

26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich

Die Stadt von morgen – The City of Tomorrow

Hamburg and Chicago – a comparison

Challenges for the City of Tomorrow

June 26th 2014

Dr. Tobias Preising

Geschäftsstelle Netzwerk Erweiterter Wirtschaftsraum Hannover

time for pictures
TFP
tobias preising fotografie

Dr. Tobias Preising | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de

Tobias Preising

Dr.-Ing. (SRL)

seit 07/2013

Geschäftsstelle Netzwerk Erweiterter Wirtschaftsraum Hannover

2013

Promotion mit dem Thema „MetropolRegionalPlanung“

2008 -2012

Fachgebiet Stadtplanung und Regionalentwicklung, HCU Hamburg

2006 – 2008

Institut für Umweltplanung, Abteilung Landesplanung und
Raumforschung, Leibniz Universität Hannover

2005 – 2006

Assistenz bei der „Wirtschaftsförderung Region Starckenburg“, Darmstadt

1999 – 2005

Studium der Landschafts- und Freiraumplanung, Universität Hannover

26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich



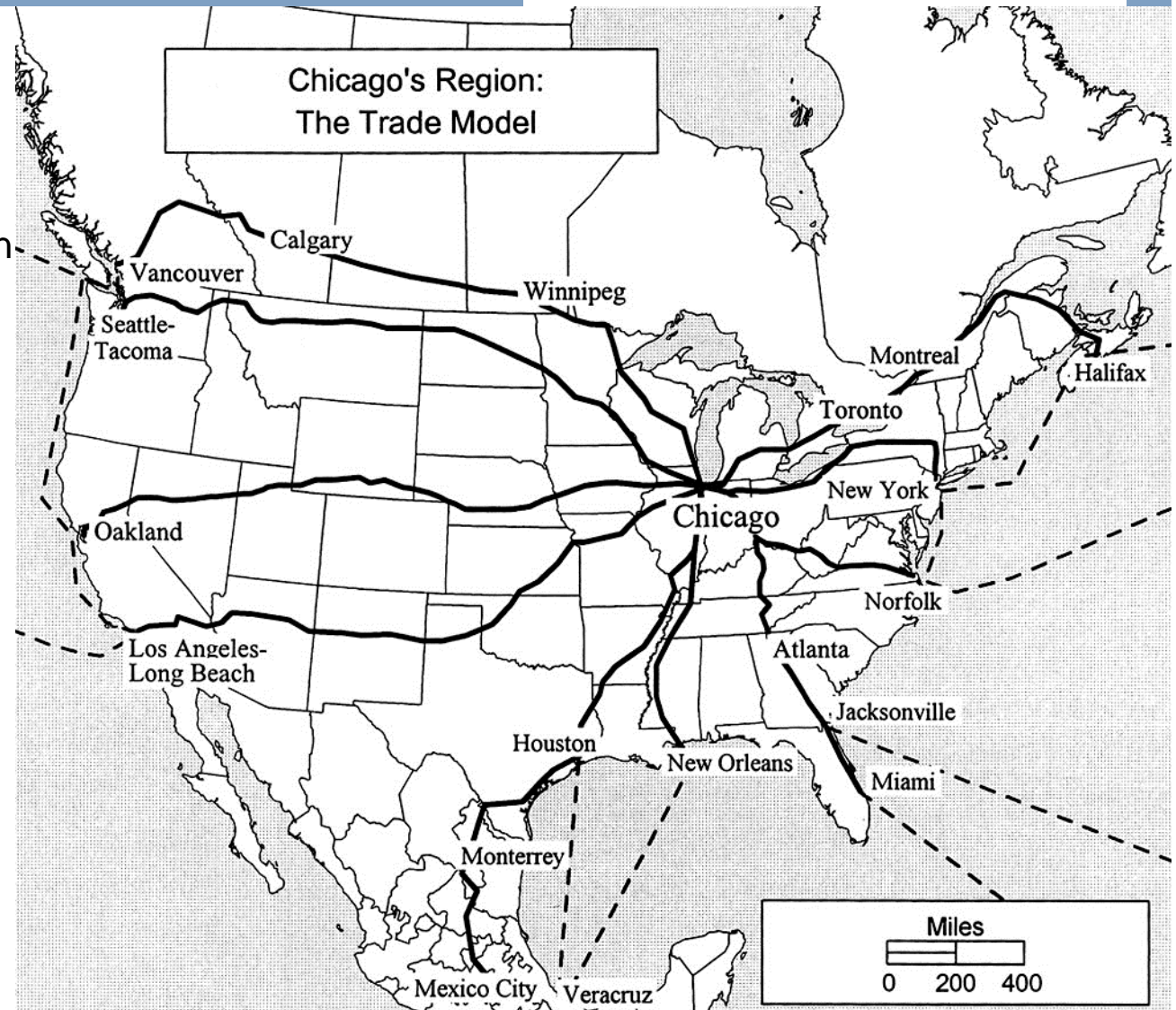
REGIONAL DEVELOPMENT in the Chicago Region

- The Burnham-Legacy -

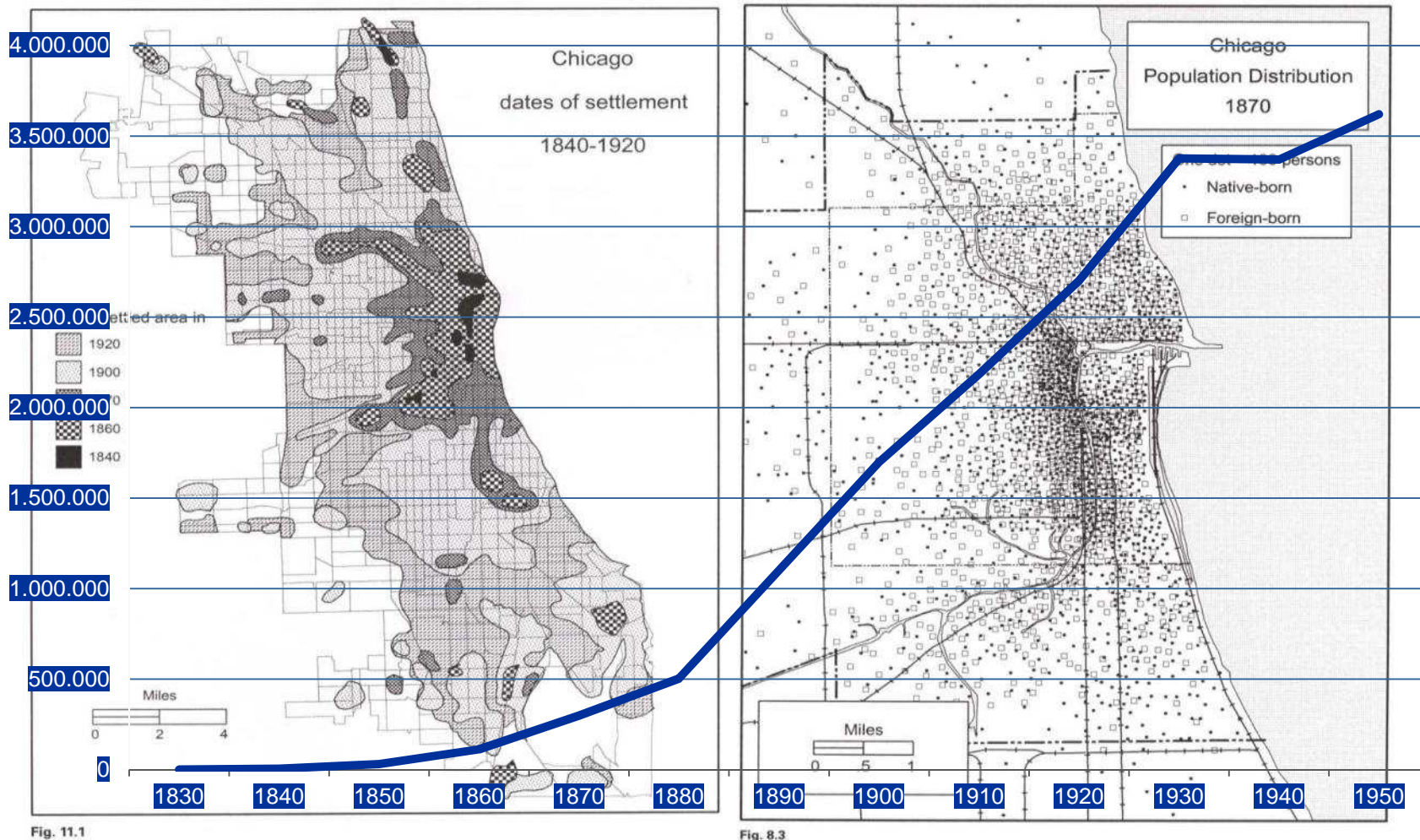
Dr. Tobias Preisung | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de

Chicago

- located at Lake Michigan
- first settlements in 1779
- founded in 1837
- trading point

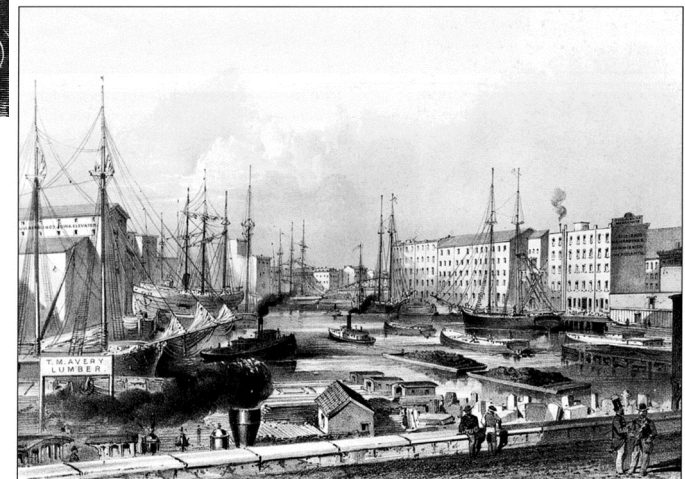
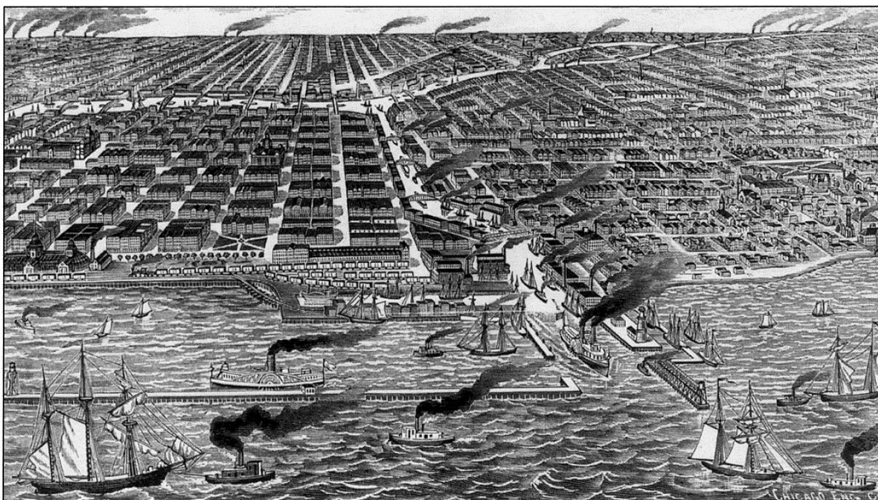
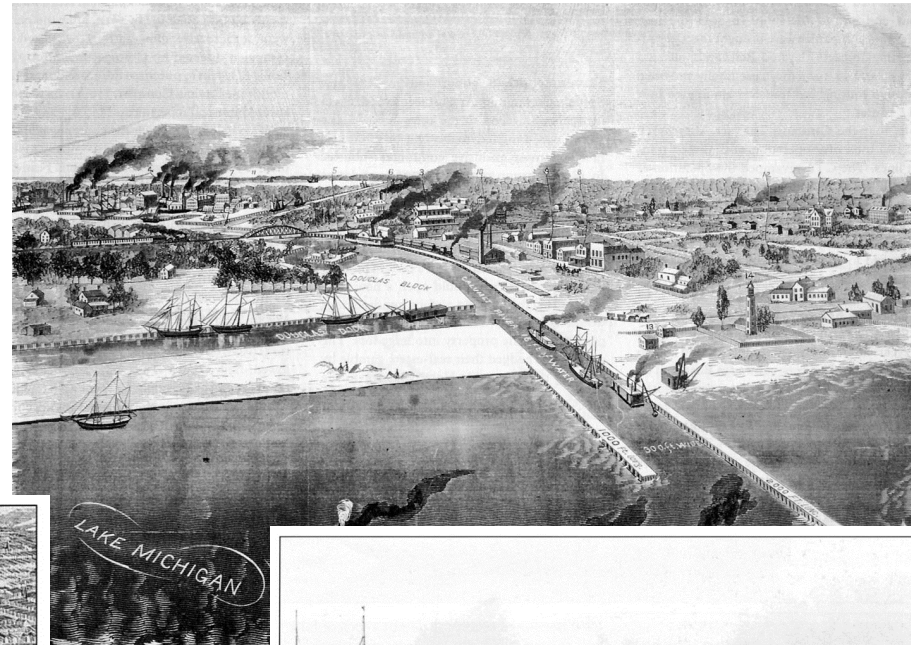


„fastest growing city ever“



26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow Hamburg und Chicago – ein Vergleich



The Port of Chicago reached its peak of activity and importance during the 1870s and 1880s. This bird's-eye view captures the heavy volume of sailing ship traffic and the key role of the tugboats bringing them into and out of the river harbor. (Courtesy of the Chicago Historical Society.)

The busy South Branch of the Chicago River often resembled a forest of masts. Canal boats and barges from the Illinois and Michigan Canal added to the congestion. During the 1880s, the Port of Chicago would handle 20,000 ship clearances annually. (Courtesy of the Chicago Historical Society.)

Dr. Tobias Preising | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de

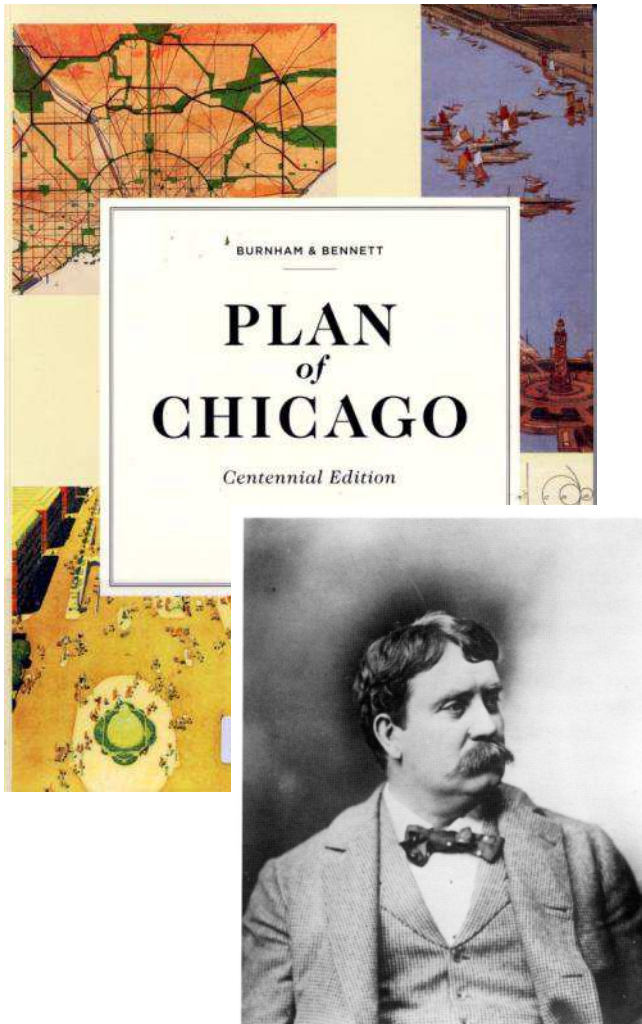


Fig. 1
Photograph of Daniel Burnham (1846-1912).

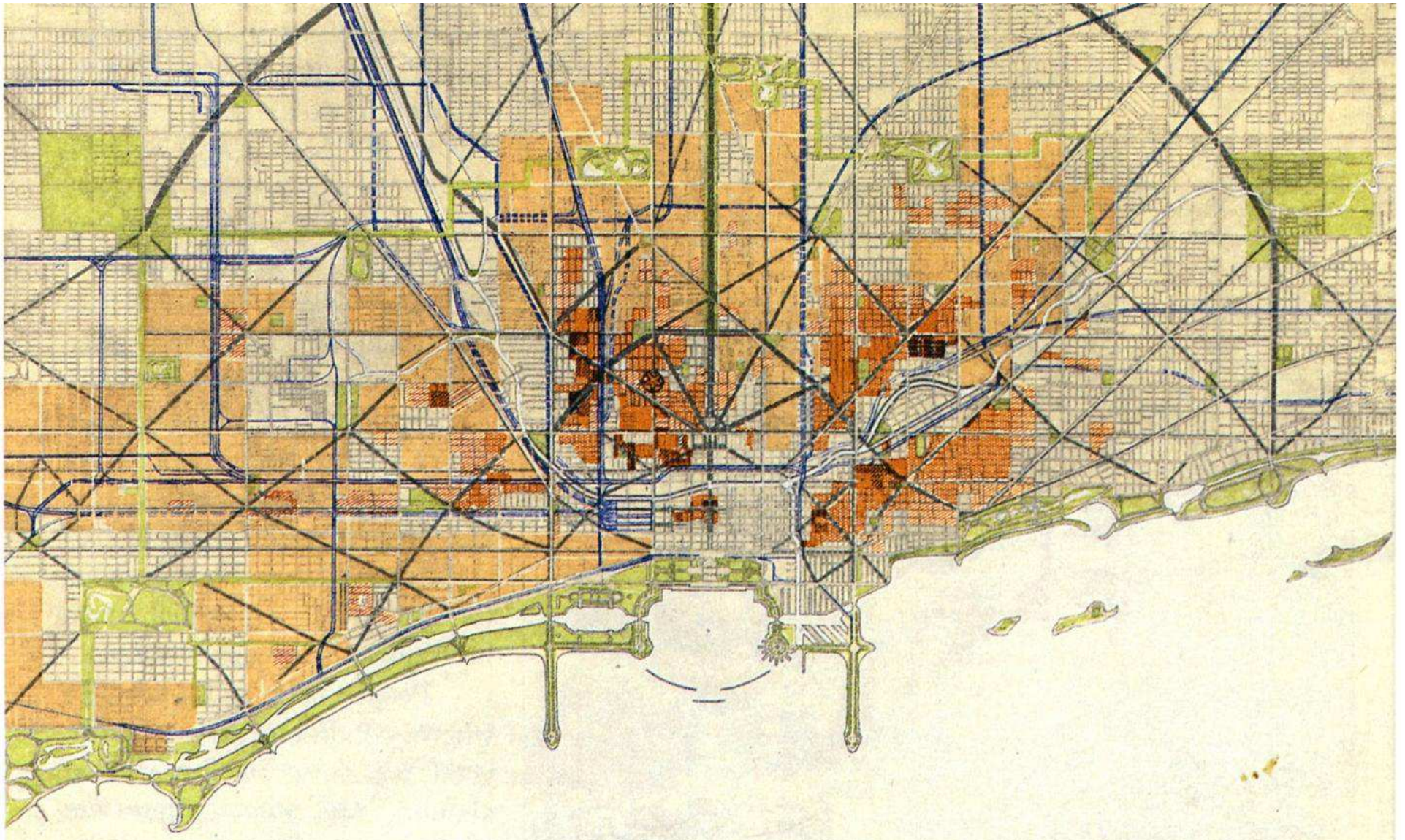
The Plan of Chicago 1909

- Initiative of the Commercial Club of Chicago
→ „mapping out an ideal for the physical development of the city“
- costs 80.000 \$
- 30 months of work
- published: July 4th 1909

26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich

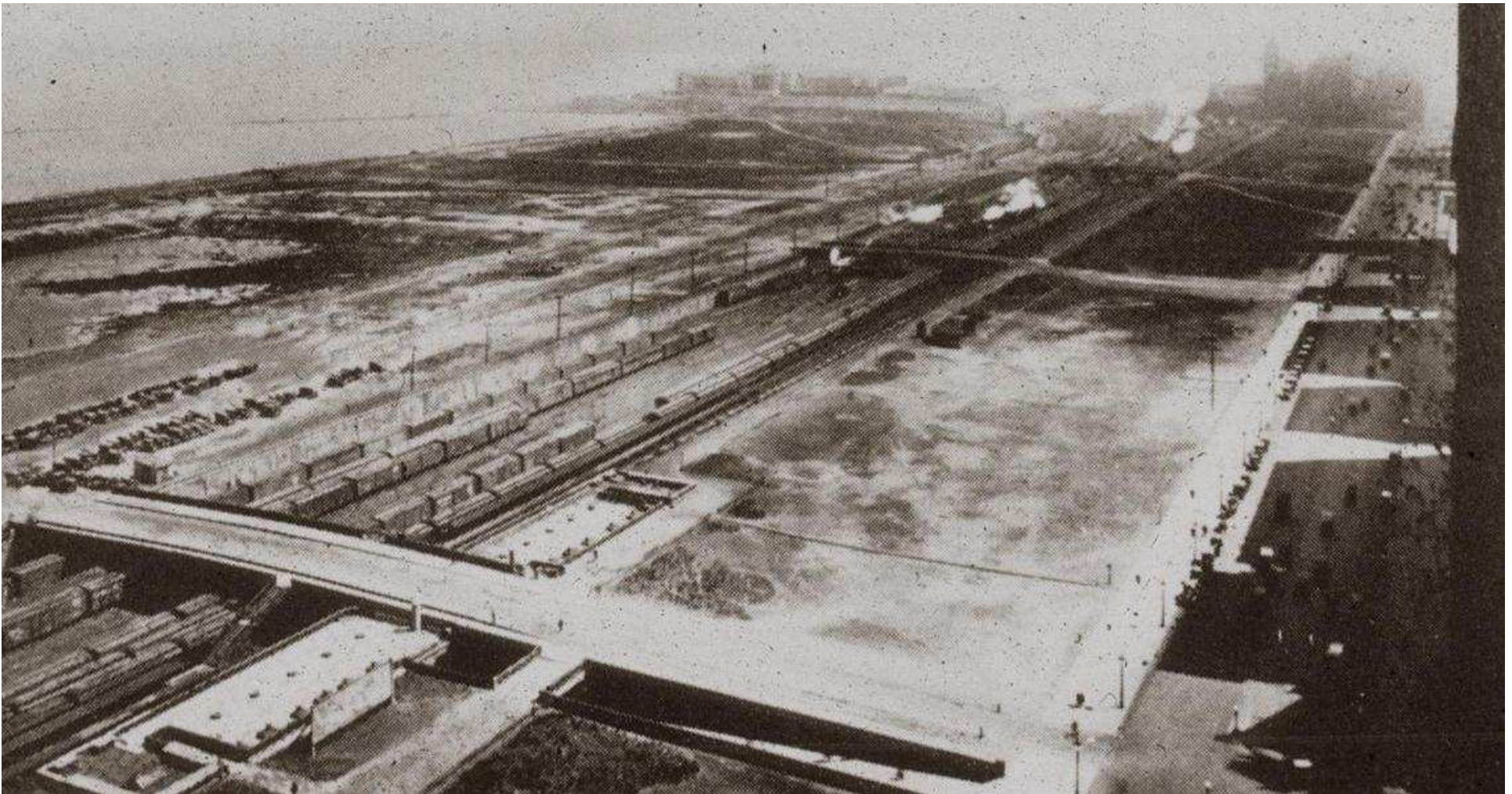
„The Chicago Plan is out and has caused a sensation“ (Daniel Burnham)



26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich

before: brownfield & railroad

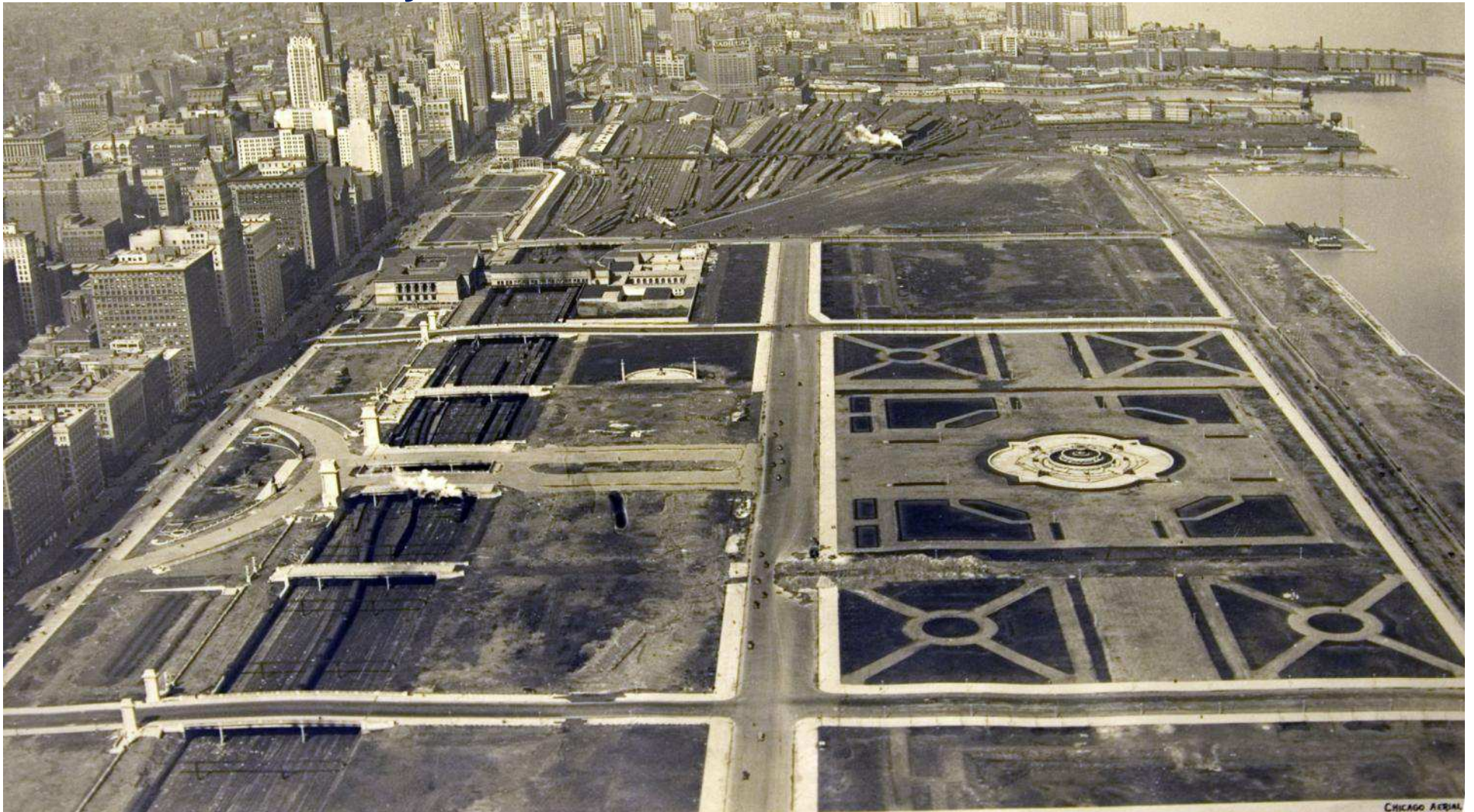


Dr. Tobias Preising | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de

26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich

the Grand Park by D. Burnham



Dr. Tobias Preisung | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de

26.06.2014 | Konferenz

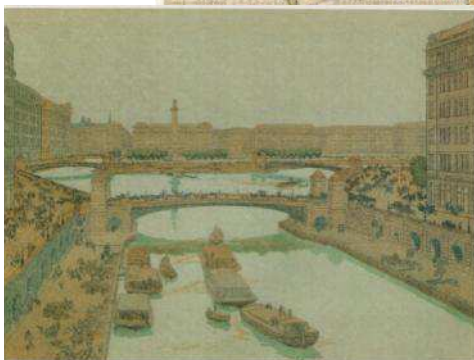
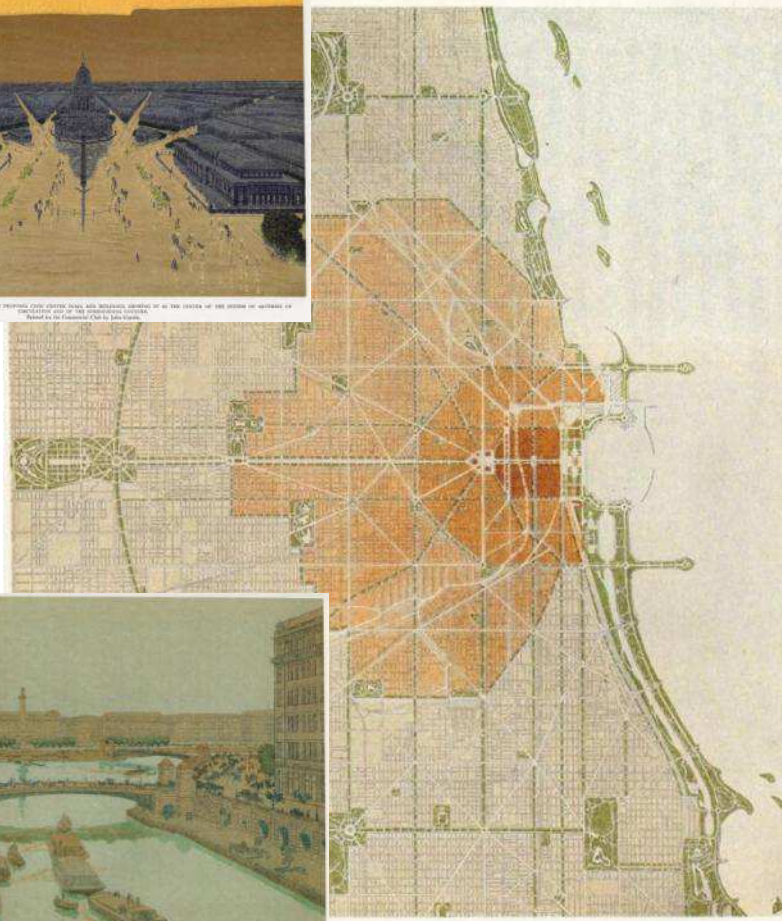
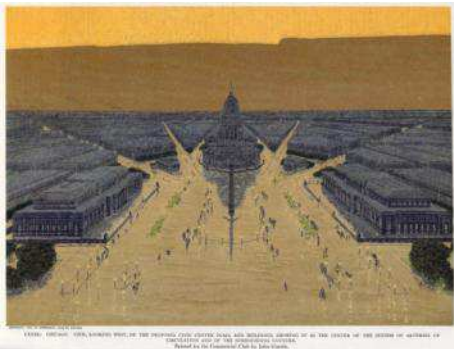
Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich

today: Millennium Park



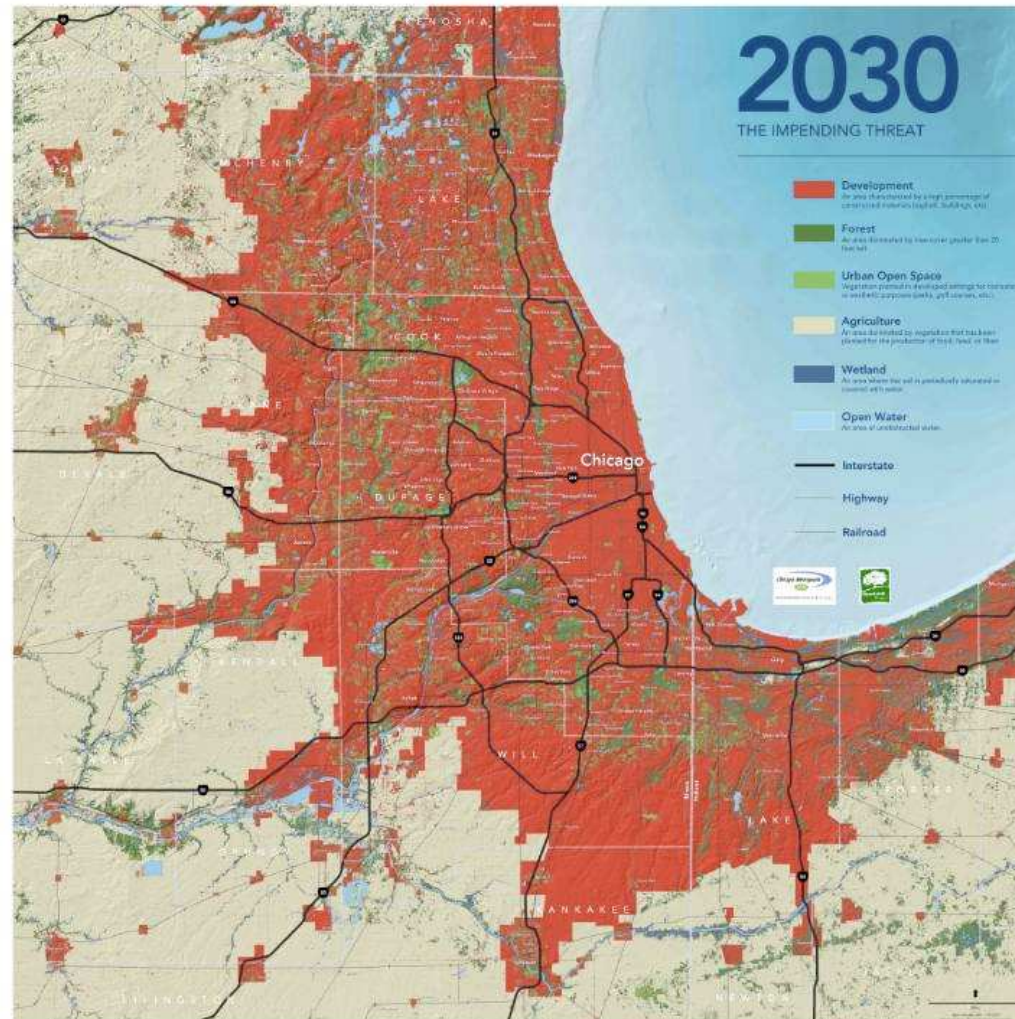
Dr. Tobias Preisung | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de

Make no little plans... Daniel Burnham, Plan of Chicago 1909

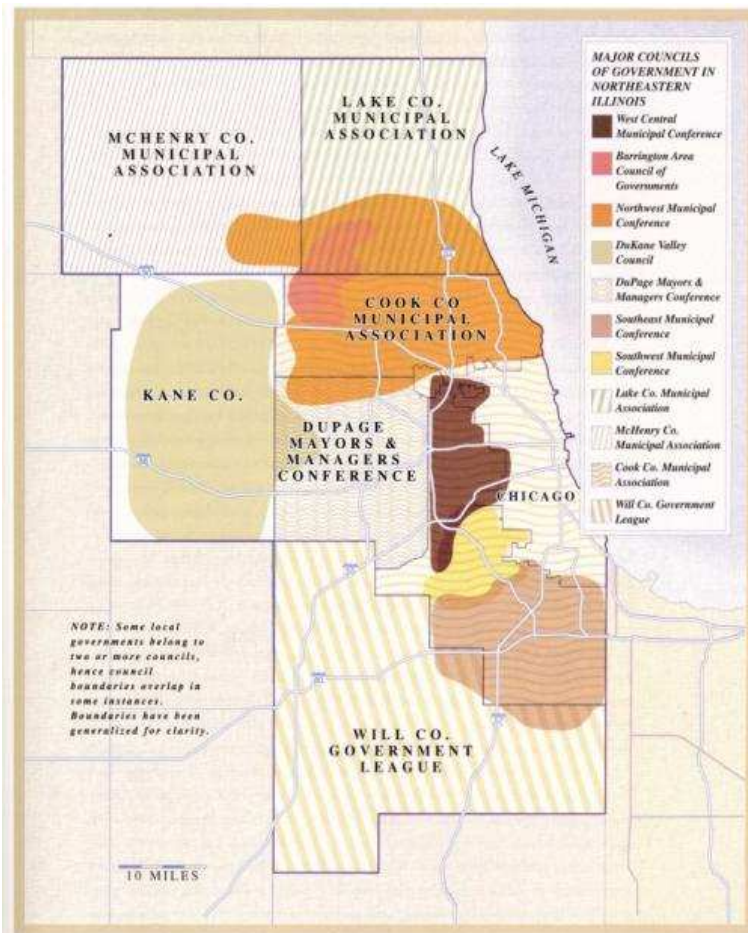


- immense growth of the city (twice of population in 10 years)
- goal: improvement of economic conditions
- 1st city-regional plan of the U.S.
- Vision of the future city – economic, ecological & social
- „the waterfront belongs to the people“
- still inspiration for planning in Chicago and other cities

Chicago is still growing....



Chicago Metropolitan Agency for Planning (CMAP)



- est. 2005
- land use & transportation
- 3rd biggest metropolitan region in the U.S.
 - 7 Counties
 - 284 communities
 - 1.400 units
- 2010: 8.5 Mio.
- 2040: 11 Mio.



The Chicago 2040 regional framework map

Centers

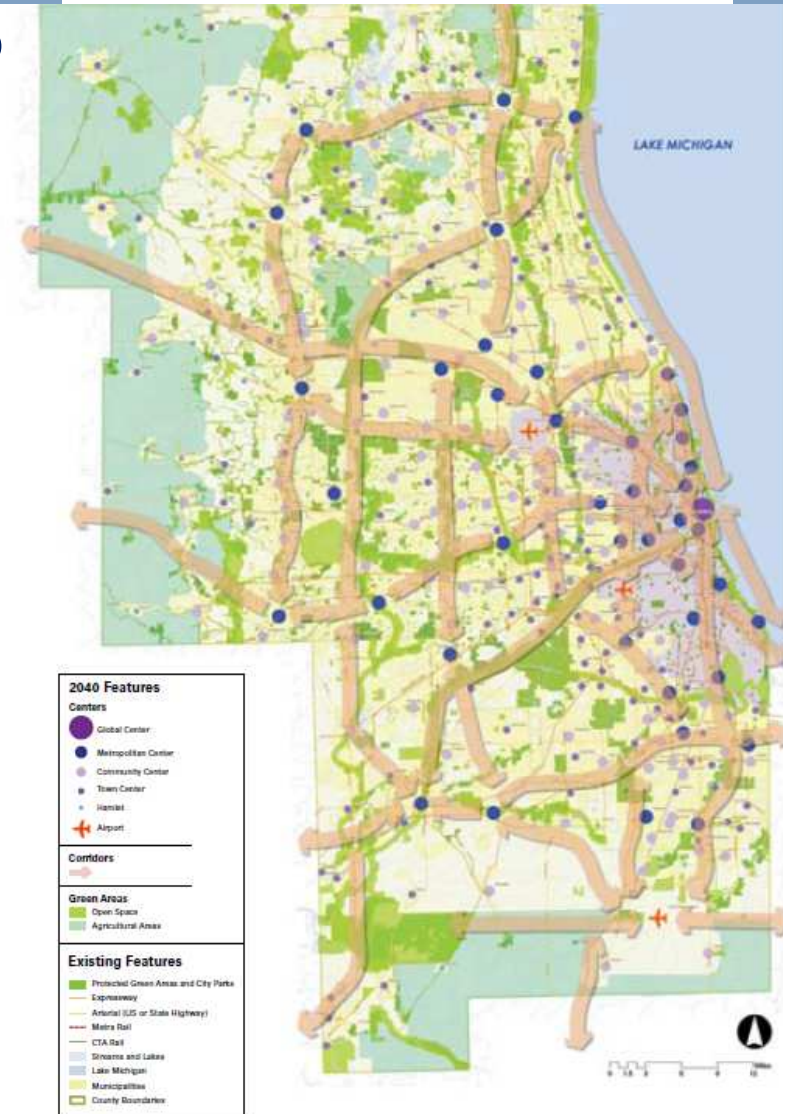
Centers come in different sizes, from Metropolitan Centers to Hamlets. They are generally defined as compact, mixed-use, livable, inclusive and economically vibrant places interconnected by multiple modes of transportation.

Corridors

The *2040 Plan* defines a system of transportation corridors and supportive land uses meant to connect the region's centers and improve residents' quality of life by making it easier to get around our communities.

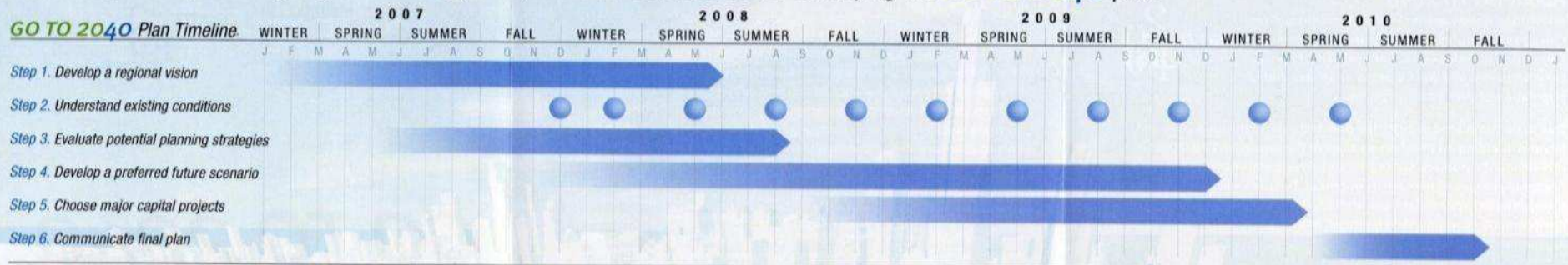
Green Areas

From small parks and streams to large prairies and lakes, green areas are valuable, biodiverse resources that include agricultural land, open space, water resources and greenways. They can connect communities and provide for the health and well-being of citizens.



Die Stadt von morgen – The City of Tomorrow Hamburg und Chicago – ein Vergleich

The Chicago Metropolitan Agency for Planning (CMAP) has a six-step process for developing the **GO TO 2040** plan.



Step 1: Develop a regional vision
The regional vision describes how the region should look in 2040, building on results from prior plans and extensive public input. It is an illustrated document that describes our region's aspirations for the future. The vision describes our desired future environment, economy, social systems, and governance structures, and it will guide the recommendations of the plan. From fall 2007 through spring 2008, residents helped to write the vision through surveys and public meetings.



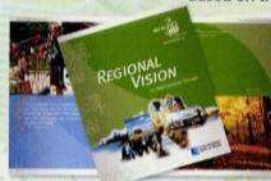
The CMAP region

Step 2: Understand existing conditions
CMAP is producing a series of Regional Snapshot reports on complex planning topics that need to be addressed in the plan, such as sustainability, jobs-housing balance, and infill redevelopment. These reports help gauge the region's current status on these issues, with recommendations about how they might be addressed in the **GO TO 2040** plan. Snapshot reports are released at the rate of approximately one per quarter and are available for free download at www.GOTO2040.org.



Launch of visioning

Step 3: Evaluate potential planning strategies
In addition to describing our desired future and understanding our current conditions, CMAP is evaluating different planning strategies for implementing the regional vision. The evaluation process will help us to understand which planning strategies are most effective at meeting regional goals. Dozens of interactive papers on the results of our strategy research are being posted at www.GOTO2040.org.



Regional Vision approved by the CMAP board

Step 4: Develop a preferred future scenario
CMAP created several alternative future scenarios for the region's development, each combining a number of planning strategies and each having various implications for quality of life. In summer 2009, as part of the Burnham Plan centennial celebration (www.burnhamplan100.org), CMAP conducted an extensive "Invent the Future" phase of public input. In 57 workshops across the region, on the web at www.GOTO2040.org, via multimedia kiosks, and at community fairs and festivals, residents created their own alternative future scenarios. Based on that public feedback and on quantitative analysis to gauge the effects of each scenario on traffic, public health, the environment, the economy, and many other "regional indicators," CMAP will identify one preferred scenario that best reflects the region's desired future. The CMAP Board will vote on endorsement of the preferred scenario in early 2010.

Step 5: Choose major capital projects
Once the preferred scenario has been identified, major capital projects will be considered for inclusion in the plan, based on how well they implement the regional vision. These will include large transportation projects such as rail extensions or highway expansions. The evaluation process began in fall 2009 and will conclude in spring 2010.



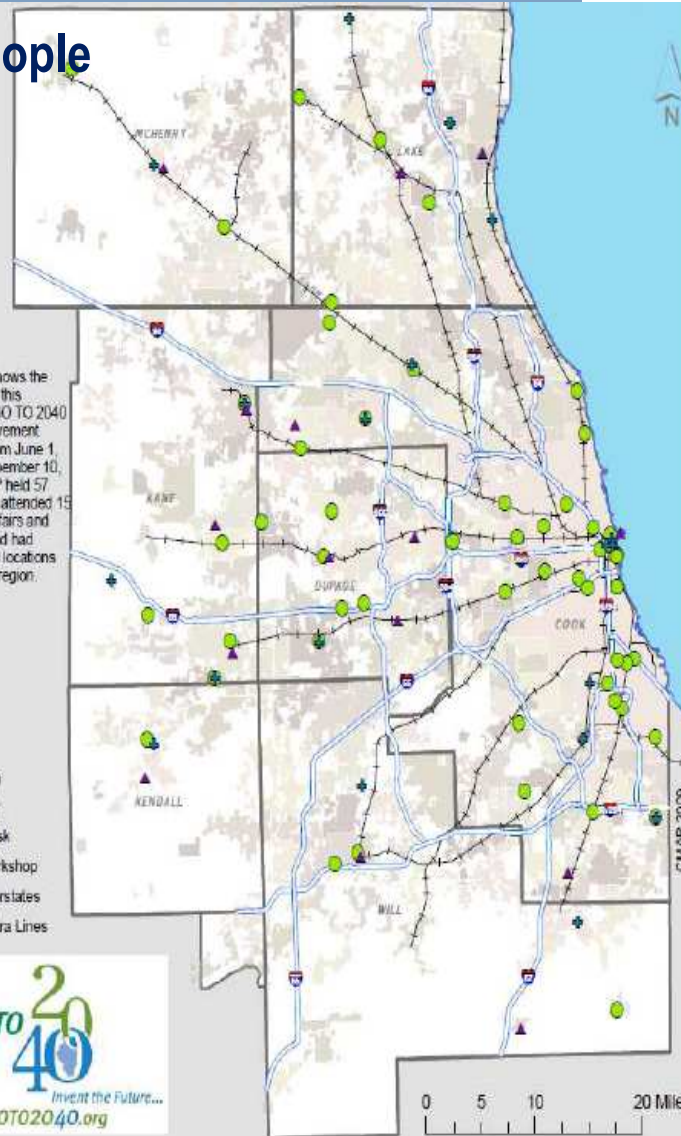
Invent the Future workshops and scenarios

Scenario visualizations



Step 6: Communicate the plan
The final step in is to communicate the plan's recommendations to our planning partners and the public, launching the implementation of **GO TO 2040**. The comprehensive regional plan will include recommendations for policies, strategies, and investments in land use and transportation, as well as economic development, environment, housing, and human services. CMAP plays an advisory role in most of these areas, meaning that many of the plan's recommendations will be directed to local governments, state agencies, or other groups. The plan will prioritize recommended actions, however, providing clear guidance to these groups. The draft plan will be issued for public comment in spring 2010. Implementation will begin immediately after the completed plan goes to the CMAP Board for approval in October 2010.

Invent the Future - by the people



This map shows the locations of this summer's GO TO 2040 public involvement events. From June 1, 2009 to September 10, 2009 CMAP held 57 workshops, attended 15 community fairs and festivals, and had kiosks in 19 locations around the region.

- Outreach
- ▲ Fair
 - ◆ Kiosk
 - Workshop
 - Interstates
 - Metra Lines



GO TO 2040 Public Engagement

Over 50 workshops with 1,400 attendees...

2,800 surveys collected at fairs and festivals...

10,000 visitors to website...

...and 20,000 introduced to regional planning through kiosks.



- GoTo 2040**
- land use & housing
 - water & energy resources
 - parks & open space
 - sustainable local food
 - education & workforce development
 - economic innovation
 - state & local tax policy
 - access to information
 - transportation & public transport
 - freight network

While our economy has long been the envy of other metropolitan regions, we cannot take it for granted.

To achieve sustainable prosperity, our seven-county region needs to implement an aggressive but nuanced comprehensive plan that strategically aligns public policies and investments.

→ **Update in 2014**

26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich



REGIONAL DEVELOPMENT

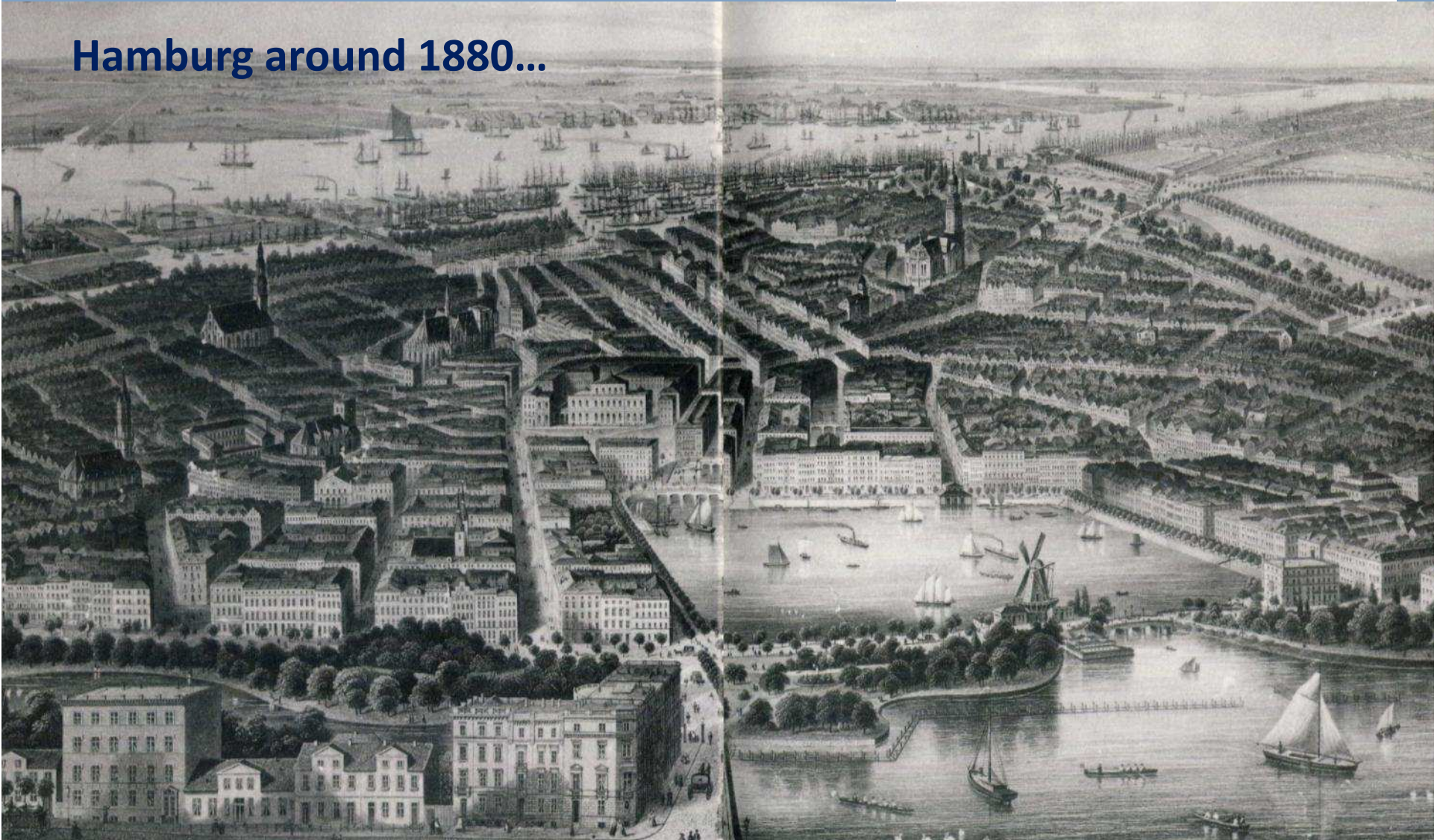
**in the Hamburg Metropolitan
Region**

- On the banks of the river Elbe -

26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich

Hamburg around 1880...

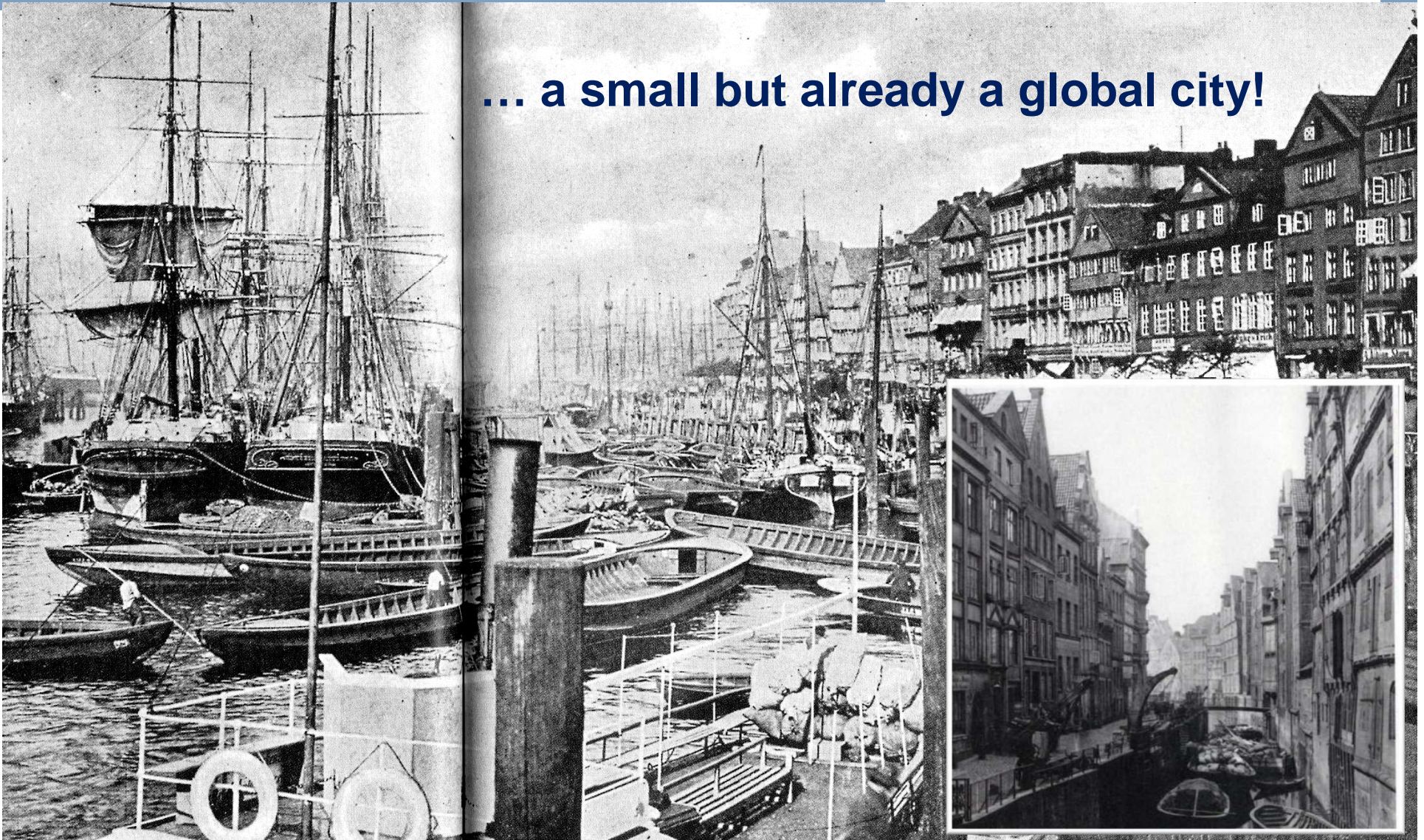


Dr. Tobias Preisung | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de

26.06.2014 | Konferenz

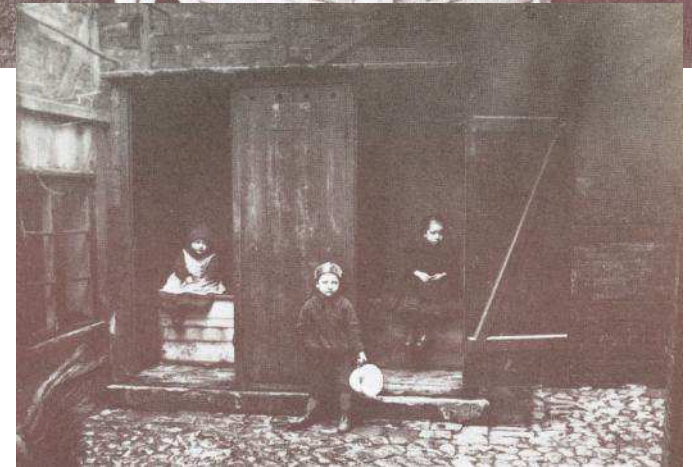
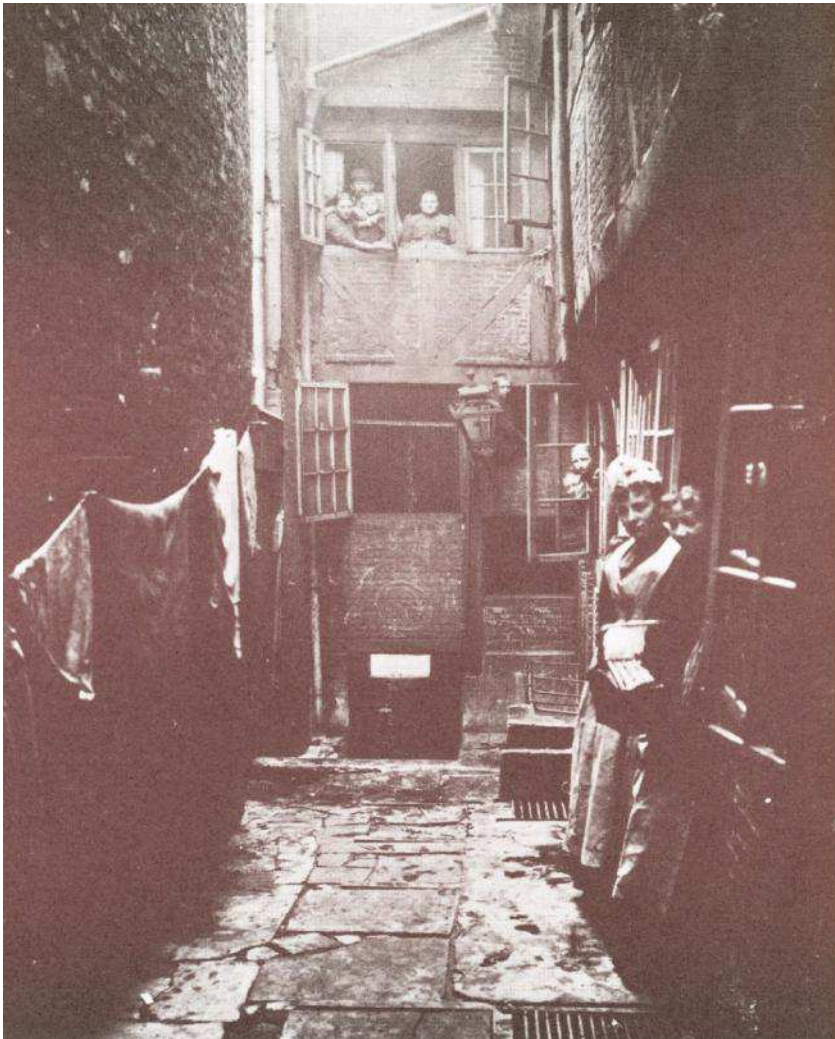
Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich

... a small but already a global city!

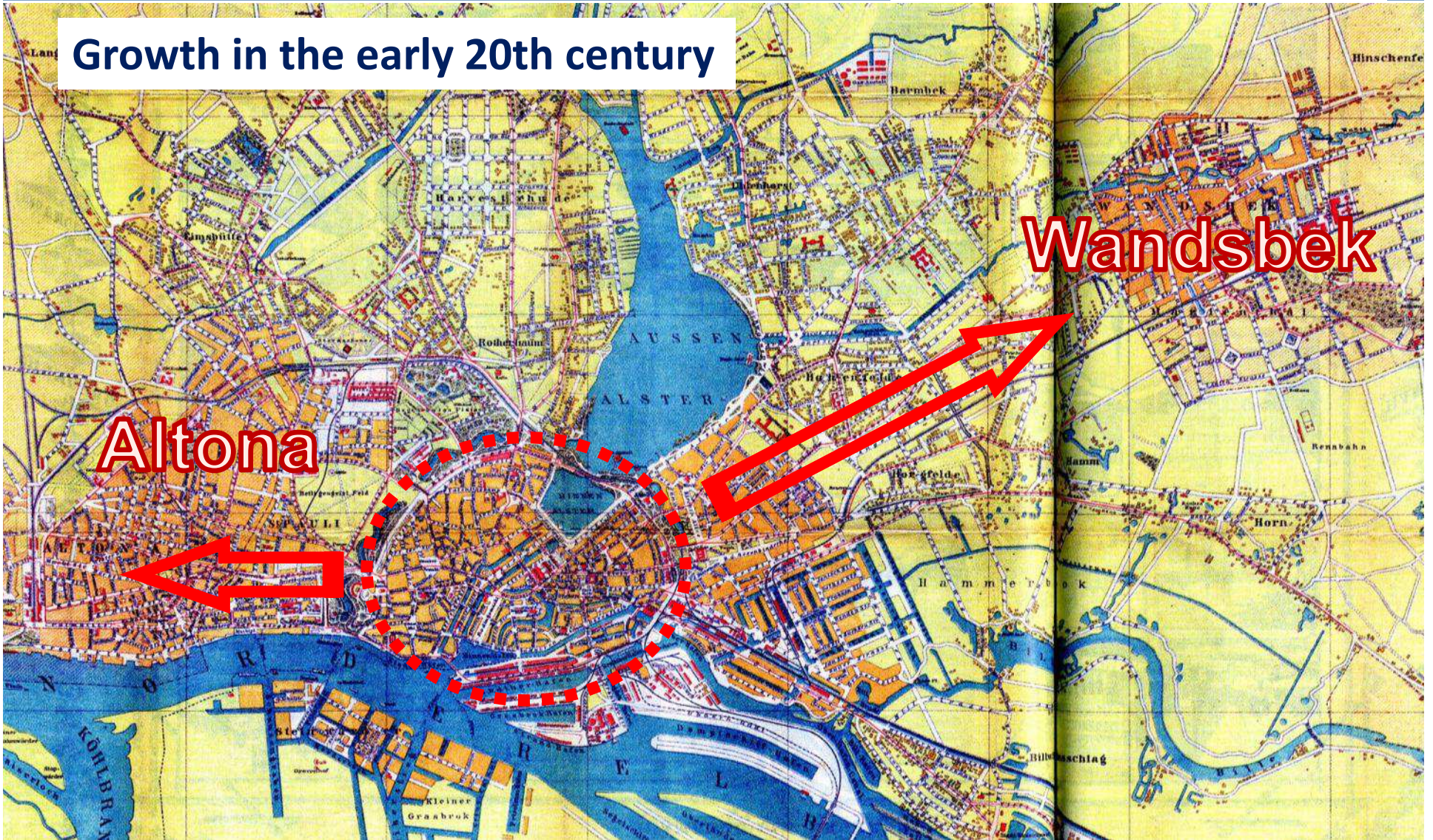


Dr. Tobias Preisung | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de

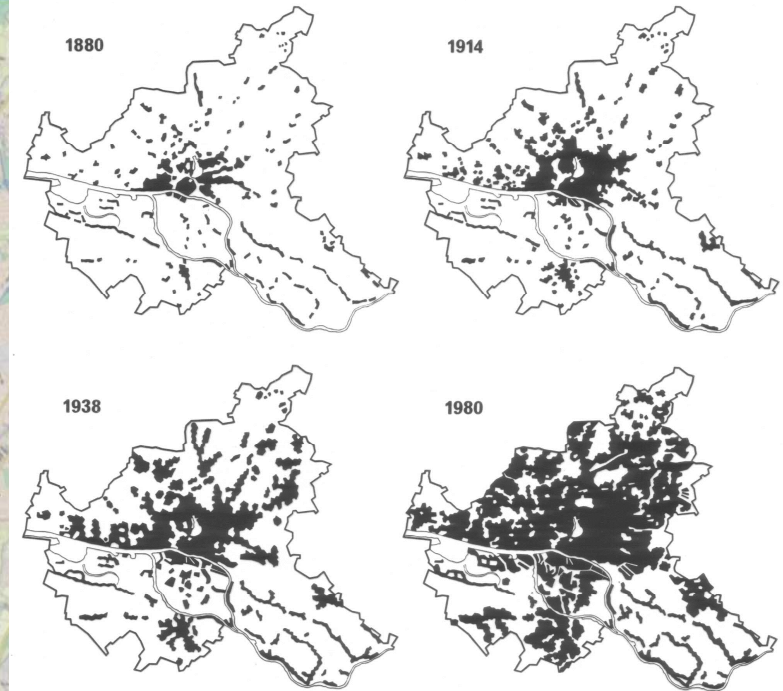
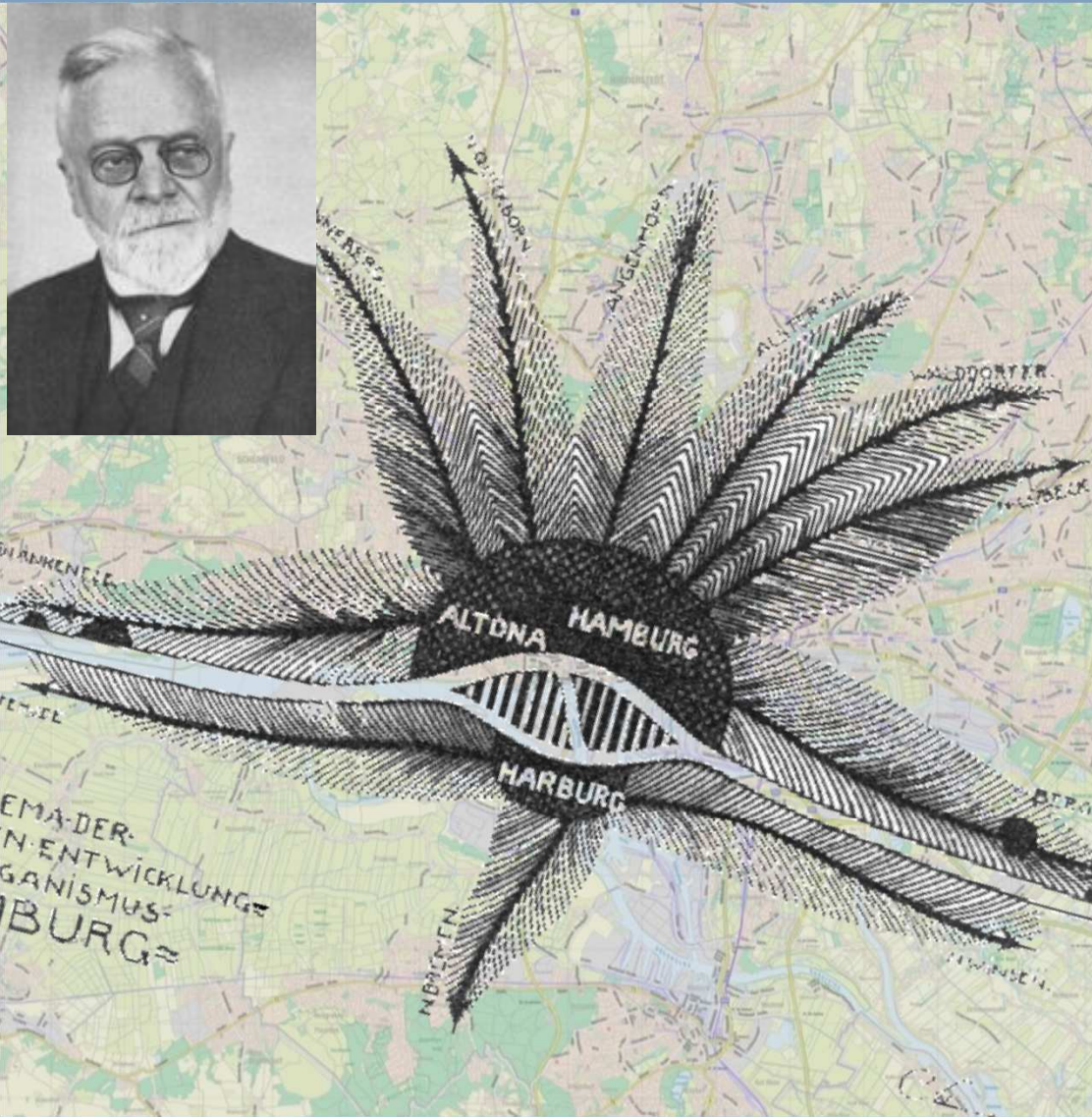
Living conditions of the poor



Growth in the early 20th century

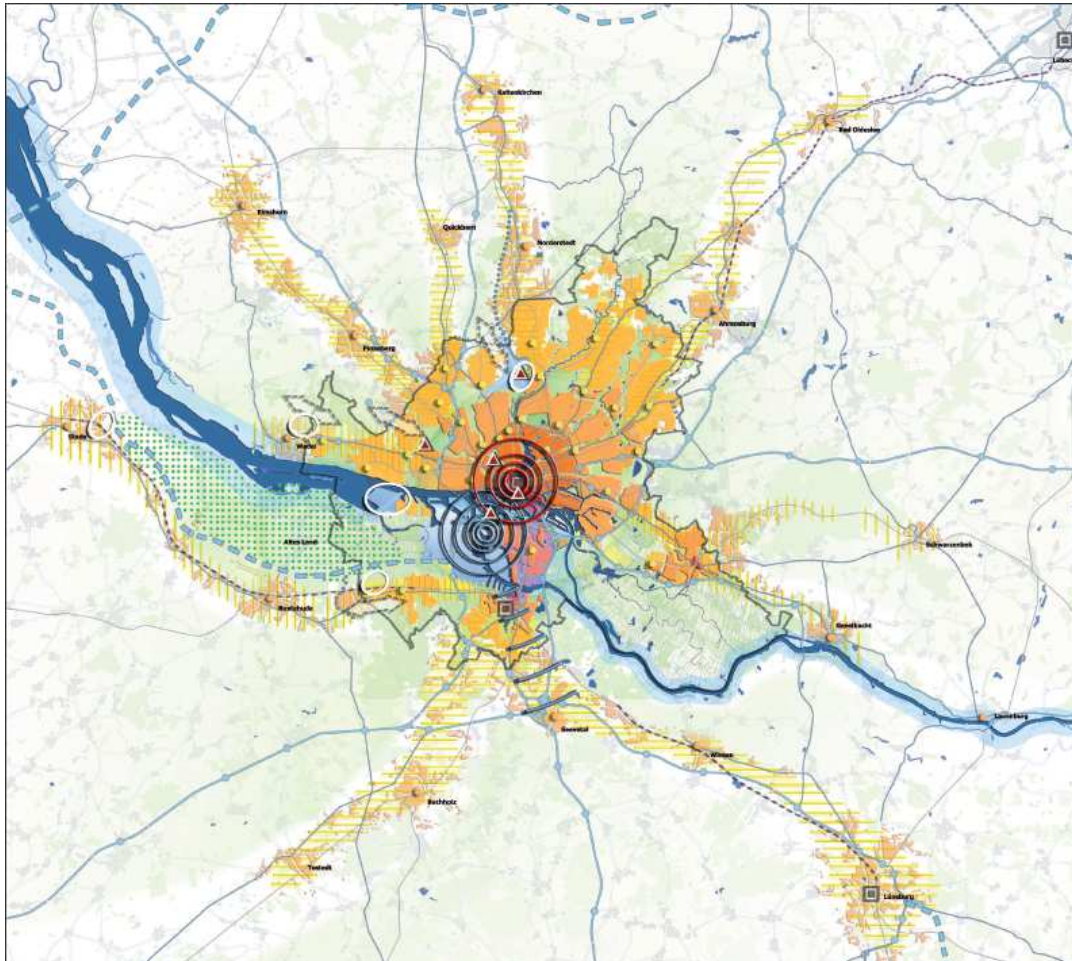


Die Stadt von morgen – The City of Tomorrow Hamburg und Chicago – ein Vergleich



- Industrialization und Urbanization in 19th century
- Expansion of the city follows axes, divided by green space (finger-model of Schumacher)
- Planning as technical process

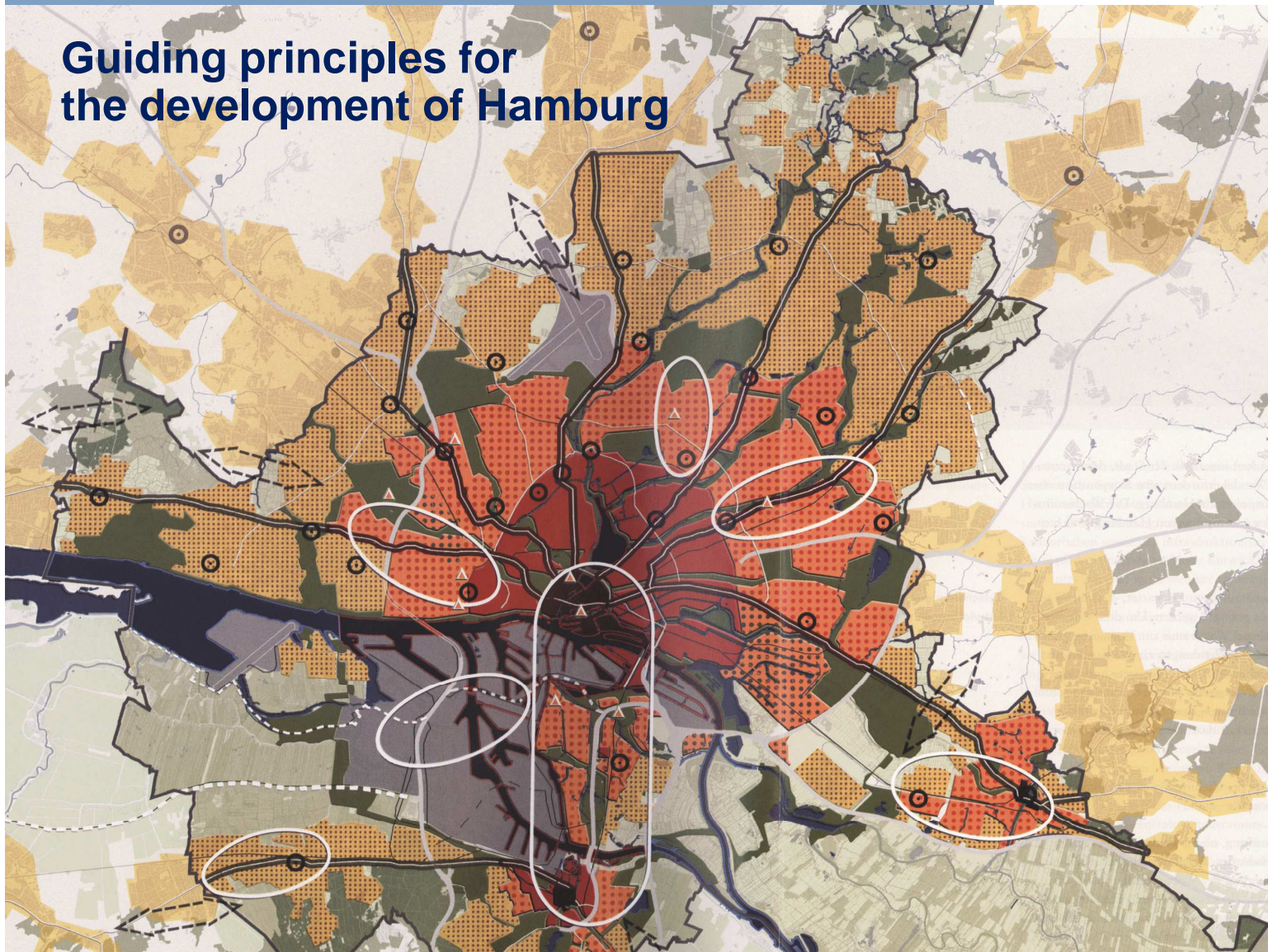
Regional Development Concept (2000)



regional strategies:

- empowerment of infrastructure (rail) in regional axes
- developing the centers along the regional axes
- improvement of the green spaces between the axes
- focussing on cultural landscapes and the space along the river Elbe

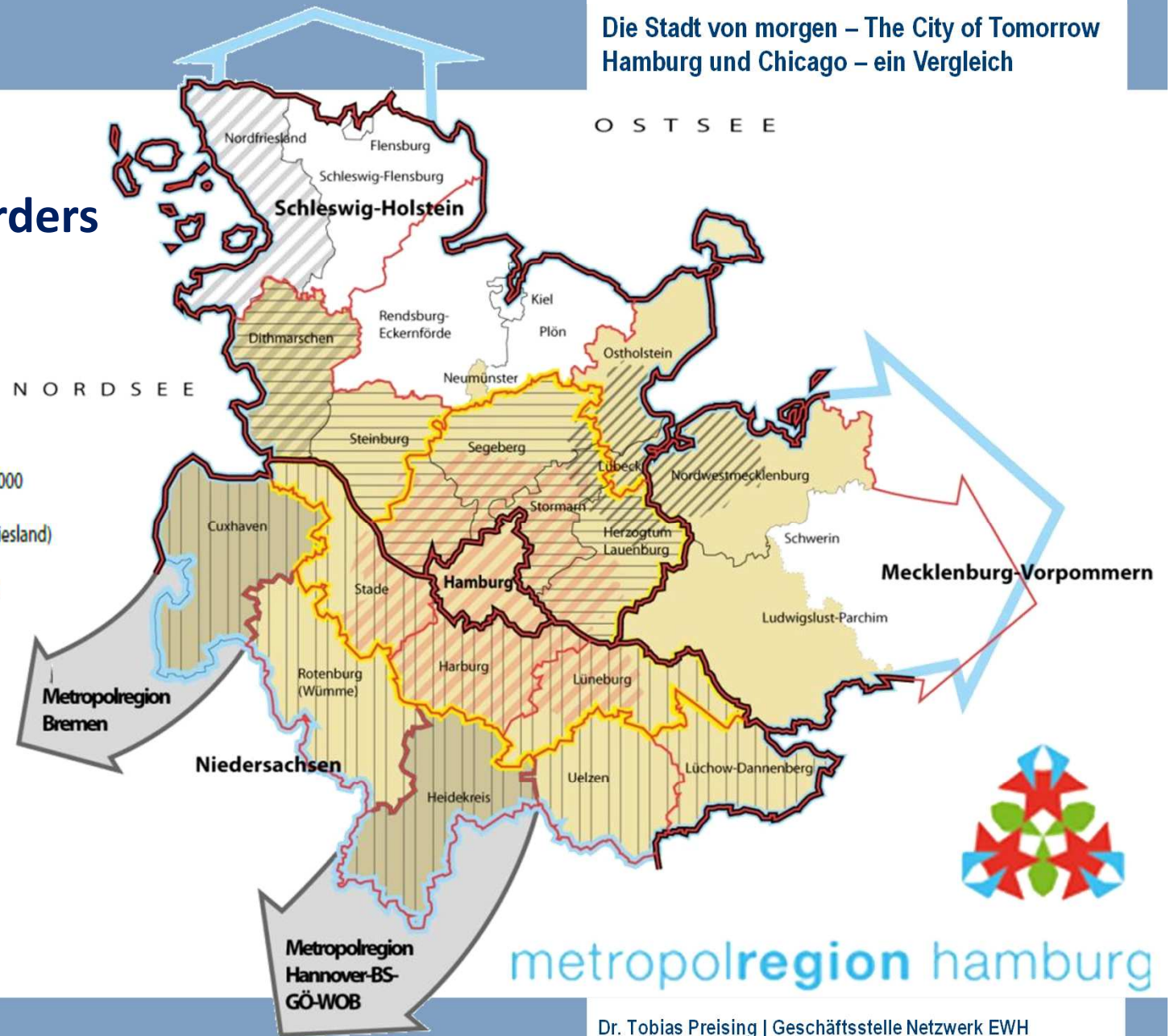
Guiding principles for the development of Hamburg



- City
Stärkung der Nutzungsmischung und Funktionsvielfalt; Qualifizierung der öffentlichen Räume
- Innere Stadt
Bestandsentwicklung und Bestandsqualifizierung, Mobilisierung von Siedlungsreserven für Wohnen und Gewerbe; Qualifizierung der Grün- und Freiflächen
- Urbanisierungszone
Mobilisierung von Siedlungsreserven durch Konversion, Neuordnung, Flächenrecycling; Qualifizierung von übergeordneten Grünzügen
- Äußerer Siedlungsraum
Mobilisierung von Siedlungsreserven für Wohnen und Gewerbe durch Nachverdichtung und Flächenentwicklung
- Stärkung und Sicherung der Zentren
- Qualifizierung und Stärkung der innerstädtischen Parkanlagen / Grünzüge / Waldgebiete
- Sicherung der hochwertigen landschaftlich geprägten Räume / Waldgebiete
- Handlungsschwerpunkte mit komplexem Aktivierungs- und Steuerungsbedarf
- Schlüsselprojekt
- Kooperationsräume mit den Umlandgemeinden
- Lage- und Freiraumpotenziale nutzen; Stadt- und Hafenecke / Landschaftselbe
- Stadträumliche Qualifizierung von Magistralen
- Geplante Ergänzung des Straßennetzes
- Gewässer
- Hafen / Flughafen / Luftwerft

Cooperation beyond the borders

- Landkreise
- Metropolregion
- engerer Betrachtungsraum des REK 2000
- REK Westküste (Dithmarschen-Nordfriesland)
- Entwicklungskonzept Region Lübeck
- ArGe Hamburg Rand (S.-Holstein)
- RAG (niedersächsische Kreise)
- Grenzen der Planungsregionen
- Bundesländer
- Kooperationsgebiet PPNord
- angrenzende Metropolregionen
- HHV-Verbundraum



metropolregion hamburg

Conclusions for city-regional planning in Hamburg

- Increasing city-regional cooperation
- using potentials of the whole metropolitan region
- inter-regional strategies for coping with challenges like climate change
- establishing inter-regional work-share ?
(e.g. Hamburg airport only as gateway to Copenhagen or Amsterdam)

Think regional / global – act local!

26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich

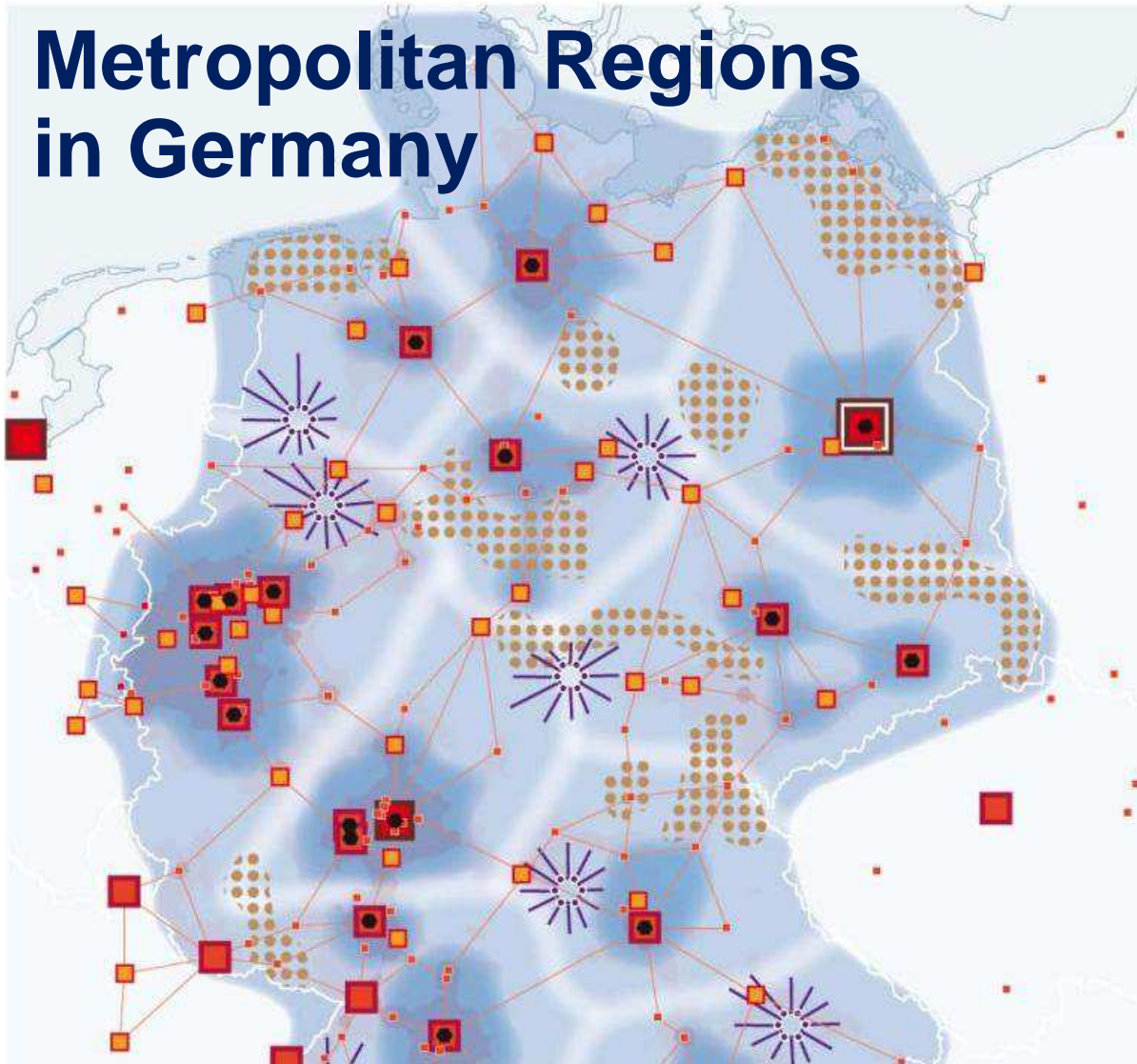
A nighttime aerial photograph of a city skyline, likely Chicago, showing a dense cluster of illuminated skyscrapers and a prominent tower with a spire. The city lights reflect on a body of water in the foreground.

THE CITY OF TOMORROW

**4 challenges for the future
of metropolitan cities**

Dr. Tobias Preisung | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de

Metropolitan Regions in Germany



Metropolräume

- Kerne der Hauptstadtregion und der bestehenden europäischen Metropolregionen
- weitere Standorte von Metropolfunktionen
- engerer metropolitaner Verflechtungsraum
- weiterer metropolitaner Verflechtungsraum einschließlich ländlicher Räume
- Übergangszonen zwischen metropolitanen Verflechtungsräumen

Wachstumsräume außerhalb engerer metropolitaner Verflechtungsräume



Stabilisierungsräume



Raumstruktur

- hochverdichteter Zentralraum
- verdichteter Zwischenraum

The idea: Metropolitan Regions should...

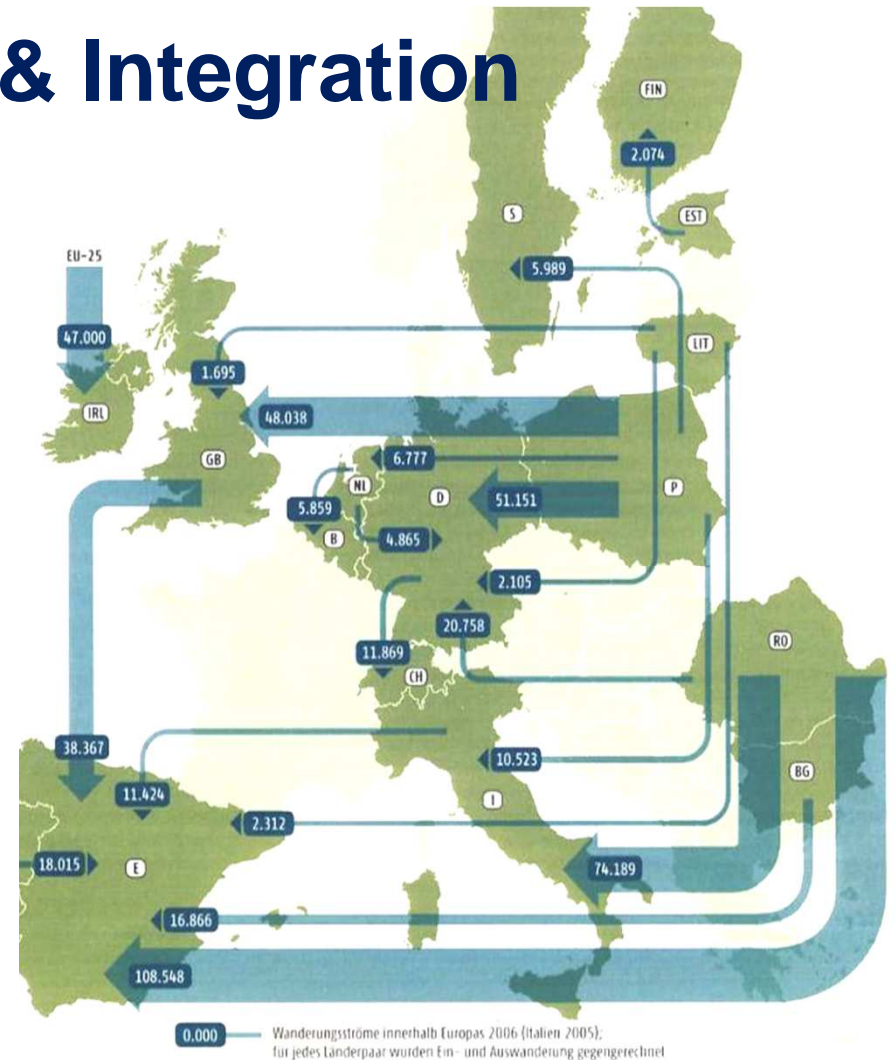
- ...be topic of the politics of all levels and ressorts.
- ...be powerful forms of regional cooperation which are democratic legitimated and wich have sufficient financial / human ressorces.

Metropolitan Regions should be the engines of economic growth, social & cultural development and accelerate European integration!

Challenge 2: Migration & Integration

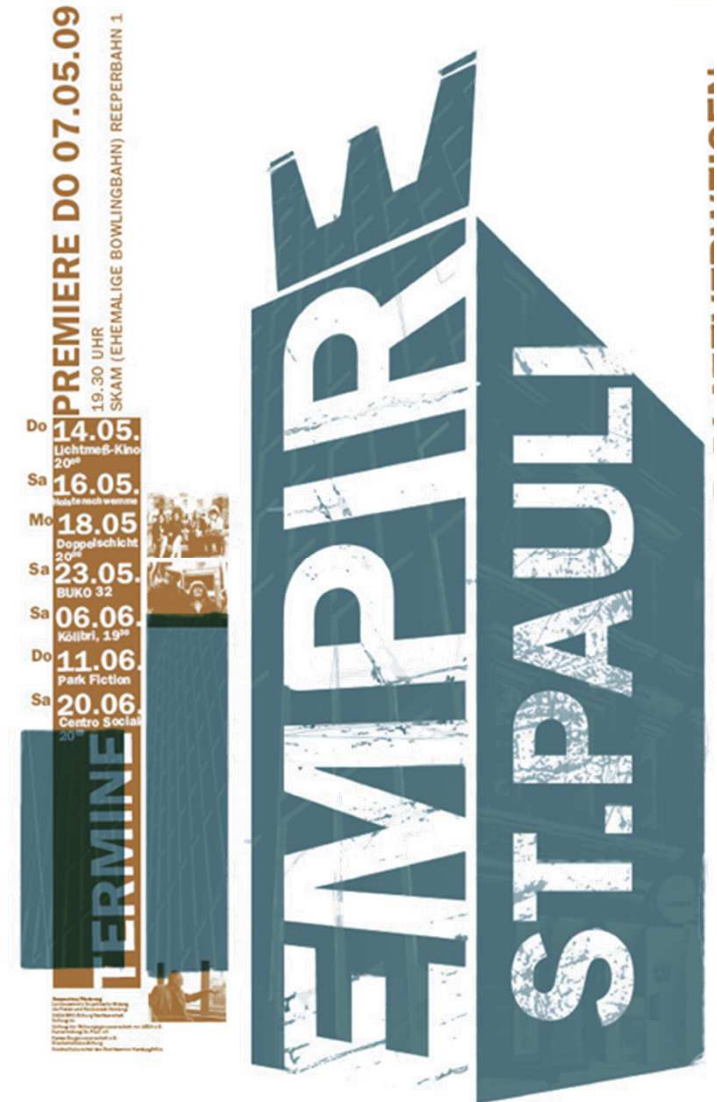
Challenges for big cities as Chicago or Hamburg:

- need for cultural diversity
 - tolerance in daily life
 - Integration of foreigners
-
- What can we learn from each other?



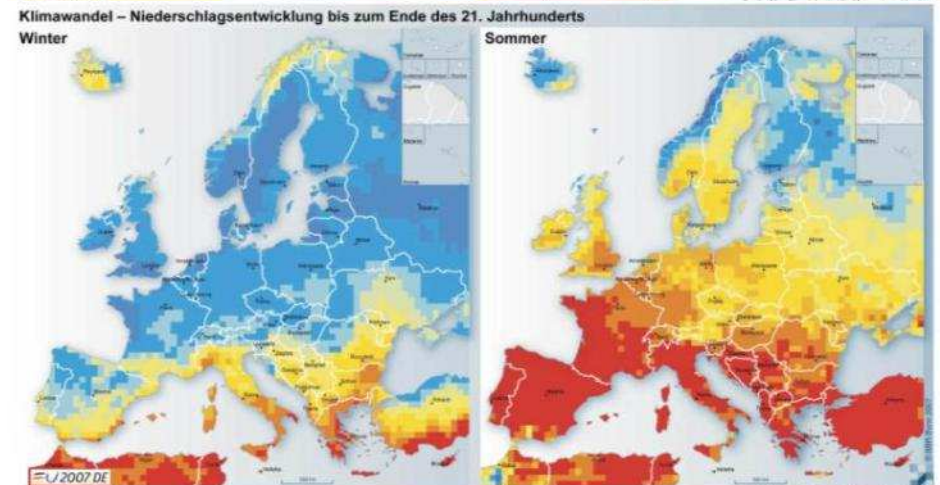
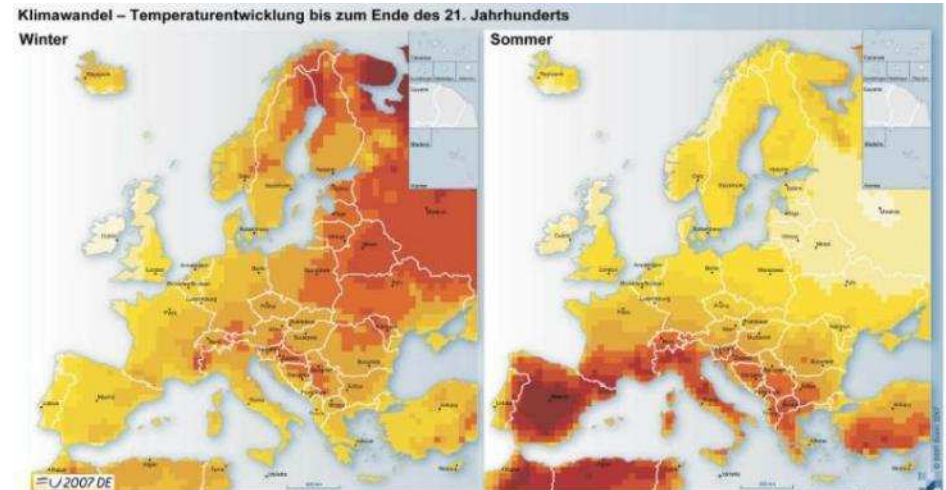
Integration = social integration

- poverty of children and elderly people
- decreasing „middle class“
- increasing need für social services / welfare
- problem of gentrification

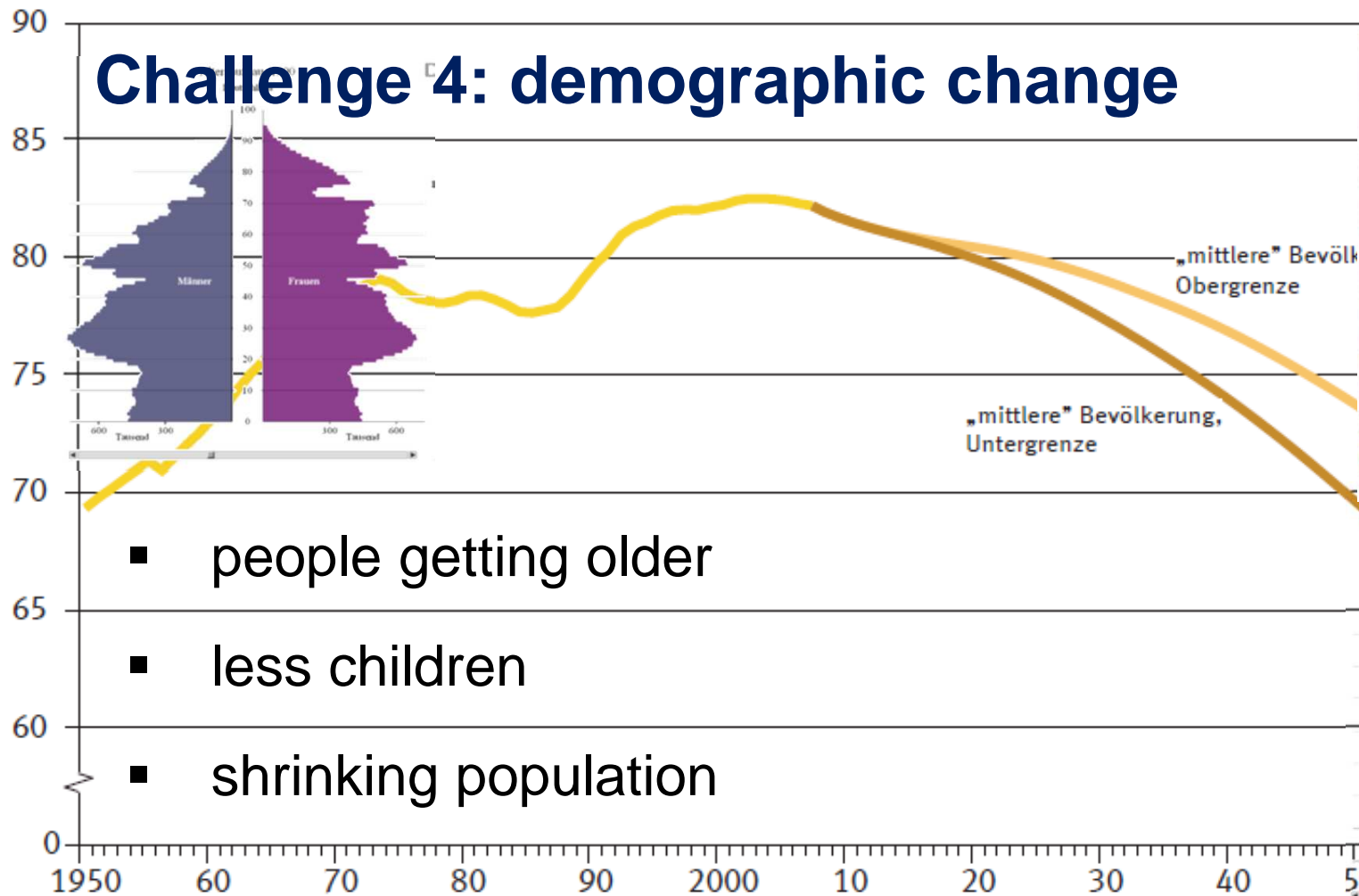


Challenge 3: climate change

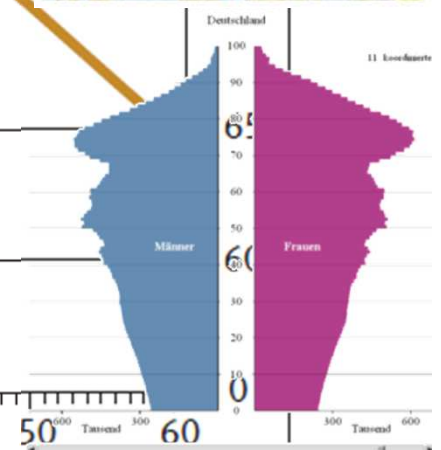
- hot & dry summers
- heavy rain in winter
- rising floods



Millionen Personen



Millionen Personen



2009 - 15 - 0829

Spatial Planning in Metropolitan Regions

- Metropolitan regions and the people living there are the economic & cultural core of future Europe

- Metropolitan regions have to cope with several challenges
 - regionalisation of every-day-life
 - globalisation & integration
 - demographic change
 - climate change

- to fulfill the goals of metropolitan regions
their efforts may have to be stronger than today

Spatial Planning in Metropolitan Regions

Sustainable (regional) development needs good visions

- „Make no little plans...“
 - good and visionary plans can outlast a long time
- regional policy, economic development and regional planning deal on the same scale and influence each other
- spatial planners have the knowledge to improve regional development and to manage regional projects
- government is in charge to ensure social and ecological sustainability

- regional visions need local projects for implementation and identification
- regional visions need strong stakeholders
→ the local economy?
- private economy can be a strong partner
– but: who pays the piper calls the tune!
- participation of the public even works for regional plans and visions – with good instruments

Let's start today to build the City of Tomorrow!

26.06.2014 | Konferenz

Die Stadt von morgen – The City of Tomorrow
Hamburg und Chicago – ein Vergleich



Thank you for your attention!

Dr. Tobias Preisung | Geschäftsstelle Netzwerk EWH
c/o Region Hannover | FB 61, Höltystr. 17, 30171 Hannover
www.netzwerk-ewh.de | tobias.preising@region-hannover.de