

URBAN DENSITY INCREASE AND LAND RENT EQUALISATION

Paper presented at the international Conference

LOCAL URBAN DISTRICTS

Università Mediterranea di Reggio Calabria
4-5 July 2011

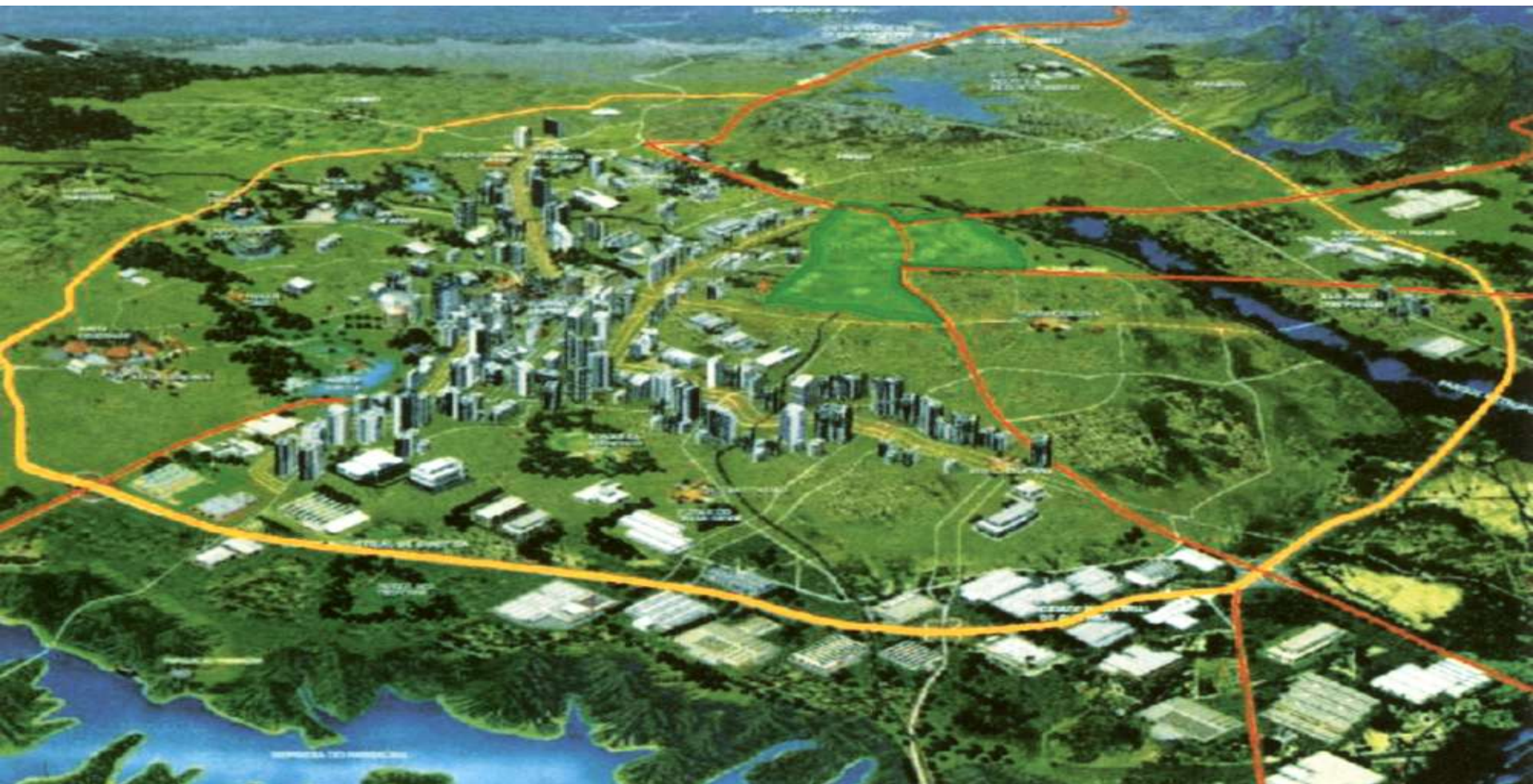
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President, Foundation for the Urban Environment,
Past-president, International Society of City and Regional Planners.

- Curitiba. The Urban Research and Planning Institute of Curitiba (IPPUC)'s mission is to coordinate the city's urban planning and monitoring the exchange of development rights between areas planned for low density (e.g. landmarks) or for natural reserves and areas planned for high-rise development (the five axial boulevards).



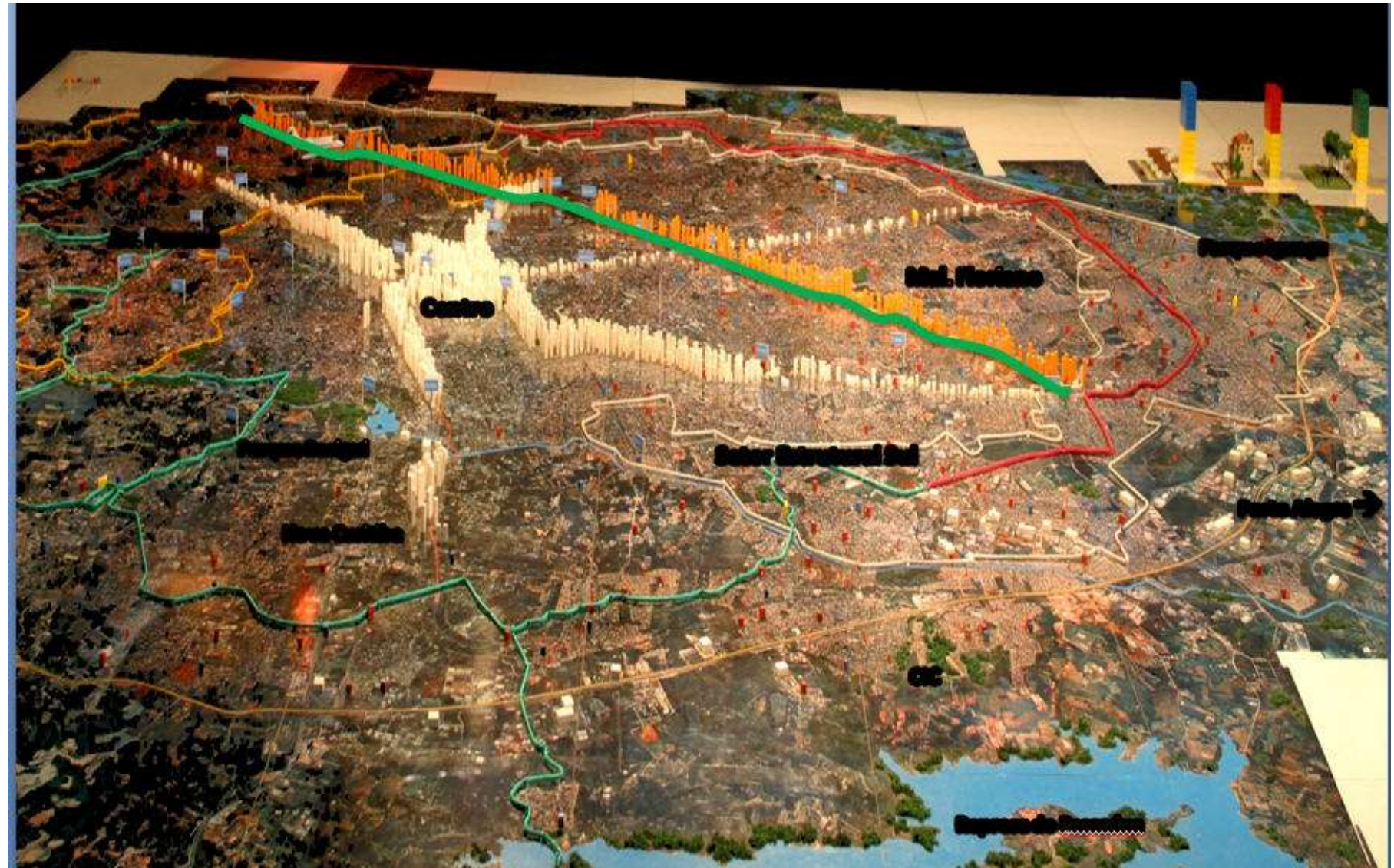
- Land owners along the high density boulevards are allowed to buy development rights from owners in areas reserved for nature, culture & recreation.



- The system has also proven its long-term capacity to shape urban form and equalise land rent among owners -
<http://www.ippuc.org.br>

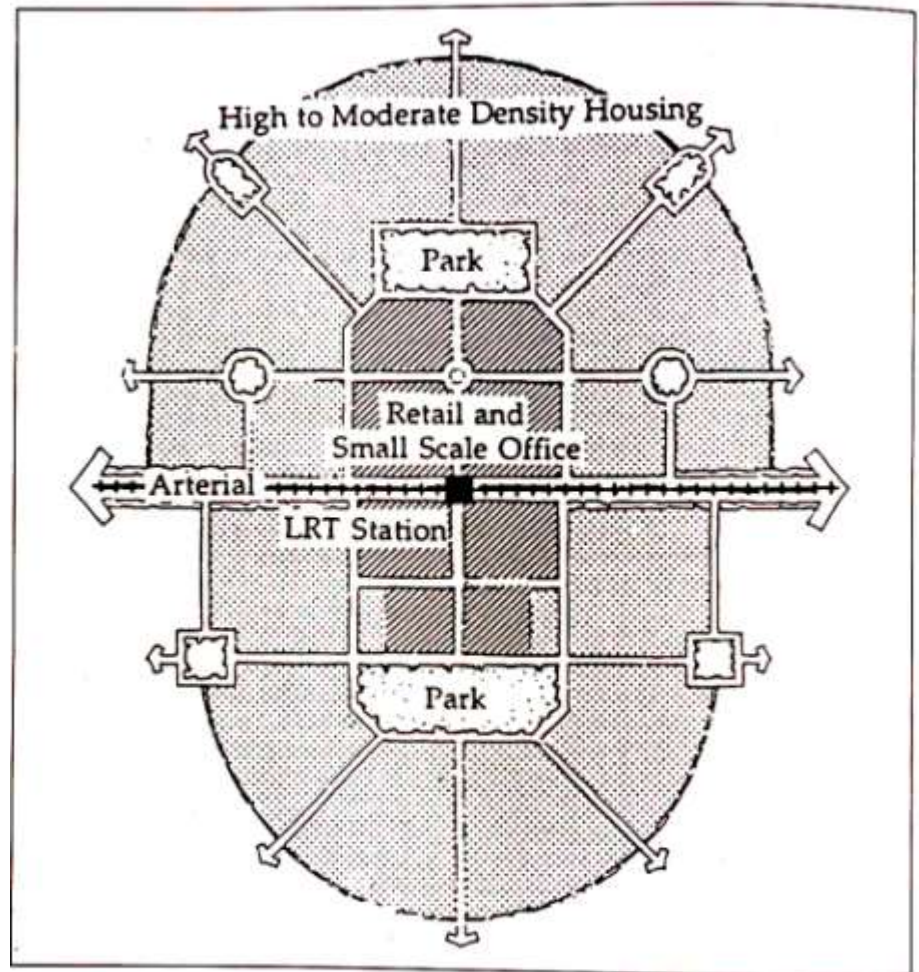


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- A detailed 3D model of the city of Mexico, showing the city's layout, including the center, the old city, and the new city. The model is color-coded to show different areas: green for the center, yellow for the old city, and red for the new city. The model is set against a black background, and the city is surrounded by a body of water.



3. Fuel taxes (which are the main source of transport funding) can only be used to fund road investment. More flexibility would require a change in Federal law.

Figure 66: Urban transit oriented development*¹



*Source: Cambridge Systematics et al., *The LUTRAQ Alternative: Analysis of Alternatives*, 1000 Friends of Oregon, Portland 1992.

- 1 An indicative arrangement of development around light rail transit stops, with a mix of moderate to high density housing, shopping and civic facilities, and parks.

Portland.

In 1975, the State of Oregon, at the request of a group of farmers, passed a legislation instituting a development cordon around the city of Portland.

This cordon has resulted in a strong increase of density inside its limits and increased tax income, allowing the construction of a double urban rail system, public spaces and an increased liveability, confirmed by comparative surveys.



Former industrial buildings have been gradually transformed into public service, commercial and residential uses. There has been no transfer of development rights but benefit sharing through the tax system.



Berlin. After the reunification, the empty central city has been rebuilt into high density low rise with equalisation of land values through control of the building bulk and common restraints to development.



The emphasis on urban form was in line with the traditional residential development (bulk equalisation and common gardens inside the blocks).



In central areas,
blocks such as
Römershof have been
rehabilitated in a
similar fashion.



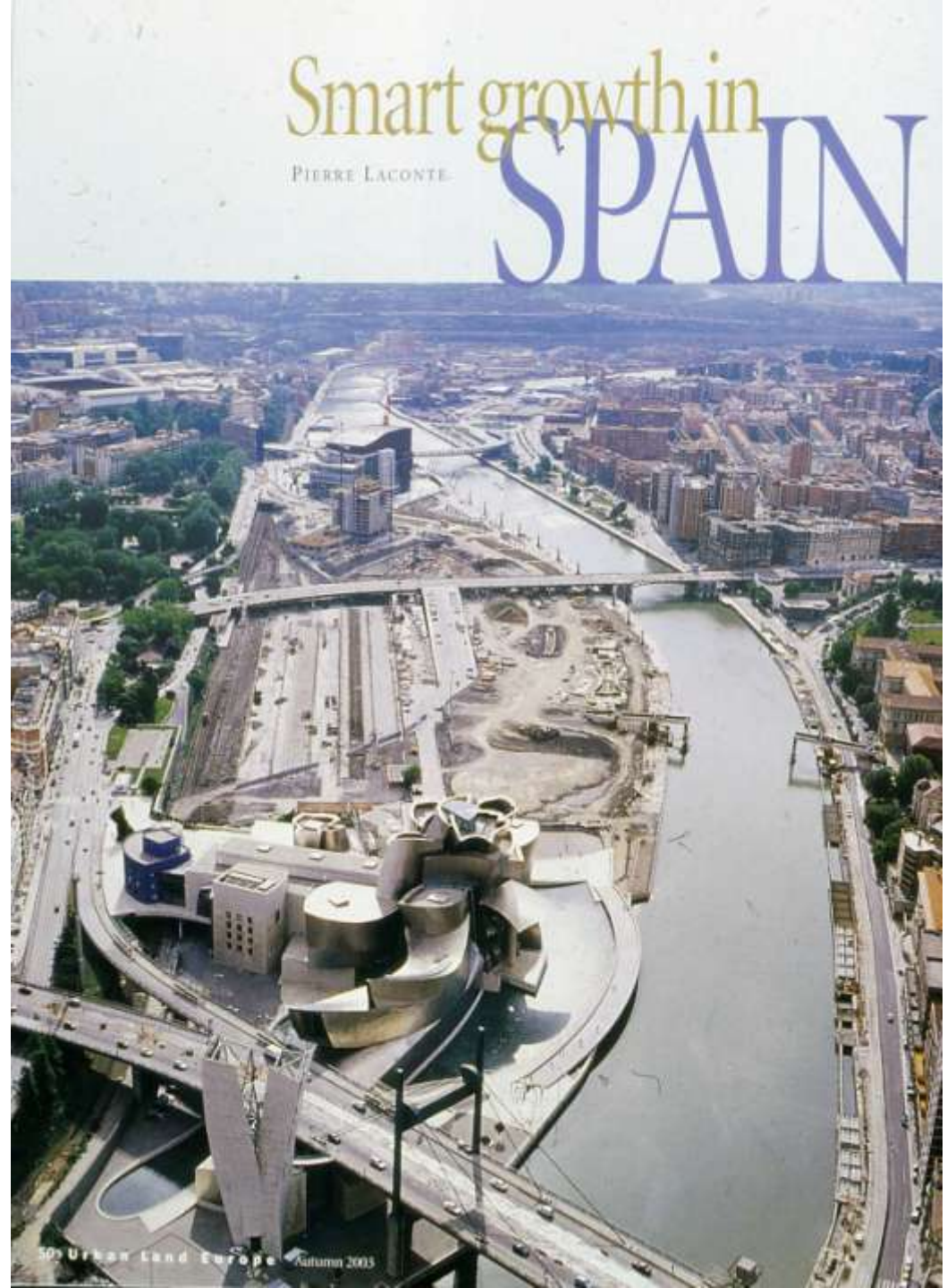
The inside open space is reserved for recreation.



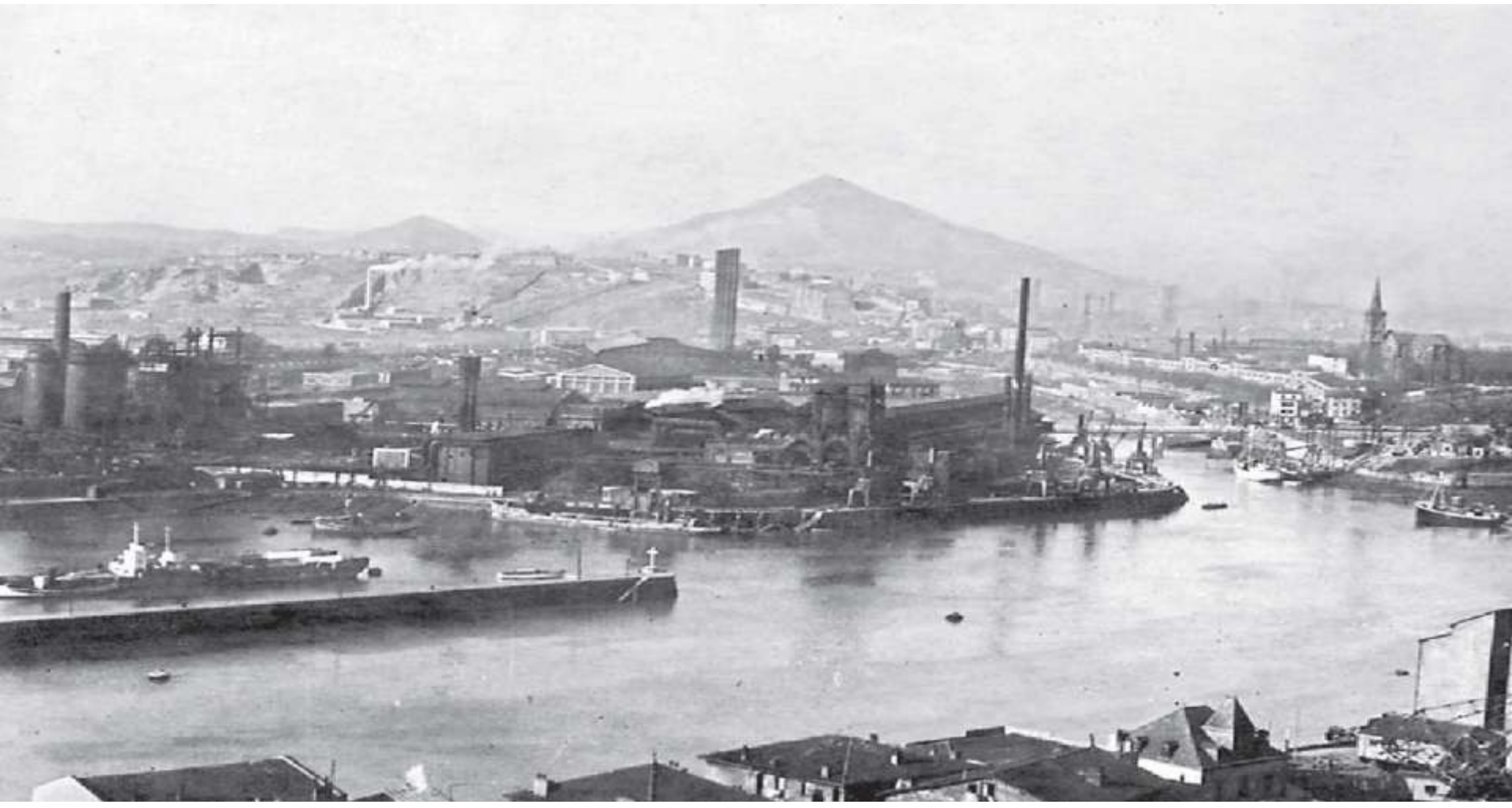
The block is closed during the night.



- Bilbao.
- Another case of urban change mastery and control of the use of land values increase is the Bilbao old Canal industrial area.
- Ref.: P. Laconte, Urban Land Europe, ULI, 2003
- www.ffue.org 2003



- The industrial land was re-used for new activities, based on services and culture, while preserving architecture heritage.



- A 35 ha area along the Rià Canal has been handed over to a public consortium entrusted with its reconversion, all proceeds being devoted to new public infrastructure and urban rehabilitation.



- The two anchors for new development, at each end of the site, were the new Guggenheim museum and the Congress and concert centre.



The Congress and concert centre complex includes maritime and industrial conservation spaces, aiming at commemorating the City's industrial past.



Image 14. Euskalduna Palace Conference and Music Centre and its environment

- A new tram line serves the canal shore in the urban centre, saving traffic and parking space and adding to the citizens' quality of life.



Image 02. Tram stop

Huge proceedings stemming from the Rià 2000 projects are used to rehabilitate other decaying areas.



Brussels. This case illustrates a recent attempt to develop a master plan through transfer of development rights. The European area was developed in a residential area next to the « Fiftieth anniversary » Park. Its main building was the « Residence Palace ».



The main school of the area was expropriated and replaced by the « Berlaymont », built by the Belgian Government as headquarters of the European Commission.



Individual homes were bought up by developers and rebuilt as office buildings for the European administration.



The same process
happened for the
Parliament, built by
private developers.



The latest development is the construction of the new European Summits headquarters on the site of the former Residence Palace.




Projects exist to increase the density and liveability of the European Quarter.

Part of it is through traffic calming and pedestrianisation.

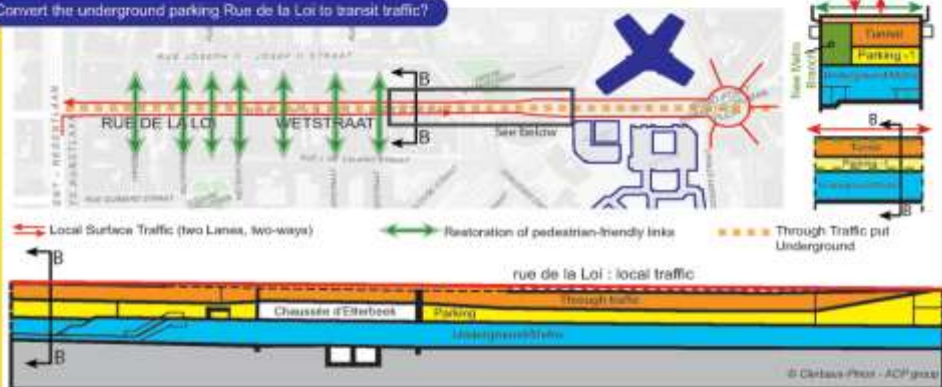
BRUSSELS
PERSPECTIVES ON A EUROPEAN CAPITAL

SOME QUESTIONS TO DISCUSS... (ISFR, CHAPTER V)

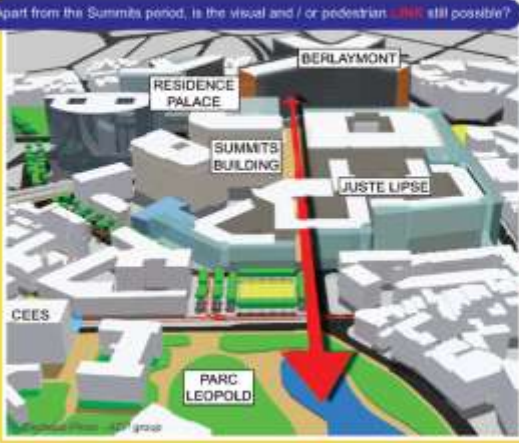
What future for the European district and its surroundings?




Convert the underground parking Rue de la Loi to transit traffic?




Apart from the Summits period, is the visual and / or pedestrian link still possible?



Future meets Past. A hi-tech box slipped into the historic room and gave Crispentense Hall for a major socio-cultural space for European events?



A new metro branch in the parking of Rue de la Loi?



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The « Plan urbain Loi » by Arch. Christian de Portzamparc provides a variety of densities, ranging from unbuilt open spaces to very high density plots. The allocation of high density and low density is due to happen through transfers of development rights between plot owners. However some plot owners using prior arrangements are attempting to get high-rise development on their own plot only.



- Louvain-la-Neuve.
- High density low-rise development of education, culture, housing and commerce by the land owner were compensated by woodland preservation.



- General view showing the high density low-rise development and the water reservoir fed by storm water of the whole site



- Station in the middle of the site connects Louvain-la-Neuve with central Brussels (27 km)
- Slab includes road-access and parking



- Entrance of the station seen from pedestrian street
- All streets are only accessible for pedestrians



- Street pattern includes several piazzas
- Here, market place next to the station



- Example of piazza on slab
- Absence of cars enhances the sense of place



- Reservoir is both water reserve and amenity through stabilisation of water level
- Surrounded by residential development. Equalisation of land values is achieved by the exclusive use of long term lease as development tool.

