**Suburban Nation**

**Chapter 8,** THE CITY AND THE REGION

The general idea of this chapter is about regional planning. He feels that having effective regional planning is important because if they don’t there will be lack of efficiency around neighboring suburbs . One of his statements was , “manges the growth of as the scale of people’s daily lives”. Which is the what the author explains what regional planning does. He also states the difficulty having regional planning because it affects everybody. Politicians that are not effective or fall into pressure are going to have deficient regional planning, which can be both a political reason. He then give an economic reason why regional planning might affect the region. He gave the example of the taxi in Miami, where taxi lobbyist were a major factor to the way the useless transportation were set up. Which is both an economical political problems because of the simple fact that there are many stakeholders involved. For one the people who are affected by this are people who need to get to the airport. The people who use public transportation to get places, The people who have use a car in high traffic, and the environment with automobile CO2 emissions.

Implementing Regional planning can be difficult because of the simple fact there is no perfect algorithm for regional planning. Thus the author formulates 8 basic components that are necessary for Regional planning. The main point for these components are to promote Economic, social equality, and environmental health. The first one is to admit that growth will occur and therefore expect for expansion. The second one is “Establish a 'permanent Countryside Preserve” , the objective for this one is to bring threshold to how much we can use as interpolation. In the sense to preserve people . The Third one is Establish a temporary Countryside Reserve, which is basically saving a spot for something that might be needed in the future. The third one is to designate the Corridors, which are designed to promote some form of transportation .

The fifth one is Establish Priority Development Sectors, where they the developers have incentives to remediate land. An example would a tax break, to have the developer build it in that sector.

The sixth one is Establish a proactive permitting process for development that follows the neighborhood model, The person in charge or people in charge have the ability to understand what is going and what is required. The seventh one is to Designate all other types of development as districts, which is to have good reason to why something is being done . The eighth one is Fairly distribute the Lulus, Which lulus is to have the common services that a city might need. I think the most impactful statement has to be the 8 statements because those are things that are required for regional planning.

A reference that the author uses That I thought was particularly interesting was the Eastward ho! Where the city concils buckled down the developers that wanted to fill in more eastward opposed to westward. This was an interesting because of the simple fact that even though the developers were trying to get the infills to pass they were still not allowed, showing that the council should hold their ground for the better of the people, and just fall into the pressure.

