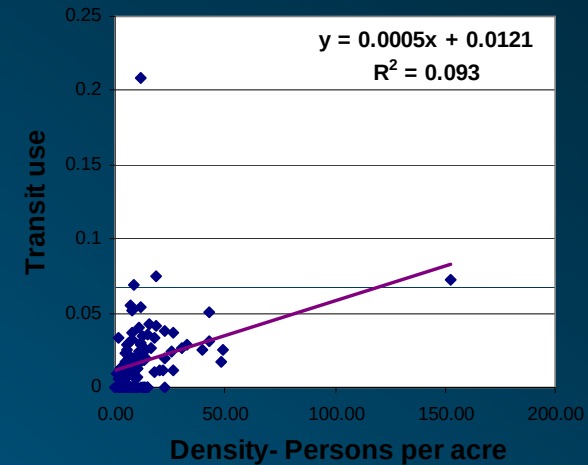
Density & Ridership

Relationship between Density and Transit use in the two corridors



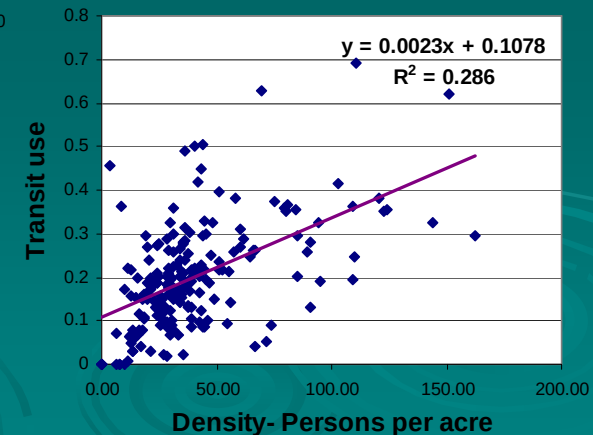
Data used: 304 Block groups within the one mile band of the two study corridors for the year 2000.
Transit use is the ratio of workers 16 years and older using public transit to work.

Relationship between Density and Transit use- Ventura Corridor



Data used: 108 Block groups within the one mile band of the two study corridors for the year 2000.

Relationship between Density and Transit use- Vermont Corridor



Data used: 196 Block groups within the one mile band of the study corridor for the year 2000.

Density Scenarios [10 to 30 units per acre]

Ostego Gardens, San Francisco
13 Units Per Acre



Daybreak Grove, Escondido
15 Units Per Acre



Parkside Condominiums, San Jose
31 Units Per Acre



Kippen Condominiums, Santa Monica
29 Units Per Acre





TOD: DECATUR, GA



DEVELOPER EXPERIENCE



Bayshore Place, Long Beach



Plaza Almeria, Huntington Beach

III. Density, Design and Quality of Growth

- The elusive “sense of place”
 - Housing Affordability
 - Healthy Communities
 - “Smart Growth”
- 

Mixed Use



SENSE OF PLACE



Community Preferences

➤ Parks and Open spaces

- Landscaping main street
- Pedestrian side walks
- Greenway Trails
- Children's Play area



• Formal Garden



Source: LCI Study

Community Preferences

➤ Transportation and Circulation



- Residential Sidewalks
- Pedestrian crossing
- Landscaped Parking lots
- Trolley & Shuttle
- Trails & Bike ways



Source: LCI Study

Community Preferences

➤ Residential

- Restoring Historic Homes
- New Craftsman Style Homes
- Cluster Homes
- Lofts, Town homes



Source: LCI Study

Community Preferences



- Mixed use , commercial areas
 - Store front retail
 - Lofts over retail
 - Sidewalk dining

Questions and Suggestions

