

# GLOBAL CLIMATE CHANGE, *Local Growing Pains*

27TH ANNUAL LAKE ARROWHEAD  
SYMPOSIUM *October 15 - 17, 2017*

## UCLA Arrowhead Symposium 2017

Working Program Draft  
August 2017

**Global Climate Change, Local Growing Pains**  
October 15-17

[Program Description](#)

### Sunday, October 15

Noon - 1:30	Optional Lunch (a la carte ticket)
1:30 - 2:00 PM	<p><b>Welcome and overview</b></p> <p>The welcome session will explain conference logistics and introduce the “thematic structure” of the conference whereby the panels will flow from the context of our climate crisis, to a grappling with solutions in (and for) transportation and housing to putting the pieces together and looking at what’s ahead.</p> <p>Brian Taylor, UCLA Lewis Center/Institute of Transportation Studies</p>
2:00 - 2:30 PM	<p><b>Opening keynote: A Climate in Crisis</b></p> <p>As the country’s most populous state and the world’s sixth largest economy, California has made outsized contributions both to climate change and its mitigation. The state has long led the nation in advancing policies and legislation to protect the environment and reduce greenhouse gas emissions. In recent years, it has also been a laggard in housing production and affordability. Besides causing social friction and economic drag, the lack of climate-efficient housing is a climate issue. Per-person energy use and vehicle miles traveled are largely functions of decisions made concerning the type, location, and density of housing development. Through this lens, addressing impediments to more climate-efficient housing is imperative; this is the focus of this year’s</p>

	Symposium.
2:30 - 3:30	<p><b>Session 1: Climate-Efficient Local and Regional Planning</b></p> <p>Senate Bill 375 further cemented the state’s status as a climate leader by making legislatively explicit the connection between land use and climate change. Its ambitious mandate of sustainable regional growth plans has put the state on a path to achieve its emissions reductions goals, but much has changed in the nearly 10 years since its passage into law. This session pulls into focus the question of whether California can be a climate leader at the same time it’s a housing affordability lagger.</p> <ul style="list-style-type: none"> <li>● Talk 1: Why the housing crisis is a climate crisis             <ul style="list-style-type: none"> <li>○ Ethan Elkind, Director of the Climate Change and Business Program, UC Berkeley/UCLA Schools of Law</li> </ul> </li> <li>● Talk 2: Hotter, Higher, Hamstrung: Housing supply and constraints in California             <ul style="list-style-type: none"> <li>○ Ben Metcalf, Director, California Department of Housing and Community Development</li> </ul> </li> </ul> <p>Moderator: [Keynote speaker]</p>
3:30 - 4 PM	Break
4:00 - 5:30 PM	<p><b>Session 2: New Directions and Old Frameworks for Sustainable Urban Growth</b></p> <p>Sustainable development that accommodates population growth without inducing sprawl is a relatively new goal that rises in a thicket of old and ensnaring policies and practices. Proposition 13, for example, squashes local property tax revenues, discourages home turn-over and contributes towards the tax burden’s shifting onto new development impact fees. Local parking requirements promote auto use and distort housing choices, even in dense transit rich areas, contravening climate and VMT goals. And, while anti-sprawl goals, such as those ensconced in SB 375, encourage dense urban living, the growing volume of goods delivered to those populated centers increasingly comes from logistics complexes that get built in ever outlying areas. This session introduces the theme of “mixed signals” that complicate effective climate action.</p> <ul style="list-style-type: none"> <li>● Talk 1: How to grow in a strait jacket: Prop 13’s effects on housing market efficiency</li> <li>● Talk 2: Bundling travel behavior and costs in housing decisions             <ul style="list-style-type: none"> <li>○ Dr. C.J. Gabbe</li> </ul> </li> <li>● Talk 3: Click to sprawl: a look at the land use and emissions impacts of consumer-driven logistics</li> </ul>

	<ul style="list-style-type: none"> <li>○ Dr. Laetitia Dablanc, French Institute of Science and Technology for Transport, University of Paris-East</li> </ul>
5:30 - 6:30 PM	Check-in and reception
6:30 - 8:00 PM	Dinner
8:00 - 9:30 PM	<p><b>Panel 3: Getting the transportation outcomes we want by building the housing we need</b></p> <p>Building denser and more comprehensive neighborhoods is a well-known and propitious method for reducing vehicle miles traveled. This, of course, is an important strategy for achieving further reductions in GHG emissions. But such climate-efficient housing is only effective if there is enough of it and people can afford to live there. Increasingly, affordable housing is difficult to find precisely in the dense cities and neighborhoods where the transportation and environmental gains from more people living there would be greatest. Instead, cheaper housing farther afield draws people into longer commutes and more car-dependent travel. This session explores the question of why dense, urban housing is often out of reach and outlines strategies for developing the “missing middle” in housing and enabling car-free living.</p> <p>Proposed short talks:</p> <ul style="list-style-type: none"> <li>● Talk 1: Upzoning: Shaking up the Status Quo             <ul style="list-style-type: none"> <li>○ Paavo Monkkonen, UCLA</li> </ul> </li> <li>● Talk 2: Development without displacement             <ul style="list-style-type: none"> <li>○ Dena Beltzer, Strategic Economics</li> </ul> </li> <li>● Talk 3: Streamlining our way to successful outcomes</li> </ul> <p>Moderated debate to follow short presentations.</p>
9:30 - 11:00 PM	Informal Reception

**Monday, October 16**

7:45 - 8:30 AM	Breakfast
8:30 AM - 10 AM	<p><b>Session 4: The Problem of Parochialism in Planning and Building New Communities</b></p> <p>Many housing and transportation projects that would further regional and state progress in meeting climate goals regularly face the peril of parochialism. Local governments bring their own concerns to bear in ways that can undermine benefits to the region, as when a city’s</p>

	<p>development improves its tax base but imposes costs on neighboring jurisdictions. Projects that give the public diffuse environmental benefits from greater density and lower VMT contend with focused opposition from localized interests. In neighborhoods everywhere, small constituencies, by bringing complaints and lawsuits, wield effective veto power over projects that would increase density or increase traffic. Even where projects are built, the process of opposition adds delay and expense, ultimately borne by new residents and the public. What could be a democratic process for considering stakeholder concerns and negotiating around them is sometimes subverted by necessarily rigid procedures and hidebound regulations. This session discusses the problem of parochialism and explores strategies for enabling plans and developments that serve new constituents and the public interest.</p> <ul style="list-style-type: none"> <li>● Talk 1: Regional goals, local land use: SB 375 and the city-region collective action problem             <ul style="list-style-type: none"> <li>○ Gian-Claudia Sciara, University of Texas</li> </ul> </li> <li>● Talk 2: Zoning as written versus zoning as practiced             <ul style="list-style-type: none"> <li>○ Taner Osman, UCLA Department of Urban Planning</li> </ul> </li> <li>● Talk 3: Department of Neighborhoods: Seattle’s shake up of the NIMBY power structure</li> </ul>
10:00 - 10:30 AM	Break
10:30 - 12:00 PM	<p><b>Session 5: Integrated Climate Action Planning: Aspirations, investments, and measurements of success</b></p> <p>Hundreds of cities and jurisdictions have adopted or are drafting Local Climate Action Plans that typically set goals for reducing GHG emissions and implement measures to achieve those goals. These Plans exist, however, alongside other established local planning practices and policies, some of which may conflict or complicate the goals or implementation of the CAPs. This session examines how cities have integrated climate action with existing planning and how they forecast the success of their climate actions.</p> <ul style="list-style-type: none"> <li>● Talk 1: Integrating Climate Action Plans with existing planning             <ul style="list-style-type: none"> <li>○ Adam Millard-Ball, UC Santa Cruz</li> </ul> </li> <li>● Talk 2: Accounting for GHG reductions from plans             <ul style="list-style-type: none"> <li>○ Mike Chester, Arizona State University</li> </ul> </li> <li>● Talk 3: Implementing climate change investments             <ul style="list-style-type: none"> <li>○ Tammy Seale, Placeworks</li> </ul> </li> </ul>
12:00 - 1:30 PM	Lunch - Potential “theme tables” to check in at the halfway point

<p>1:30 - 3:00 PM</p>	<p><b>Session 6: Pricing and Technology as Transportation Inputs to a Greener Climate</b></p> <p>Transportation’s large share of an average household’s expenditures (second only to housing) reflects the high value individuals place on their mobility but also the many inefficiencies in each aspect of personal automobile transportation. From the energy loss inherent in combustion engines, to the resources tied up in a household’s multiple and mostly idle cars, to the time and fuel spent spanning stretched-out distances that sprawl forces people to travel, car travel imposes many opportunity costs. Prices that would moderate consumption of such costly goods and avoid their waste are notoriously misaligned (or even absent) in car travel, resulting in VMT being an especially significant environmental threat. Technology is, however, rapidly changing this context: pricing per-mile of travel is now feasible, efficient electric vehicles that are gaining in range appear poised to take over, and travel behavior is sure to change as a result. This session will survey the effects of technology-enabled pricing on land use and of electric vehicles in reducing emissions, and will then discuss advancing environmental goals in the midst of these big changes in travel behavior and technology.</p> <ul style="list-style-type: none"> <li>● Talk 1: It’s the pricing, stupid: How transportation costs drive travel choices and shape land use             <ul style="list-style-type: none"> <li>○ Mike Manville, UCLA</li> </ul> </li> <li>● Talk 2: Caltrans’ vision amidst changing transportation needs, emerging technologies, and new environmental goals             <ul style="list-style-type: none"> <li>○ Ellen Greenberg, Caltrans</li> </ul> </li> <li>● Talk 3: Density and delivery: A look at where delivery services reduce VMT over passenger vehicle travel and where they do not             <ul style="list-style-type: none"> <li>○ Anne Goodchild, University of Washington</li> </ul> </li> </ul>
<p>3:00 - 5:30 PM</p>	<p>Free Time</p>
<p>5:30 - 6:30 PM</p>	<p>Reception</p>
<p>6:30 - 8:00 PM</p>	<p>Dinner</p>
<p>8:00 - 9:30 PM</p>	<p><b>Panel 7: Climate Justice for all Californians: Discussions of displacement, gentrification, and environmental justice</b></p> <p>Climate policies espoused in SB 375 encourage the use of “marginal” land, with the result that living and working spaces on such spaces meet with local governments’ consent and zoning approval. Such marginal uses, which can even be awarded cap and trade funding, include housing on freeway-adjacent land, despite the well-documented health hazards of proximate emissions. Meanwhile other urban developments, including</p>

	<p>transit priority projects make efficient use of scarce land and providing housing, but possibly at the expense of displacing communities and gentrifying neighborhoods. This evening panel will explore the question of whether the drive for housing is crowding out other concerns such as residents' health and community well-being.</p> <ul style="list-style-type: none"> <li>● Talk 1: The problem of zoning: planning's contributions to inequity, environmental and health injustice</li> <li>● Talk 2: Economic development in low-income neighborhoods and integration</li> <li>● Talk 3: Displacement and gentrification: affordable housing in wealthier communities</li> </ul>
9:30 - 11:00 PM	Informal Reception

**Tuesday, October 17**

7:45 - 8:30 AM	Breakfast
8:30 - 10:30 AM	<p><b>Session 8: Global concern, local incremental action</b></p> <p>Climate accords may be international, and laws national and state, but implementation is ultimately local. This concluding panel discusses concrete examples of innovations and approaches that advance environmental goals and offer the promise of better land use.</p> <ul style="list-style-type: none"> <li>● Talk 1: In-fill residential on compact urban parcels: Communicating development benefits in contested areas</li> <li>● Talk 2: Transit-first neighborhoods in the Bay Area</li> <li>● Talk 3: Green Eugene: A small city's big climate and energy plan that's getting results</li> <li>● Talk 4: Getting agencies to work together on environmental stewardship and social equity</li> </ul>
10:30 - 11 AM	Break
11:00 - noon	<p><b>Reflections</b></p> <ul style="list-style-type: none"> <li>● Policy Californication: What California's leadership on climate will look like and how other states and regions can follow California's lead.</li> </ul>
noon - 1:30 PM	Concluding Lunch