Upside-Down Urbanism

Gabriel Metcalf

Six program areas

Committee for Sydney

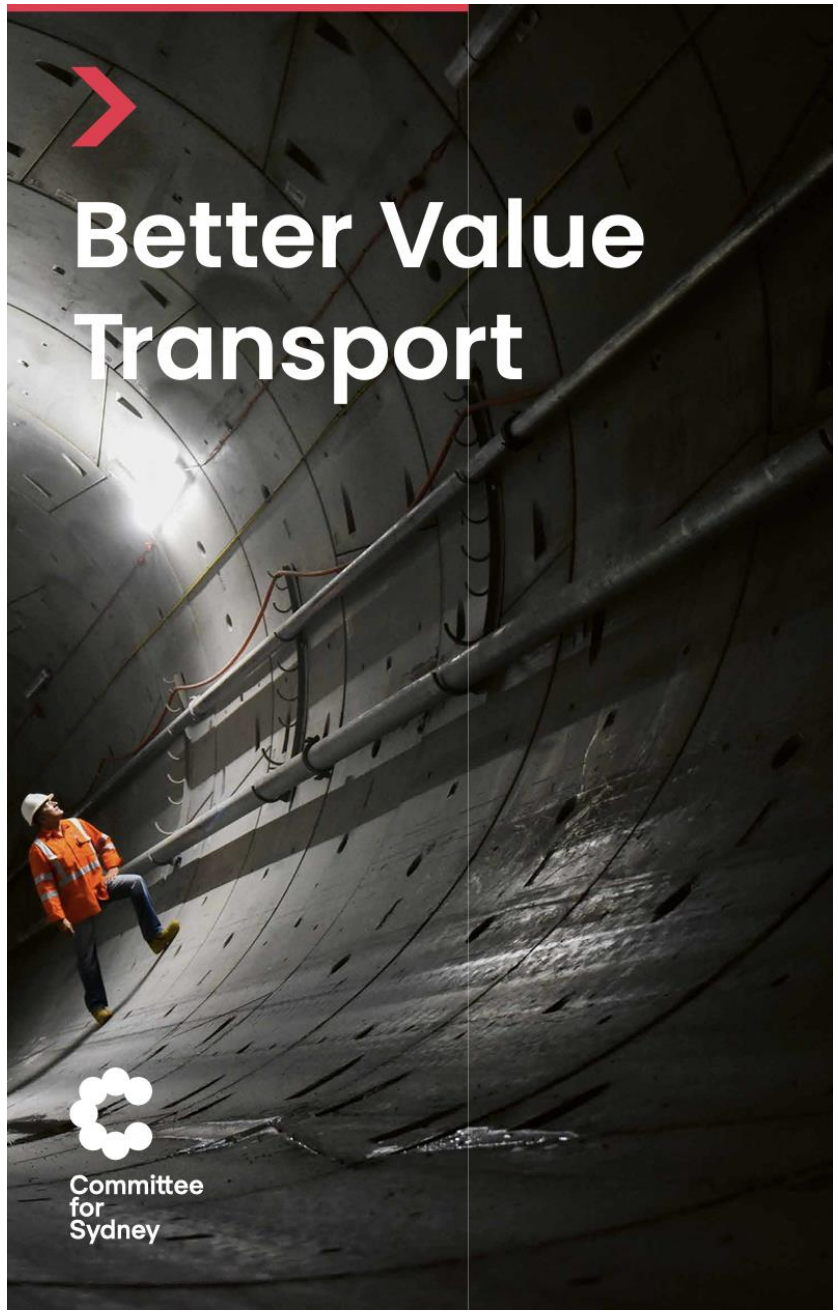
Economy:	Grow the economy, work to incl everyone in it, and ensure that Sydney comes back from COVID-19 strong than ever.
Mobility:	Make it easy to get around, wh reclaiming streets for public l
Planning:	Plan for a growing city in a w that improves quality of life and prosperity for all.
Resilience:	Adapt to climate change and ot threats.
Culture:	Advance Sydney as a centre for culture and fun.
Governance:	Strengthen the effectiveness o government at all levels.

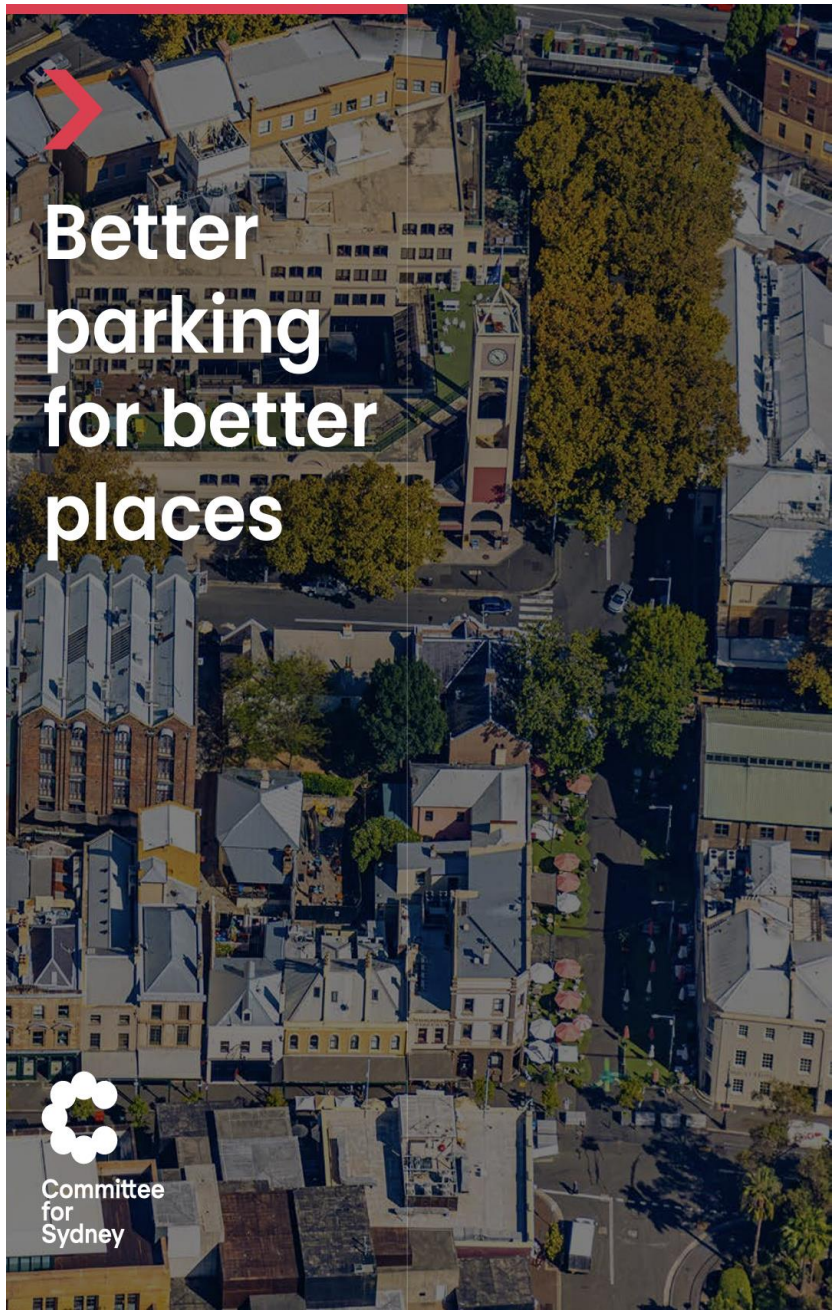
CFS theory of change

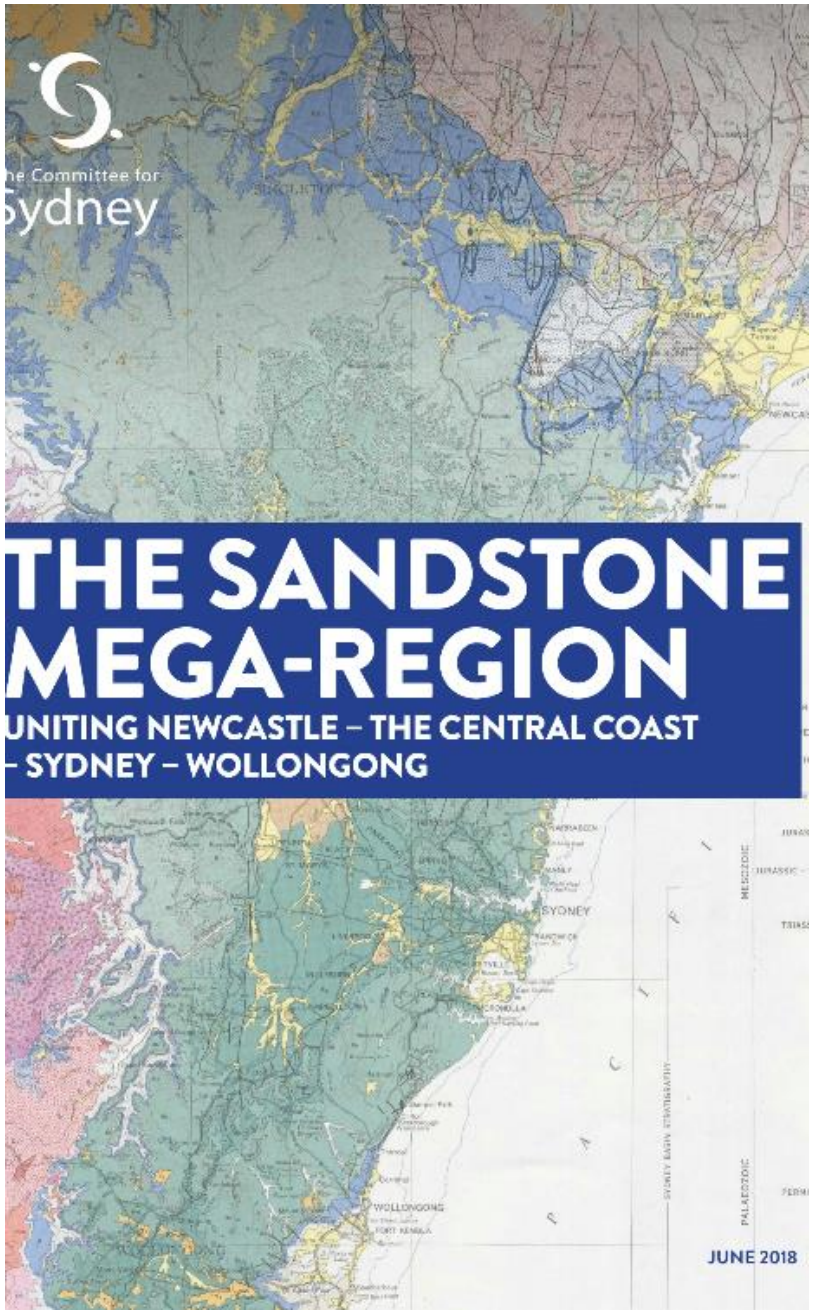
Convening	Research	Communications	Advocacy	Technical assistance
Bring the right people together to explore the most important issues that will affect the future of Sydney	Develop solutions that will solve problems at scale	Lead a conversation that can change the way people think	Bring actionable ideas to the people in government who have the power to make the necessary changes	Work closely as a trusted advisor with government on problems of implementation

Committee for Sydney
ARUP
Commission into the Future of Sydney CBD
Recommendations and actions
A re-imagined Sydney CBD
Full report
January 2022

Committee for Sydney
Reclaiming Sydney's High Streets
February 2020


Better Value Transport
Committee for Sydney

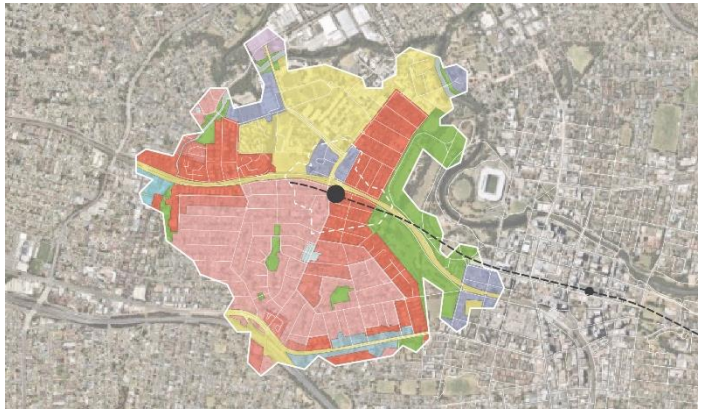

Better parking for better places
Committee for Sydney


he Committee for Sydney
THE SANDSTONE MEGA-REGION
UNITING NEWCASTLE – THE CENTRAL COAST – SYDNEY – WOLLONGONG
JUNE 2018

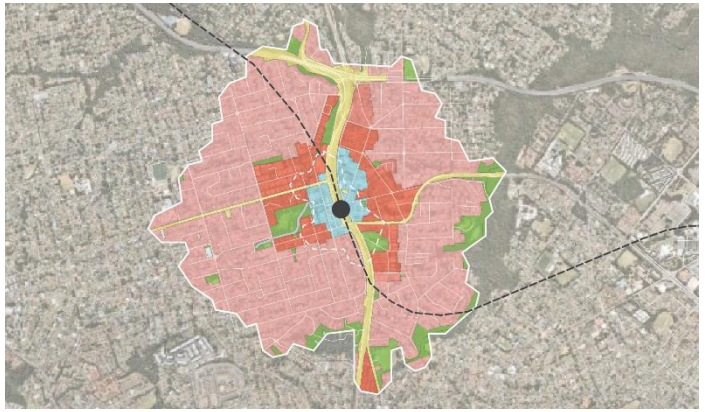
Committee for Sydney
Unleashing Sydney's Innovation Economy
July 2020

CBD Centre
Activity Centre
Suburban Upgrade Centre
New Suburban Centre
Existing heavy rail station
New Metro station
5 km

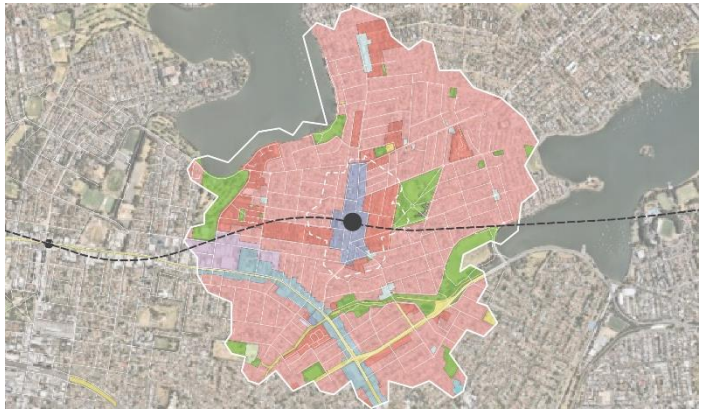
Precinct expansion



Westmead	400m	1,500m
Catchment (Ha)	33.1	410
Developable Land (Ha)	25.1	242.6
Dwellings	704	7,320
Population	1,972	19,894

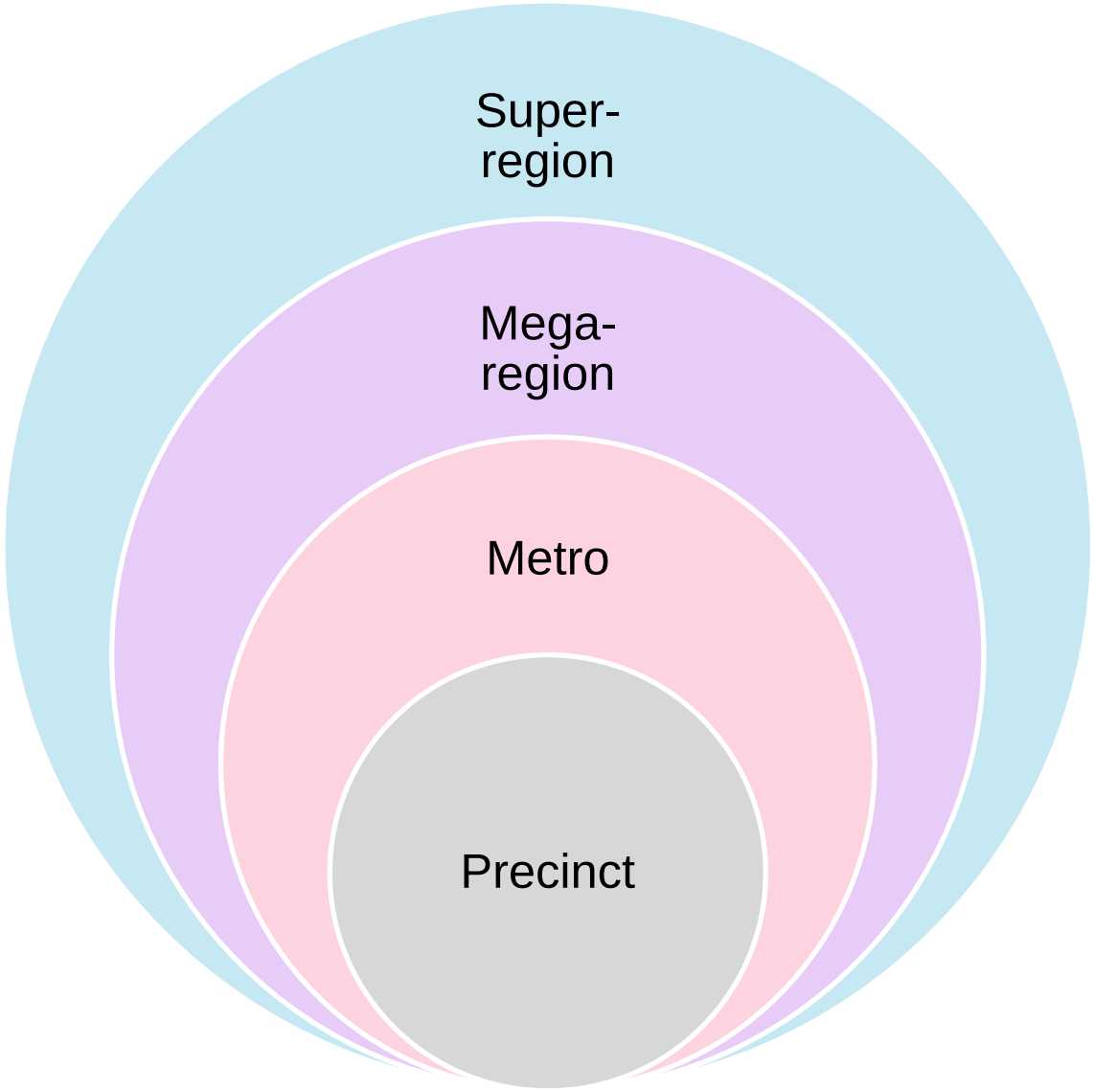


Epping	400m	1,500m
Catchment (Ha)	30.9	424
Developable Land (Ha)	22.4	340
Dwellings	557	5,457
Population	1,288	14,736

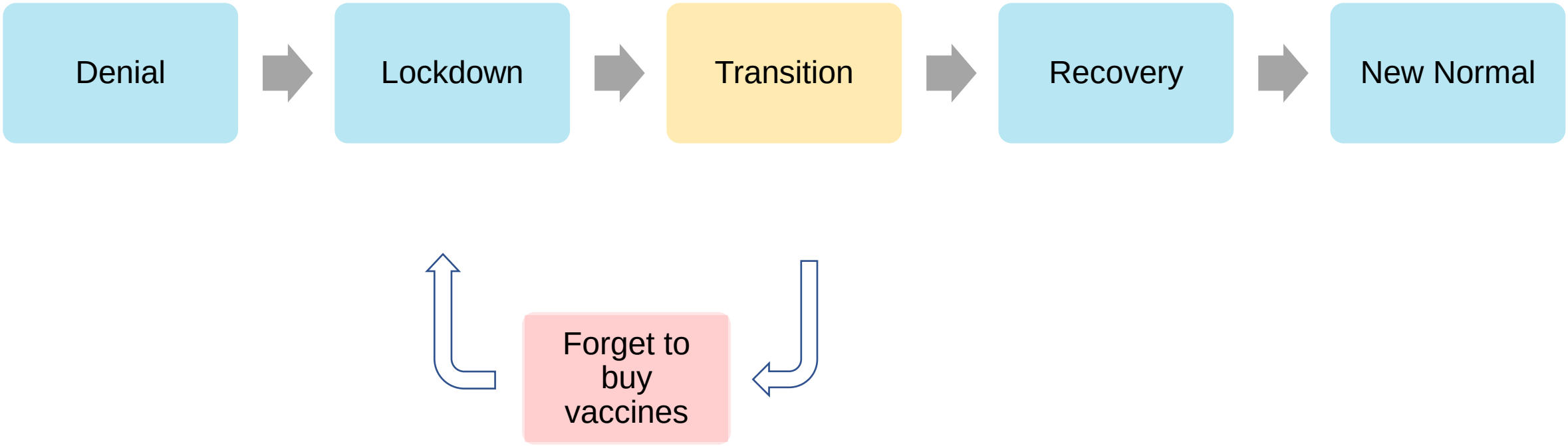


Five Dock	400m	1,500m
Catchment (Ha)	42.2	458.9
Developable Land (Ha)	40.6	367.4
Dwellings	969	7,248
Population	2,288	17,915

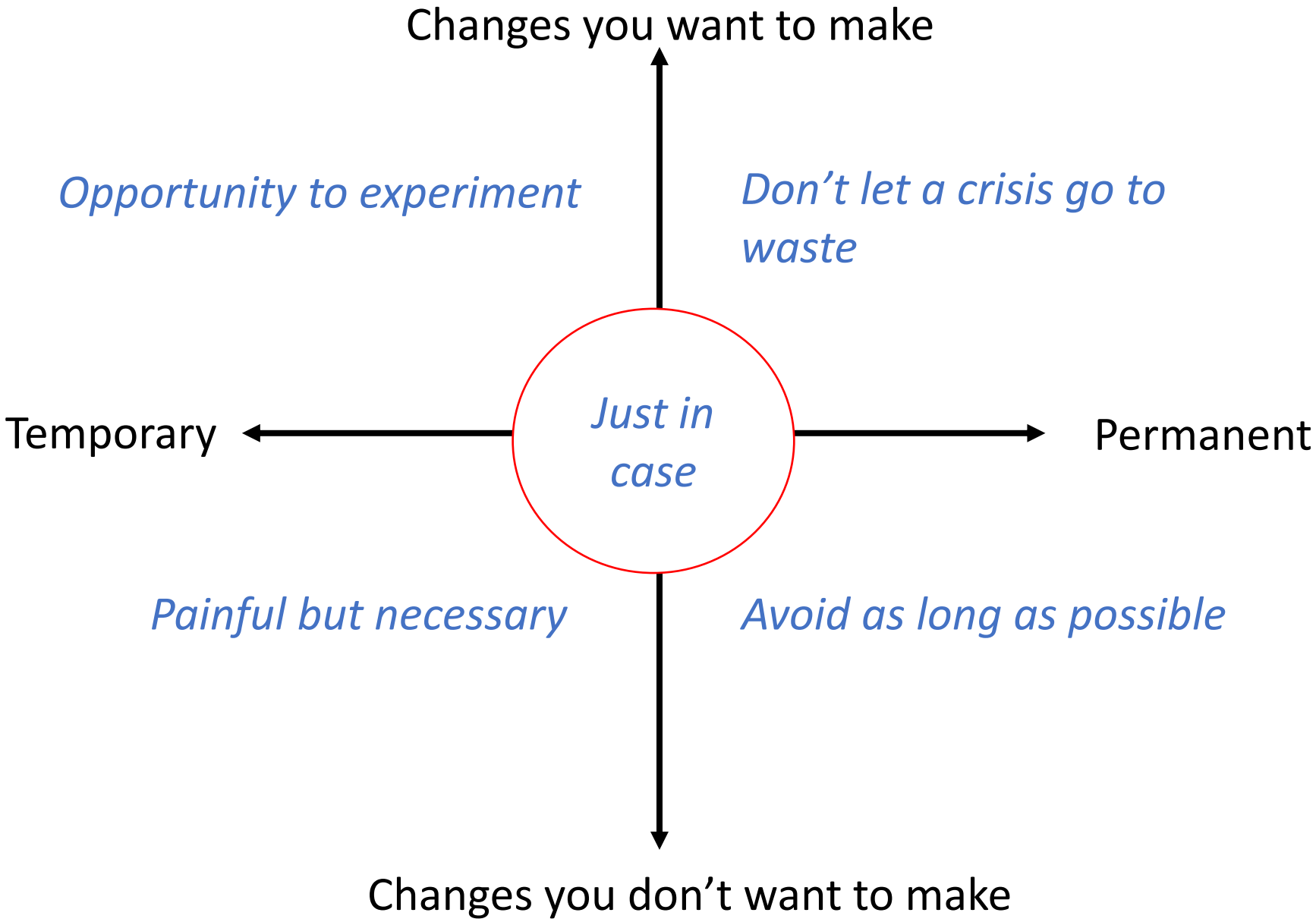
Precinct	Access by foot	Easy face to face meetings and un-planned interactions
Metropolitan area	Access by public transport and car	Extent of the daily commute = Shared labor market. Scale of economic clusters
Megaregion	Access by commuter train	Commuting or meetings 1-3 days / week
Super-region	Access by commuter flights — or by High Speed Rail	Fly for meetings and return same day Mobility over the course of a career



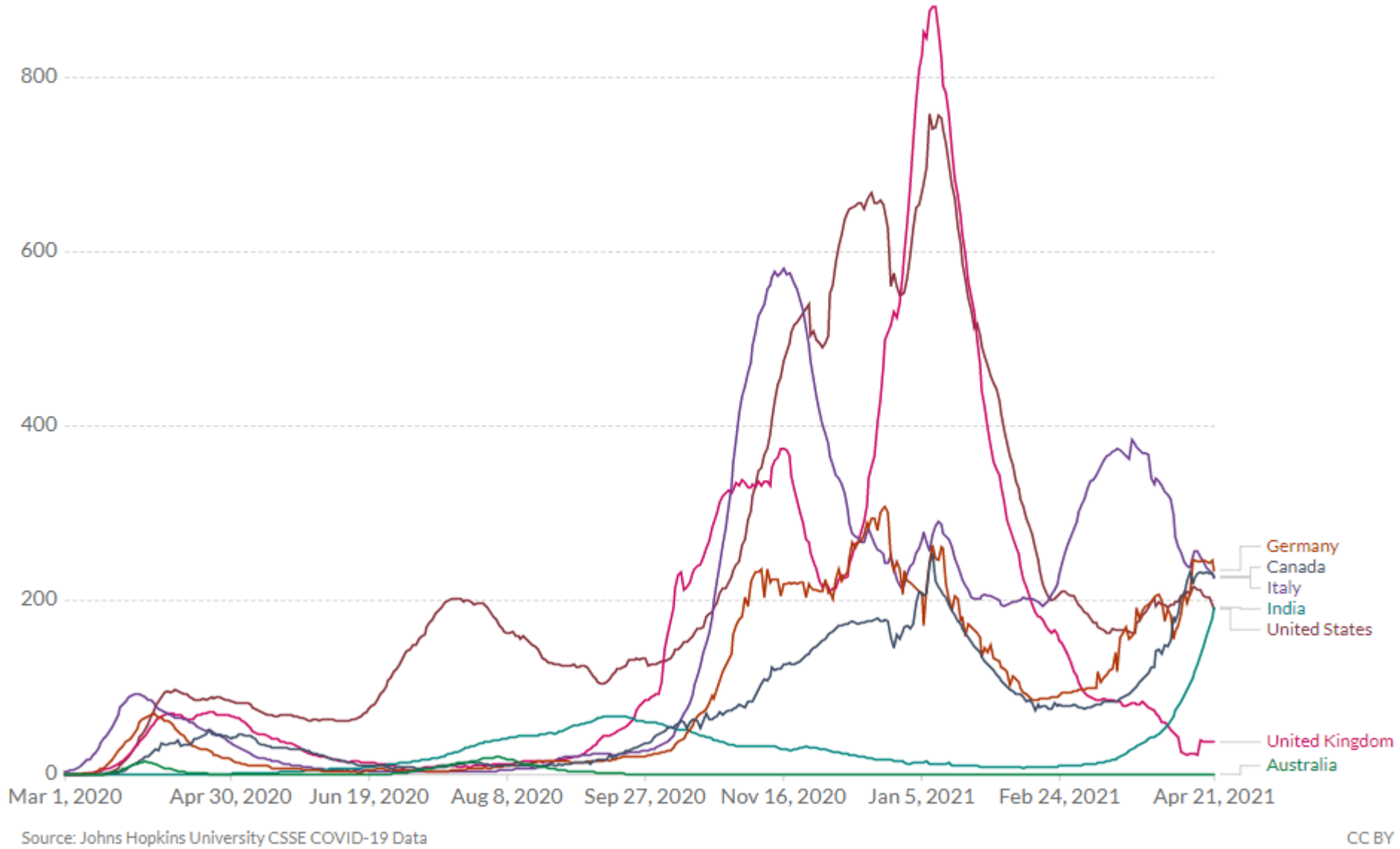
Five phases of the pandemic, revised



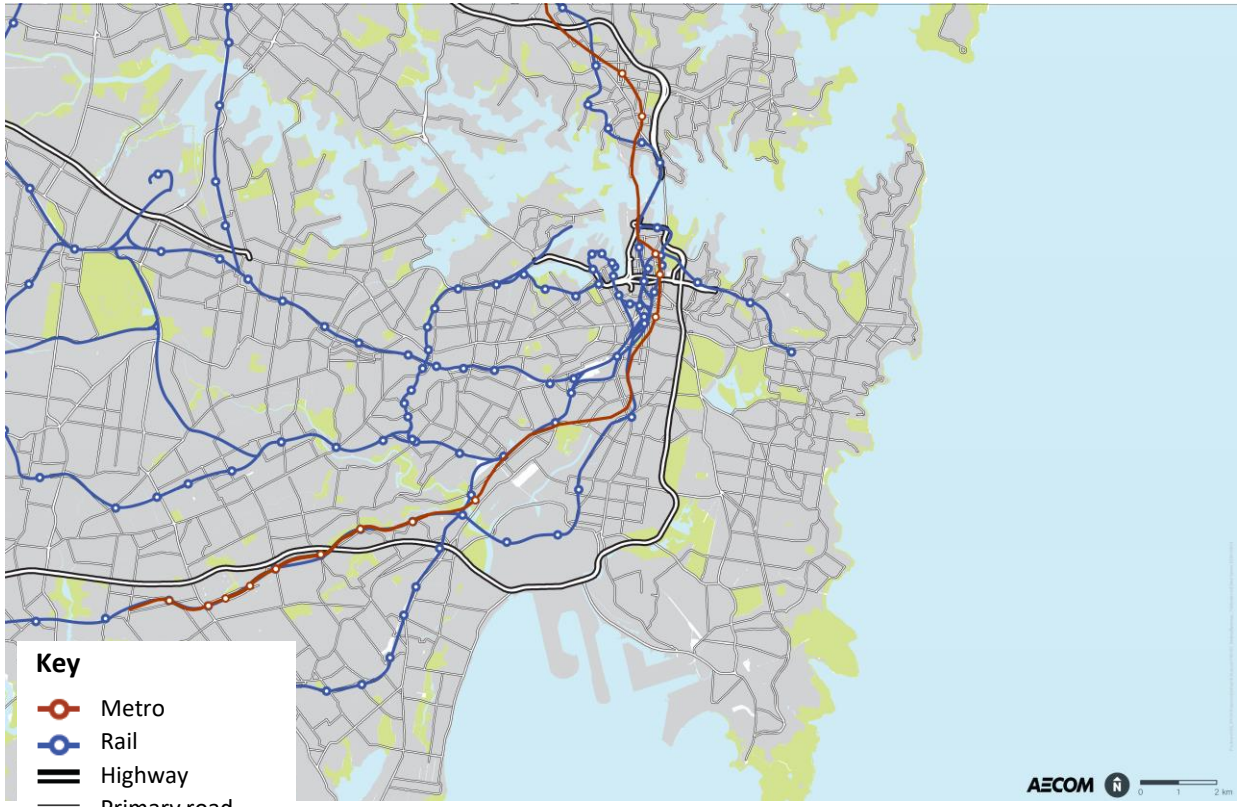
Conceptual framework for post-covid urban transformation



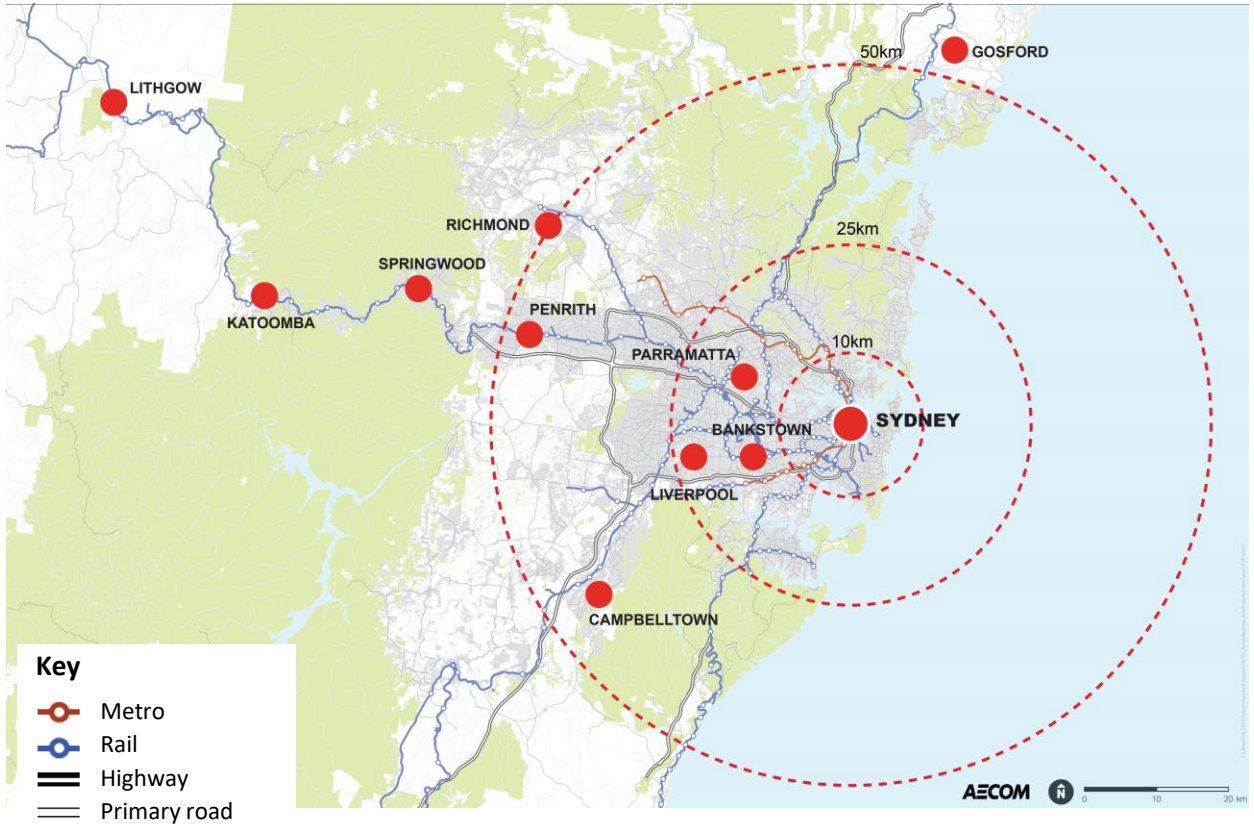
Daily new confirmed covid cases per million people

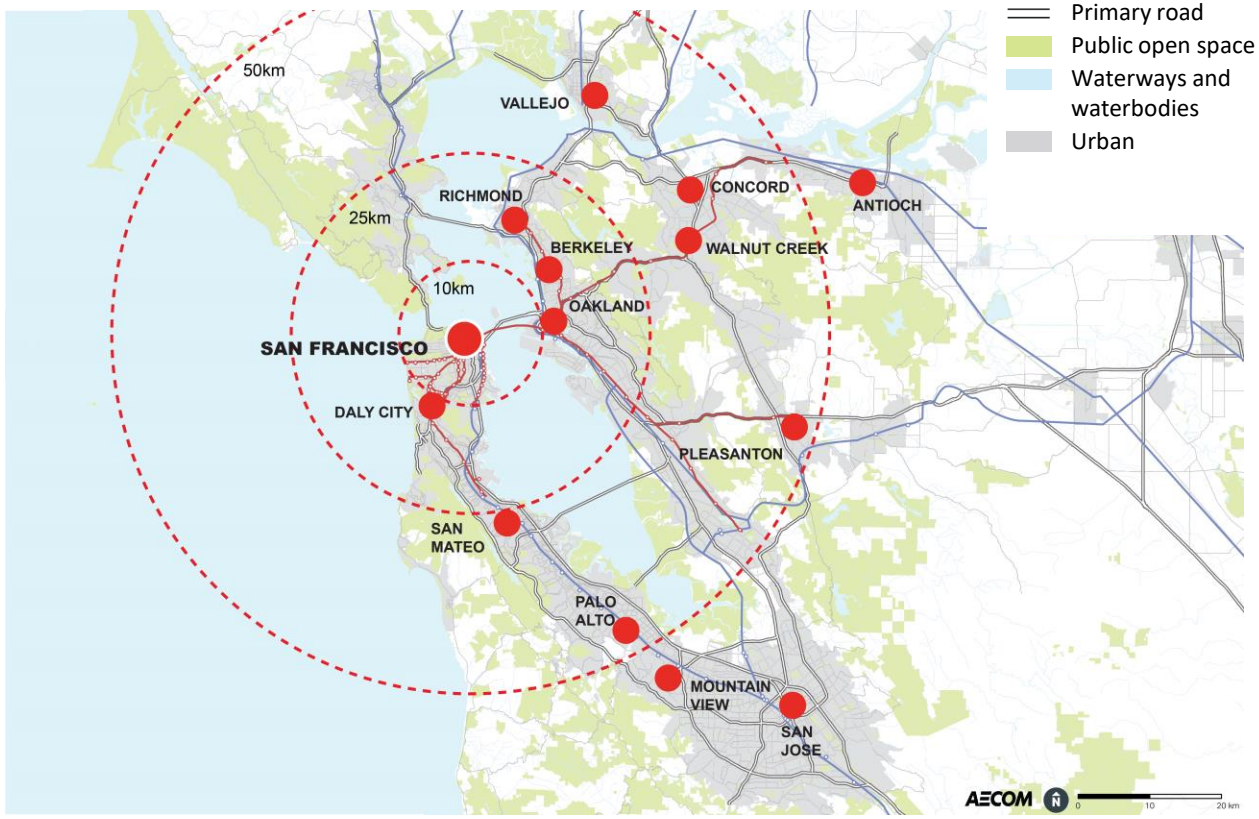


Scale Comparison – drawn at 1:75,000

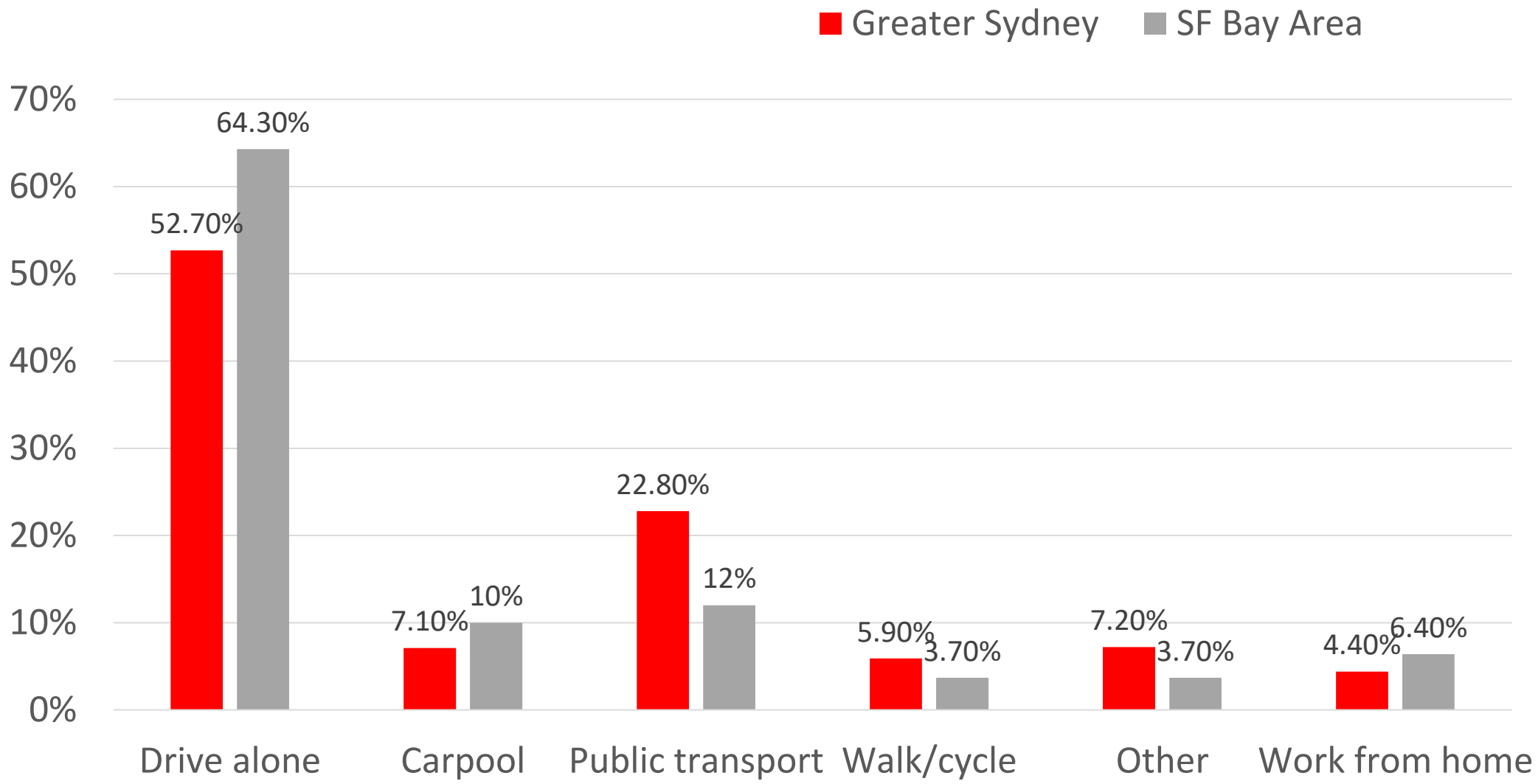


Scale Comparison – drawn at 1:400,000





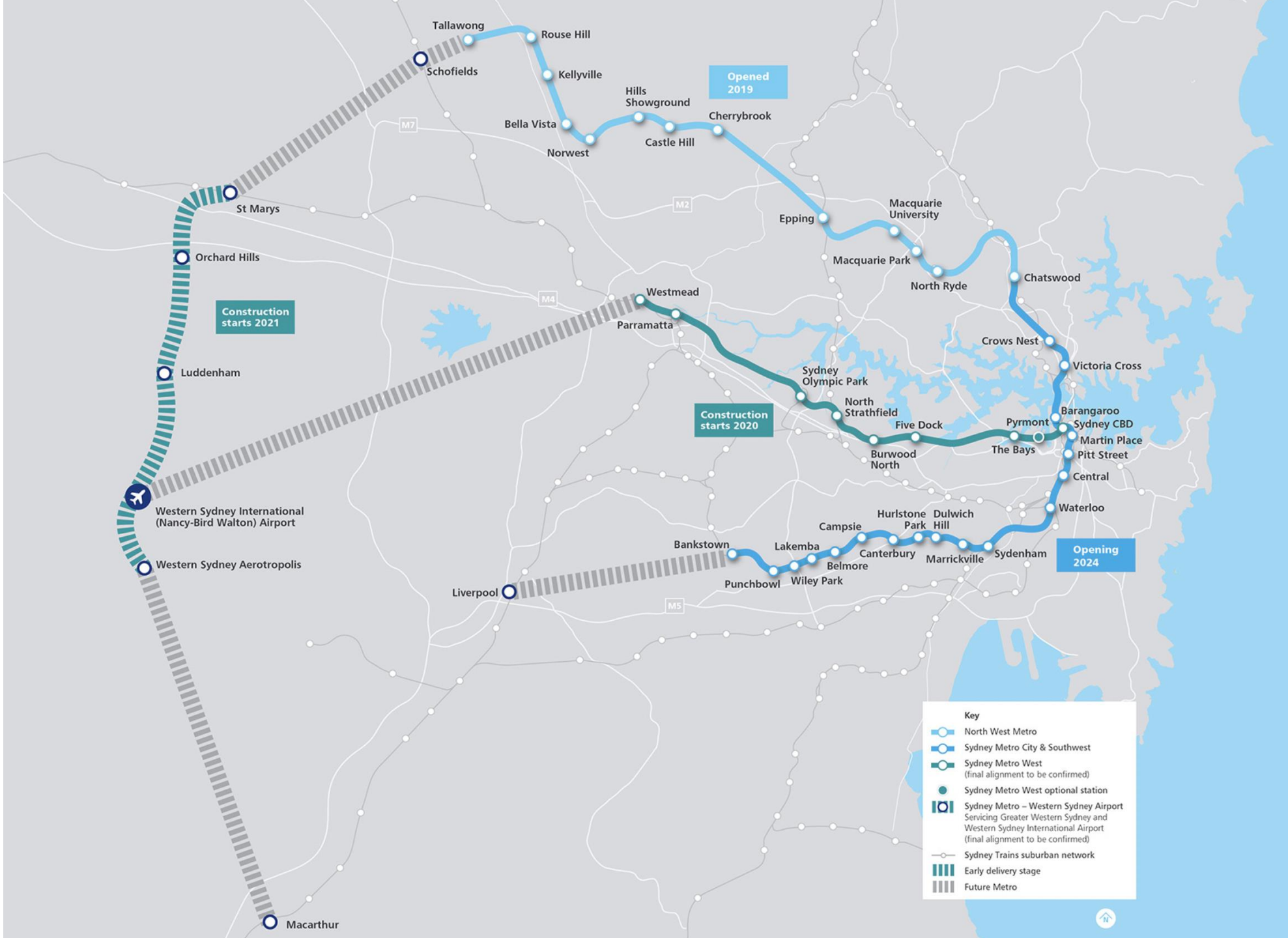
Mode share to work (pre-covid)



Sources:
https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/1GSYD?opendocument
https://www.vitalsigns.mtc.ca.gov/

	Greater Sydney	San Francisco Bay Area
Population	5.31m	7.75m
Cities	33	101
Counties	--	9
Congestion mgt agencies	--	9
Metro agencies	1	3
School districts	1	200+
Transport agencies	1	27
Special purpose districts	--	200+

46 new metro stations under constructi on



Barangaroo

Chatswood

Central Park

Green Square

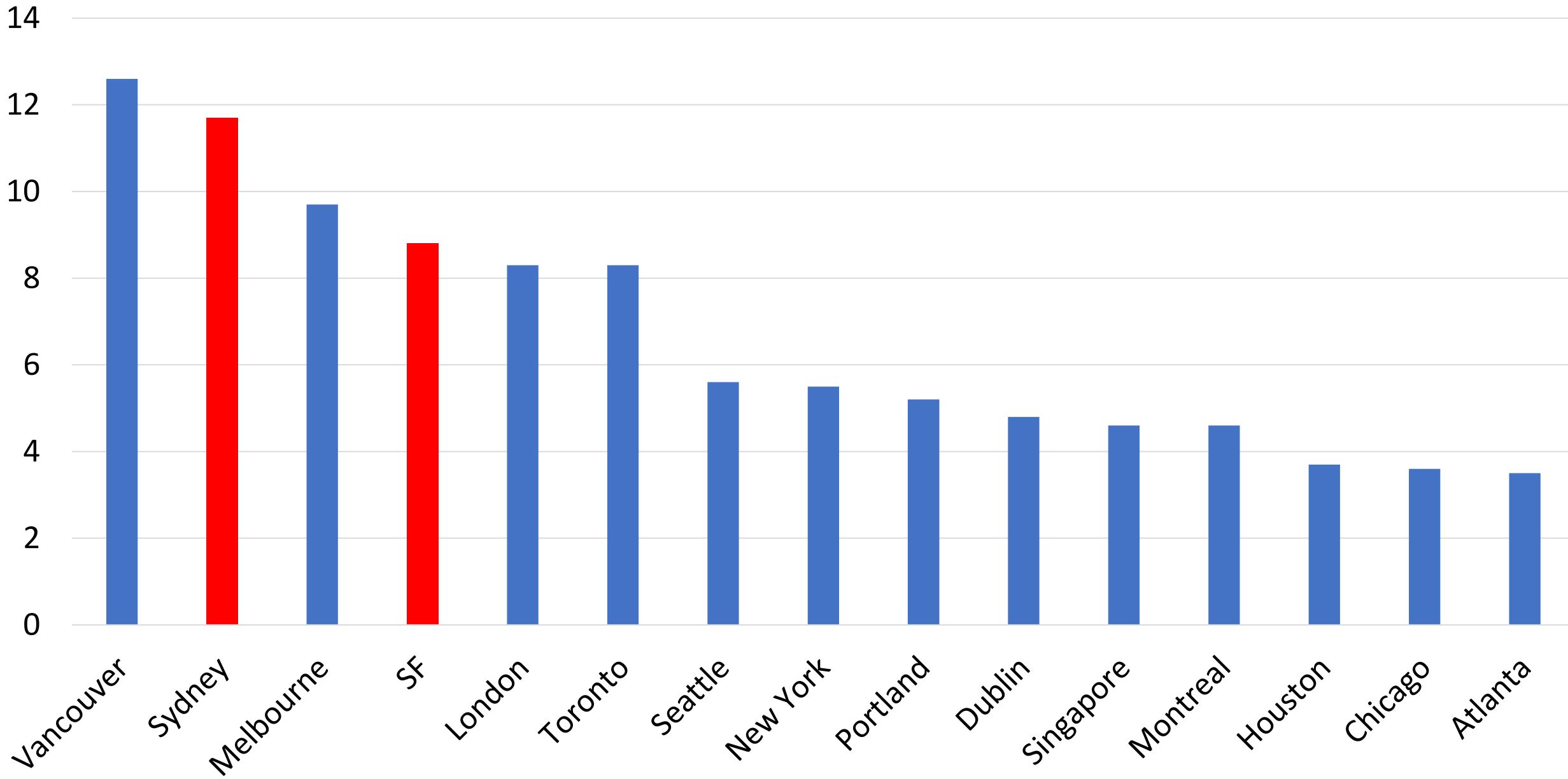
Parramatta

The ”crane index”

	Count as of Q3 2020
Sydney	297
Melbourne	177
Toronto	124
Seattle	49
Los Angeles	41
Washington DC	38
San Francisco	24
New York	12

Source:
https://betterdwelling.com/toronto-tops-construction-crane-index-with-almost-a-third-of-all-projects/
https://theurbandeveloper.com/articles/crane-numbers-increase

Median house price/median household income



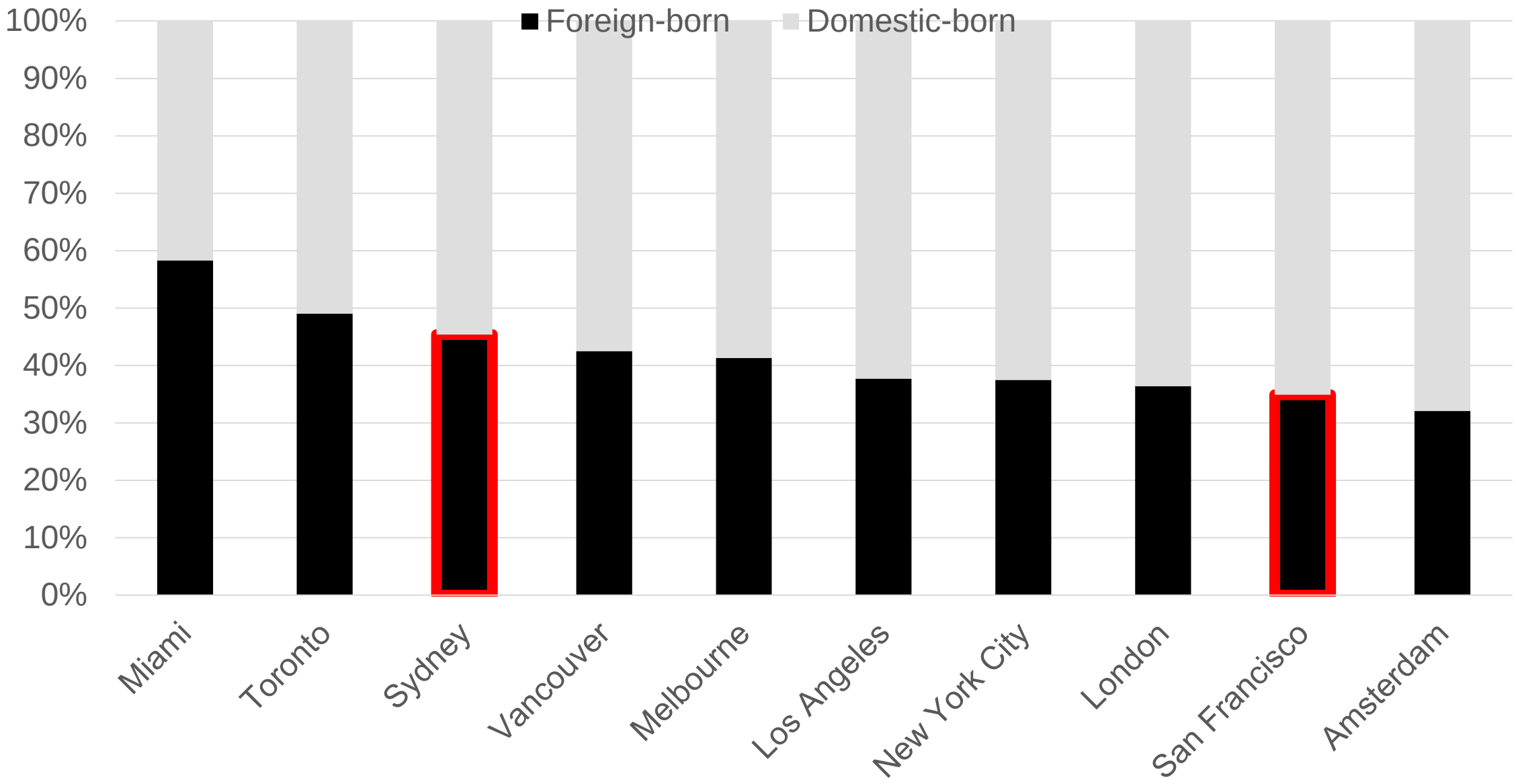
San Francisco housing policy

- ✓ Investing in affordable housing supply
- ✓ Rehabilitating old public housing sites
- ✓ Mandatory inclusionary zoning
- ✓ Rent control
- ✓ Public sites prioritised for deeper affordability
- ✓ A housing-first approach to homelessness

… **so what's the problem?**

Sydney housing policy

- ✓ State can/does override local zoning
- ✓ State can/does issue project approvals – most large developments use ”state significant” approval process
- ✓ State funds massive public transport expansion + up-zones around stations
- ✓ Public transport agency is developer around its own stations
- ✓ Tolerance for significant scale changes in building heights
- ✓ No expensive “public benefits” contributions from


Foreign-born
Domestic-born
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Miami
Toronto
Sydney
Vancouver
Melbourne
Los Angeles
New York City
London
San Francisco
Amsterdam

Comparing homelessness

	Greater Sydney	SF Bay Area
Year of data	2016	2017
Total population	4,446,805	7,756,000
Unsheltered	2,240	18,894
Sheltered	53,683	9,306
Total homeless	55,923	28,200
% homeless who are unsheltered	4%	67%
Unsheltered per 10,000 total population	5.04	24.36

Reflections

- The institutional design of the democracy has a big impact on urban form and urban systems
- Australia does not ask its planning system to do the heavy lifting to fight inequality; that work is done by the rest of the social safety net, health care system, educational system, etc.
- Similar land use patterns to US cities coupled with more effective government = a doubling of the non driving mode share to work
- People still disagree strongly about most of the same things
  - One big difference is that fights about development and growth in Australia are more explicitly framed as debates about how much immigration to allow