Smart Growth: Threat to the Quality of Life

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Experience

Demographic Brief
Local and Regional Governance in the Greater Toronto Area: A Review of Alternatives
Report Prepared for the City of Toronto
Smart Growth: Threat to the Quality of Life

OUTLINE

1. Smart Growth: A Primer
2. Rental Car Tour of Europe
3. Portland: False Nirvana
4. The Role of Home Ownership
5. Mass Transit
6. Winnipeg Observations
7. Growth Inducing Strategies
Realities:

**Canadians & Americans Happiest in World: Pew**

**APOCOLYPTIC VIEW**
- Threat of farmland loss
- Waste of land
- Loss of community
- Excessive public costs

**SOLUTION**
- The Compact City (Higher density)
- Get people out of cars

**REALITY**

**The suburbs are killing us**

**EDITORIAL**

Lone Mountain Compact

*absent a material threat to other individuals or the community,*

*people should be allowed to live and work where and how they like.*
Higher Density: More Congestion
MORE INTENSE AIR POLLUTION

Vehicle Hours/ Square Mile

Air Pollution Least @ 45-55 MPH

Higher Density = Longer Commutes

Work Trip Travel Time
Larger Urban Areas More Dense

URBAN LAND AREA BY POPULATION QUINTILE: 2001

% of Total Urban Land Area

1st Quintile Toronto
2nd Quintile Montreal & Vancouver
3rd Population Quintile
4th Population Quintile
5th Population Quintile

Newer, Lower Density: Less Spending

>700 USA Municipalities
Spending/Capita: 2000

Core (1939) Density 9,067
Ring 1: 1959 Density 5,466
Ring 2: 1979 Density 2,861
Ring 3: Later Density 2,218
Spending Less in Smaller Cities

>700 USA Municipalities
Spending/Capita: 2000

Myth: Jobs-Housing Balance

Hong Kong
>1,000,000 of Jobs Passed

Reason for Neighborhood Choice
House 20.5%
Other Reasons 17.7%
Job Location 17.9%
Neighborhood 25.9%
Other Location 17.9%
Obesity & Land Use: The Myth

Caloric Intake Trend: Early 1990s

Food Consumption Up
Land Use Little Changed

2. Europe from a Rental Car
Paris from a Rental Car

Paris suburbs

Suburban Commercial Development

Stockholm Big Box Home Store

Stockholm: Arlanda Corridor

Strip Development: Paris

Copenhagen suburbs
Sprawl is caused by affluence and population growth, and which of these, exactly, do we propose to prohibit?

Greg Easterbrook in The New Republic

Planners View: North America?
3. Portland: False Nirvana

Urban Growth Boundaries & Other Land Rationing

Rationing Raises Prices
(Land) Rationing Raises Prices

Housing Opportunity Index

Portland Retreats on Densification

Other Smart Growth "Climbdowns"
- Maryland
- New Jersey
- Minneapolis-St. Paul
- Suburban Washington

Developed Acres Plan

1997
2004

2040 Plan
Actual 2002

More 2004?

Portland Vote Against Density
4. The Role of Home Ownership

Purpose of Economic System?
% of Net Worth in Home Equity by Income

<table>
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<th>Income Range</th>
<th>% of Net Worth in Home Equity</th>
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<tr>
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US Households: 1998

Widely Distributed Wealth Creation
Home Ownership & Sprawl: US

![Graph showing home ownership percentages in different rings of US municipalities.](image)

- **Core**: 49.1%
- **1st Ring Suburbs**: 59.2%
- **2nd Ring Suburbs**: 65.7%
- **3rd Ring Suburbs**: 74.7%

*1,002 Municipalities 2000*

Illegal in Portland

HOUSING OPPORTUNITY IN ATLANTA

- **Atlanta Suburbs Growth: 1990s**
  - White Non-Hispanic: 32%
  - Visible Minorities: 68%

*Illegal in Portland*
Affordability Driven by Land Regulation

...high prices have little to do with ... a free market for land.

Instead, our evidence suggests that zoning and other land use controls play the dominant role in making housing expensive.

PRICE ESCALATING DYNAMICS
- Land prices rise
- Infill costs more
- Less competition
- Builders move "up-market"
5. Mass Transit

Winnipeg Transit Share > Portland

- Winnipeg: 14%
- Portland: 7%
Why Are All These Drivers Not on the Train?

Auto-Competitive Transit in Portland

30 Minute Travel Access From Suburban Location

Auto access far greater than transit

Picture from Alternative Master Transportation Plan for the City of Toronto
Urban Area Auto Competitive Transit Would Require Dismantling Suburbs

Ceaucescu: Father of Smart Growth
TRANSIT IS DOING ALL IT CAN

6. Winnipeg Observations
Winnipeg More Dense than Portland

Population per Square KM

Winnipeg & Portland Density Profile

Population per Square KM by Land Area Decile (10%): 2001 & 2000: Census Tracts > 400/KM2
**Metropolitan Population: 1951-2001**

**WINNIPEG DROPS FROM 4TH TO 8TH**

- Winnipeg
- Edmonton
- Calgary
- Montreal
- Toronto
- Ottawa-Hull
- Vancouver
- London
- Quebec
- Hamilton
- Montreal

**Making Winnipeg a Better City**

- Education
- Taxes
- Crime
- Services
Lone Mountain Compact

absent a material threat to other individuals or the community,
people should be allowed to live and work where and how they like.
The Universal Dream: People First

Honjo (Tokyo suburb)

People First
Not Bricks, Mortar or Urban Form

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