THE SEVENTH GENERATION

In our every deliberation, we must consider the impact of our decisions on the next seven generations.

- From the Great Law of the Iroquois Confederacy

ALTERNATIVES TO THE GROWTH MACHINE

By Dick Platkin and Ben Rosenbloom, Guest Editors

This issue of Planners Network is on the Urban Growth Machine, a popular model for understanding the development of land under capitalism. As presented by William Fulton in The Reluctant Metropolis, the growth machine is a cabal of lenders, local boosters, newspaper editors, home builders, contractors, construction unions, Democratic party officials, and public agency managers who work in concert to promote continued suburban and urban real estate projects.

Although the growth machine is associated with suburbia, it also contains a lesser known but growing central city component. In the shadows of relentless suburban sprawl, the central city component has escaped serious analysis, even though its

THE GROWTH MACHINE GOES TO THE INNER CITY

By Dwayne Wyatt

The Growth Machine that gave us suburban sprawl is going to the inner city. But the benefits of the new urban megaprojects are bypassing most central city residents. And the costs are falling on urban taxpayers, deepening the fiscal crisis.

For the first time since the rebellions of the 1960s, corporate investment is flowing into Harlem. So far $550 million has been committed from the public and private sectors, including projects by Disney, Cineplex Odeon, and Starbucks. In Los Angeles, Magic Johnson has become the Pied Piper of new investment in old neighborhoods. Encouraged by the success of his cinema complex in the Los Angeles Crenshaw district, supported by $150 million from the California Public

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Planners Network

UPDATES

Thanks to all the P'Ners who sent in news this month. Let your fellow members know what you are up to — send in your update today!

Planners Network
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Brooklyn, NY 11205
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Suzanne N. Ise has accepted a new position as a planner with Denise Duffy & Associates in San Anselmo, CA. The firm does environmental planning in the Monterey Bay area.

Thomas Bishop is a new PN member and is part of a new organization called the World Village Foundation in Taipei, Taiwan. The WVF promotes sustainable development practices and integrates economic, social, and environmental objectives with the enhancement and protection of natural resources. If you have questions for Thomas and/or the WVF, email him at <worldvillagedfn@hotmail.com>.

In New York city, PN'ers Jocelyn Chait and Margaret Seip have been working with the Community Board 3, community gardeners, housing groups, and community residents on a strategic planning study sponsored by the Design Trust for Public Space and the Trust for Public Land. A workshop is planned for October that will yield a series of design guidelines for development in the area. By winter the team will produce a series of tools that the Community Board and others can use to guide the evolution of the area and cultivate and protect open space while encouraging new housing development.

The Burlington Community Land Trust has retained the services of Yellow Wood Associates, Inc. to work with potential vendors of the Burlington Public Market to form cooperative marketing arrangements.

WYA will provide facilitation and other support services as needed to ensure readiness to participate on opening day. See www.together.net/~yellow.

Planners Network is a member of the Habitat International Coalition. This came from the IHC Secretariat: We take this opportunity to invite you to the IHC Annual General Meeting to take place from the 4th to the 6th of October 1999 in South Africa. The AGM will be a strategic planning meeting, where members, together with the Board and the General Secretariat, determine the way ahead for the Coalition. Please confirm if you are considering participating and will send you more information as soon as possible. Eldridge Jerry, General Secretary
Habitat International Coalition
PO Box 34519
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CORRECTION

In Laura Liu's article, "Contesting Mythic American Citizenship: Public Housing and Its Historical Legacies in the United States" from the last Planners Network 9136, the sentence citing the colors of the U.S. flag should read "white for truth, blue for justice," and Patrick Henry's famous words should read "Give me liberty or give me death."

Welcome ...
NEW
Planners Network members

Jennifer Amory, Katherine Conit, Matthew Dalby, Allen Graubard, Chan-Il Lu, James Miraglia, Michael Morin, Anna Laura Powers, Libardo Rueda, Morris Zeitlin

Thank You

RENEWING MEMBERS

Marcia Caton Campbell, Daniel Carr, Effieie Chery, Fred Cooper, Marshall Feldman, Glance & Associates, Cinda Lester, Alan Spenser Mabini, Milton Ospina, Gail Schechter, Gary Shuff, Kirsten Shaw, Shirley Siegel, David Smole, University of California at Berkeley, University of North Carolina

... and Special Thanks!

SUSTAINING MEMBERS

Tom Angotti

The Growth Machine

The AUTO DRIVES THE GROWTH MACHINE

By Aaron Golub

The automobile is a commodity, and its production and sale are motivated and historically constrained by the social and economic framework of the capitalist order. The economy in the United States changed into a form of monopoly capitalism with the post Depression concentration of industrial, banking, and insurance assets, along with the ballooning federal expenditures associated with the New Deal's Keynesianism. This transition to monopoly in many key industries ushered in a new set of demands on society as a whole. In the automobile industry, monopoly meant an explosion in production technology, a growth in the size of firms needed to manage such complexity, and an increase in the amount of capital demanded and risked. As the automobile industry grew and arrived at the apex of interlocking industrial monopolies, its needs shifted from competing in competition to careful planning, controlling markets, preventing consumption from stagnating, eliminating competition from other transport systems, and weathering city planning alternatives which infringed on automobile usage. This transformation played a major role in the development of the Urban Growth Machine.

The Auto and the Growth Machine

The industry nourished the Urban Growth Machine as an integrated system of land development and auto consumption. The nexus was necessary for the auto manufacturers and their related suppliers, for whom the Growth Machine was a national "car buying" machine guaranteeing return on their increasingly expensive investments. Urban public transit systems were torn up, in part because of direct intervention by the automobile industry and in part because cars clogged narrow streets and there was no longer enough street capacity for at-grade trolley systems. Pedestrian areas were taken over by more and wider streets and movement became more difficult in the growing traffic. The growth of automobile usage also meant that each car needed space to park, thus favoring lower density development. This spurred strip, big box, and malls type commercial development with ample parking and more streets and freeways. The auto also facilitated commuting longer distances to more remote and sprawling developments built along a highway system supposedly designed for interstate travel in the event of a national emergency or for tourism. In short, the traditional dominance of public space over circulation space was inverted. Many cite the "conspiracies" that were revealed in the case against General Motors, but these results were the more obvious expressions of the complex process in which the industry steered the country's development through:

- Public policy making and investment
- Private investments
- Mass consumer culture
- Engineering and science education

By the fifties, the question became not whether to build urban sprawl, but how to displace those families for freeway construction in existing cities, how to spend many hundreds of billions, and how large to conscript the new freeway system. The prior federal and state transportation commissions became "highway" commissions and were typically made up of representatives from the automobile, construction, and engineering industries. Decision-making moved out of the hands of local bodies and into one comprised of professionals and experts. There are even reports of hired hecklers putting down dissent in those rare public meetings held during planning processes.

Through the Urban Growth Machine the automobile industry helped support the post-war economy. In Keynesian fashion, public investment facilitated production and nurtured consumption by subsidizing home mortgages and highways. This would directly or indirectly consume millions of acres of land, pollute countless ecosystems, devastate communities, and create the conditions for further transportation planning alternatives which infringed on automobile usage. This transformation played a major role in the development of the Urban Growth Machine.

The Costs of Growth

This growth could only last so long, and since 1975 the bottom has begun to be reached. Congestion costs urban regions billions every year, air pollution and runoff have grown to unacceptable levels, and inner cities have become cash-strapped wastelands. Efforts to stop highway construction, encourage mass transit, pedestrian, and bicycle modes are meeting with some success and growing. However, the political and social climate will not necessarily bear the brunt of the necessary changes for they depend on the political and social support of the automobile industry.
Welcome ...
NEW
PLANNERS NETWORK members
Jennifer Amory, Katherine Coint, Matthew Dalbey, Allen Graubard, Chau-I Lu, James Miraglia, Michael Morin, Anna Laura Powers, Libardo Rueda, Morris Zeilin

The Growth Machine

THE AUTO DRIVES THE GROWTH MACHINE

By Aaron Golub

Nothing defines and shapes post-war urban transportation in the United States more than the automobile. The strong links between transportation, land use, and urban development affect nearly every aspect of the urban environment. Planners now find that providing for the circulation and storage of automobiles is an integral part of their jobs. How did the automobile become so central to urban America, and what does this mean for the urban development process referred to as the Urban Growth Machine?

The Auto as Commodity

The automobile is a commodity, and its production and sale are motivated and historically constrained by the social and economic framework of the capitalist order. The economy in the United States changed into a form of monopoly capitalism with the post-Depression concentration of industrial, banking, and insurance assets, along with the ballooning federal expenditures associated with the New Deal’s Keynesianism. This transition to monopoly in many key industries ushered in a new set of demands on society as a whole. In the automobile industry, monopolization meant an explosion in production technology, a growth in the size of firms needed to manage such complexity, and an increase in the amount of capital demanded and risked.

The industry, in turn, managed to ensure that the growth of its industry and the wealth it generated were not only sustained but also extended into many other realms of American life. The industry produced a new culture of car ownership and use, and this culture spread across the country.

The industry nourished the Urban Growth Machine (as an integrated system of land development and auto consumption).

The Auto and the Growth Machine

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-Public policy making and investment

-Private investments

-Mass consumer culture

-Engineering and science education

By the fifties, the question became not whether to build urban highways, but how to displace those for freeway construction in existing cities, how to spend many hundreds of billions, and how large to conscript the new freeway system. The prior federal and state transportation commissions became “highway” commissions and were typically made up of representatives from the automobile, construction, and engineering industries. Decision-making moved out of the hands of local bodies and into the hands of professionals and experts. There are even reports of hired hecklers putting down dissent in those rare public meetings held during planning processes.

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gages and highway construction. It would directly or indi-
rectly consume millions of acres of land, pollute count-
cess ecosystems, devastate communities, and contribute to
pollution. But it didn’t just create jobs or consume mate-
rials. It created consumers and a consumer culture. It
created an entirely new societal framework for urban life.

The Costs of Growth

This growth could only last so long, and since 1975 the bottom began to drop. Congestion costs urban regions billions every year, air pollution and runoff have grown to unacceptable levels, and inner cities have become cash-strapped wastelands. Efforts to stop high-
way construction, encourage mass transit, pedestrian, and bicycle modes are meeting with some success and growing. But this baby boom generation is increasingly criti-
cal and economic implications because the stability of oil
inputs, the potential for war, and the role of oil-based

Continued on Page Nine
Employees Retirement System, and backed by partnerships with Sony and Starbucks, Johnson Enterprises has embarked on an ambitious strategy of investing in urban neighborhoods across the country. Communities mostly noted for their crime, drugs, and persistent urban blight have suddenly become competitive candidates for investment.

Why is this happening now? Until recently investors considered the profit potential of the inner city to be insignificant.

The Development of Underdevelopment

First of all, investment capital is moving away from some suburbs due to acute suburban overdevelopment, the corresponding increase in the cost of suburban land, and the anti-sprawl movement. To maintain a competitive rate of profit, investors have to develop alternative markets as an outlet for increasing levels of capital accumulation.

Secondly, central cities offer unique advantages to suburban investors. They see them as underdeveloped third world markets within commuting distance. The investors' strategy can be summed up as follows:

- Inner city neighborhoods are strategically located at the geographic hub of metropolitan regions.
- They are at the core of commercial, cultural, communications, and transportation facilities, all pre-requisites for investments that could reduce the up-front development costs of inner-city development.

City neighborhoods have an underutilized, minority workforce which will account for over 54% of workforce growth in the next ten years.

Inner city neighborhoods have underserved local markets, some with substantial purchasing power. Inner city residents account for at least $5 billion, or 7% of retail spending in the United States. Most importantly, about 20 billion of that demand is not currently being met by neighborhood retailers.

Inner city neighborhoods are victims of private and public institutional disinvestment, which provides a competitive advantage: depressed land values.

Who Benefits from New Investment?

The new ventures of the suburban growth machine in central cities are large, capital intensive, and demand considerable public subsidies. Sometimes they involve sizable public improvements, such as subway construction through old neighborhoods. Local boosters, private sector unions, and elected officials love these projects, with their lofty promises of jobs and increased local tax revenues.

At first glance they do, in fact, look very promising. In Los Angeles, for example, the current projects valued at over $380 million. The $380 million Trice Hahn retail/entertainment complex in Hollywood is now under construction. The proposed $1 billion Playa Vista mixed-use project, the Ballantyne has encountered considerable opposition due to its traffic and environmental impacts. The Staples Center is a $350 million sports arena in the heart of downtown. It is scheduled to open in October 1999 with two professional basketball teams and a hockey team. The Los Angeles Coliseum, whose re-construction would house a National Football League expansion football team. In combination, these projects and others in the wings will forcefully determine the pace at which investment dollars are being redirected to the urban core of Los Angeles.

Who will benefit from these projects? Obviously landlords, team owners, elected officials, retailers, contractors, lenders, and union officials will benefit. But what about the working class communities in the inner city? These projects? A few residents will get temporary construction jobs, but most of the employment created will be minimum wage jobs. In addition, the influx of high-end shoppers could replace the old working-class shopping centers.

Though the city of Los Angeles may receive some revenue from sales or property taxes, these benefits will be offset by subsidized infrastructure construction, municipal permit fees, waivers and tax breaks. For example, the Los Angeles City Council approved $73 million to subsidize the Trice Hahn project and $70 million each for the Playa Vista development.

The National Football League also demanded $150 million in public funds for the Coliseum project.

And what of the small housing and community development projects? In Harlem, a coalition of community groups and local merchants waged a four-year battle to block an upscale market from opening on 126th Street.

They knew that the economic interests behind these projects were the same ones whose redeveloping and disinvestment caused their community's plight. Though the dollars invested may be smaller, the fundamentally exploitative economic relationship remains the same. Public subsidy dollars would be used to underwrite the activities, the new upscale national chain stores would hire local youth at minimum wage, and local merchants would be priced out of their stores. And, while this is going on the wealth created by these new developments will trickle up to the members of this reinvented growth machine, none of whom reside in inner city communities.

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Projects Aggravate the Fiscal Crisis

Since the urban revolutions of the 1960s, local governments have been hard pressed to do anything constructive with their resources. The manufacturing base and much of the middle class left central cities, precipitating the fiscal crisis. Federal block grants and state aid programs provide some support, but not enough to offset the effects of their diminished tax base. It is no wonder that many elected officials support large developments when they promise jobs and tax revenue.

But what do these large development projects actually cost? A careful analysis of the fiscal impact of these subsidies on strapped city budgets should be obvious. In Los Angeles, for example, the old "we have not enough to lose" attitude could replace the old working-class shopping centers with several hundred million dollars for such inexcusable deficiences as spotty enforcement of city building codes. Even James O'Connor describes this tendency for government expenditures to outstrip revenues as the fiscal crisis of the state. Municipalities increasingly operate under a budget deficit, balance their budgets by neglecting the needs of neighborhoods, defer infrastructure maintenance, and underinvest in schools, open space, and recreational facilities. In Los Angeles the city has produced a projected $33 billion infrastructure deficit, including a $7 billion backlog of critical street, sidewalk, and sewage and water repairs. Even if the heavily subsidized projects discussed above are financially successful, the neighborhoods adjacent to them would still suffer from disinvestment and social, educational, and recreational facilities, cracked streets and side-walks, rampant zoning and building code violations, redlining, and gang and drugs.

This urban fiscal crisis is not just an inherent feature of capitalism nurtured by the growth machine. It is also an issue of political choice.

The Growth Machine

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The new ventures of the suburban growth machine in central cities are large, capital intensive, and demand considerable public subsidies. Sometimes they involve sizable public improvements, such as highway reconstruction through old neighborhoods. Local boosters, private sector unions, and elected officials love these projects, with their lofty promises of jobs and increased local tax revenues. At first glance they do, in fact, look very promising.

In Los Angeles alone there are five current projects valued at over $300 million. The $380 million Trizec Hahn retail/entertainment complex in Hollywood is now under construction. The proposed $1 billion Playa Vista mixed use project, the Baldwin Hills is expected to attract considerable opposition due to its traffic and environmental impacts. The Staples Center is a $350 million sports arena in the heart of downtown. It is scheduled to open in October 1999 with two professional basketball teams and a hockey team. The Los Angeles Coliseum, whose reconstruction is expected to house a National Football League expansion football team. In combination, these projects and others in the wings forcefully demonstrate the large scale at which investment dollars are being redirected to the urban core of Los Angeles.

Who will benefit from these projects? Obviously landlords, team owners, elected officials, retailers, contractors, lenders, and union officials will benefit. But what about the working-class communities in the midst of these projects? A few residents will get temporary construction jobs, but most of the employment created will be minimum wage service jobs (e.g., hot dog vendors). Thus, the low-wage workers living near or employed by these developments won’t attend the games. They won’t frequent the new upscale restaurants or reside in the newly built apartments, condos, and hotels.

Though the city of Los Angeles may receive some revenue from sales taxes, these benefits will be offset by subsidized infrastructure construction, municipal permit fee waivers and tax breaks. For example, the Los Angeles City Council approved an $86 million tax subsidy for the Trizec Hahn project and $70 million each for the Playa Vista and Staples Center developments.

The National Football League also demanded $150 million in public funds for the Coliseum project.

And what of the small local development projects? In Harlem, a coalition of community groups and local merchants waged a four-year battle to block an upscale market from opening in the West 126th street commercial corridor. The merchants knew that the economic interests behind these projects were the same ones whose redlining and disinvestment caused their community’s plight. Though the dollars invested may be smaller, the fundamentally exploitative economic relationship remains the same. Public subsidy dollars would be used to subsidize these, the new upscale national chain stores would hire local youths at minimum wage, and local merchants would be priced out of their stores. And, while this is going on the wealth created by these new developments will trickle up to the members of this reinvited growth machine, none of whom reside in inner city communities.

Projects Aggravate the Fiscal Crisis

Since the urban rebellions of the 1960s, local governments have been hard pressed to do anything except cut social services. The manufacturing base and much of the middle class left central cities, precipitating a fiscal crisis.

Federal block grants and state aid programs provide some support, but not enough to make up for the effects of their diminished tax base. It is no wonder that most of the elected officials support large developments when they promise jobs and tax revenue.

But what do these large development projects actually cost? In the inner city, a growth machine is that local government through infrastructure construction, direct subsidies, bonds, and tax forgiveness programs underwrites development costs. The fiscal impact of these subsidies on strapped city budgets should be obvious. In Los Angeles, for example, the old “we can’t afford to do nothing” could be replaced with several hundred million dollars for such inexcusable deficiences as spotty enforcement of city building codes.

Enoch James O’Connor describes this tendency for government expenditures to outstrip revenues as the fiscal crisis of the state. Municipalities increasingly operate under a budget deficit, balance their budgets by neglecting the needs of neighborhoods, defer infrastructure maintenance, and underinvest in schools, open space, and recreational facilities. In Los Angeles the trends have produced a projected $33 billion infrastructure deficit, including a $7 billion backlog of critical street and sidewalk, and water and sewer repairs. Even if the heavily subsidized projects discussed above are financially successful, the neighborhoods adjacent to them will still suffer from deteriorated schools, inadequate parks and recreational facilities, cracked streets and sidewalks, rampant zoning and building code violations, and uncontrolled noise and drugs.

This urban fiscal crisis is not just an inherent feature of capitalism nurtured by the growth machine. It is also an issue of political choice.

The Growth Machine

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opportunities, a capital and technical assistance program for local merchants, and a process for broker ing agreements between neighborhoods and developers who request public subsidies for neighborhood based projects.

Thus, two critical pieces of an effective response are to disclose the true costs of the reinvited growth machine and envision alternative policies. The next step is, however, more difficult. It is waging the political struggle to implement these policies.

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projects could offer local and regional benefits because of higher urban densities. Our contributors demonstrate, however, that this is hardly intended as a way to create a more sustainable city. Nor does it signal a change in the capitalist imperatives to maximize profit and maintain continuous growth. Rather, the shift towards the so-called city derives from growing barriers to suburban investment and increased public subsidies for central-city investment.

Our contributors elaborate on this critique of the growth machine. Dwayne Wyatt discusses the changing economic impacts on central-city investors in New York and Los Angeles and the growth machine’s response: the ‘discovery’ of central city sites for retail shopping centers, amusement parks, and replacement athletic stadiums. Aaron Golub reports on the critical role the U.S. automobile industry played nationwide in fostering the suburban and urban growth machine. Here, too, Green brings to light the field of Marxist political economy to bear on the growth machine, demonstrating how it operates under the strictures of capitalism and how radicals can successfully, but not easily, take on the growth machine. Karina Ricks shows how race, and the failure to confront it, is a factor in the regional movements that would regulate growth.

Opposition to the Growth Machine

The contributors offer a critical view of the growth machine and guide the reader to liberal or radical opposition. We would argue that one of the most successful forms of liberal opposition cannot result in cities and regions that meet human needs.

The primary opposition to the growth machine accepts its underlying premises while extracting concessions, such as local jobs, higher design standards, and the like. This is the case in Los Angeles. While this may temporarily allow public transportation to develop and to some extent, its project-by-project tactics leave the systematic irrationality of urban development uncaptured. Although they represent moderates developing cities and regions, they actually have a regressive impact. They reinforce metropolitan fragmentation and uneven development, increase cleavages between have and have-not areas, and further the illusory nature of the region. By not being reconstructed locally, without addressing regional issues and the functional and political relations of capital.

A variation of this approach at the national level is the incorporation of antipoll-rhetoric in the campaign of Vice-President Al Gore. Linked to his themes are advocates of the New Urbanism and the highly publicized Smart Growth movement. They counter urban sprawl through private projects based on higher densities, mixed use, pedestrianization, public open space, and sustainable design.

Some public sector unions have broken ranks with organized labor and switched allegiances from pro-development elected officials to community groups critical of the growth machine. This political turn pulls the unions away from the growth machine by realigning them with its critics. Environmental groups are increasingly opposed selected growth machine projects, both suburban and urban. A notable success is the creation of the Santa Monica Mountains Conservancy, which added acres of parklands to Los Angeles’ severely limited stock of public recreational areas. Homeowner groups from affluent neighborhoods oppose infill projects because of traffic congestion and threats to small businesses. They are matched by community groups from poor neighborhoods opposing growth machine projects because they bring no community benefits.

A second kind of liberal opposition comes in the form of proposals for structural change in municipal finance, automobile subsidies, and regional governance and planning. These reforms, which must be implemented on a regional level, are the structural preconditions for any sustainable urban reconstruction. They would have a far greater impact than any local initiatives. One example is the creation of Transportation Coordinating districts, as in Los Angeles, which provide for local public authorities to manage the public and private transportation systems. Other proposals for structural change include the creation of metropolitan and state-level planning processes, such as those already功能化 in the San Francisco Bay Area, and establishment of revenue sharing between cities and sub-regions, as in the Minneapolis-St. Paul region.

Limits of the Liberal Approaches

The potential for liberal reforms can be seen in these rare cases. But even though these reforms occasionally impose constraints on the growth machine, their failure to do so broadly reflects the inherent weaknesses. First, the advocates of structural reform offer no political program for their implementation.

Secondly, and the liberals who opt for a less radical approach to these projects, they often offer no explicit critique of the growth machine’s economic roots in capitalism. This is no small omission because human settlements which meet human needs are rare under capitalism; they run contrary to the need to maximize profit.

Third, the site-specific liberal approaches do not make major contributions to housing affordability, racial and economic diversity, or urban sprawl in long-neglected communities. Instead, they make large, new private projects more attractive and allow them to work financially. Meanwhile, formerly depressed areas suffer from the typical deficiencies of big cities: inadequate schools and parks, treeless parksways, rampant zoning and building code violations, and gangs and drugs. Thus, well-deserving neighborhoods like Los Angeles to become deserts of urban decay with oses of new development.

Towards a Radical Critique and Program

The mere advocacy of thoughtful planning policies and programs is inconsequential when dismembered from an analysis of capitalism and a program of action. Opposition cannot have real impact unless it combines with the strong movement, fine tuning its projects with aesthetic and environmental veneers, or prescribing structural fixes. At best such approaches only yield modest results when they coincide with market trends (witness the Smart Growth slogan). At worst, they produce depression and paralysis. In either case, these trends do not constitute a coherent critique or a well organized, longterm program to negate the growth machine.

It is difficult to develop a convincing link to the growth machine in the context of local and radical critiques. Their shared concerns for creating sustainable environments and reconstructing community can confine the major differences between the two approaches. The radical critique of the growth machine argues that projects specific to the destruction of the local economy and the growth machine and broader urban problems in an integrated critique of the social and economic relations of capitalism. This critique should target the commodity and consumer cultures and demonstrate how they are antithetical to sustainability. It would also have to confront the desire of popular culture and mass media discourse. Finally, it must be able to address and co-opt the ideology of ‘free’ held dear by so many Americans.

Profit Drives the Growth Machine

By Rodney D. Green

Profit maximization is at the heart of the Growth Machine. But the growth machine isn’t strictly a local or regional phenomenon. It is driven by the logic of the growth machine model. It operates according to the global imperatives of capitalism.

The growth machine merely reflects the current operation of capitalism in the field of real estate development. Despite our concern in the phenomenon, it has few historically unique characteristics. The growth machine (as supported by most of organized labor) is merely the way that an organized process of accumulation, without the presence of the fragmentation of capital, has taken place in the contemporary United States.

The growth machine is an aspect of the social structure of accumulation described by Bowles, Gintis, and Weisskopf in their seminal book Beyond the Wasteland over a decade ago. They pointed out how labor collaborated with capital in the special historical circumstance of a capitalist world dominated by the U.S. after World War II. This economic success allowed the growth machine to spread through the entire US economy. Workers, their allies, and competing capitalists resisted the degradation of their physical and social environment based on their place of residence rather than on the traditional nexus of struggle, their place of work.

Community Planning Faces the Growth Machine

Profit maximizing by private capital is an inexorable imperative. The industry is used and reproduced to facilitate a profitable return on investment. True, popular movements can nibble around the edges of this process, but only at a pace slower than the life cycle of their projects.

In the long run, however, the relentless pressure of profit-maximization makes the balloon bulge elsewhere, creating another monoculture or sector projects in another locale.

Dick Platkin <dplatkin@aol.com> is a city planner in Los Angeles and member of the Planners Network Steering Committee. Ben Rosenbloom <benrose@aol.com> is a city planner and architectural designer in Los Angeles.
PROFIT DRIVES THE GROWTH MACHINE

By Rodney D. Green

Profit maximization is at the heart of the Growth Machine. But the growth machine isn’t strictly a local or regional phenomenon. It’s only by the growth machine model. It operates according to the global imperatives of capitalism. The urban growth machine merely reflects the current operation of capitalism in the field of real estate development. Despite our success in the phenomenon, it has few historically unique characteristics. The growth machine (as supported by most of organized labor) is merely the way that an organized profit-maximizing system takes advantage of the presence of temporary, or practical, constraints, has taken on a menacing shape in the contemporary United States. The growth machine is an aspect of the social structure of accumulation described by Bowles, Gintis, and Weiskopf in their seminal book Beyond the Wasteland over a decade ago. They pointed out how labor collaborate and capital in the special historical circumstances of a capitalist world dominant by the U.S. after World War II. This economic evolution allowed us to sweep a few crumbs off the table in exchange for labor. Meanwhile, popular movements against urban development and the supporting agencies (such as urban freeways) emerged. Workers, their allies, and competing capitalists resisted the degradation of their physical and social environment based on their place of residence, rather than on the traditional nexus of struggle, their place of work.

Community Planning Faces the Growth Machine

Profit maximizing by private capital is an inexcusable impetus. It is simply used and reproduced to facilitate a profitable return on investment. True, popular movements can nibble around the edges of this process, but we have to face up to the fact that any project inimical to the interests of workers. Sometimes zoning decisions and environmental mitigation votes are illusory, time and time again for the growth machine. The relentless pressure of profit-maximization makes the balloon bulge elsewhere, creating another monster in another locale.

Dick Platkin <dplatkin@aol.com> is a city planner in Los Angeles and member of the Planners Network Steering Committee. Ben Rosenbloom <benroseo@aol.com> is a city planner and architectural designer in Los Angeles.

Opposition to the Growth Machine

The contributors offer a critical view of the growth machine and guide the reader to liberal or radical opposition. We would like to see more successful forms of liberal opposition cannot result in cities and regions that meet human needs.

The primary tool to counter the growth machine accepts its underlying premises while extracting concessions, such as local jobs, higher design standards, and improved traffic conditions. While this may seem legitimate, the project-by-project tactics leave the systematic irrationality of urban development untouched. Although the growth machine represents modern developing cities and regions, they actually have a regressive impact. They reinforce metropolitan fragmentation and uneven development, increase cleavages between have and have-not areas, and buttress the political activities and political relations of capitalism.

A variation of this approach at the national level is the incorporation of antiparable rhetoric in the campaign of Vice-President Al Gore. Linked to his themes are advocates of the New Urbanism and the heavily publicized Smart Growth movement. They counter urban sprawl through private projects based on higher densities, mixed use, pedestrianization, public open space, and sustainable design. Some public sector unions have broken ranks with organized labor and switched allegiances from pro-development elected officials to community groups critical of the growth machine. This political turn pulls the unions away from the growth machine by realigning them with its critics. Environmental groups in New York and Los Angeles and the growth machine’s response: the ‘discovery’ of central city sites for infill shopping centers, amusement parks, and replacement athletic stadiums. Aaron Golub reports on the critical role the U.S. automobile industry played nationwide in fostering the suburban and urban growth machine. Richard Green brings the field of Marxist political economy to bear on the growth machine, demonstrating how it operates under the strictures of capitalism and how radicals can successfully, but not easily, take on the growth machine. Karina Hicks shows how race, and the failure to confront it, is a factor in the regional movements that would regulate growth.

The Growth Machine

The mere advocacy of thoughtful planning policies and programs is inconsequential when disembodied from an analysis of capitalism and a program of action. Opposition cannot be confined to opposing growth machine projects. We need to focus its efforts on making the environment economic, political, and cultural. The radical critique of the growth machine argues that project-specific concessions do not alleviate the broader damage of the growth machine. The alternative, structural changes, can only be achieved in a postcapitalist planning environment. To this end, the left should therefore be based on advancing the anticapitalist content of antigrant programs.

Even the most successful forms of liberal opposition cannot result in cities and regions that meet human needs.
PLANNERS NETWORK

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investors, contractors, media boosters, and construction unions. The skills of these growth machine actors are well honed, and they can usually co-opt opponents with the offer of jobs for local residents, meeting rooms, street scape programs, and minor architectural adjacencies.

If community development planning is, therefore, a Smythian task of separating the power and skill of the evolving growth machine, what is the alternative?

Socialist and Communist Planning Models

Some planners believe that the alternative to the growth machine lies with the traditions of socialist and communist governments. From the days when Parisian architects took charrettes to the masses, progressive planning has attempted to reshape space to meet the needs of the people. But such efforts are inevitably constrained by the larger systemic forces in society, in particular the subordination of land use to the maximization of profit. In social democracy, while social benefits are typically greater, profit maximization remains the core driver of the economy; most real community development is hindered.

In Leninist socialism, most accurately termed state capitalism, private profit maximization was largely suppressed. But it was replaced by the goal of production-maximization based on a reformulated, but still intact, individualist wage system. While there were many social benefits in this system, the priority of enhanced production — a reasonable goal in isolation from privation — was placed ahead of the political goal of achieving human relations and community. Centralized decision-making placed technical production needs ahead of collective and cooperative human interaction. As a result, it neglected the construction of human social spaces which enhanced well-rounded human development, made the necessary and alienating wage system reinforce the separation of people from each other through individualism and even competition, hindering the building processes that serve as a counterweight to one-sided production-maximizing decisions. Thus, socialism-in-practice, like capitalism, maintained barriers to free and creative community development and planning. It contained its own obstacles to achieving communism and was a vehicle for the transition back to capitalism.

A Radical Strategy for Opposing the Growth Machine

So what is a progressive planner or community development advocate to do in response to the growth machine? Obviously, we must still push the stone up the hill, but at the same time we should begin and share our views of a qualitatively different future. Who else will take up the task of truly transforming society so that community development planning becomes a meaningful and rewarding activity, not just a euphemism for real estate investment and a strategy for capital to cultivate boosters among the working class and immigrant communities?

An alternative strategy must pose and then answer two questions:

1. Can progressive communities concerned about local land use and environmental issues emanating from the urban growth machine succeed in the face of capital?
2. Must they retreat from the dialog and defeated for this progress to occur, especially given the left’s demoralization following the collapse of the Soviet Union?

The answers reveal themselves in our daily reform struggles, in which we must never lose sight of the big picture, even if it seems distant from today’s realities.

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ACT NOW FOR EAST TIMOR

Grassroots International announces the launch of Act Now for East Timor: Tradi tan, aid and policy advocacy campaign in support of the people of East Timor and their aspiration for independence.

Since the August 30 referendum in favor of independence, hundreds of thousands of East Timorese have been brutally murdered or driven from their homes for their support of independence. A clear, firm U.S. policy based on the human rights of the Timorese people rather than U.S. economic and geopolitical interests in Indonesia could have avoided this humanitarian disaster.

The scale of the disaster and the nature of U.S. involvement in this situation demand that we respond. Act Now for East Timor will help the East Timorese reconstruct a society and construct a new, independent state.

The campaign will seek private funds from U.S. sources for an East Timor Relief and Reconstruction fund. At first, the fund will prioritize aid to the up to 300,000 East Timorese people displaced by the violence within East Timor. If possible, it will also provide appropriate humanitarian assistance to refugees in camps in West Timor. These camps are currently under Indonesian military control and the question of humanitarian access is far from settled. In any case, work with refugees must focus on creating the conditions for their eventual safe return to East Timor.

The brutality of the Indonesian military and its militia has left the organizations of the Timorese independence movement scattered, with many of their leaders assassinated or in exile. In the medium to long term, Grassroots International will provide aid to help Timorese social organizations regroup and resume the work of service to their communities.

In coordination with the East Timor Action Network (ETAN), the campaign will pursue a U.S. policy agenda designed to exert maximum pressure on Indonesia to end the orgy of violence and to withdraw its military forces from East Timor. To this end, campaign supporters will work to influence U.S. government policy and that of the International Monetary Fund and the World Bank. Act Now for East Timor will also join those who seek to ensure that the international peacekeeping force does not in any way impede the realization of Timorese independence.

Grassroots International is a private human rights and development organization that supports movements for social change in Brazil, El Salvador, Guatemala, and Palestine, and does advocacy and educational work in the United States.

For more information, or to get involved in this campaign, visit their website at:

http://www.grassrootsonline.org

They can also be reached at 617-524-1499 and mailto:grassroots@igc.org

Tax-deductible donations should be marked Act Now for East Timor and sent to:

Grassroots International
179 Boylston St., 4th Floor
Boston, MA 02116

Rodney Green teaches economics at Howard University in Washington, D.C. This article is based on remarks presented at the 1996 conference of the Planners Network at Pratt Institute. He can be reached at alaco95@aol.com

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corporate profits are even more important and problematic for capital. The changing global economy makes fresh demands on industries worldwide, and has placed the automobile industry in a new role. Just as the emergence of monoply altered the development of urban areas, these new changes within capitalism will be felt as well.

As centers of capitalism and growth and activity, redesigned forms of the Urban Growth Machine will take on new roles in response to traffic congestion, pollution, and the global politics and economics of petroleum. This next stage is now unfolding, and we can count on the automobile industry to play a powerful but modified role in both economic development and related planning efforts.

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Green/Continued from Page Seven

investors, contractors, media boosters, and construction unions. The skills of these growth machine actors are well honed, and they can usually co-opt opponents with the offer of jobs for local residents, meeting rooms, streetscapes programs, and minor architectural adjacencies. If community development planning is, therefore, a Sisyphean task of the power and skill of the evolving growth machine, what is the alternative?

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In the next wave of upheaval against capitalism's wars, economic dislocation, racism, and massive inequality, we must start with the struggle for the democratic social values at the heart of struggles for social transformation. Then the working class can sort out the debris of the urban growth machine. It can determine what, if anything, to retain, when we rebuild society. Shouldn't we render obsolete the deals and tactics we use—largely in vain—

The Growth Machine

to stem the tide of those capitalist-driven initiatives which devastate our cities? Capitalism's values are not hardened in our beings; we can surely do much better as we struggle to achieve social progress.

Rodney Green teaches economics at Howard University in Washington, D.C. This article is based on remarks presented at the 1996 conference of the Planner Network at Pratt Institute. He can be reached at alasco50@aol.com.

ACT NOW FOR EAST TIMOR

Grassroots International announces the launch of Act Now for East Timor, to advocate aid and policy changes to end U.S. support for the Indonesian military as its occupation of East Timor continues.

Since the August 30 referendum in favor of independence, hundreds of thousands of East Timorese have been brutally murdered or driven from their homes for their support of independence. A clear, firm U.S. policy based on the human rights of the Timorese people rather than U.S. economic and geopolitical interests in Indonesia could have avoided this humanitarian disaster.

The scale of the disaster and the nature of U.S. involvement in this situation demand that we respond. Act Now for East Timor will help the Indonesian military as it struggles to reconstruct a society and construct a new, independent state.

The campaign will seek private funds from U.S. sources for an East Timor Relief and Reconstruction fund. At first, the fund will prioritize aid to the 300,000 East Timorese people displaced by the violence within East Timor. If possible, it will also provide appropriate humanitarian assistance to refugees in camps in West Timor. These camps are currently under Indonesian military control and the question of humanitarian access is far from settled. In many cases, work with refugees must focus on creating the conditions for their eventual safe return to East Timor.

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Leaders, Followers, Race and Sprawl

By Karina Ricks

Urban sprawl is gaining notoriety as the issue du jour for state and national leaders, legislators, planners, and suburban citizen activists. Proposals for curbing unmanaged, low-density growth, promoting growth boundaries, and preserving open space are cropping up across the country. The anti-sprawl policies of Republican Governor Whitman in New Jersey and Democratic Governor Glendening in Maryland demonstrate that sprawl is a cross-partisan issue. Farmers, developers, and policy makers have also entered the fray. And the federal government recently announced an initiative to promote growth control measures.

This new trend is going by the name of "smart growth." The motives driving smart growth vary. The popular press reports on concerns over the number of hours lost in traffic congestion, the thousands of acres of farmland lost to development each year, the lack of community in perpetually-hostile suburban neighborhoods, and the blighting open space that once characterized the "American Dream." These concerns are predominantly the domain of the suburban elite, but they also cause serious, compelling, and complicated problems for low-income, central-city communities. Less well addressed in popular media are the ways in which sprawl has encouraged and exacerbating racial segregation, limited opportunities for communities of color, produced spatial mismatches of employment and residence, and pushed families, jobs, and resources from central-city neighborhoods.

The movement for smarter growth is young, and fortunately, is already showing signs of improvement and leadership. Who will take leadership of this community? Will it be developers, politicians, or community members? It is crucial that central city activists assert themselves in the sprawl debate to ensure that any movement for smarter growth serves their needs and not only the concerns of suburban elites.

Smart Growth and Central Cities

The tenets of smart growth speak to the interests of central city communities. Investment on the urban edge changes the direction and pattern of growth in the urban core. It fuels the exodus of people from the central city, influences the location decisions of industry, and encourages the spatial separation of people by race, class, and employment status. People who are unable to move, take advantage of new development left behind, or actively restricted, in neighborhoods of concentrated poverty where they are socially, politically, and economically isolated. Smart growth encourages public transportation, reinvestment in existing areas, compact development, mixed uses, and citizen collaboration in development decisions. However, like urban sprawl before it, smart growth poses a grave danger for traditionally disadvantaged communities if the movement is unaware, or chooses to neglect, their needs and conditions.

While central city reinvestment may improve urban neighborhoods, cities must take measures to ensure that current residents are in a position to benefit from the increased property values and quality of life. Urban mis-investment may lead to gentrification and the displacement of stable communities as has happened in San Francisco and other rapidly developing cities. Mixed use can mean that inner city communities will get desperately needed grocery stores, pharmacies, and businesses, but it can also mean that dense communities are saddled with small, unregulated industrial sites and other environmental hazards. Investment in poor areas can actually increase urban inequities if it primarily finances transit modes that service wealthier outlying suburbs at the expense of services to needy inner-city communities.

Smart Growth and Race

Many central city leaders resist entering into regional debates fearing that the minority voice will be lost in the larger, predominantly white, regional metropolis. But smart growth presents both an opportunity and a challenge to minority leaders and metropolitan planning officials. Leadership by low-income and minority leaders is essential if smart growth is to build on existing city resources, encourage a more equitable urban investment, and serve the needs of current urban residents. This is a difficult task given that local community organizations are sometimes excluded and understaffed as it is. They are engaged in an overwhelming number of problems in their own neighborhoods, and past experiences give them little faith that their involvement will lead to change. Nevertheless, growth that proceeds without the input and leadership of existing low-income and minority communities is no smarter than the growth that we have seen over the past several decades. Central city activists will not join regional, smart growth discussions unless their participation is meaningful. The current City Charter is on city officials to take measures to ensure that there is real collaboration. Smart growth, if it is to be something truly different, needs to be an equitable partnership of metropolitan leaders and central city residents.

Growth that proceeds without the input and leadership of existing low-income and minority communities is no smarter than the growth that we have seen over the past several decades.

The Growth Machine

Followership is a difficult skill to master. It is even more difficult when combating the racial and ethnic biases that have separated and suppressed inner-city communities of color from the decision-making elite. If there is any hope of avoiding the errors of urban renewal, the traditional "growth coalition" should learn to take its cues from low-wealth central city communities who are undoubtedly affected by any urban investment decisions. Too many examples illustrate that while rhetoric advocating for minority leadership and participation is common, majority followership remains rare.

Central city and minority communities have an opportunity to seize leadership in the smart growth movement. Their guidance is crucial to make sure that smart growth means not only curbing urban sprawl but also directing urban reinvestment so it is not misinvestment. Any vision for a smarter kind of growth must have the involvement and leadership of low-income and minority urban communities or it will breed resistance, exacerbate urban ills, and resurrect the errors of urban renewal.

Karina Ricks currently lives and works in Washington, DC. She holds a Masters of Regional Planning from Cornell University.

The Los Angeles Growth Machine

The City General Plan, made up of state mandated plans for elements and a generated community plans, was used by local communities in the 1970s to keep large-scale development from enveloping single family residential areas. Modest victories were red flags to the Growth Machine, which hoped to break these populist barriers to development. They sought to change the Los Angeles City Charter and weaken the General Plan. The old City Charter, a product of the progressive era, was revised in June. The new Charter shifts participation from the community plans to neighborhood councils without power. The lobbyists and City Hall cronies guided personally by wealthy corporate Mayor Richard Riordan appear to have won the day. In response some suburban voters are attempting to secede.

GOVERNMENT MISSED THE BOAT FOR SMART GROWTH

By Michael A. Morin

(Peter Michael Morin sent us a copy of his letter to the New England Regional Administrator of the Environmental Protection Agency. An excerpt from that letter follows.)

As a student of planning issues for almost twenty-five years, it is strongly evident to me that we missed the boat on smart growth about fifty years ago. Therefore, I must strongly protest that three million dollars is a ridiculously insignificant amount to dedicate to reversing the trends of the last century based on cheap, plentiful oil and the unbridled, subsidized, entropic growth of the automotive culture. I recognize that this is a limited amount of funds allocable to the 13% of the budget for dealing with the situation. However, coordinated efforts, underlaid by comprehensive policy principles, with the development of housing and urban development, Health and Human Services, Energy, Agriculture, and perhaps most importantly, Transportation, should be initiated and carried forth to raise funding by quantum levels. I would suggest that at least a hundred-fold increase (i.e., a minimum of $300,000,000) be dedicated to this most important effort.

Such a coordinated economic growth program should be based on the solid principles of economic equity and sustainability. Ideally, it will incorporate cooperative economic principles and community stewardship into such a program. This would require a new and newly accepted role for government with respect to economic policy and planning. The major impediment to such progress would be the interests of "private" concerns. Whether or not such an initiative is given the short-term pressures ingrained into a means-oriented society and the special economic interests of the status quo, is problematic. Any efforts, however, must not stop short of dealing with the fundamental issues at hand.

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The National Neighborhood Coalition is currently engaged in an information-gathering project together with the Smart Growth Network. NNC is seeking examples of inner-city neighborhood leadership in regional growth planning.

Contributors may contact Betty Weiss, NNC Executive Director, 1875 Connecticut Ave., NW Suite 410, Washington, DC 20009, ph. 202-986-2096, nnecncc@jolsi.com.
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This new trend is going by the name of "smart growth." The motives driving smart growth vary. The popular press reports on concerns over the number of hours lost in traffic congestion, the thousands of acres of farmland lost to development each year, the lack of community in poorer, race-hostile suburbs, and the shrinking open space that once characterized the "American Dream." These concerns are predominantly the domain of the suburban elite, but they also cause serious, compelling, and complicated problems for low-income, central-city communities. Less well addressed in popular media are the ways in which sprawl has encouraged and exacerbated racial segregation, limited opportunities for communities of color, produced spatial mismatches of employment and residence, and disrupted families, jobs, and resources from central-city neighborhoods.

The movement for smarter growth is young, and fortunately its early amendments are good. Who will take leadership of this movement? Will it be developers, politicians, or community members? It is crucial that central-city activists assert themselves in the sprawl debate to ensure that any move for smarter growth serves their needs and not only the concerns of suburban elites.

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Growth that proceeds without the input and leadership of existing low-income and minority communities is no smarter than the growth that we have seen over the past several decades.

— Sue Nelson

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Central city and minority communities have an opportunity to seize leadership in the smart growth movement. Their guidance is crucial to make sure that smart growth means not only curbing urban sprawl but also directing urban reinvestment so it is not misinvestment. Any vision for a smarter kind of growth must have the involvement and leadership of low-income and minority urban communities or it will breed resistance, exacerbate urban ills, and resurrect the errors of urban renewal.

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Such a coordinated economic growth program should be based on the solid principles of economic equity and sustainability. Ideally, it should incorporate cooperative economic principles and community stewardship into such a program. This would require a new and newly accepted role for government with respect to economic policy and planning. The major impediment to such progress would be the interests of "private" concerns. Whether or not such a program is feasible, given the short-term perspectives incultated into a means-oriented society and the special economic interests of the status quo, is problematic. Any efforts, however, must not stop short of dealing with the fundamental issues at hand.

11
New Urban Spaces
Book Review
By Catherine Diaz

Possible Urban Worlds: Urban Strategies at the End of the Twentieth Century
Available from Birkhauser Verlag, PO Box 133, CH-40010, Basel, Switzerland.

The end of the 20th century has both real and symbolic connotations for almost everyone. The most palpable experience for many is the identity of cities everywhere is being challenged by global restructuring and the escalating marginalization of low-wage workers and minority groups. One of the ways community groups have challenged this process is to reclama public and private land for communal use. Possible Urban Worlds: Urban Strategies at the End of the 20th Century is a selection of stories about community groups throughout the world and their methods of reclaiming urban space.

The book is the product of the seventh conference of the International Network for Urban Research and Action (INURA), held in Zurich in the summer of 1997. INURA is a network of academics and community residents that fosters links between theoretical and practical knowledge as they apply to alternative urban strategies. People of diverse social and professional backgrounds come together to explore theoretical and practical concepts and specific forms of action for each locality. Possible Urban Worlds is an excellent combination of theoretical interpretations of current urban landscapes and the experiences of groups that are on the front lines of alternative strategies.

In the chapter "Globalization and the Body," David Harvey discusses why it is easy to connect Volume I of Marx's Capital to contemporary daily life. According to Harvey, "Marx provides a coherent theory of the body subject under capitalism. It is limited in its purchase but powerful as a tool for understanding social reproduction and reproduction of bodies and subjectivities within the dynamics of capital accumulation." In another chapter, Alberto Magnaghi, Professor of Architecture at the University of Florence, states "A strong process of decentralization is necessary which will strengthen the practices of cooperation, which will develop new forms of community; which will guarantee, in their turn, new processes of accumulation of capital." These are examples of some of the theoretical discussions in this volume.

The groups selected for this book are examples of a powerful new political trend. For example, in Britain there is the Exodus Collective, or Jah People. They are united around a spiritual belief in communal development as opposed to the competitive interest of private ownership. They achieve this by "buying decaying local properties on a permanent basis for free community use." The group built new housing using material from dilapidated structures, and rent land for use as a community farm. They hold "raves," or community dances, as a way to raise money from voluntary donations to provide for the needs of the surrounding community. The collective has become a focus for sustainable development for youth and unemployed people. They have been described as a "soul" by the dominant society.

The Green Walk Alliance (GWA) of Toronto worked so hard to organize new organization for fair and healthy employment. They included environmental justice for working class and poor neighborhoods. The chapter, "Making A Difference," discusses how a coalition of labor, environmental, and anti-poverty groups have united to reject the impossible choice of jobs or environment. They have often forced employers to make their "greenbelt not a rut." They have forced the issue of creating production that invests in the economy and ecology. The groups are a coalition of labor, environmental, and anti-poverty groups.

The book is the product of the seventh conference of the International Network for Urban Research and Action (INURA), held in Zurich in the summer of 1997. INURA is a network of academics and community residents that fosters links between theoretical and practical knowledge as they apply to alternative urban strategies. People of diverse social and professional backgrounds come together to explore theoretical and practical concepts and specific forms of action for each locality. Possible Urban Worlds is an excellent combination of theoretical interpretations of current urban landscapes and the experiences of groups that are on the front lines of alternative strategies.

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The Green Walk Alliance (GWA) of Toronto worked so hard to organize new organization for fair and healthy employment. They included environmental justice for working class and poor neighborhoods. The chapter, "Making A Difference," discusses how a coalition of labor, environmental, and anti-poverty groups have united to reject the impossible choice of jobs or environment. They have often forced employers to make their "greenbelt not a rut." They have forced the issue of creating production that invests in the economy and ecology. The groups are a coalition of labor, environmental, and anti-poverty groups.

The GWA was organized in 1990 after it moved operations to the United States; issues and conflicts around health and safety for the Canadian Auto Workers Local (CAW); and the demonstration by a group of visiting Japanese workers of alternative productivity designs that the community. The GWA was convinced that only a comprehensive strategy that aligned workers and social justice movements could address the entire economic revitalization in a way that did not strip communities of healthy living space. The GWA has been able to "無論 immokalization of workers by presenting a viable alternative of redesigning the production process; it showed how they could part of and even be the key to this process."

Struggles involved with private property and the lack of public space, and unmet social needs, have spurred hundreds of squats across Italy. In the chapter entitled "Libérating Spaces - Possibilities for Liberating Everyday Life," the squatted social center Forte Prezente is highlighted. This is a real fort, built as a medieval castle on the outskirts of Rome and in an abandoned park on the periphery of the city. The occupation of this structure by squatters began on May 1, 1986, after a big event called the "No Work Party" in the park outside the fort. Since many social and ecological questions were not being addressed by the government, social groups addressed their own needs by forming collectives, and began to occupy empty, unused buildings. The result was communities that functioned as comprehensive social centers comprised of a wide variety of background and interests. Alternative communities, however, are not without their problems. There has been ongoing debate about decision-making models, and the rotation of roles. "The production of culture is a basic requirement. We need to search for new values, criticize existing social models, fight prejudice and stereotypes, create original viewpoints and individual perspectives, look at things differently."
New Urban Spaces
Book Review
By Catherine Diaz
Possible Urban Worlds: Urban Strategies at the End of the Twentieth Century
Available from Birkhauser Verlag, PO Box 133, CH-40010, Basel, Switzerland.

The end of the 20th century has both real and symbolic connotations for almost everyone. The most palpable experiences of everyday life, however, is the identity of cities worldwide is being challenged by global restructuring and the escalating marginalization of low-wage workers and minority groups. One of the ways community groups have challenged this process is to reclaim neglected public and private land for communal use. Possible Urban Worlds: Urban Strategies at the End of the 20th Century is a selection of stories about community groups throughout the world and their methods of reclaiming urban space.

The book is the product of the seventh conference of the International Network for Urban Research and Action (INURA), held in Zurich in the summer of 1997. INURA is a network of academics and community residents that fosters links between theoretical and practical knowledge as they apply to alternative urban strategies. People of diverse social and professional backgrounds come together to explore theoretical and practical concepts and specific forms of action for each locality. Possible Urban Worlds is an excellent combination of theoretical interpretations of current urban landscapes and the experiences of groups that are on the front lines of alternative strategies.

In the chapter “Globalization and the Body,” David Harvey discusses why it is easy to connect Volume I of Marx’s Capital to contemporary daily life. According to Harvey, “Marx provides a coherent theory of the bodily subject under capitalism. It is limited in its purchase but powerful as a tool for understanding the interaction and reproduction of bodies and subjectivities within the dynamics of capital accumulation.” In another chapter, Alberto Magagnoli, Professor of Architecture at the University of Florence, states “A strong process of decentralization is necessary which will strengthen the practices of cooperation, which will develop new forms of community; which will guarantee, in their turn, new processes of accumulation of capital.” These are examples of some of the theoretical discussions in this volume.

The groups selected for this book are examples of a powerful new political trend. For example, in Britain there is the Exodus Collective, or Jah People. They are united around a spiritual belief in communal development as opposed to the competitive interest of private ownership. They achieve this by “creating a decentralized community of properties on a permanent basis for free community use.” The group built new housing using material from dilapidated structures, and rented land for use as a community farm. They hold “raves,” or community dances, as a way to raise money from voluntary donations and to provide recreation for the surrounding community. The collective has become a focus for sustainable development for youth and unemployed craft workers that have been discarded by the dominant society.

The Green Work Alliance (GWA) of Toronto works to expand organized labor’s demands for fair and healthy employment to include environmental justice for working class and poor neighborhoods. The chapter, “Making A Difference – Making Green Work,” discusses how a coalition of labor, environmental, and anti-poverty groups have united to reject the impossible choice of jobs or environment which workers are often forced to make. Their slogan “a greenbelt not a rustbelt” deals with the issue of creating production that invests in the economy and ecology. Three factors led to the emergence of this alliance: the closing of a Caterpillar plant in 1990 after they moved operations to the United States; issues and conflicts around health and safety for the Canadian Auto Workers Local (CAW); and the demonstration by a group of visiting Japanese workers of alternative production designs that they had in their community. The GWA was convinced that only a comprehensive strategy that aligned workers and social justice movements could address the entire economic revitalization in a way that did not strip communities of healthy living space. “The GWA has been able to imagine the possibility of a greater mobilization of workers by presenting a viable alternative of redesigning the production process; it showed how they could part of and even be the key to this process.”

Struggles involved with private property and the lack of public space, and unmet social needs, have spurred hundreds of squats across Italy. In the chapter entitled “Libertated Spaces – Possibilities for Liberating Everyday Life,” the squatted social center Forte Prencensio is highlighted. This is a real fort, built as a medieval castle on the outskirts of Rome, and stands in an abandoned park on the perimeter of the city. The occupation of this structure by squatters began on May 1, 1986, after a big event called the “No Work Party” in the park outside the fort. Since many social and economic questions were not being addressed by the government, social groups addressed their own needs by forming collectives, and began to occupy empty, unused buildings. The result was communities that functioned as comprehensive social centers comprised of a wide variety of back-grounds and interests. Alternative communities, however, are not without their problems. There has been ongoing debate about decision-making models, and the rotation of roles. “The production of culture is a basic requirement. We need to search for new values, criticize existing social models, fight prejudice and stereotypes, create original viewpoints and individual perspectives, look at things differently.”

Another chapter examines the struggle in Berlin against a repressive campaign to limit individual activity in public space. “ Inner City/Action! Crowd Control, Interdictory Space and the Fight for Socio-Spatial Justice,” is an account of an organized coalition that literally seeks to take back the streets from state control. Certain groups in Berlin have been banned from public squares and the transportation infrastructure. Panhandlers, prostitutes, and homeless newspaper sellers have been banned from downtown “inner city” spaces. At the same time, immigrants and youth on the outskirts of the city have been abandoned by the police. Many disenfranchised groups must depend on the informal exchange of resources that a downtown area affords. The state and private business groups have used the police and private security agencies to remove unwanted social groups from public spaces. The public transportation agency alone places 800 people only 12 months ago. This does not mean that 160,000 persons were expelled and then forbidden to re-enter the stations, but rather repeated action against the same people in their everyday struggle for their living and work places. Around most train stations and public squares, the marchers are asked to negotiate public space if they render themselves invisible, by sitting their bodies behind the train stations to separate themselves from travelers. Some of the direct actions in Berlin include staging public parties in bank vestibules after business hours. These demonstrations defy mass arrests, because police are unable to pinpoint organizers to the widespread participation of random passersby.

There are many vibrant examples in this book of groups that are redefining urban identity through politics and public and private space. It is an excellent source of a wide array of international perspectives on the increasingly local interplay of theory and action, and the inevitable confrontations they could part of and even be the key to this process.

Catherine Diaz is a student at the Pratt Institute Graduate Center for Planning and the Environment.

PLANNERS FOR EQUAL OPPORTUNITY REUNION

When: October 15-16, 1999
Where: Pratt Institute/Manhattan
295 Lafayette St. (corner Houston)
2nd Floor

Preliminary Program:
Friday, October 15
2:30-5:30 PM Tour of E. New York
Empowering Low Income Communities (joint session with Planners Network)
Chester Hartman
Frances Fox Piven
Leo Lillard
Ron Shiffman
Perry Winston

Saturday, October 16
8:30-9:15 am Registration/Coffee
9:15-9:30 Welcome – Walter Thabit
9:30-10:30 Self-introductions
10:30-12:30 Plenary Session on Racial Discrimination:
Charles Hannon
Frances Fox Piven
Yale Rablin
Walter Thabit
12:30-1:30 pm Box lunch
Workshops:
Globalization
Environmental Justice
National Urban Policy
3-5 Plenary Session Planning for the 21st Century:
Ken Cinnella
Lew Lubka
Norm Krumholz
Lisa Peattie
5-6:00
6:30-7:30
7:30-9:30
Summation
Social Hour
Dinner at Pierino Restaurant
For registration information contact Walter Thabit:
212-477-3694.
Jobs

CALIFORNIA

The Northern California Land Trust is looking for an Executive Director. NCLT is a Berkeley-based nonprofit housing developer specializing in neighborhood revitalization without gentrification and innovative home-ownership models. Lead 7-person staff plus organizational development. Responsibilities include housing development, community relations, board relations and daily business. Salary is $50,60K plus benefits and performance bonus. Call 510-548-7784.

Chinatown Community Development Center seeks a Resources Development Coordinator. Must be highly organized and able to meet deadlines. Must have degree or demonstrated equivalent experience, one year nonprofit administration, including planning, volunteer supervision, financial management, computer skills in Microsoft Word and Excel. Provide administrative assistance in major donor research special events and mail program. Salary is $20-30K. Mail resume to CCDC-RDC, 1525 Grant Avenue, San Francisco, CA 94133-3323 or fax 415-362-7992.

Chinatown Community Development Center seeks an Administrative Assistant/Property Manager. Capacity to work independently, under pressure, with strong problem solving skills. Must have 2 years experience as an administrative assistant or property management assistant, extensive experience with Microsoft Word and Excel, excellent written and verbal communication skills and ability to train other staff on software applications, and typing speed of 50 words per minute. Salary is $20-30K. Mail resume to CCDC-RPM, 1525 Grant Avenue, San Francisco, CA 94133-3323 or fax 415-362-7992.

The Sustainable Transportation Program of the International Council for Local Environmental Initiatives (ICLEI) is seeking a Program Assistant in its Berkeley, California office. Support local government efforts to reduce the environmental impacts of transportation. Work with local governments to support the development and implementation of Local Action Plans to reduce transportation and related greenhouse gas emissions. Must have Bachelor’s degree. Salary is $33,50K. To apply, fax or mail a resume and cover letter to: Matt Nichols, Program Coordinator, ICLEI-U.S., 15 Shattuck Square, Suite 212 Berkeley, CA 94704 or phone 510-540-8843 or fax 510-540-4783 or email mmichals@iclei.org.

MARYLAND

The Neighborhood Reinvestment Corporation is seeking a Management Consultant to be based in Baltimore. Work with district field staff and work leaders on needs for loan products, firm equity, and market. Assist in structuring deals involving multiple organizations and financial institutions. Must have substantial experience with financial services industry and demonstrated commitment to enhancing lending opportunities for low-income communities. Travel is required. For more info or to apply, contact NRC, 123 – 13, NW 50th St, Washington, DC 20005. Attn: Human Resources or email slashea@nrc.org or fax 202-376-2664.

MASSACHUSETTS

The Institute for Community Economics is looking for a Director of Operations and Finance. Manage operations including fiscal oversight, human resource management, information and office systems. Must have 5 years experience in management, 2 years supervisory and non-profit management, excellent communication skills, expertise in personnel relations, budgeting, administrative systems, and computer applications. Apply to Sarah Page, ICE, 57 School Street, Springfield, MA 01101.

The Hazardous Waste Worker Training Program at the University of Massachusetts Lowell seeks a Marketing/Outreach Coordinator. Must have 3.5 years marketing experience, demonstrated coordination skills, experience with unions and the New England Environmental Justice movement preferred), or experience with environmental health issues at least equivalent experience. Must have a M.S. degree in Public Health from an accredited program in Public Health. Business, Education or related field under-graduate degree acceptable with at least 5 years field experience. Salary is $38,43K DOE. Send cover letter, resume, and writing samples showing ability to write memo, letters, briefs, and position papers to: Helen Butler, Dept. of Environmental Engineering, Umass Lowell, 1 University Ave., Lowell, MA 01854.

NEW JERSEY

The Affordable Housing Network of New Jersey seeks a Community Economic Development Specialist. Responsibilities include providing assistance to community-based organizations, planning and implementing a comprehensive community economic development training program, and other new economic initiatives. Must have at least 10 years professional experience in community economic development, experience providing training and technical assistance to CBOS, a Masters Degree or equivalent experience. Send resume, cover letter, and salary requirement for loan products, firm equity, and market. Assist in structuring deals involving multiple organizations and financial institutions. Must have substantial experience with financial services industry and demonstrated commitment to enhancing lending opportunities for low-income communities. Travel is required. For more info or to apply, contact NRC, 123 – 13, NW 50th St, Washington, DC 20005. Attn: Human Resources or email slashea@nrc.org or fax 202-376-2664.

The St. James Community Development Corporation is seeking a Housing Project Manager. Newark-based non-profit seeks someone to lead two projects: 1) new construction of 488 units of new housing production pipeline from project concept creation to completion. 2) An ongoing year housing related experience. Fax resume to 973-482-0716.

The St. James Community Development Corporation is seeking an Urban Planner. Newark-based non-profit seeks planner to develop and implement community-based strategies. Analyze existing housing, retail, commercial and environmental inventories and develop plans with comprehensive land use design principles. Must be a licensed planner with 7 years experience and GIS proficiency required. Fax resume to 973-482-0716. For more info contact Jesabel Cruz at SJCDC, 260 Broadway, Suite 300, Newark, New Jersey 07104; phone 973 482-5790.

Iles, Inc. is seeking a Housing Program Manager. Responsibilities include marketing, secretarial, counseling, training and sales of homes. Must have 3 years relevant experience including real estate sales or brokers license, management and working with low-income populations. May need to be a HUD certified counseling agent. Send resume, cover letter and phone 609-393-5566x33. Resume to Housing Director, Iles, Inc., 10 Wood Terrace, Trenton, NJ 08618 or fax 609-393-2214.

Iles, Inc. is seeking a Home Ownership Coordinator. Full-time or part-time position. Preference will be given to applicants with relevant experience and successful completion of housing counseling course-work. Will train. Should be familiar with construction permits and with local building codes. Excellent opportunity to assist low and moderate income families to purchase homes. For more information please contact 609-393-5566x33. Resume to Housing Director, Iles, Inc., 10 Wood Terrace, Trenton, NJ 08618 or fax 609-393-2214.

The New York Landmarks Conservancy is looking for a Fundraising Manager. NYLC seeks a development team member to steward $2 million in income from operations. Responsibilities include grant writing, interaction with foundations and corporations, coordination of corporate giving and events, cultivation events, and prospect research. Excellent writing, editing, interpersonal and organizational skills required. Salary DOE. Benefits open. Salary DOE. Benefits open. Send resume to 154 Fifth Avenue, New York, NY 10010.

The North Carolina Association of CDCs seeks a President/CEO. Provide wide-scale support services to community development corporations. Responsibilities include the management of all aspects of the organization’s projects as well as fund raising, public policy, technical assistance, fundraise, member services, etc. Previous experience as well as significant administrative and legislative advocacy skills required. Based in Raleigh, NC. Send resume and cover letter to NCACDC, 101 South Saunders, PO Box 26120, Raleigh, NC 27611.

Pennsylvania

Project HO.M.E. is looking for a Director of Housing and Community Development. Responsibilities for managing all pre-development and construction activities, including preparing development operating plans, preparing RFPs and managing contracts for architectural, construction, and consulting work, etc. as well as processing and closing loans. Must have demonstrated leadership, strong financial skills, supervisory experience, intermediate power computer skills and ability to work in a fast paced environment. Contact PHOME, 1515 Fairmount Avenue, Philadelphia, PA 19130 or email khowen- hard@hr.org or fax 215-383-763.

Texas

House of Neighborly Service is looking for an Executive Director. Must have 3-5 years experience in a related area and degree in social work, human services, business, or comparable area, or equivalent experience. Bilingual Spanish/English preferred. Salary is $30,40K. Send resume to Search Committee, HNS, 407 North Calverson, San Antonio, TX 78207.

Washington, DC

Environmental Support Center is looking for an Organizational Assistance Manager. Must have degree and experience providing organizational development training and technical support to nonprofit organizations as well as experience in organizing and managing community development training for nonprofit essential. Experience should include working with groups that have demonstrated leadership potential and work with groups representing and serving low-income people and people of color. Understanding of environmental resources, salary is $40-50K. Send resume to Environmental Support Center, 4420 Connecticut Ave., NW, Suite 2, Washington, DC 20008 or email jabenbury@enviro.org or fax 202-966-4398.

Events

October 1-31, 1999: The NYC leg of the Kensington Welfare Rights Union’s “March of the Homeless” is marching from Washington, DC to NYC. They are leaving Washington on the 1st and arriving in NYC on the 31st. The human rights abuses that they documented on their march will be presented to the United Nations on November 17th. The Manhattan Center is organizing the trek. For more info visit <www.liberntys.org/> or phone 212-205-2073. Or, you can contact Heidi Dovor at the Urban Justice Center at <heidi@urbanjustice.org> or phone 212-333-0540.

October 6, 1999: Striking Gold Through Supermarkets- Prospects for Food Access in Southern California. Presented by the California Futures Network. This one-day, interactive symposium will be held at the Baltimore Hotel in Los Angeles. For more info call Kristin Penson, event consultant, at 530-792-1751 or email kristin@bcdc.com. Contact the California Futures Network at 510-238-5976.

October 21-23, 1999: Global City-Regions Conference in Los Angeles. Hosted by the UCLA School of Public Policy and Social Research, the conference will provide three days of intensive dialogue on global city-regions and an increasingly integrated world economy. For more info phone 310-547-9757 or email globalcityregions@ppsr.ucla.edu or www.ppsr.ucla.edu/globalcityregions.

Jobs
CALIFORNIA
The Northern California Land Trust is looking for an Executive Director. NCLT is a Berkeley-based nonprofit housing developer specializing in neighborhood revitalization with guaranteed and innovative home ownership programs. Lead 7-person staff plus organizational development, community development, housing development, community relations, board relations and daily business. Salary is $50,60K plus benefits and performance bonus. Call 510-0458-7834 x1.

Chinatown Community Development Center seeks a Resources Development Coordinator. Must be highly organized and able to meet deadlines. Must have degree or demonstrated equivalent experience, one year nonprofit administration, including planning, volunteer supervision, and special events. Computer skills in Microsoft Word and Excel must have substantial experience with financial services industry and demonstrated commitment to enhancing lending opportunities for low-income communities. Travel is required. For info or to apply contact: HRC, 1235 1st St, NW 3rd Floor, Washington, DC 20005 Attn: Human Resources or email <chcrw@navy.mil> or fax 202-376-1766.

MASSACHUSETTS
The Institute for Community Economics is looking for a Director of Operations and Finance. Manager Work with district field staff and work leaders on needs for loan products, fees and equity. Assist in structuring deals involving community development and financial institutions. Must have substantial experience with financial services industry and demonstrated commitment to enhancing lending opportunities for low-income communities. Travel is required. For info or to apply contact: HRC, 1235 1st St, NW 300, Washington, DC 20005 Attn: Human Resources or email <chcrw@navy.mil> or fax 202-376-1766.

The New York Landmarks Conservancy is looking for a Fundraising Manager. NYLC seeks a development team member to steward and expand 51 million dollar endowment of organizational development needs for nonprofit essential. Experience should include working with groups that have different goals of giving and groups representing and serving low-income people and people of color. Underwriting experience as well as cultural and social awareness. Salary is $40,500. Send resume to Environmental Support Center, 4240 Connecticut Ave., NW Suite 2, Washington, DC 20008 or email <jhebushely@envir.org> or fax 202-966-4398.

Pennsylvania
The North Carolina Association of CDCs seeks a President/CEO. Provide statewide support services to community development corporations. Responsibilities include the management of all aspects of the organization's projects and activities such as training, public policy, technical assistance, fundraising, member services, etc. Previous experience as well as significant administrative and legislative and advocacy skills required. Based in Raleigh, NC. Send resume and cover letter to NCAECD, 1108 Research Place, PO Box 205, Raleigh, NC 27611.

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CONFERENCE IN CHICAGO, ILLINOIS: Contact Pat Jackson Gleason at 330-907-6592 or email <pleasong@ascp.org>.


November 1-2, 1999: Networks For People, a free forum by the National Telecommunications and Information Administration to discuss the connections of people, information technology, and services transforming America will be at the Key Bridge Marriott in Arlington, Virginia. For more info visit <www.ntia.doc.gov> or call 202-422-2048.

November 3-4, 1999: Toward Sustainable Communities: 21st Century Urban Issues and Sustainable Cities Symposium in Quebec City, Canada. For more info and to register visit <www.medmaine.ca/cic21v/> or contact the Symposium Secretary, 1055 de Salaberry, Room 313, Quebec, Canada G1V 2T7; phone 418-522-0011 or email info@medmaine.ca.


November 11-14, 1999: The Association for Women in Development presents the 8th International Forum “Leading Solutions for Equality and Justice” to be held in Alexandria, Virginia. For more info visit <www.aws.org> or <awaidnfo@reply.net>.

November 18-21, 1999: Eighth Biennial Conference on Planning History in Washington, DC. The conference is on all aspects of the history of urban, regional, or community planning. For more info: Prof. Christopher Silver, Department of Urban and Regional Planning, University of Illinois at Urbana-Champaign, 111 Temple Buiell Hall; Urbana, IL 61801. Phone 217-333-4555; Email <csliver@uiuc.edu>.

December 6-8, 1999: United States Environmental Protection Agency’s Brownfields ’99 in Dallas, Texas, Alliances for 21st Century Livability Environmental Challenges and Solutions. For more info visit <www.epa.gov/brownfields/> or phone 877-343-5374.

April 4-7, 2000: The International Eco-Cities Conference in Curitiba, Brazil. For more info visit <www.envirobrazil.org> or contact Clowis Ultramari, Clowis Ricardo dos Santos, Unilivre, Open University for the Environment, Rua Vicente Benzon 210, Zip 82120-900, Curitiba, Parana, Brazil or <unilivre@unilivre.org.br>. The U.S. organizer is Richard Register of Eco-Cities Builders at <ecocity@ig.com>.

May 14-16, 2000: Building Bridges: Connecting People, Research and Design by the Environmental Design Research Association. The conference will be held in San Francisco, CA and is interested in the connection between human behavior and the built environment. For more info phone 408-330-4683 or email <edra@edra.ucsb.edu> or visit <www.teleport.com/edra/home.html>.

The Planning Report is the Insider’s Guide to Managed Growth in Los Angeles. Request a free issue online at <www.addnet.in/lp/>. To subscribe to The Planning Report News Headlines by email visit <ntia@viewpointworld.com> or <ntia@viewpointworld.com>. For more info visit <www.awid.org> or <awaidnfo@reply.net>.

The National Low Income Housing Coalition (NLHIC) will release Out of Reach: The Gap Between Housing Costs and Income of Poor People in the United States. The report is an analysis of the relationship between rental housing costs and incomes in every state and local jurisdiction in the United States. The research finds that nowhere in the country can a full time minimum wage worker afford the cost of housing at the fair market rent. The report is available on the NLHIC website <www.nlhic.org> and can also be ordered for $25 (non-NLHIC members) or $25 (NLHIC members) from <info@nlhic.org>.

The Kemmington Welfare Rights Union has released the video Outsiders about last summer’s “New Freedom Bus” tour of the United States. The 30 cities in 30 days tour addresses the issues of economic human rights in the United States – rights that are guaranteed to human beings in the Universal Declaration of Human Rights. The documentary is available from Starlight Pictures at 212-947-5333.

The Independent Press Association has released Pulp Non-Fiction about printing alternatives to promote environmental responsibility. IPA proves that it is possible to publish tree-free and chemical-free publications. For more info contact ANITA Gutierrez at 877-463-9624.

COMMUNITY CARPENTRY, Inc. is a newly formed entity whose mission is to provide affordable geographic and mapping services to a broad variety of users in the New York metropolitan area by making data and maps available on CD-ROM or over the Internet. They also offer a free, public-access website <www.comcarts.com> where browsers may use interactive maps on their neighborhood. For more info or to get a free sample, contact Gary Oronoff or Benjamin Miller at 877-MakeMaps or email <info@ComCarts.com>.

The United Nations Center for Human Settlements and Columbia University have developed the Urban Habitat Project which will foster international research, training, and the dissemination of information on innovative approaches to the crises of urbanization. The web-based Clearinghouse is a free-to-use digital directory for the field of urbanization. For more info on this and other programs contact UPH, Mark Gordon, 420 West 118th Street, Room 1305, NY, 10027 or phone 212-824-6686 or email <habitat@columbia.edu>.

PLACE YOUR AD IN PN
Contact the office for rates

PLANNERS NETWORK NEW YORK FALL FORUM SERIES

October 15 EMPOWERING LOW-INCOME COMMUNITIES

A joint session of Planners Network and Planners for Equal Opportunity (PEO), the predecessor to PN (1964-1974). This is the opening session to the PEO Reunion (see page 13 for details).

The changing theory and practice of community empowerment since the 1960s. What have been the gains and losses? What have we learned? Where are we headed?

Chester Hartman, Director, Poverty & Race Research Action Council

Frances Fox Piven, Professor, CUNY Graduate Center

Leo Lillard, 1960s Housing Activist

Ron Shiffman, Director, Pratt Institute Center for Community & Environmental Development

Perry Winstein, R.A., Pratt Planning & Architectural Collaborative

November 12 THE FIGHT TO SAVE COMMUNITY GARDENS

Community gardens organized to stop a major auction of their land by the City of New York. What are the lessons for the planning of open space and future struggles to protect it?

Leslie Lowe, Director, NYC Environmental Justice Alliance

Dave Lutz, Director, Neighborhood Open Space Coalition

Federico Savini, Forsyth Garden Conservancy/Huatem Garden

Tom Angotti, Pratt Institute Graduate Center for Planning & Environment

December 15 IT’S THE WAGE RATE, STUPID!

Grass roots organizers and legislative specialists will discuss recent efforts to legislate fair wages and working conditions, the Empire State Jobs Program, and the NYC Transition Jobs bill.

Gail Aska, Cho-Chair, Community Voices Heard

Sumner Rosen, Five Borough Institute

All Forums are at the Pratt Institute/Manhattan campus, 295 Lafayette Street @ Houston Wine & cheese reception begins at 5:30 pm. Program 6-8 pm.

Cosponsored by Pratt Institute Graduate Center for Planning & Environment
October 31-November 2, 1999: 20th Annual Affordable Housing and Community Development Conference in Albany, New York. For more information contact the New York Rural Housing Coalition, Inc., 879 Madison Avenue, Albany, NY 12208; 518- 458-8696; www nrhc.org.

November 1-2, 1999: Networks For People, a free forum by the National Telecommunications and Information Administration to discuss the connections of people, information technology, and services transforming American life at the Key Bridge Marriott in Arlington, Virginia. For more info visit www.ntia.doc.gov or call 202-422-2048.

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May 18-14, 2000: Building Bridges: Connecting People, Research and Design by the Environmental Design Research Association. The conference will be held in San Francisco, CA and is interested in the connection between human behavior and the built environment. For more info phone 405-330-4863 or email edr@eled.com or visit www.architect.org/edra/home.html.

PUBLICATIONS AND VIDEOS

The Planning Report is the Insider’s Guide to Managed Growth in Los Angeles. Request a free issue online at www.anabe.net/ptl/. To subscribe to The Planning Report News Headlines by email visit website and select “News Headlines By Email.” To subscribe to print magazine visit website and select “Subscribe / Free Issue.” The Planning Report, Published by ABL, Inc., 811 West Seventh Street, Suite 900, Los Angeles, CA 90017 or phone 909-626-9019.

The National Low Income Housing Coalition (NLHIC) will release Out of Reach: The Gap Between Housing Costs and Income of Poor People in the United States. The report is an analysis of the relationship between rental housing costs and incomes in every state and local jurisdiction in the United States. The report finds that nowhere in the country can a full time minimum wage worker afford the cost of housing at the fair market rent. The report is available on the NLHIC website www.nlhicle.org and can be ordered for $25 (non-NLHIC members) or $25 (NLHIC members) from info@nlhicle.org.

The Kemmington Welfare Rights Union has released the video Outriders about last summer’s “New Freedom Bus” tour of the United States. The 30 cities in 30 days tour addresses the issues of economic human rights in the United States — rights that are guaranteed to human beings in the Universal Declaration of Human Rights. The documentary is available from Starlight Pictures at 212-947-5333.

The Independent Press Association has released Pulp Non-Fiction about printing alternatives to promote environmental responsibility. IPA proves that it is possible to publish tree-free and chemical-free publications. For more info contact Anita Gutierrez at 877-485-9024.

MISCELLANEOUS

CommunityCartography, Inc. is a newly formed entity whose mission is to provide affordable geographic data and mapping services to a broad variety of users in the New York metropolitan region by making data and maps available on CD-ROM or over the internet. They also offer a free, public-access website www.comcart.com where browsers may use interactive maps on their neighborhood. For more info or to get a free sample, contact Gary Ostroff or Benjamin Miller at 877-MakeMaps or email info@ComCart.com.

The United Nations Center for Human Settlements and Columbia University have developed the Urban Habitat Project which will foster international research, training and the dissemination of information on innovative approaches to the crises of urbanization. The web-based Clearinghouse is a free-to-use digital directory for the field of urbanization. For more info on this and other programs contact UHF, Mark Gordon, 420 West 118th Street, Room 1305, NY, 10027 or phone 212-854-6868 or email habitat@columbia.edu.

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Contact the office for rates

PLANNERS NETWORK NEW YORK

FALL FORUM SERIES

October 15 EMPOWERING LOW-INCOME COMMUNITIES

A joint session of Planners Network and Planners for Equal Opportunity (PEO), the predecessor to FN (1964-1974). This is the opening session to the PEO Reunion (see page 13 for details.

The changing theory and practice of community empowerment since the 1960s. What have been the gains and losses? What have we learned? Where are we headed?

Chester Hartman, Director, Poverty & Race Research Action Council

Frances Fox Piven, Professor, CUNY Graduate Center

Leo Lillard, 1960s Housing Activist

Ron Shimkin, Director, Pratt Institute Center for Community & Environmental Development

Perry Winton, R.A., Pratt Planning & Architectural Collaborative

November 12 THE RIGHT TO SAVE COMMUNITY GARDENS

Community gardens organized to stop a major auction of their land by the City of New York. What are the lessons for the planning of open space and future struggles to protect it?

Leslie Lowe, Director, NYC Environmental Justice Alliance

Dave Lutz, Director, Neighborhood Open Space Coalition

Federico Savini, Forsyth Garden Conservancy/Huami Garden

Tom Angotti, Pratt Institute Graduate Center for Planning & Environment

December 15 IT’S THE WAGE RATE, STUPID!

Grass roots organizers and legislative specialists will discuss recent efforts to legislate fair wages and working conditions, the Empire State Jobs Program, and the NYCTransitional Jobs bill.

Gail Aska, Cho-Chair, Community Voices Heard

Sunner Rosen, Five Borough Institute

All Forums are at the Pratt Institute/Manhattan campus, 295 Lafayette Street @ Houston

Wine & cheese reception begins at 5:30 pm. Program 6-8 pm.

Cosponsored by Pratt Institute Graduate Center for Planning & Environment

The Growth Machine
The Growth Machine

The Planners Network is an association of professionals, activists, academics, and students involved in physical, social, economic, and environmental planning in urban and rural areas, who promote fundamental change in our political and economic systems.

We believe that planning should be a tool for allocating resources and developing the environment to eliminate the great inequalities of wealth and power in our society, rather than to maintain and justify the status quo. This includes opposition to racial, economic, and environmental injustice, and discrimination by gender and sexual orientation. We believe that planning should be used to assure adequate food, clothing, shelter, medical care, jobs, safe working conditions, and a healthful environment. We advocate public responsibility for meeting these needs, because the private market has proven incapable of doing so.

Yes! I want to join progressive planners and work towards fundamental change.

I'm a renewing member — Keep the faith!

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NOTE: Your contribution is tax deductible to the extent permitted by law.

INTERNATIONAL MEMBERS: Please send a check in U.S. funds as we are unable to accept payment in other currency. Thanks.
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# IN THIS ISSUE:

**THE GROWTH MACHINE**

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- Auto Drives the Growth Machine
- Profit Drives the Growth Machine
- Race and Sprawl
- New Urban Spaces
- Jobs, Events and Conferences, Publications, and Videos

## YOUR LAST ISSUE?

Please check the date on your mailing label. If it is **AUGUST 1998** this will be your last issue unless we hear from you **RIGHT AWAY**! See page 19 for contribution suggestions.

**MOVING?**

Please send us your new address.