

# The Need for a Systems Perspective on Urban Sustainability

Karen C. Seto

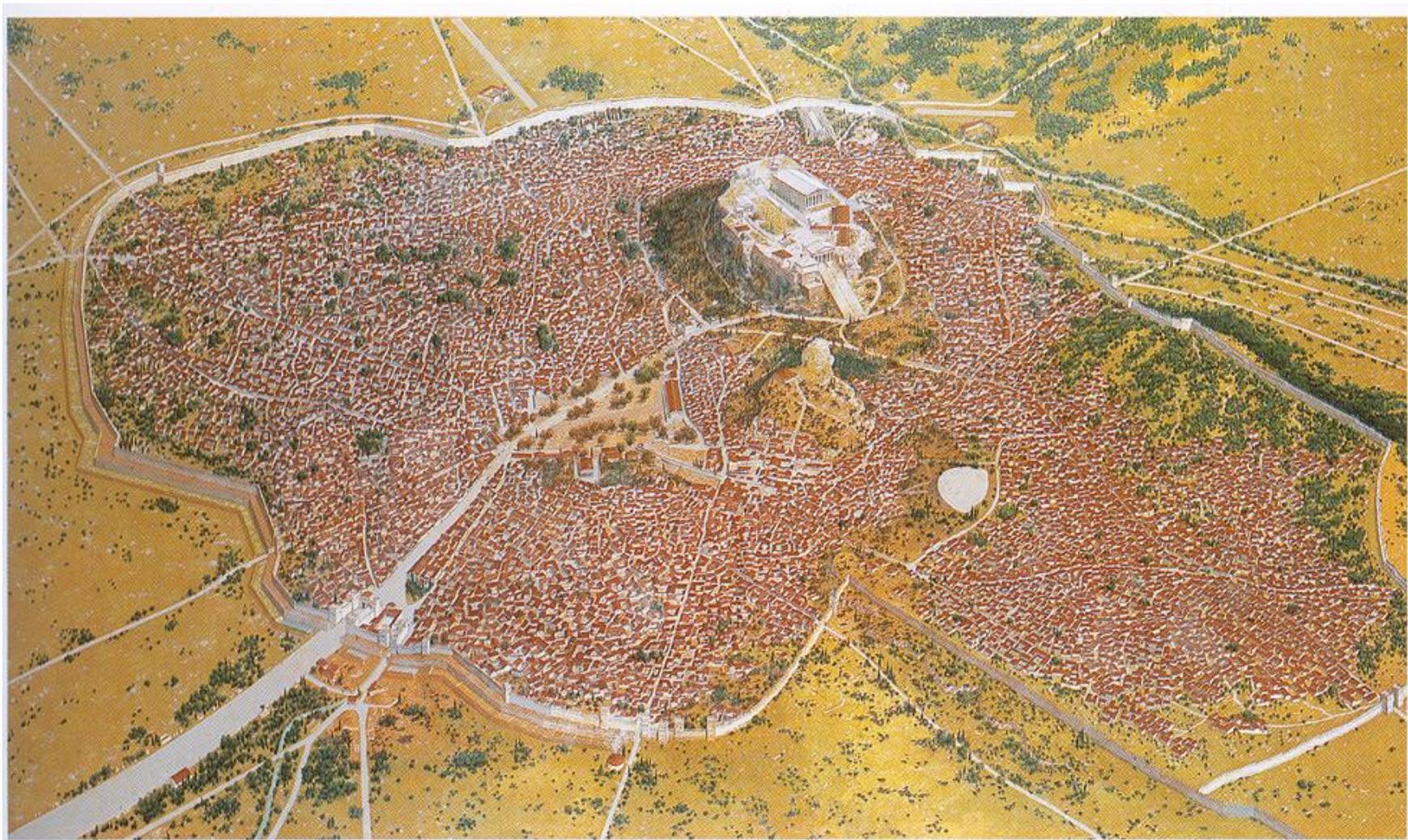
Associate Dean of Research

Professor of Geography and Urbanization

IPCC WGIII Coordinating Lead Author

[karen.seto@yale.edu](mailto:karen.seto@yale.edu)

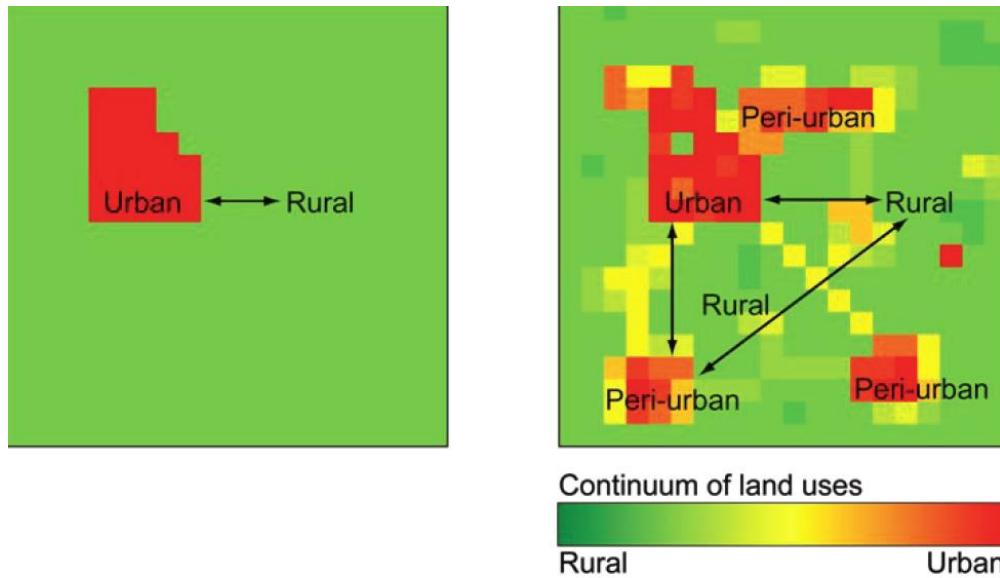
# What are urban system boundaries?



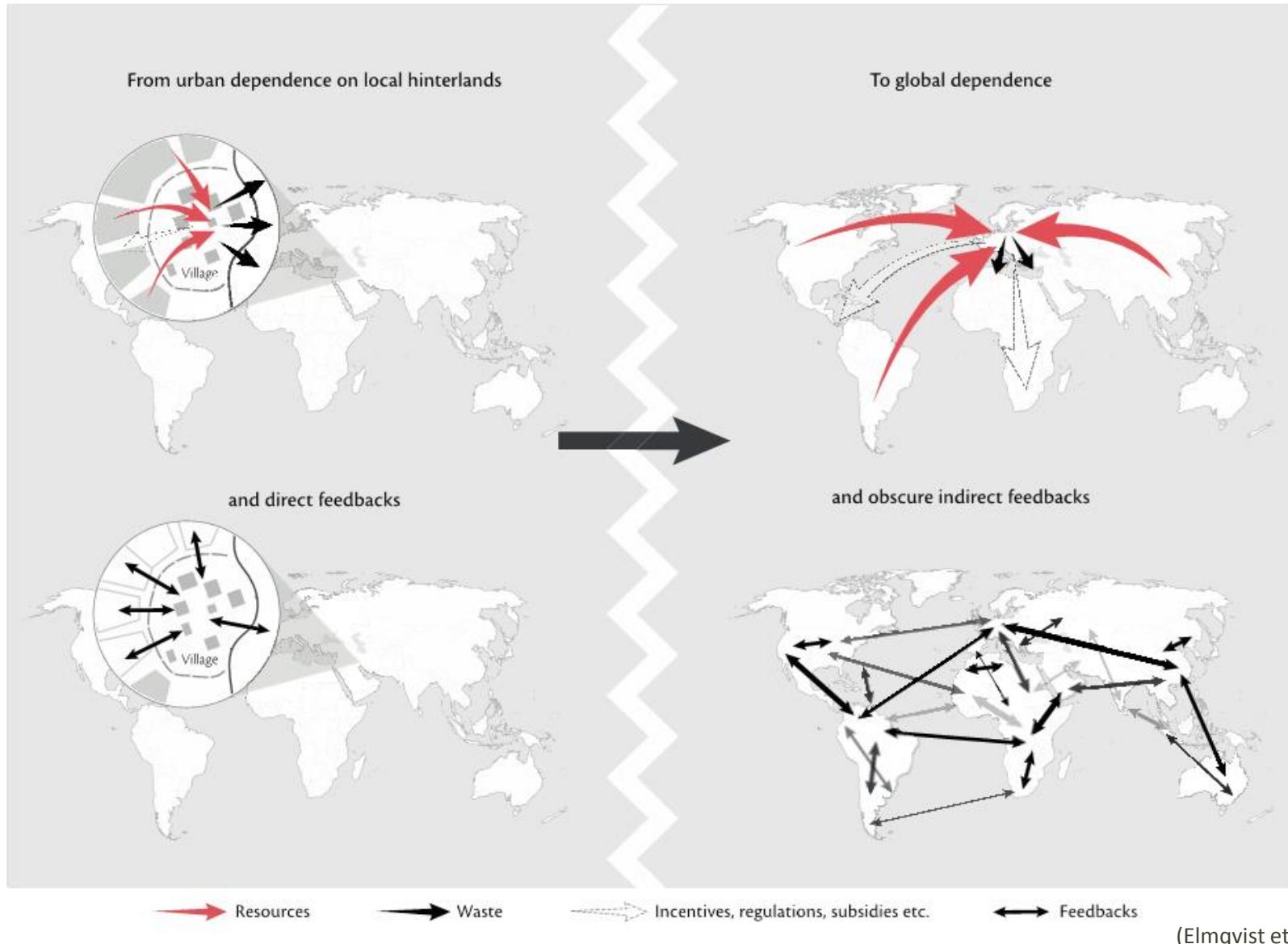
3. Classical Athens seen from the northwest. (Watercolor by Peter Connolly)

[http://www.yale.edu/yup/pdf/081979\\_front\\_1.pdf](http://www.yale.edu/yup/pdf/081979_front_1.pdf)

# Classic Urban-Rural Linkages



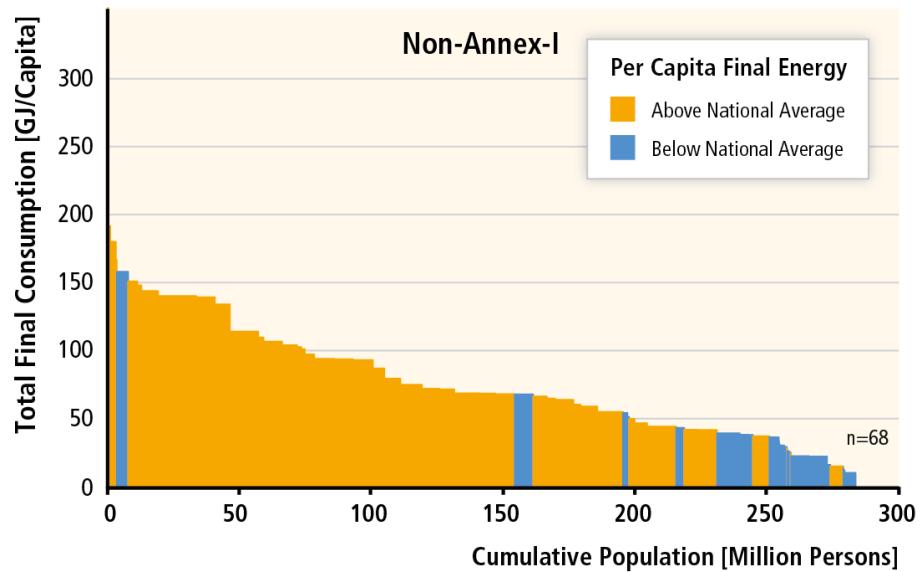
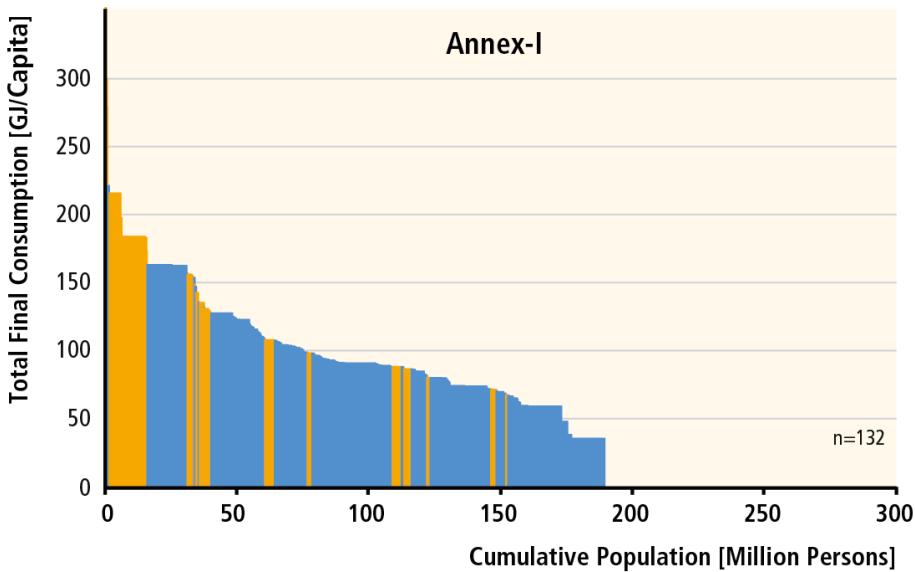
# Planetary urbanization requires rethinking urban impacts and sustainability



# Urban areas are focal points of energy use and CO<sub>2</sub> emissions

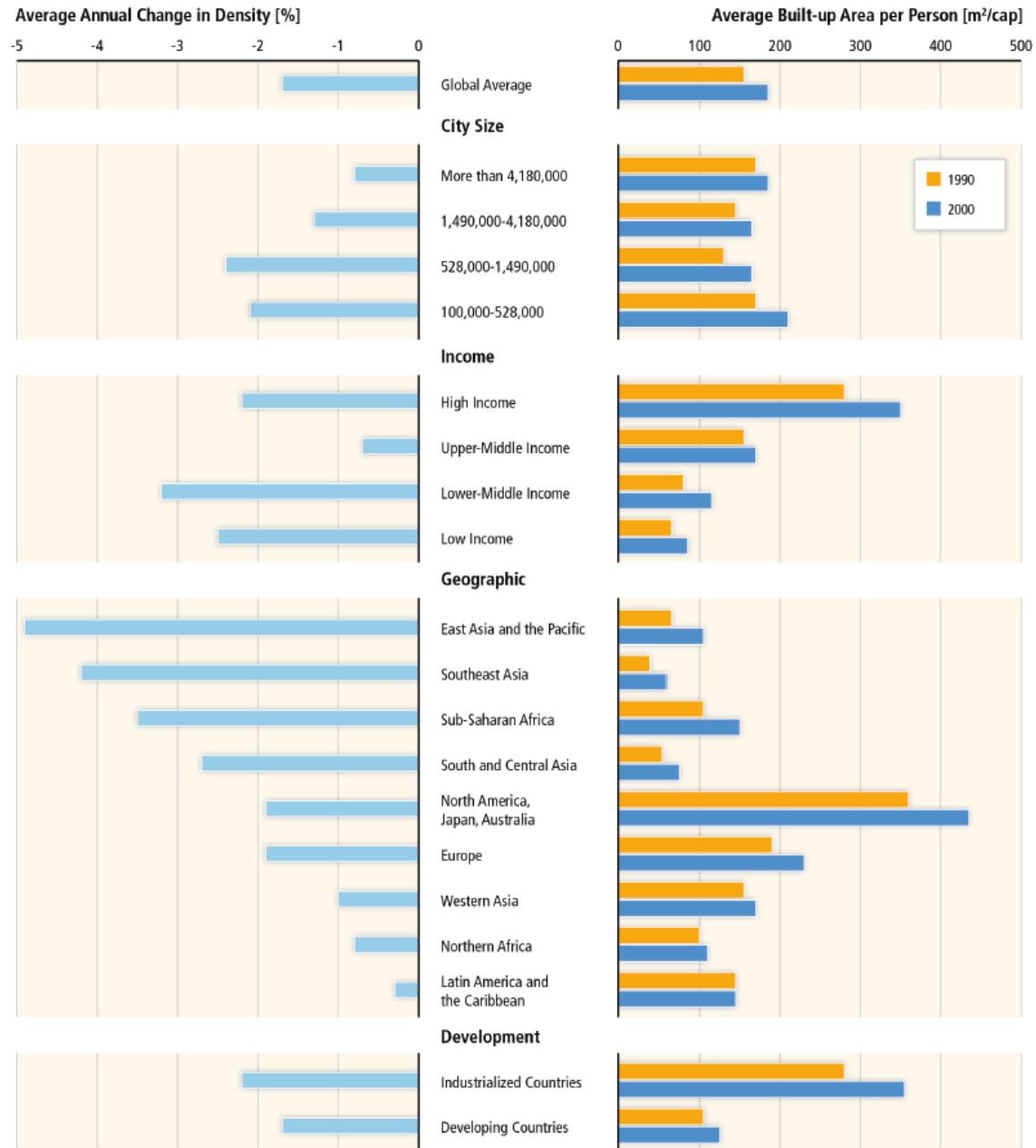
Urban energy use: 67–76%  
Urban CO<sub>2</sub> emissions: 71–76%

} of global total



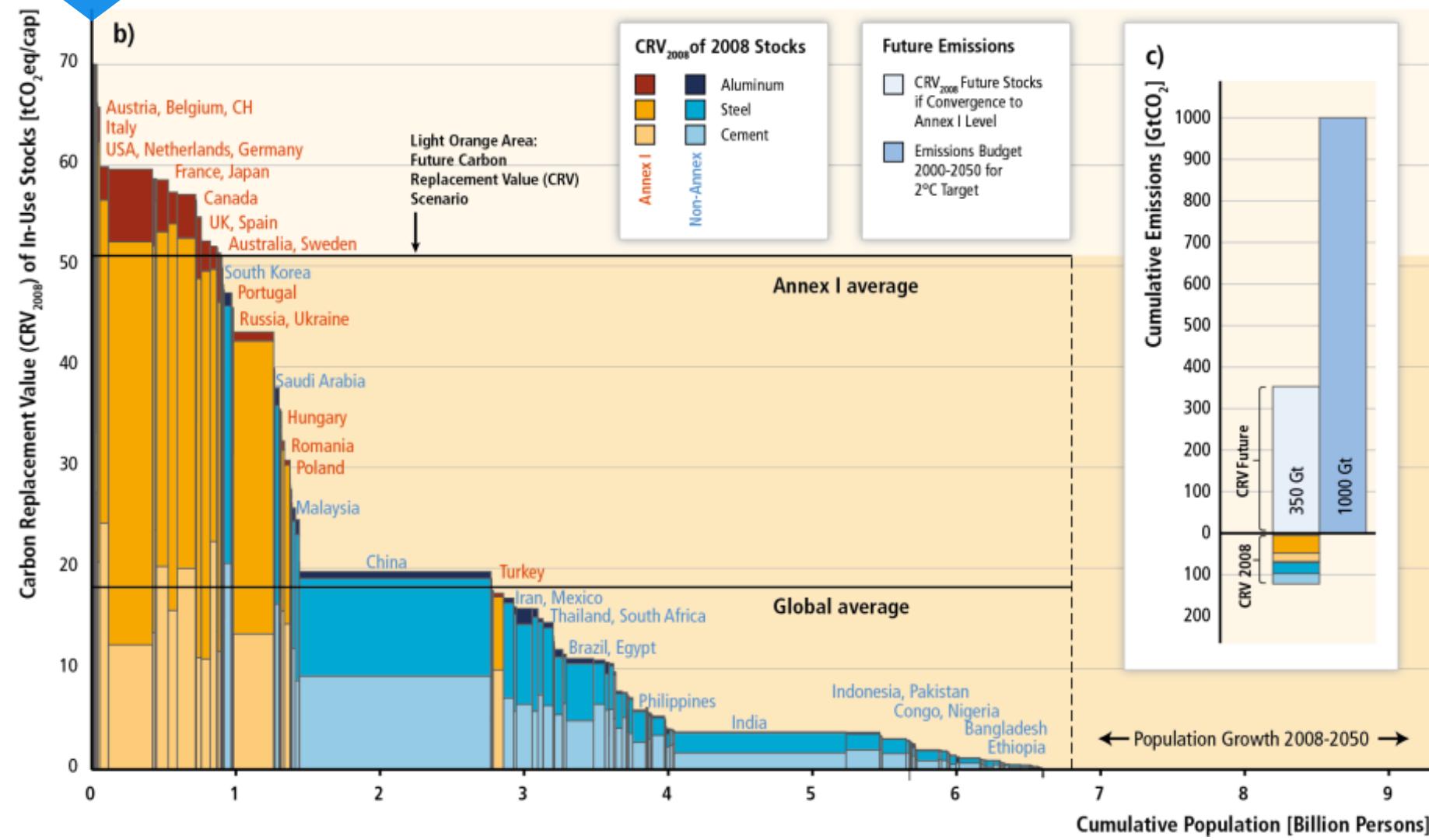
Worldwide, urban areas are growing faster than urban population.

Important implications for resource and energy demand to construct and operate urban areas and their built environments.

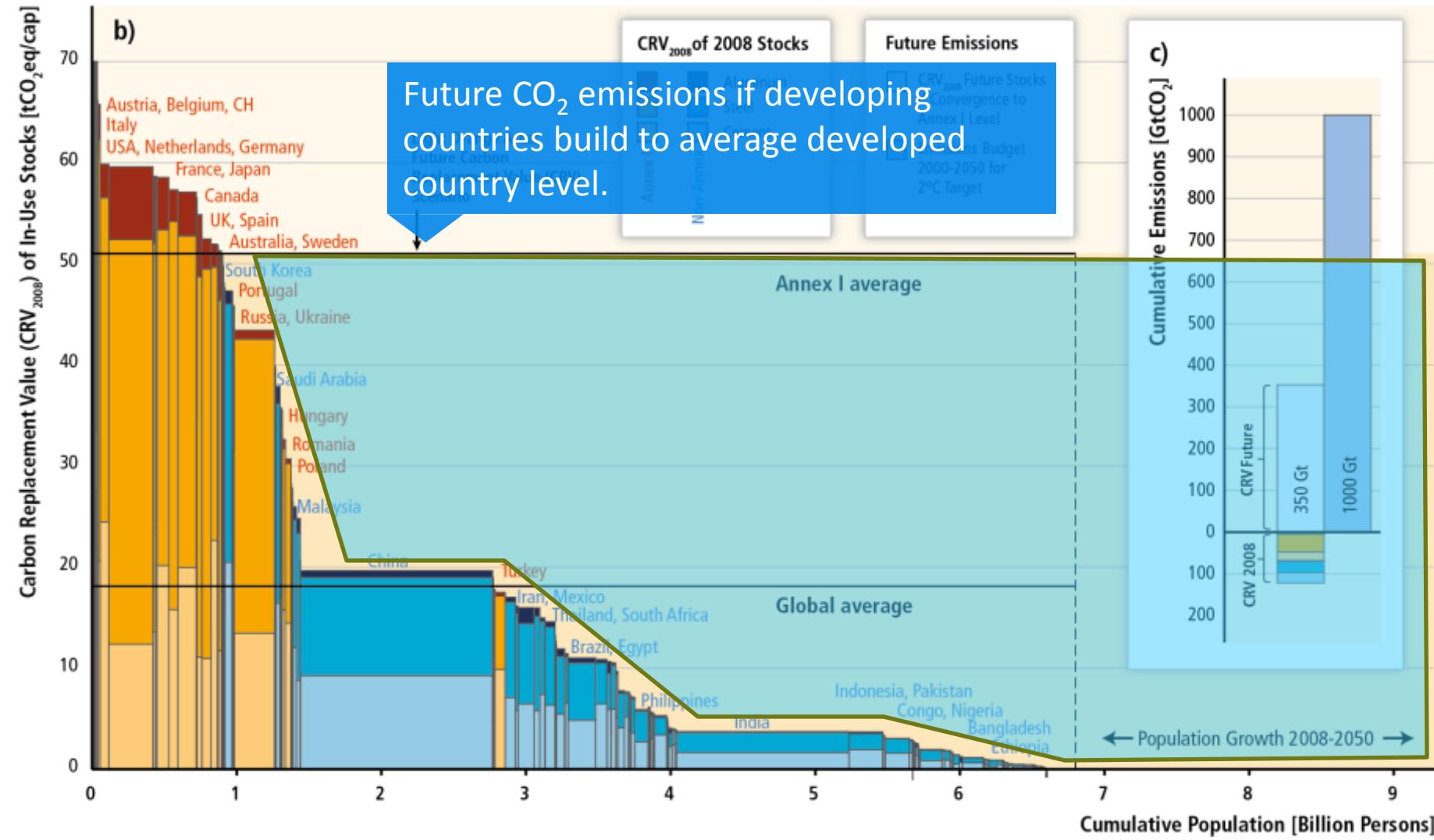


# Infrastructure build-up over the next few decades will result in significant emissions

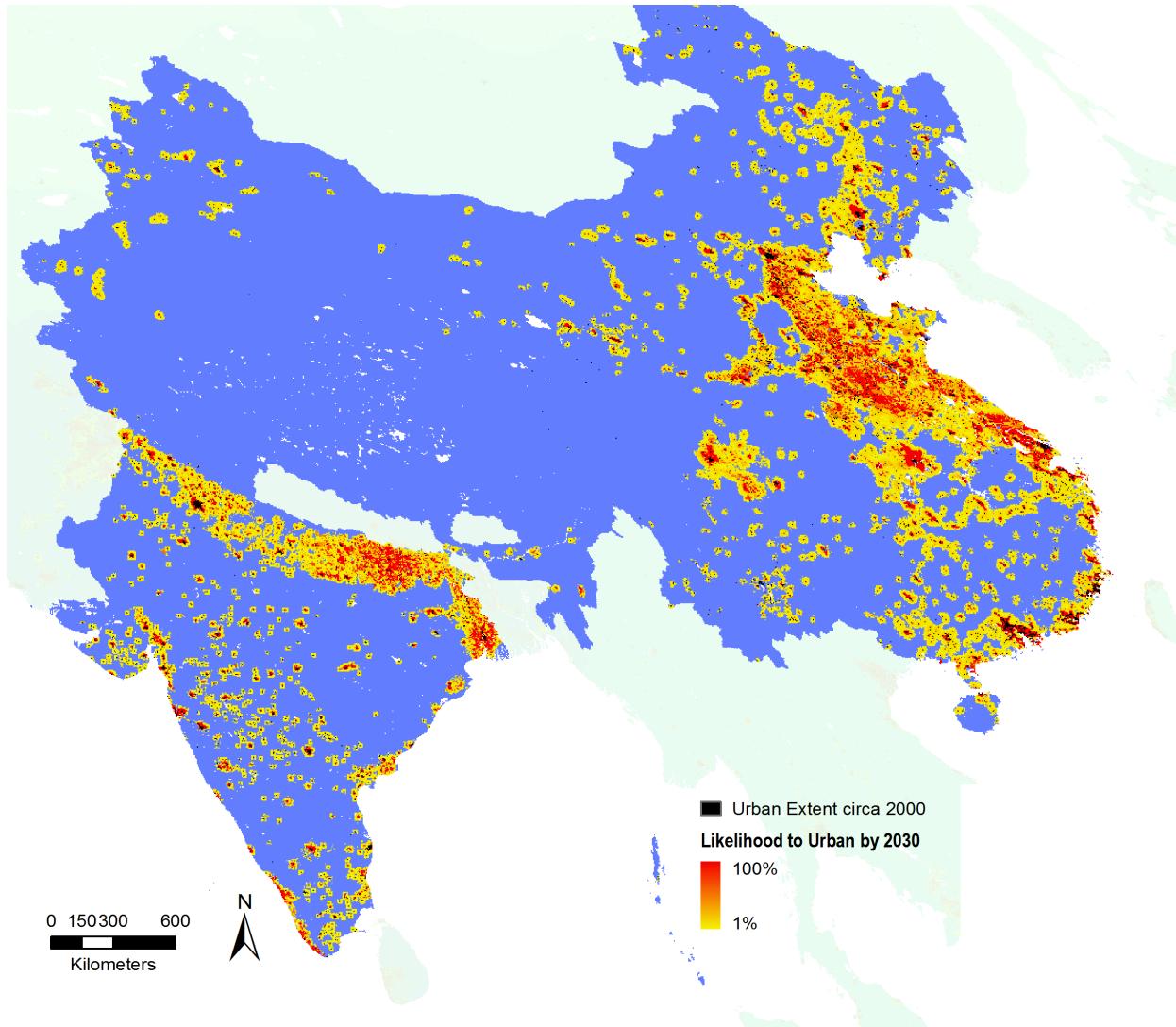
Total CO<sub>2</sub> emissions (per capita) needed to build up today's infrastructure



# Future emissions of infrastructure development will be enormous if LDCs follow Annex-I urban development paths



# More urban areas will be constructed during first 3 decades of 21<sup>st</sup> Century than all of history



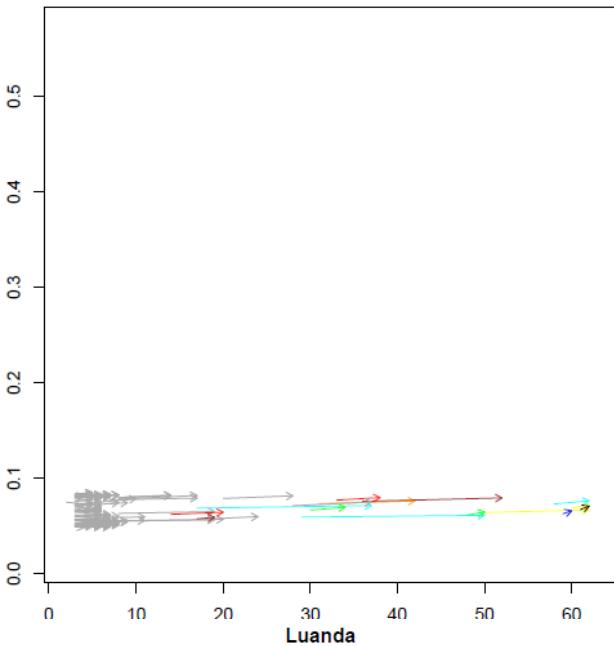
Year	Urban Land (km <sup>2</sup> )	
	China	India
2000	80,500	30,400
2030	486,000	174,000

(Seto et al., 2012)

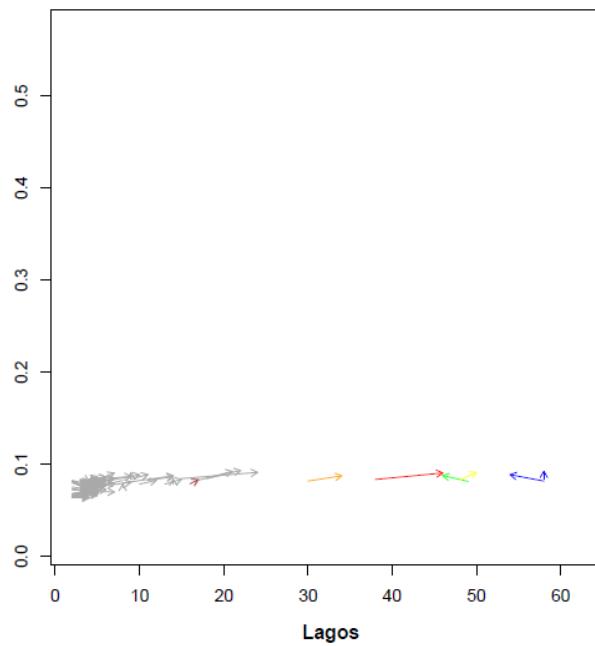
# Drivers of urban land expansion differ within and between countries

<i>Location</i>	<i>Average annual urban expansion growth rate</i>	<i>Approximate percent of urban land expansion attributed to</i>	
		<i>Population growth rate</i>	<i>GDP per capita growth rate</i>
China	7.48	18	53
India	4.84	30	23
Africa	4.32	43	Not significant
North America	3.31	28	72
Europe	2.50	4	86

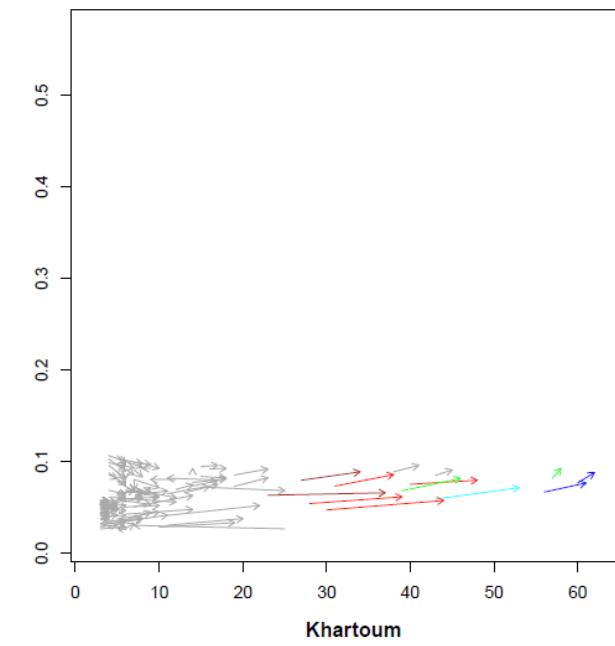
Kinshasa



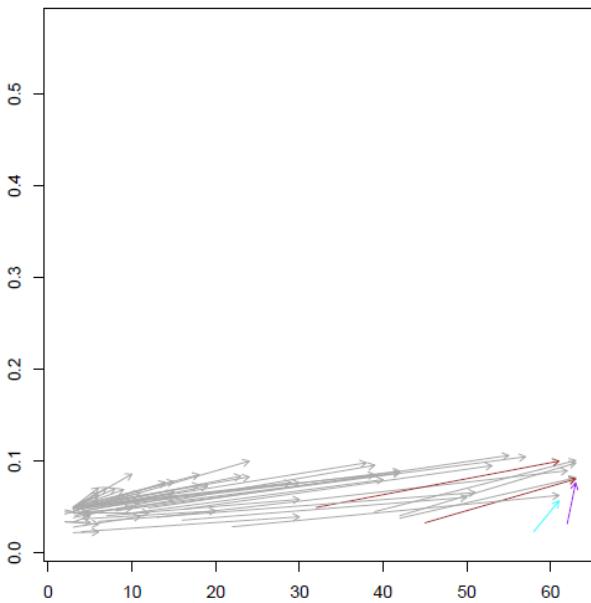
Kano



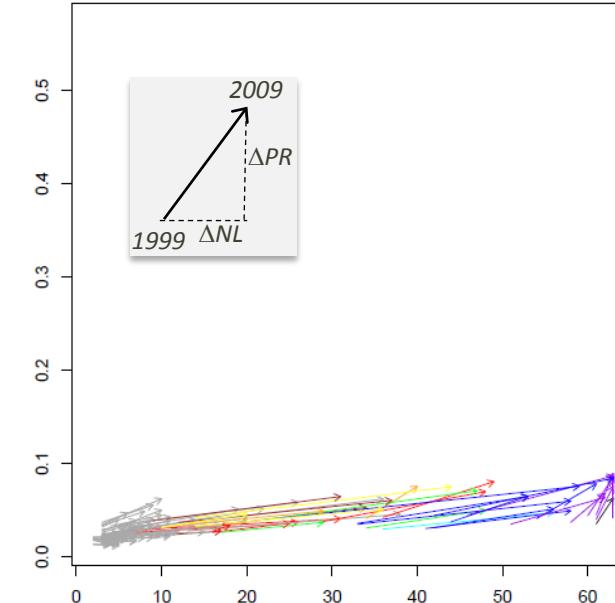
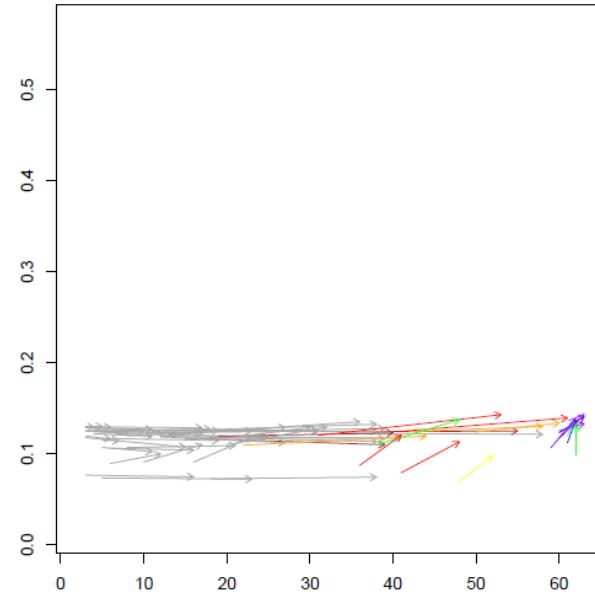
Nairobi



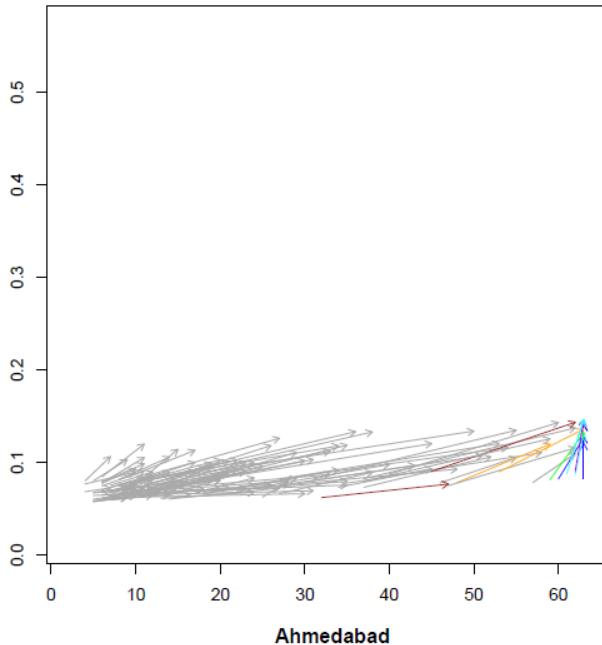
Luanda



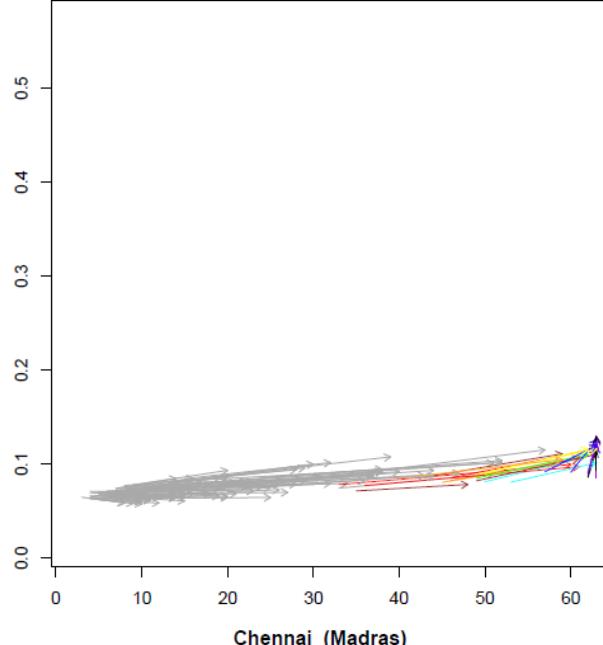
Lagos



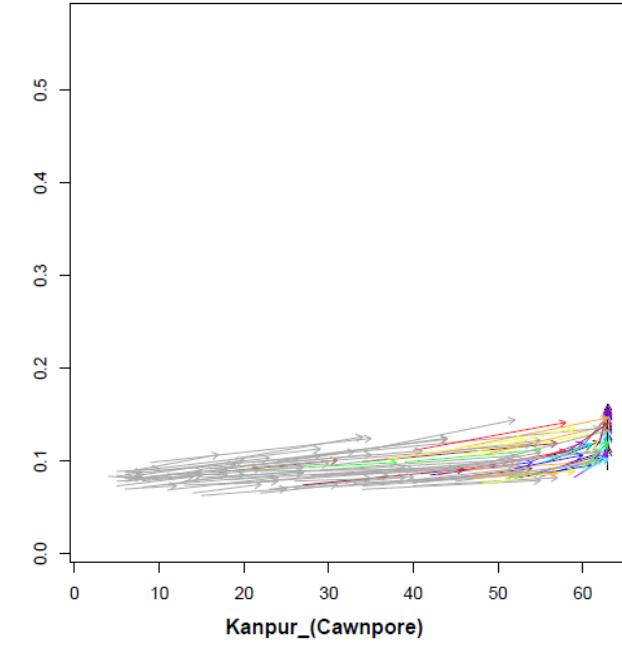
Bangalore



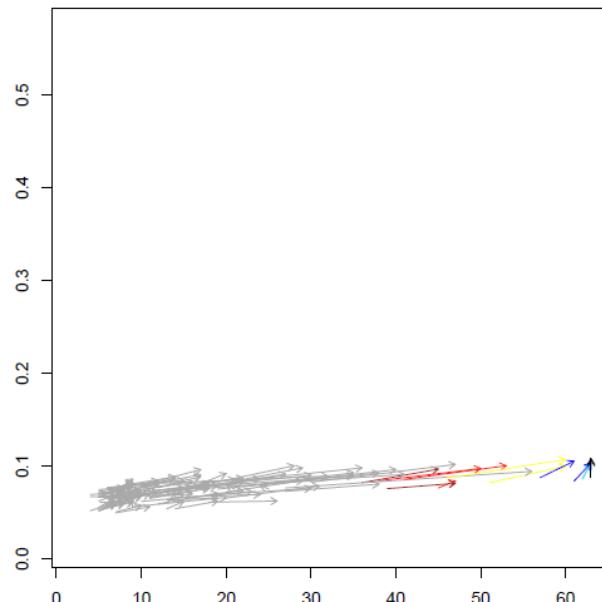
Hyderabad



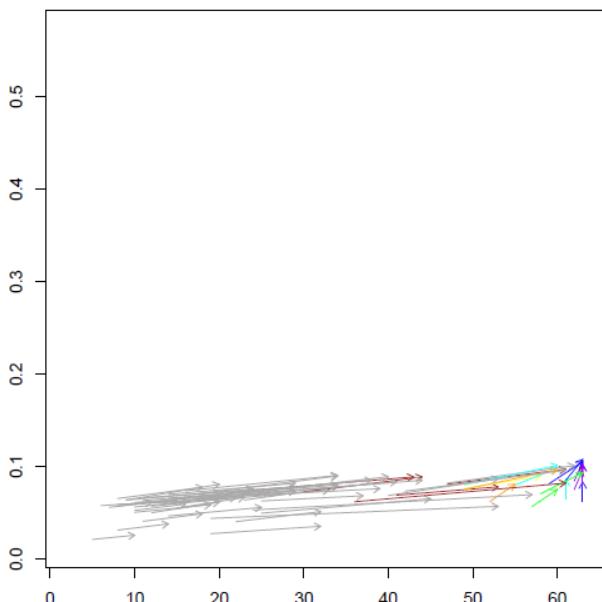
Delhi\_(National\_Capital\_Region)



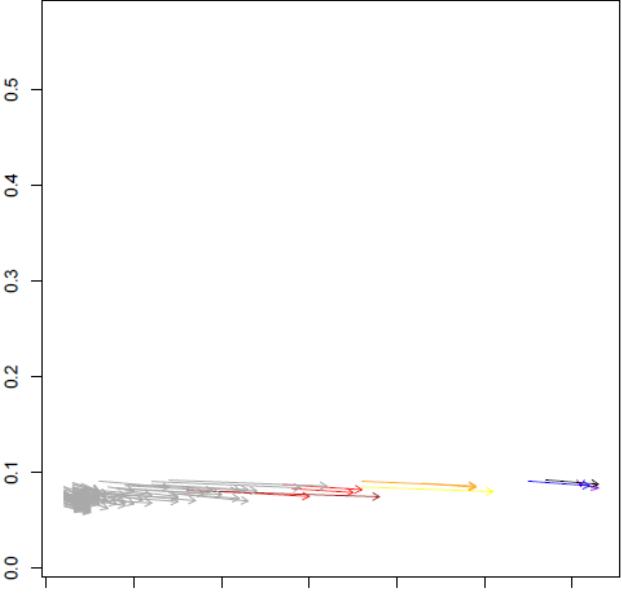
Ahmedabad



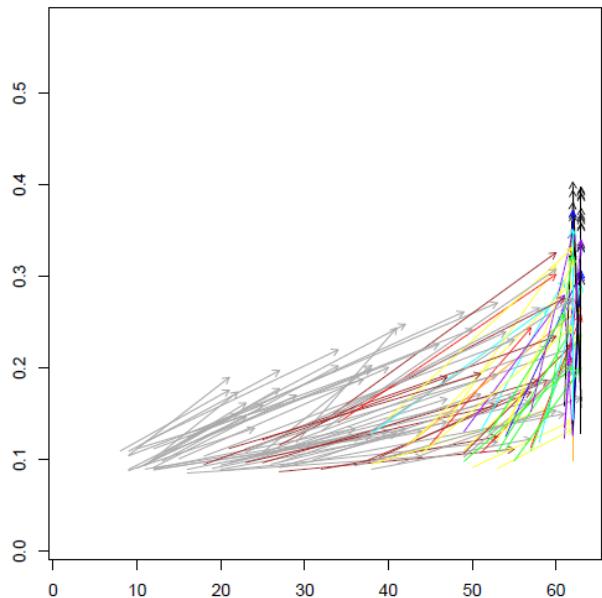
Chennai\_(Madras)



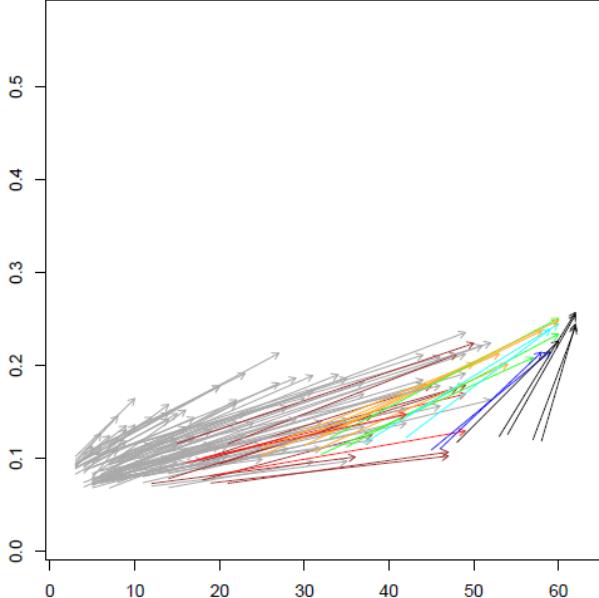
Kanpur\_(Cawnpore)



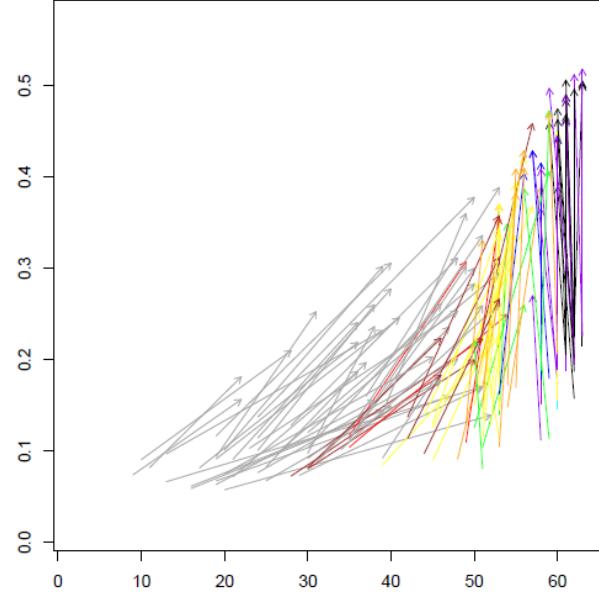
Beijing



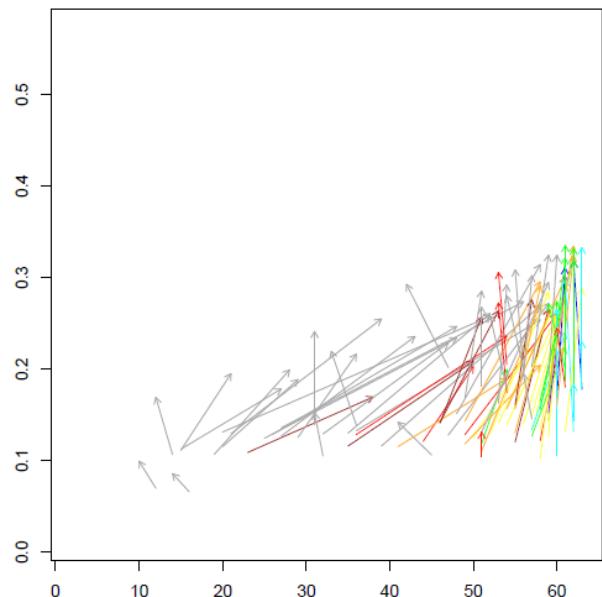
Chengdu



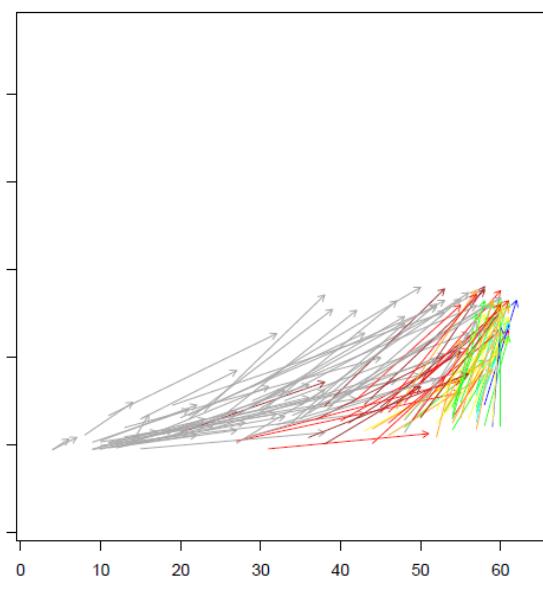
Shanghai



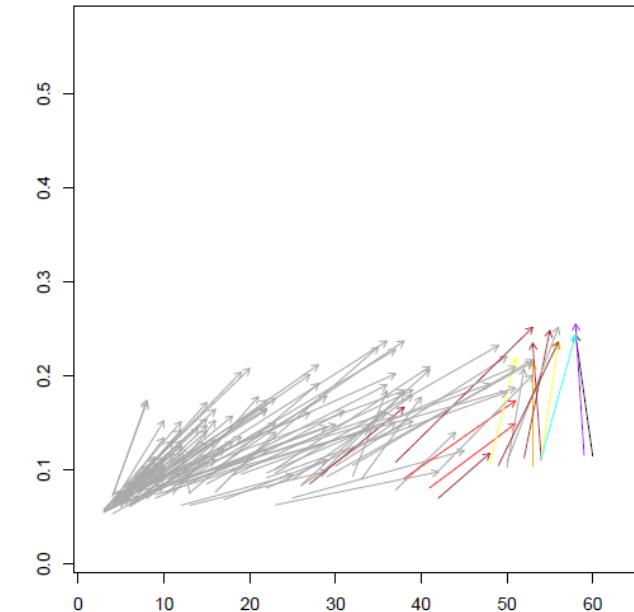
Shenzhen



Dongguan



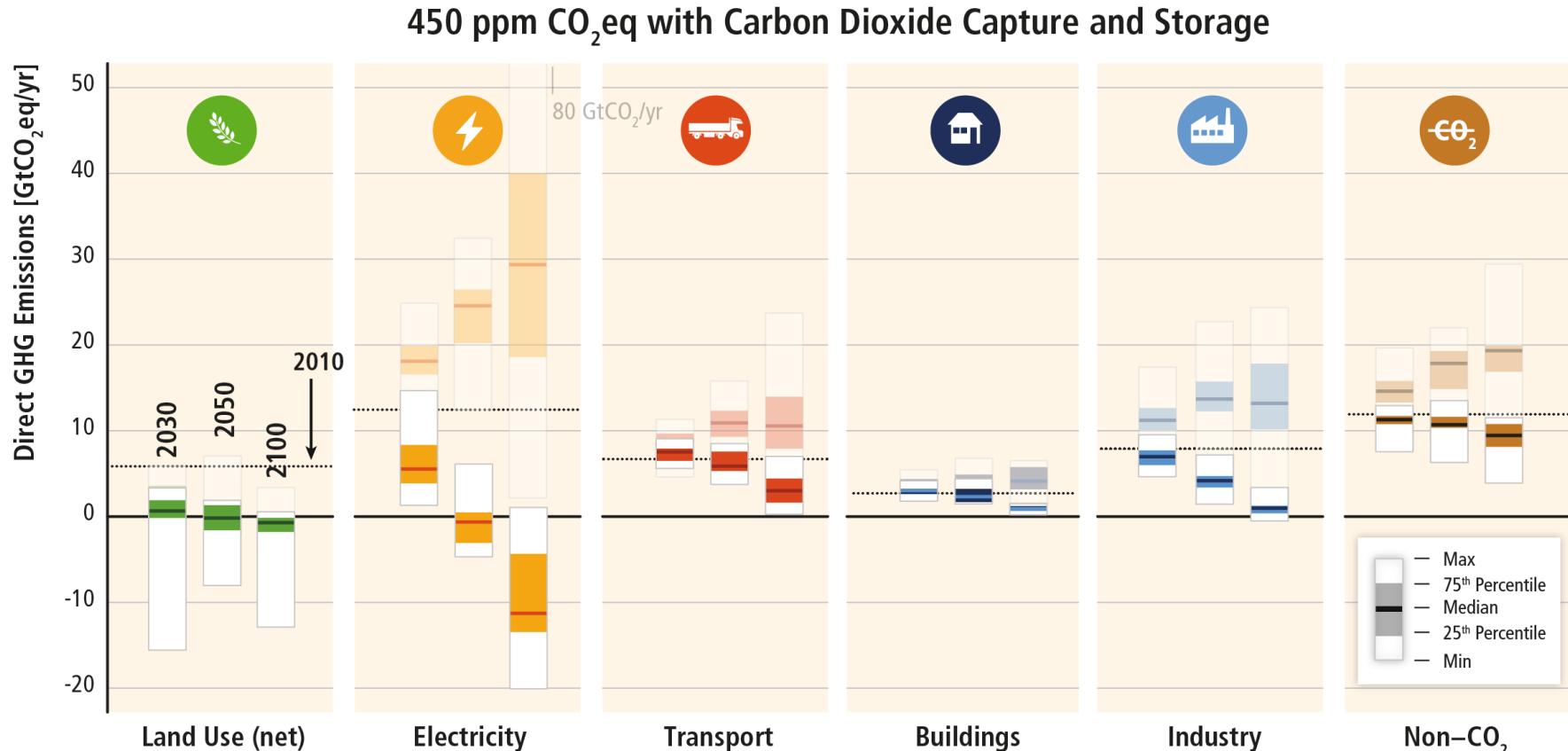
Nanjing



(Frolking et al., 2013)

# Mitigation requires changes throughout the economy. Systemic and cross-sectoral approaches are expected to be most effective.

## Mitigation efforts in one sector determine efforts in others



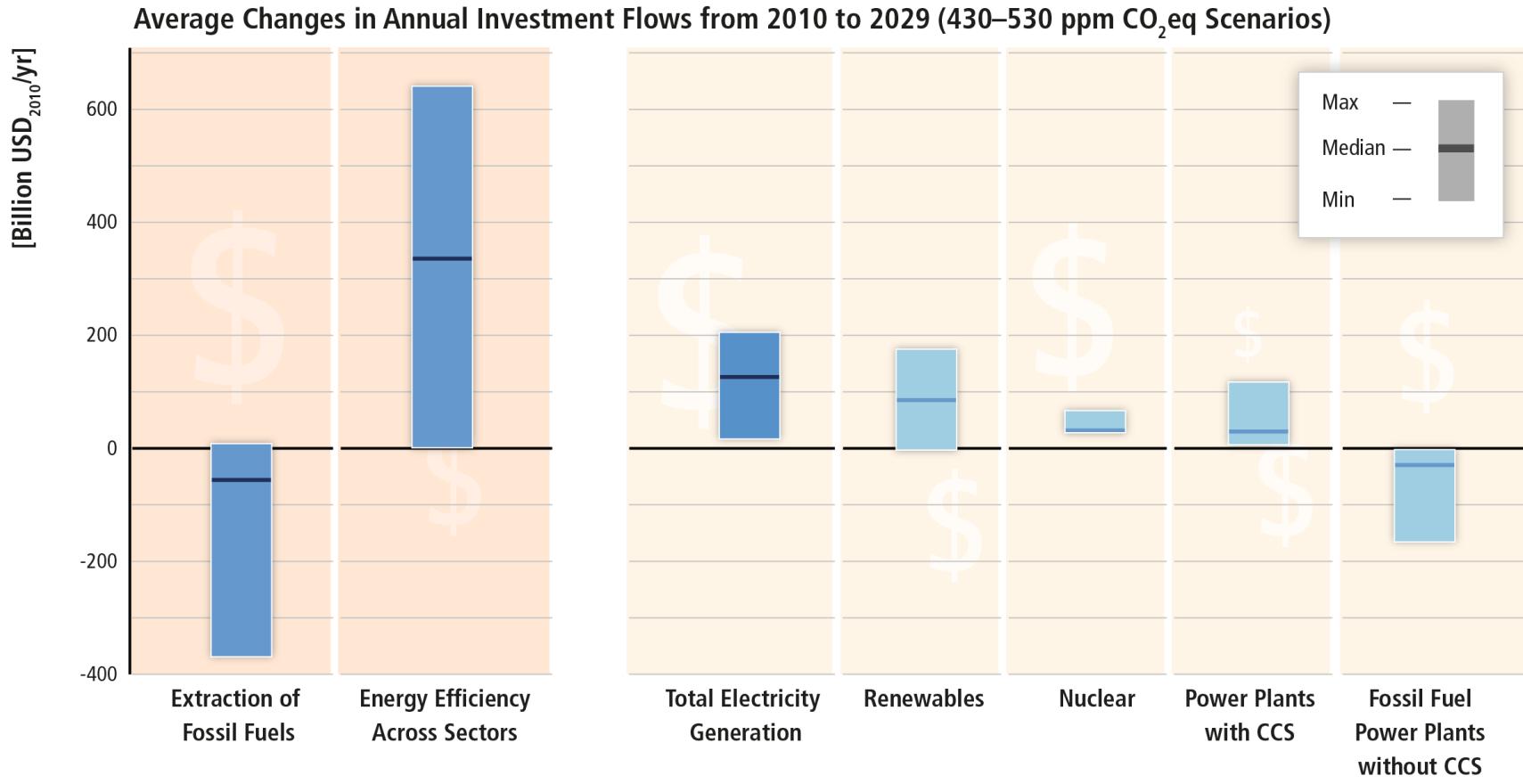
Based on Figure TS.17

## Gains in energy efficiency overshadowed by scale of urban expansion

A 25% decrease in energy required  
per tonne of concrete in China.

A 300% increase in annual CO<sub>2</sub> emissions due  
to concrete used in building construction.

# Substantial reductions in emissions would require large changes in investment patterns and appropriate policies



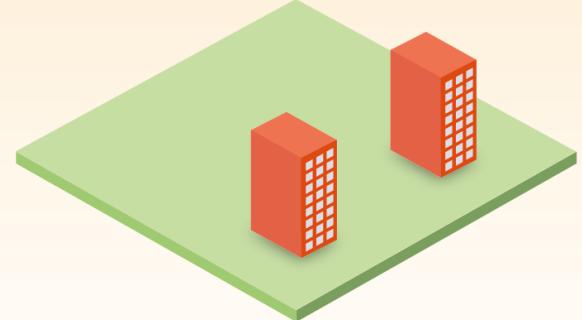
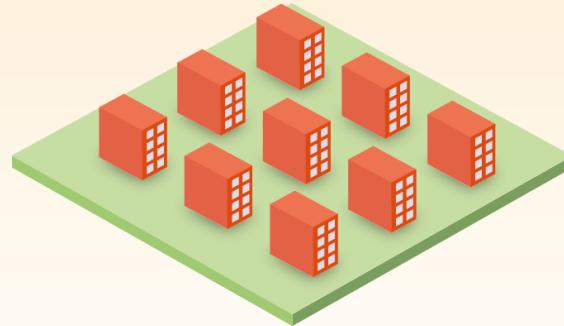
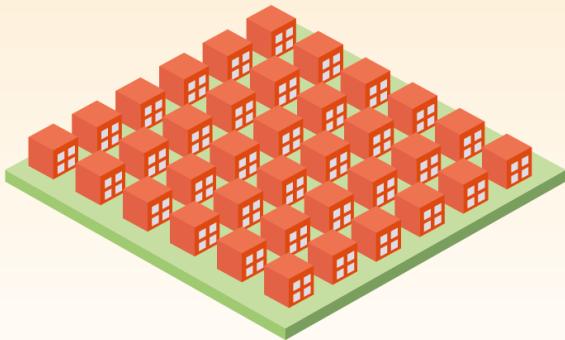
Based on Figure 16.3

# Accessibility is key factor to lower urban emissions

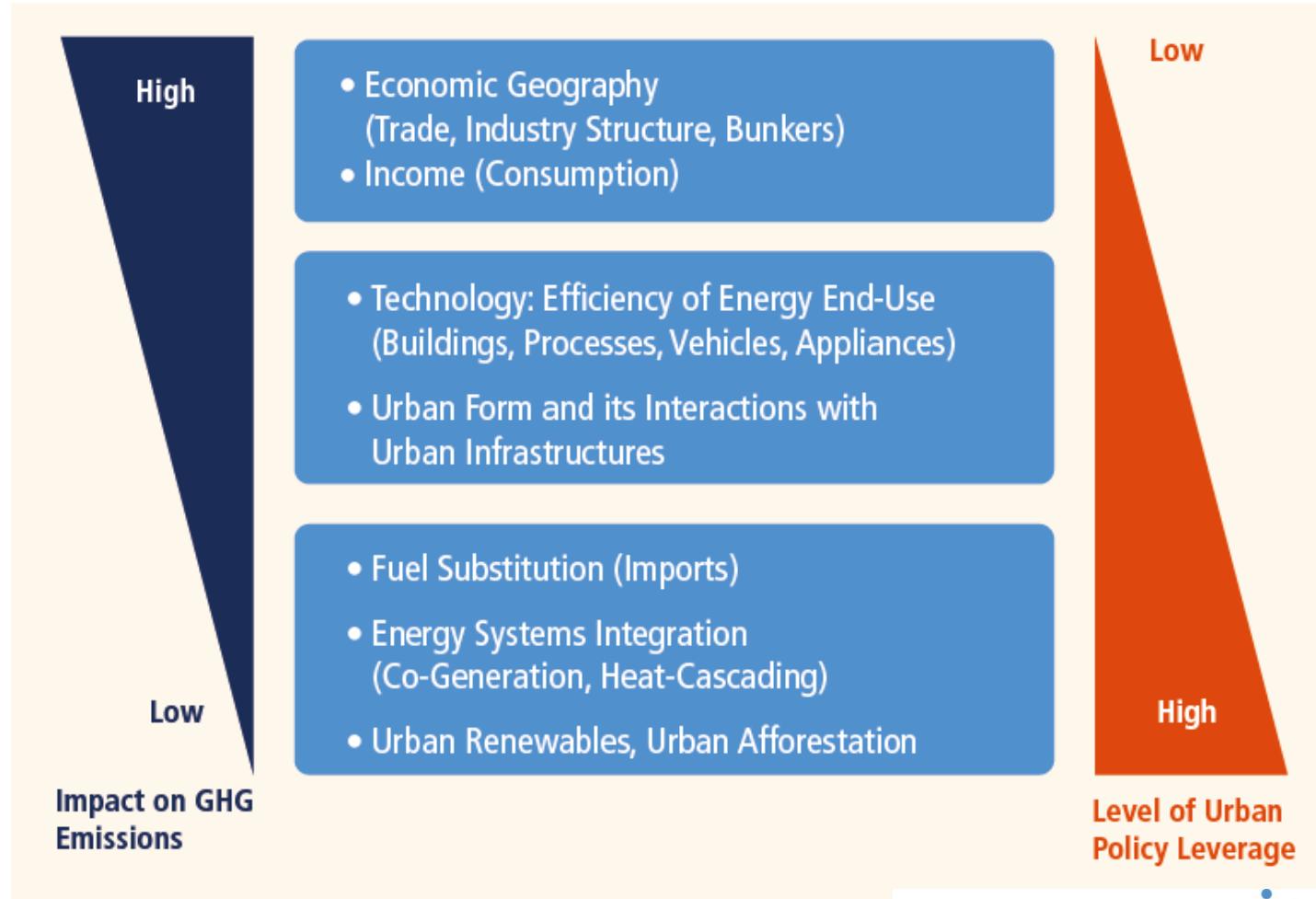
	VKT Elasticities	Metrics to Measure	CO-Variance With Density	Ranges	
				High Carbon	Low Carbon
Density	Population and Job	<ul style="list-style-type: none"> <li>- Household / Population</li> <li>- Building /Floor-Area Ratio</li> <li>- Job / Commercial</li> <li>- Block / Parcel</li> <li>- Dwelling Unit</li> </ul>	1.00		
	Residential				
	Household				
	Job				
	Population				
Land Use	Diversity and Entropy Index	<ul style="list-style-type: none"> <li>- Land Use Mix</li> <li>- Job Mix</li> <li>- Job-Housing Balance</li> <li>- Job-Population Balance</li> <li>- Retail Store Count</li> <li>- Walk Opportunities</li> </ul>	-		
	Land Use Mix				
					
Connectivity	Combined Design Metrics	<ul style="list-style-type: none"> <li>- Intersection Density</li> <li>- Proportion of Quadrilateral Blocks</li> <li>- Sidewalk Dimension</li> <li>- Street Density</li> </ul>	0.39		
	Intersection Density				
					
Accessibility	Regional Accessibility	<ul style="list-style-type: none"> <li>- Population Centrality</li> <li>- Distance to CBD</li> <li>- Job Accessibility by Auto and/or Transit</li> <li>- Accessibility to Shopping</li> </ul>	0.16		
	Distance to CBD				
	Job Access by Auto				
	Job Access by Transit				
	Road-Induced Access (Short-Run)				
	Road-Induced Access (Long-Run)				

-0.4 -0.2 0.0 0.2 0.4 0.6 0.8 1.0

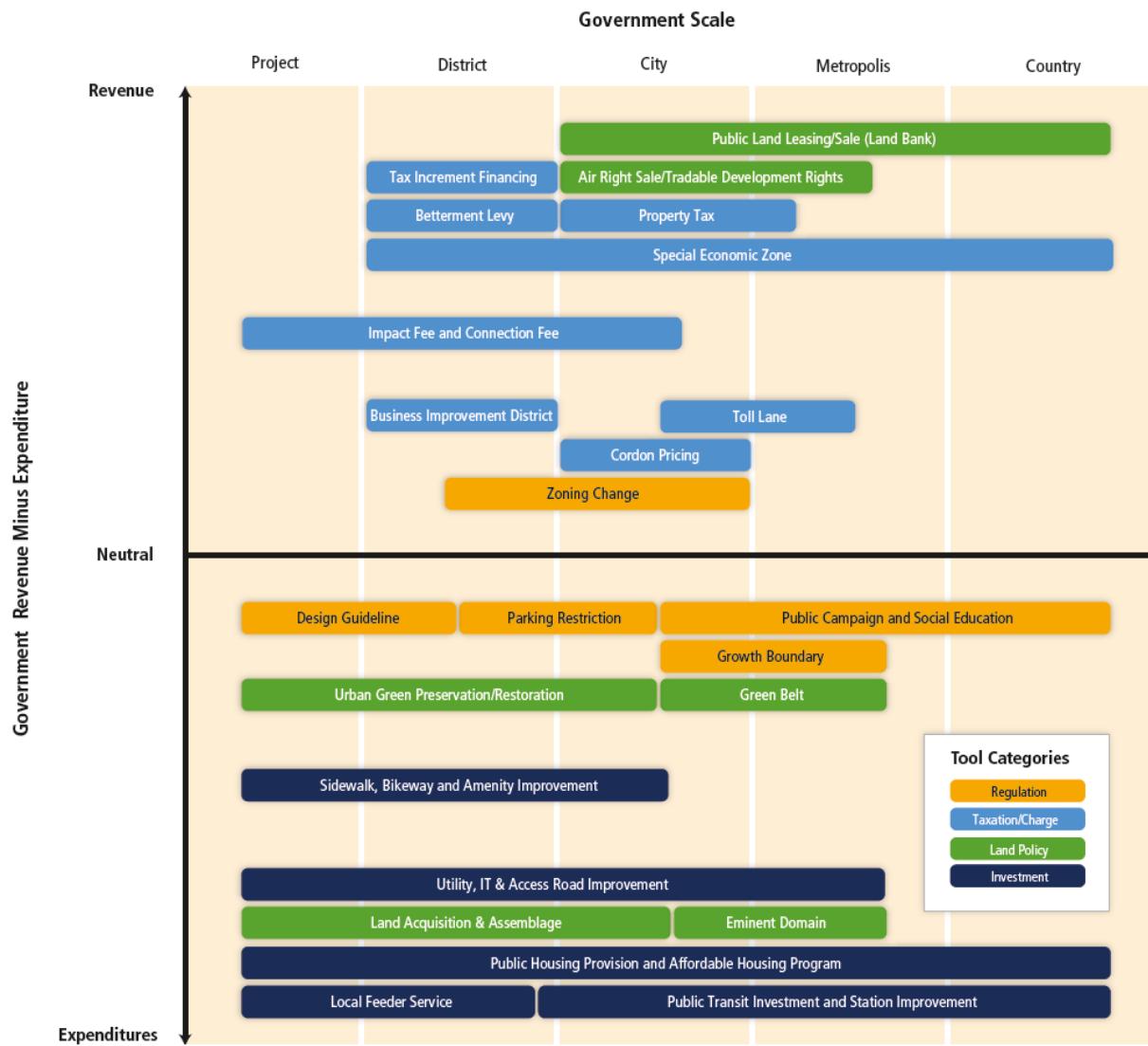
# Increasing urban density is a necessary but not sufficient condition for lowering urban emissions



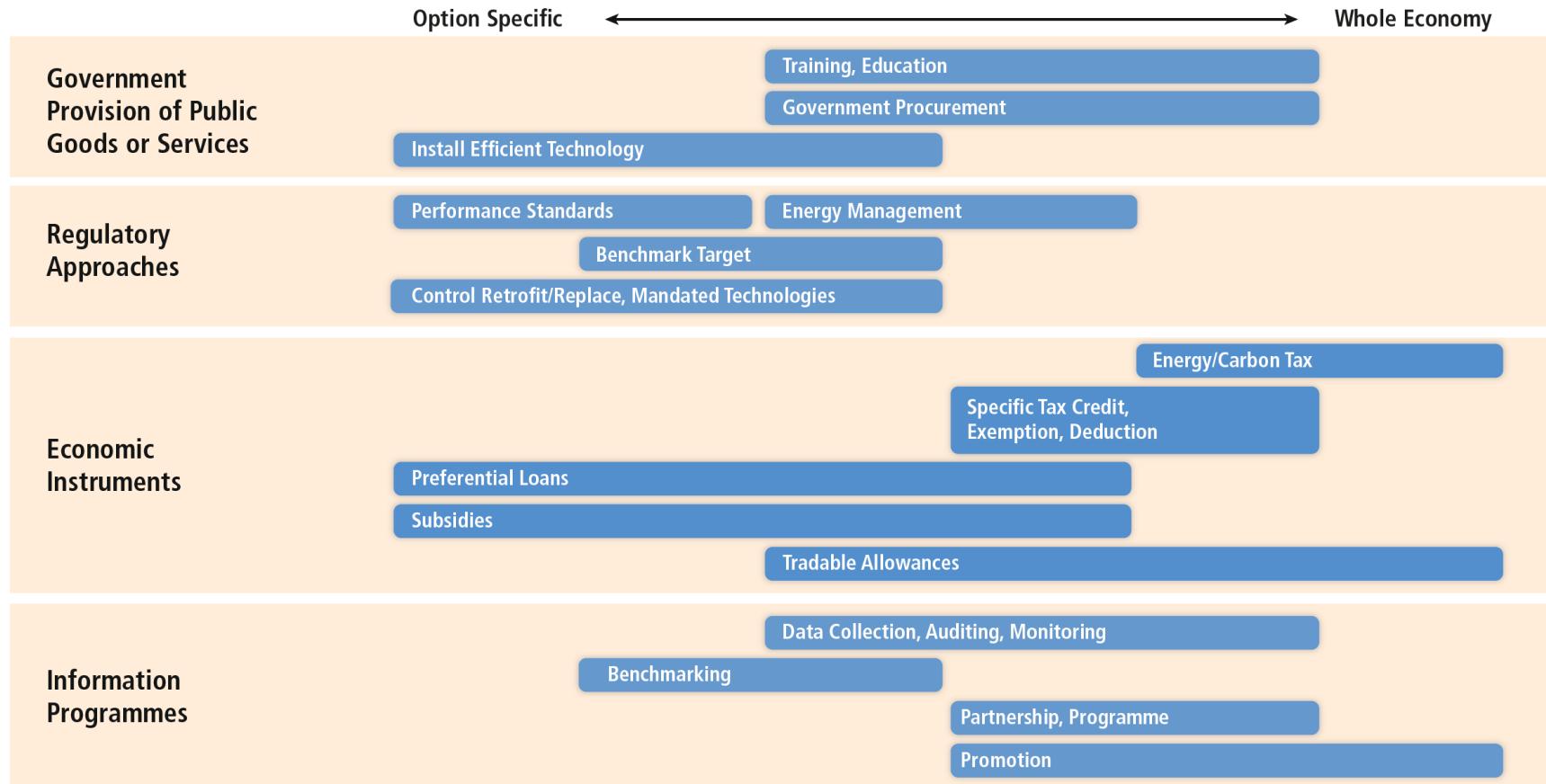
# Governance Paradox: Largest opportunities to GHG reduction may be in places where institutional and governance capacities are weakest



# Different spatial planning tools have different ability to raise revenue or require expenditures

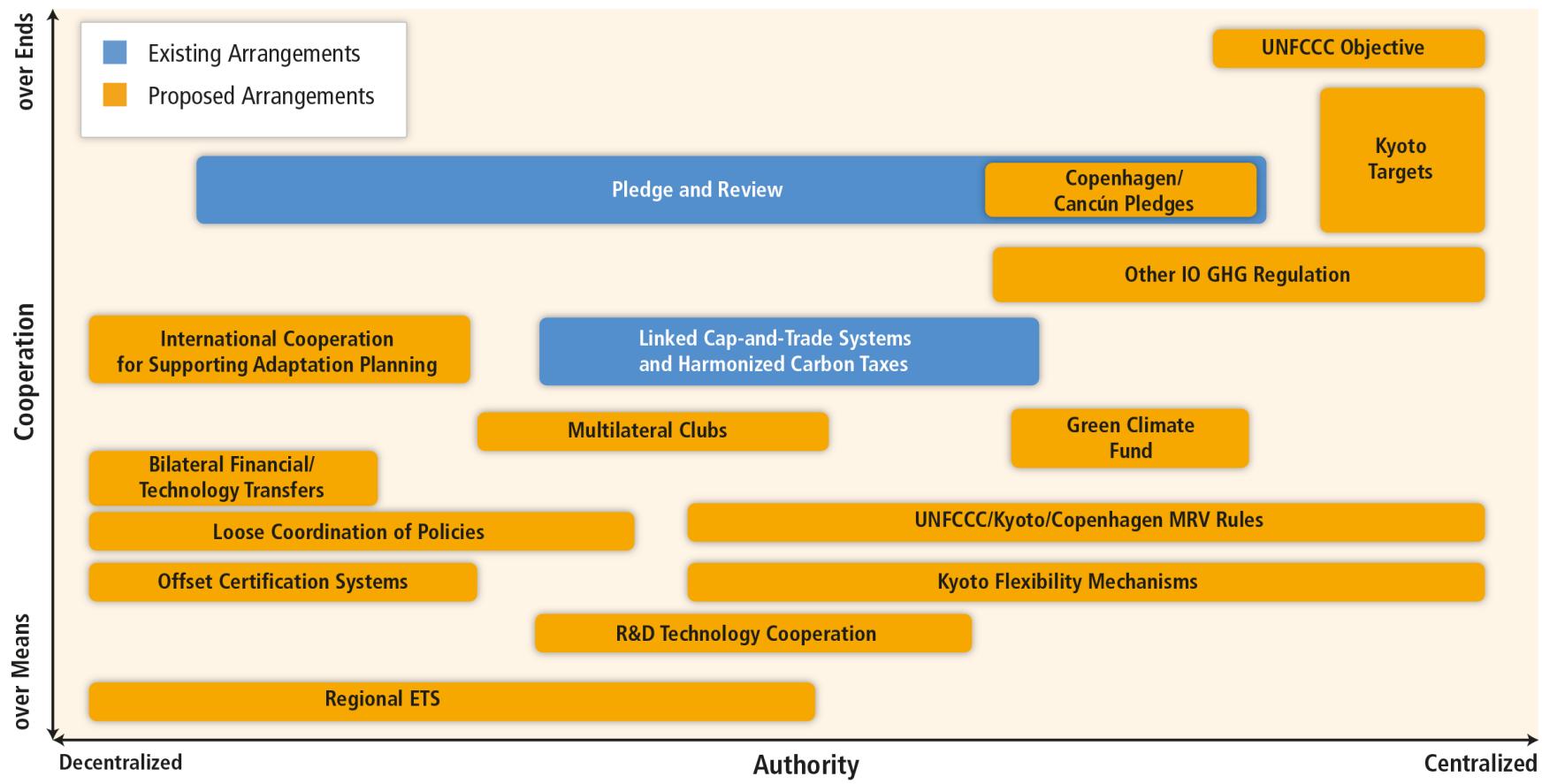


# Sector-specific policies have been more widely used than economy-wide policies



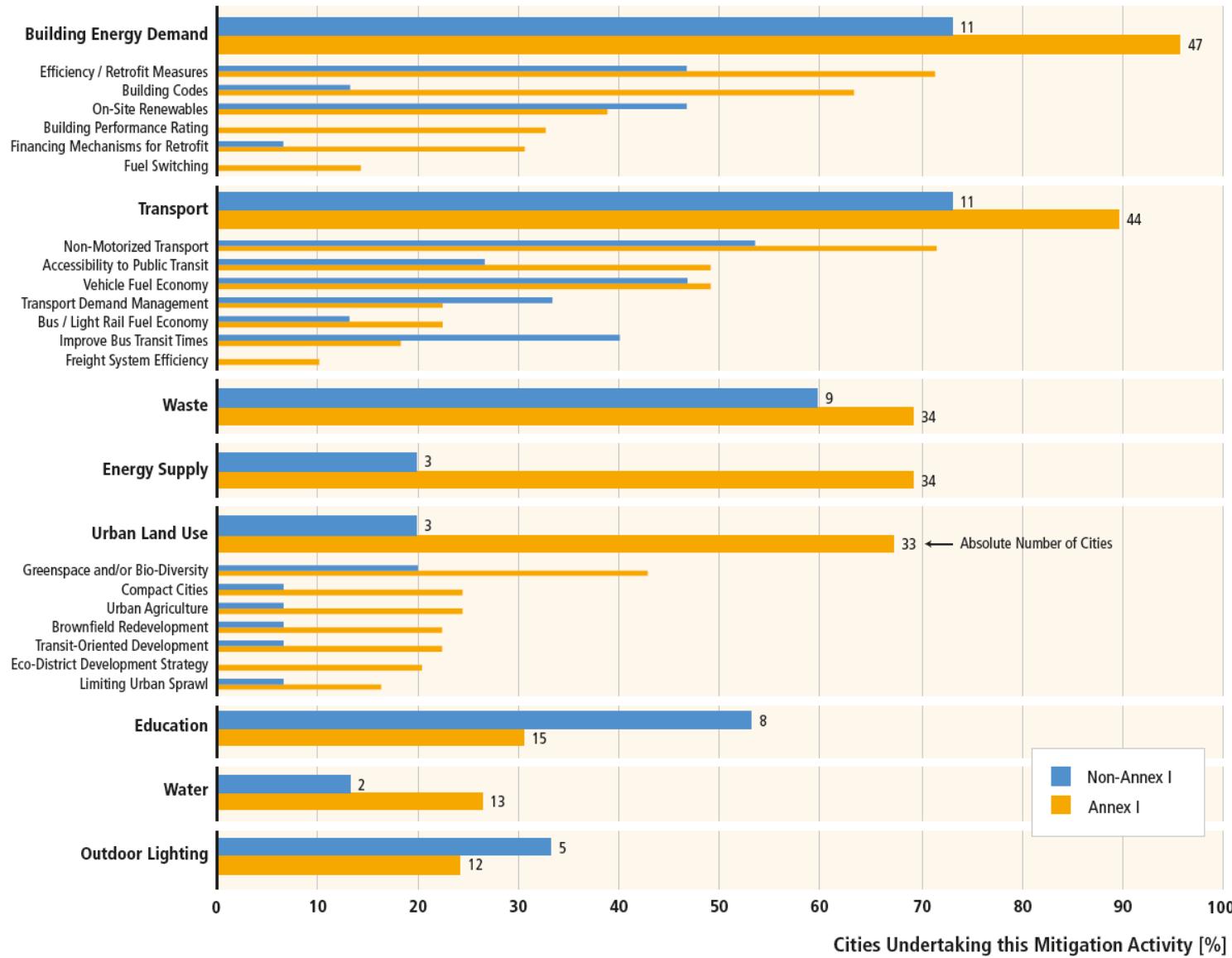
Based on Figure 10.15

# Effective mitigation will not be achieved if individual agents advance their own interests independently



Based on Figure 13.2

# Thousands of cities are undertaking climate action plans, but impacts on emissions are unclear, few take systems approach



# The importance of co-benefits as entry points to discuss mitigation or sustainability

Mitigation measures	Effect on additional objectives/concerns		
	Economic	Social (including health)	Environmental
Compact development and infrastructure	↑ Innovation and productivity <sup>1</sup>	↑ Health from physical activity <sup>3</sup>	↑ Preservation of open space <sup>4</sup>
	↑↑ Higher rents & residential property values <sup>2</sup>		
	↑ Efficient resource use and delivery <sup>5</sup>		
Increased accessibility	↑ Commute savings <sup>6</sup>	↑ Health from increased physical activity <sup>3</sup> ↑ Social interaction & mental health <sup>7</sup>	↑ Air quality and reduced ecosystem/health impacts <sup>8</sup>
	↑ Commute savings <sup>6</sup>	↑ Health from increased physical activity <sup>3</sup>	↑ Air quality and reduced ecosystem/health impacts <sup>8</sup>
Mixed land use	↑↑ Higher rents & residential property values <sup>2</sup>	↑ Social interaction and mental health <sup>7</sup>	

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