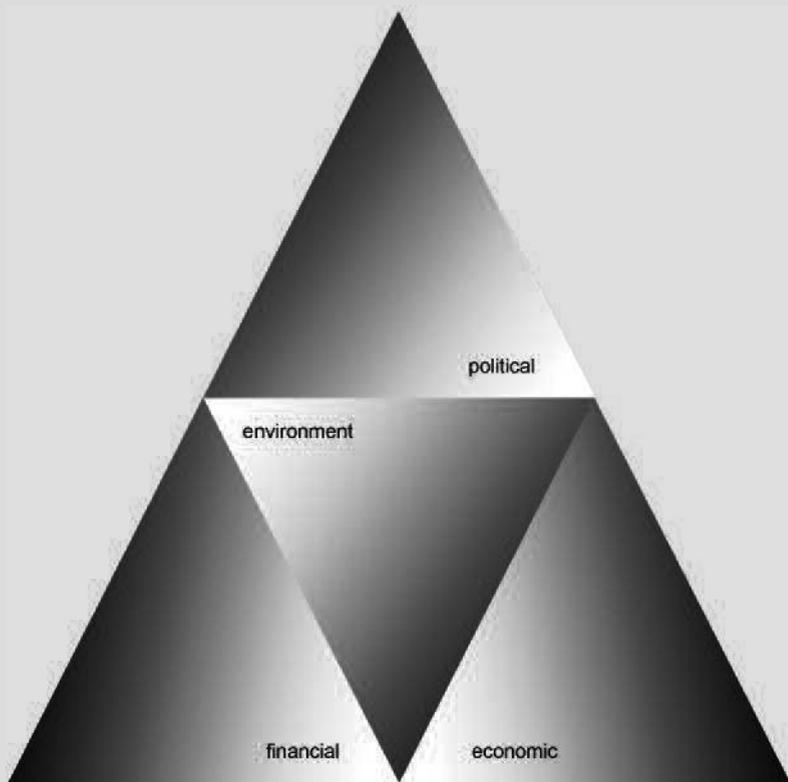


Dimensions of Sustainability

The American Coalition For Sustainable Communities (ACSC)



LETTER OF INTRODUCTION

American Coalition for Sustainable Communities has compiled this report, in order to support cities in their efforts to comply with California state mandated bills: The Global Warming Solutions Act of 2006 (AB32) and The California Sustainable Communities and Climate Control Act of 2008 (SB375).

California cities are expected to update their general plans to comply with new planning paradigms that include growth management, integrated land use and transportation plans, greenhouse gas (CO₂) (GHG) reductions, climate mitigation plans, and the provision of housing that will meet different income levels.* When considering growth management and its outcomes, elected officials and their staffs' focus has been dominated by one dimension of sustainability; how growth and greenhouse gas (CO₂) will impact the environment. However, successful environmental sustainability depends upon positive effects of all the dimensions mentioned within this report; specifically financial, economic, and political sustainability.

“Strategies must be cost-effective and must not materially impede economic growth or unreasonably intrude on people’s lifestyle choices, or they could be rejected by the public.”¹ - Wendell Cox

This report looks at the State’s prescribed Sustainable Communities Strategies through the lens of all the dimensions of sustainability.

DIMENSIONS OF SUSTAINABILITY

1. **Political sustainability** requires that GHG (CO₂) reduction strategies will be acceptable to the public and will not lead to political or legal liability.
2. **Environmental sustainability** pertains to growth strategies that would have reasonable impacts on the environment.
3. **Financial sustainability** concerns affordable GHG (CO₂) reductions.
4. **Economic sustainability** assumes that GHG (CO₂) reduction strategies will not impair economic growth, job creation or poverty reduction.

Excerpted from:

City officials, staff and planners are seeking expertise to help them devise a comprehensive general plan that will meet all of these new requirements. These experts include, but are not limited to, a mix of state and federal agencies like CARB, Department of Finance, Caltrans, and the EPA, DOT and HUD as well as non-governmental organizations (NGOs) like the American Planning Association, Smart Growth Network, ICLEI, and the Urban Land Institute.

These agencies and NGOs provide abundant resources, tools, analysis, and statistics that support the cities' diligent efforts to incorporate transit oriented development and smart growth/compact development into their general plans for the purposes of GHG (CO₂) reduction targets.

Our research focuses specifically on claims made by smart growth experts about the anticipated benefits and outcomes these strategies would have upon sustainable growth management, and how they would affect housing affordability, transportation, and GHG (CO₂) emissions.

While analyzing these claims through a wider lens of dimensions of sustainability, we often found the data to be contradictory and raised concerns that these prescribed growth management strategies would neither meet anticipated outcomes nor be financially, economically, politically and environmentally conducive for cities' long-term health.

The intent of this report is to highlight

1. the **CLAIMS** put forth by state and federal agencies and/or NGOs on a particular topic,
2. present documented objective **FACTS** from credible sources that contradict the claims, and
3. **SUMMARIZE** the data.

Finally, we are asking that elected officials, staff and planners:

1. regard **all** dimensions of sustainability when considering the implementation of smart growth planning policies and GHG (CO₂) reductions and
2. use the updated facts in this report to assess or reassess the merits of growth management plans, proposals and grants.

Thank you,

American Coalition for Sustainable Communities

Excerpted from:

IMPORTANT NOTICE

“AB32 and the California Air Resources Board (CARB) Scoping Plan implementing AB32 cannot specifically mandate that each individual city adopt its own greenhouse gas reduction plan to meet AB32 targets on a city-specific basis.”

- Environmental and Regulatory Specialists, Inc., Green City Initiative Initial Study, EARSi.com

Although many valuable resources were used to create this report, the primary resource is *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*²; a policy report published by the Reason Foundation in 2011 and authored by Wendell Cox.

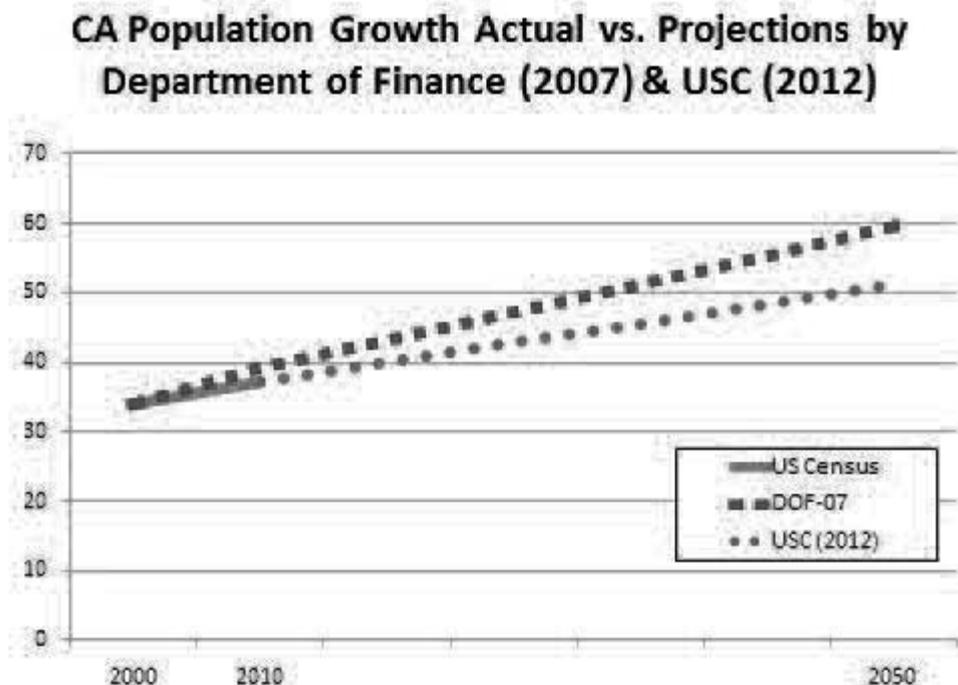
Wendell Cox is principal of Wendell Cox Consultancy (Demographia), an international public policy firm and specializes in urban policy, transport and demographics. He has provided consulting assistance to the United States Department of Transportation and was certified by the Urban Mass Transportation Administration as an "expert" for the duration of its Public-Private Transportation Network program (1986-1993). He has consulted for public authorities in the United States, Canada, Australia and New Zealand and for public policy organizations and lectured widely. He serves as visiting professor at the Conservatoire National des Arts et Metiers (a national university) in Paris, where he lectures on transport and demographics.

Excerpted from:

POPULATION GROWTH PROJECTIONS

CLAIM: California State population will grow from 36.5 million in 2006 to 60 million in 2050. - California Department of Finance, 2007

FACTS: Population growth is foreseen as much slower in these projections than was indicated by the official state population projections issued in 2007 by the state Department of Finance (DOF).



Source: CA Department of Finance 2007 and USC 2012

- The Department of Finance expects population to hit 44.1 million in 2020, the USC study estimates 44.1 million in 2028.¹
- The Department of Finance expects population to hit 50 million in 2032, the USC study estimates 50 million in 2046, (14 years later).²

SUMMARY:

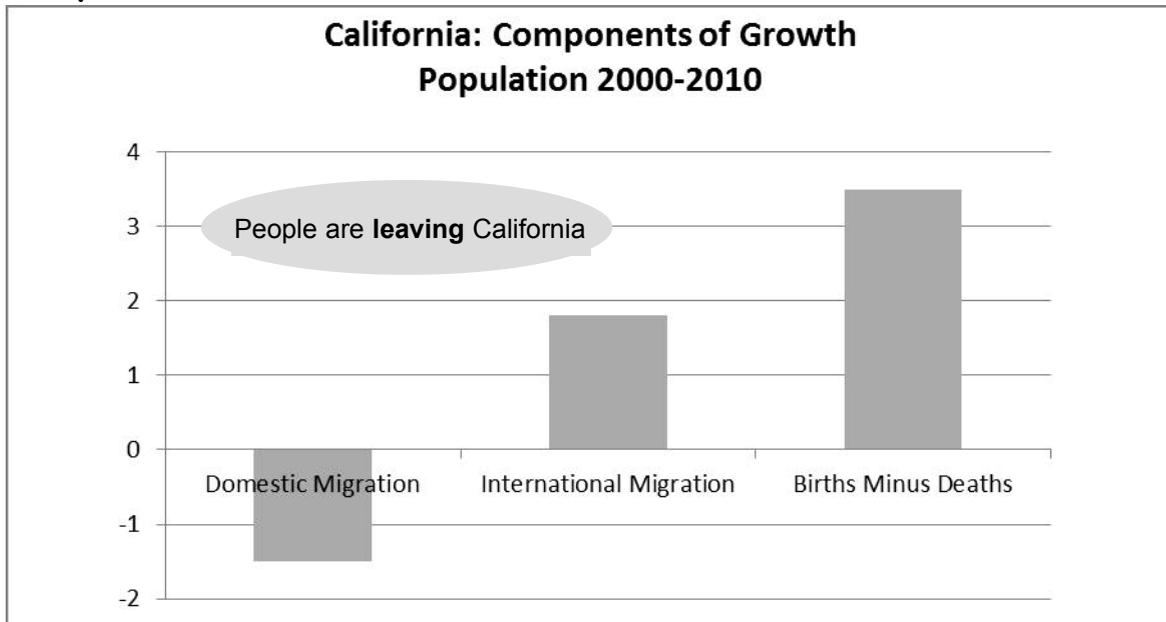
As this chart shows, the US Census population growth projection is less than anticipated by the CA Dept. of Finance. We need to examine the 'need' to implement substantial changes in urban, suburban and rural densities proposed in smart growth policies.

Excerpted from:

COMPONENTS OF POPULATION GROWTH

CLAIM: Losses due to domestic migration were more than offset by gains from foreign immigration and natural increase (excess of births over deaths)... - Public Policy Institute of California

FACTS:



Source: www.newgeography.com, U.S. Census Bureau

- “California’s loss was greater than the population of its second largest municipality.”¹
- “More Californians moved away than lived in 12 states at the beginning of the decade.”²
- “Among the net 6.3 million interstate domestic migrants in the nation, nearly one-quarter fled California for somewhere else.”³

SUMMARY:

“California is growing because there are more births than deaths and the state had a net large influx of international immigration over the past decade. At the same time, the state has been hemorrhaging residents.”⁴
- Demographia and the Praxis Strategy Group

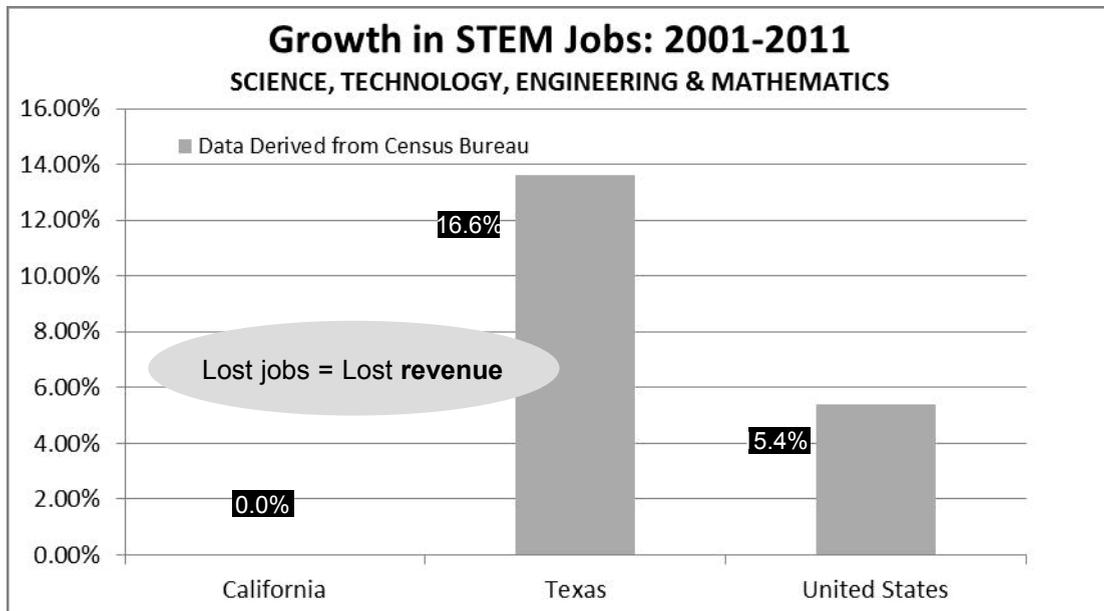
Excerpted from:

COMPONENTS OF JOB GROWTH

CLAIM: California leads the way with job growth. - Silicon Valley / San Jose Business Journal

FACTS:

- California is the most anti-business friendly state in the country due to high taxes, excessive regulations, forced unions and bloated public payrolls. California ranks 49th for “business tax climate” and 48th for “economic freedom.”¹
- The number of companies leaving California per week in 2009 was one; in 2010, 3.9 per week; and in 2011, 5.4 per week.²
- Unless California changes its business environment by reducing taxes and regulations on businesses, we will remain at the bottom of the state rankings.³
- California anticipates having an \$8.4 billion shortfall for its FY2013 budget which includes a \$3.4 billion gap carried forward from FY2012. “The Great Recession that started in 2007 caused the largest collapse in state revenues on record. State budgets continue to be a drag on the national economy...reducing the job creation that otherwise would be expected to occur.”⁴



Excerpted from:

SUMMARY:

California needs jobs and must improve the environment for businesses in order to supply those jobs. STEM jobs that one boosted the State's economy are leaving because it is too cumbersome and expensive to do business in California. A business-friendly environment would bring employers back to the state, which would bring jobs and increase tax revenues.

SMART GROWTH POLICIES AND HOUSING AFFORDABILITY

CLAIM: Smart growth, through its regional approach to development and its goal of increasing choices in housing and transportation, can improve the quality, distribution, and supply of affordable housing.~ Smart Growth Network and US EPA

FACTS:

- Prescriptive planning strategies are often recommended when trying to control sprawl.
- The table on the next page is from a report by *Costs of Sprawl*. The table indicates that for 7 in 10 of the recommended land use tactics there is a potential for housing prices to rise.
- “The loss of housing affordability disproportionately disadvantages minority households, due to their generally lower incomes. California’s Thomas Rivera Policy Institute, a Latino research organization, raised concerns about the impact of compact development on housing affordability.”¹

“Whether the Latino homeownership gap can be closed or projected demand for home-ownership in 2020 be met, will depend not only on the growth of incomes and availability of mortgage money, but also on how decisively California moves to dismantle regulatory barriers that hinder the production of affordable housing. Far from helping, they are making it particularly difficult for Latino and African American households to own a home.”²

Excerpted from:

Prescriptive Planning Policies & Housing Affordability

	Strategy	Potential to Increase Housing Prices
1	Regional Urban Growth Boundaries	YES
2	Local Urban Growth Boundaries	YES
3	Regional Urban Service Districts	YES
4	Local Urban Service Districts	YES
5	Large Lot Zoning in Rural Areas	YES
6	High Development Fees & Extractions	YES
7	Restrictions on Physically Developable Land	YES
8	State Aid Contingent on Local Growth Zones	
9	Transferable Development Rights	
10	Adequacy of Facilities Requirements	

Source: Burchell, R.W., Lowenstein, G., Dolphin, W.R., Galley, C.C., Downs, A., Seskin, S., and Moore, T., *Cost of Sprawl—2000*.

SUMMARY:

“Compact development is associated with restrictions that lead to higher housing prices and loss of housing affordability. Compact development policies prohibit development on large areas of otherwise buildable land by strategies such as urban growth boundaries, building moratoria and other growth controls.” - Wendell Cox

Excerpted from:

LIVABILITY AND COMMUNITY PREFERENCES

CLAIM: “Smart Growth” concepts include many amenities that future buyers are expressing preferences for.” - Western Riverside Council of Governments (WRCOG)

FACTS:

2011 Community Preferences Survey National Association of Realtors						
The data have been weighted by gender, age, race, region, metropolitan status, and Internet access. 2,071 adults nationally--37% Democrat, 30% Independent, 27% Republican, 4% something else						
	City downtown, with a mix of offices, apartments, and shops	City more residential neighborhood	Suburban Neighborhood with a mix of houses, shops, and businesses	Suburban Neighborhood with houses only	Small Town	Rural
Which of the following best describes the place where you live?	5%	19%	26%	19%	14%	16%
If you could choose where to live, in which type of the following locations would you most like to live?	8%	11%	28%	12%	18%	22%
	Single Family Detached House		Single Family Attached House or Town House		Apartment or Condo	Mobile Home
Right now, if you could choose, which of the following would you <u>prefer</u> to live in?	80%		7%		8%	2%
Top Priorities in deciding where to live.*	Lot Size	Commute to Job		Privacy	Schools	
	61% prefer larger lots	59% would opt for a longer commute to live in a single family home		87% feel privacy is a top priority	75% put schools as a top priority	

Source: The 2011 Community Preferences Survey, www.brspoll.com

Excerpted from:

- **“While walkability is seen as a desirable attribute by most, majorities of Americans are willing to live in communities where they have to drive most places if it means they would have larger lots with more distance from neighbors.”*¹ - Community Preferences Survey
- *“Younger people who are unmarried tend to prefer the convenience of smart growth, walkable communities. Subdivision-type communities appeal more to middle-aged, married couples.”*² - Community Preferences Survey
- *“Those on both ends of the socio-economic scale tend to prefer smart growth communities while those in the middle are more drawn to sprawl-type communities.”*³ - Community Preferences Survey
- *“In general, adults’ current housing situations reflect their preferences. Those who live in housing-only suburbs, small towns, and rural areas prefer more spread out, less walkable communities, whereas urban residents and those who live in suburbs with a mix of housing and businesses prefer more walkable, smart growth communities.”*⁴ - Community Preferences Survey

SUMMARY:

People have different community preferences based on their stage in life. Young, single professionals have different lifestyle wants and needs than young families, empty-nesters, seniors or farmers and ranchers. Providing housing for these different lifestyles should be generated by free-will and market conditions. It should not be mandated by government.

*“Self-selection is the tendency for people to choose residential locations that facilitate their preferred lifestyles, rather than changing their lifestyles based upon where they live.”*⁵ - David Brownstone, UC Irvine

Excerpted from:

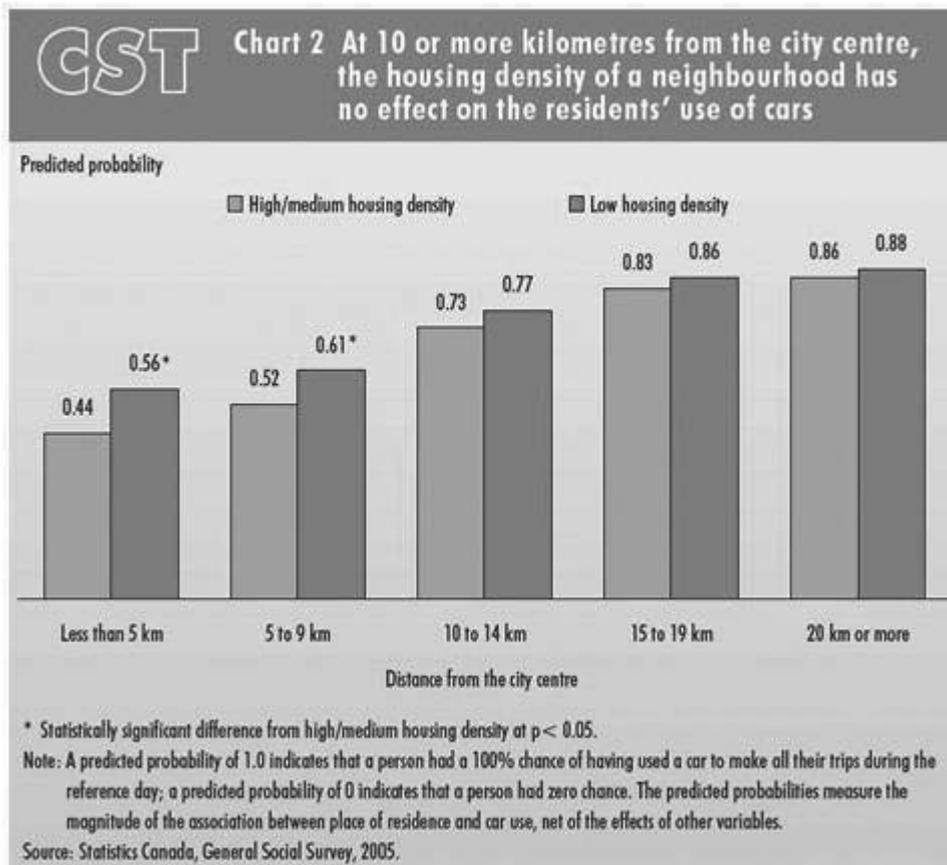
TRANSPORTATION CHOICES AND POPULATION DENSITY

High Density and Car Usage

CLAIM: *Higher-density development is a key element to creating walkable communities and providing more transportation options. - Smart Growth Network*

FACTS:

“At 10 or more kilometers from the city center, the housing density of a neighborhood has no effect on the residents’ use of cars.”¹ - Statistics Canada



Excerpted from:

- “Above 10 kilometers from the city center, [...], the impact of neighborhood density on automobile use dwindles until it almost vanishes. Although the chart appears to show that neighborhoods with low density are different than those with medium/high density at more than 10 kilometers from the city core, this difference is not statistically significant.”²

SUMMARY: *...beyond 10 kilometers from the city center, the fact that a neighborhood was mainly composed of single family or semi-detached houses rather than apartments was not correlated with greater or less automobile use.”³*

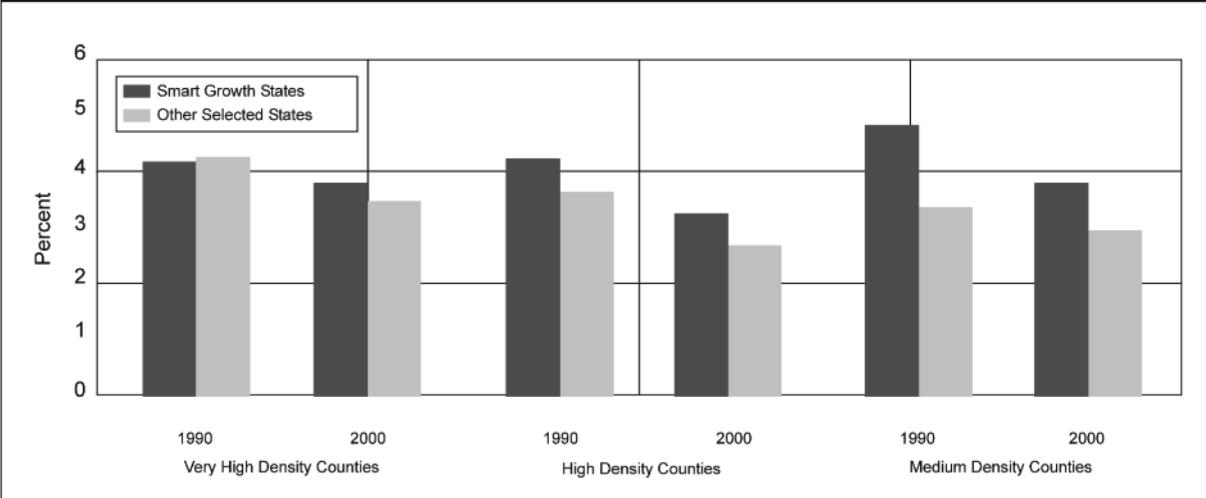
Americans like driving their cars. People like the convenience and comfort of them and will always need personal transportation to get from point A to point B. Distance, lack of convenience, and the prohibitive cost of building public transportation have been the stumbling blocks for decades in implementing an economical network of public transportation choices. Ironically, transit funds are often derived from automobile use taxes.

High Density and Bike Commute Usage

CLAIM: Given that smart growth programs typically provide bike lanes, bike racks, sidewalks, and priced parking, they should increase the share of bike/walk commutes or at least retard its decline. - Lincoln Land Institute

FACTS:

The Bike/Walk Share Generally Started Higher in Smart Growth States However, Declined in the 1990s
 Source: U.S. Census Bureau (1990s - 2000s)



Source: Lincoln Institute of Land Policy—Evaluating Smart Growth, a research project in late 2006 to evaluate the effectiveness of smart growth policies. The analysis focused on four states with well-established statewide smart growth programs (Florida, Maryland, New Jersey, and Oregon) and four states (Colorado, Indiana, Texas, and Virginia) that offered a range of other land management approaches. http://www.fltod.com/research/general_tod/evaluating_smart_growth.pdf, p.21

- As this Figure indicates, "...while the bike/walk share was generally higher in the smart growth states, its share declined over time and was essentially unrelated to population density."⁴

SUMMARY:

"Overall biking/walking mode share is in decline, with 600 of the 692 jurisdictions experiencing percentage decreases in this mode of travel between 1990 and 2000..."⁵

Excerpted from:

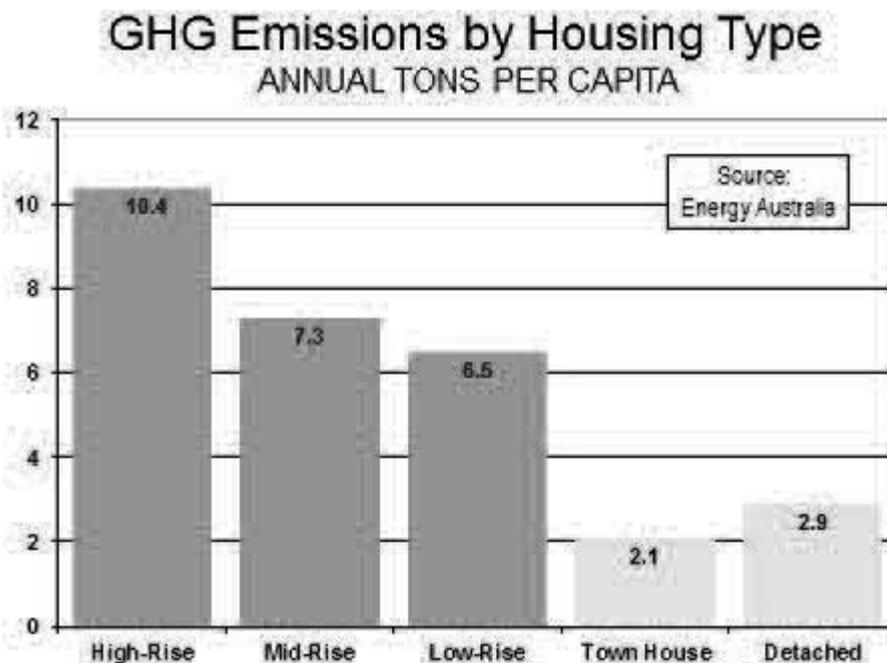
Biking and walking paths/trails (though desired amenities) are still being proposed at a construction cost of around \$26,000/mile plus \$1600/year for maintenance. Meanwhile, roads used for shipping of goods and getting people to work will need repairs averaging “\$78.9 Billion over the next 10 years.”⁶

RESIDENTIAL GREEN HOUSE GAS EMISSIONS

CLAIM: Residences in auto-oriented suburban areas produce greater GHG emissions than higher-density areas. - Driving and the Built Environment / Moving Cooler

FACTS:

- “In perhaps the most comprehensive spatial research to date, the Australian Conservation Foundation¹ allocated virtually all of the nation’s GHG emissions to households based upon their residential location. The surprising result was that, all things considered, **GHG emissions per capita were higher in more compact areas than in suburban areas, where there is more driving and where there is more detached housing.**”²



Excerpted from:

- When determining energy costs, “the authoritative source, the Residential Energy Consumption Survey (RCEs) includes only energy use reflected on residential utility bills, but excludes the common energy consumed in higher density housing.”³

SUMMARY:

This Australia study found that when measuring GHG production per capita, lower density housing produced less than higher density housing when common energy was included. Costs of common energy must be considered. “Common energy is used for elevators, air conditioning, heating, water heating, building lighting, and commonly provided heating, cooling and water heating.”⁴

HIGHER DENSITIES, CONGESTION AND GHG EMISSIONS

CLAIM: The higher densities are intended to reduce the amount of driving, as measured by vehicle miles of travel (VMT). GHG emissions are generally presumed to be reduced by a corresponding percentage.
- Wendell Cox

FACTS:

- “Research indicates a substantially diminishing rate of GHG reduction as traffic congestion increases.”¹

Comparison of a 30-minute Trip in Average and Congested Conditions			
	Less Congested Conditions	Congested Conditions	Difference
Trip Time Assumed (Minutes)	30.0	30.0	0.0%
Average Speed (MPH)	41.9	15.8	-62.2%
Distance Traveled (VMT)	21.0	7.9	-62.2%
Fuel Consumed (Gallons)	0.56	0.49	-11.9%
Miles per Gallon	37.3	16.0	-57.2%
GHG Grams (Trip)	6,225	5,496	-11.7%

SUMMARY:

A 30-minute trip in congested conditions was found to reduce distance travelled (VMTs) 62%, “due to slower speeds and more stop and start operation.”² This data also indicates that as traffic congestion increases, speeds decline and GHG reductions are far less.

Excerpted from:

“The mobility research indicates that this additional travel time would retard economic growth. The slower travel times would raise costs for trucks, delivery vans and on-site services (such as plumbers).”³

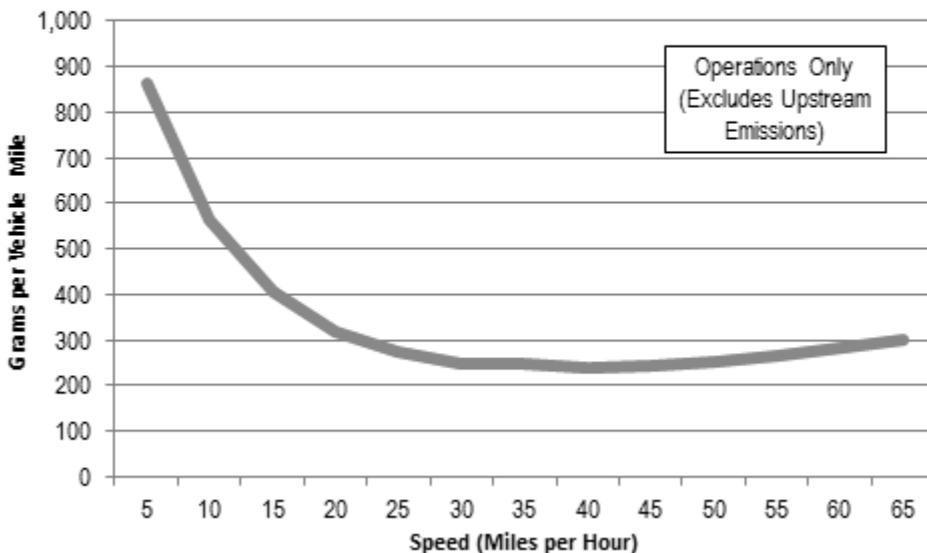
- Wendell Cox

COMPLETE STREETS AND AUTOMOBILE GHG EMISSIONS

CLAIM: Complete streets are good for air quality. Poor air quality in our urban areas is linked to increases in asthma and other illnesses. ~ National Complete Streets Coalition

FACTS:

Effect of Speed on GHG Emissions
DATA FROM CALIFORNIA AIR RESOURCES BOARD



Source: California Air Resources Board

- “...as traffic congestion becomes more severe, local air pollution (“criteria” pollutants, such as carbon monoxide, volatile organic compounds and NOx) become more intense, which increases the health hazards that justified auto environmental standards in the first place.”¹

SUMMARY:

- “As vehicle speeds decline, GHG emissions increase, regardless of the distance driven.”² - CA Air Resources Board

Excerpted from:

HOUSING COSTS ASSOCIATED WITH SMART GROWTH POLICIES

CLAIM: Many growth management policies improve the supply and location of affordable housing [...], thereby increasing the desirability of the community and thus the price of housing. - The Brookings Institution Center on Urban and Metropolitan Policy

FACTS:

- In a study by the Reason Foundation to determine what the housing costs associated with smart growth policies would be by 2050 it was “estimated that additional consumer expenditures for (smart growth) housing would exceed \$1.5 trillion (2010\$) annually...”
- Using the GHG emission reductions from Moving Cooler which would be approximately 78,000,000 tons, rendered expenditure per ton of GHG emissions at \$19,700. This is nearly 400 times the IPCC maximum expenditure of \$50/GHG ton.

U.S. Housing Penalty Associated with Compact Development Policies: 2050	
	Annual 2050
Higher House Prices & Mortgage Payments	\$1,450,000,000,000
Higher Rent Payments	\$90,000,000,000
Total Additional Expenditures	\$1,540,000,000,000
Annual GHG Tons Removed	78,000,000
Additional Consumer Expenditures per GHG Ton Removed	\$19,700
IPCC Maximum Expenditure per GHG Ton Removed	\$50
Times IPCC Maximum Expenditure (\$50/GHG Ton)	394
Projected Gross Domestic Product 2050	\$41,260,000,000,000
Additional Expenditures as a Share of GDP	3.7%

For Methodology see Reason Foundation Policy Study 388 by Wendell Cox, November 2011. Sources include US Census, American Community Survey, IPCC, Moving Cooler, Goldman Sachs, and National Association of Realtors

- “The California experience was used for this study and is appropriate as a base for projection for two reasons:
 1. California housing prices are well above the national average. However, this differential has developed since 1970. As late as 1971, California housing prices were similar to the national average.

Excerpted from:

2. William Fischel has associated the increase in California housing prices relative to the nation with its stronger land use regulation. Fischel found that the rise in California housing prices from 1970 relative to the nation could not be explained by factors such as higher construction cost increase, population growth, quality of life, amenities, the state's property tax reform initiative (Proposition 13), land supply or water issues."¹

SUMMARY:

“Compact development policies would result in a massive rearrangement of the economy and composition of the GDP and possible economic disruption. The potential for housing market distortions to produce economic distress is illustrated by the recent experience of the Great Recession, which was closely related to unprecedented house price inflation and deflation, much of it in California.”² - Wendell Cox

Excerpted from:

STATE AND FEDERAL REGULATIONS AFFECTING COMMUNITIES

CLAIM: Smart growth programs, regulations and incentives will lead to lower development costs and housing prices. ~ Urban Land Institute

FACTS:

Many policies of smart growth/compact development can only be achieved through incentives, waivers, government mandates, regulations or fees (taxes). Regulations impact the cost of development in California both in time and money which is ultimately passed on to the consumer.

According to a survey conducted by the National Association of Home Builders, "...on average, regulations imposed by government at all levels account for 25.0 percent of the final price of a new single-family home built for sale."¹

Categories of Regulatory Costs Captured in the Survey <small>Source: Survey used to generate NAHB/Wells Fargo HMI: April 2011</small>	Share with zero cost	Share with positive cost	Normal add-ons (such as carrying costs and return on equity) where regulatory costs are positive
A. During Development			
Cost of applying for zoning / subdivision approval	10%	90%	Points on acquisition loan + interest from application to time lost is sold to builder + developer profit
Costs incurred after approval / before construction (impact fees, environmental, mitigation, etc.)	5%	95%	Points on acquisition loan + interest from ½ time between approval and time lot is sold to builder + profit
Value of land dedicated / left unbuilt	19%	81%	
Costs of complying with changes in development standards (setbacks, road widths, etc.)	13%	87%	Same as above
B. During Construction			
Added cost due to changes in construction codes / standards over the past 10 years	6%	94%	Points on construction loan + interest from ½ time between start time and sale + brokers fees + builder profit
Permit, hook-up, impact or other fees paid by builder	8%	92%	Same as above

The following are a few examples of California regulations that affect the economic, environmental and social justice parameters of community development:

Excerpted from:

ECONOMIC

- AB32 —California’s Cap & Trade market begins, it will have devastating economic consequences for all of California businesses including potential loss of output, and jobs. Indirect business taxes and labor income is substantial and significant to the tune of billions of dollars, while California will only collect around \$1 billion in carbon offsets
- Development Fees—are fees that are imposed at the local level on developers and then passed on to the consumer of the homes or businesses.
- Community Facilities Districts or Community Development Districts (Mello Roos Taxes)— These districts impose additional tax burdens on property owners for various bond funding of streets, water, sewage and drainage, electricity, infrastructure, schools, parks, and police protection.

ENVIRONMENTAL

- Open Space Preservation—Every county and city is mandated by the state to adopt an open space element into its general plan. These plans place regulatory limits on the types of uses which may be pursued in agricultural areas in order to prevent the conversion of agricultural lands to non-compatible uses. (Government Code section 65910)

EQUITY (SOCIAL JUSTICE)

- SB375—Regional Transportation Plans (RTP) must consider transportation, housing and GHG emissions in planning a region’s growth. It claims it will reduce air pollution, improve public health and shorten commutes. Many of these assumptions are addressed in this report.

SUMMARY:

Excess regulation and government interference on federal, state, and regional levels, lead to increased costs to citizens and reduces local control for strong cities.

Excerpted from:

The ‘three pillars’ model of sustainable development (economic, environmental, and social equity) put forth by the American Planning Association and other proponents of smart growth is flawed and will not lead to cities’ long-term health and prosperity.

Instead, elected officials, staff and planners must adopt the four dimensions of sustainability (financial, economic, political, and environmental) to capture long-term opportunity, growth, and stability.

SOURCES

LETTER OF INTRODUCTION

1. Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001, http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf

In the Reason Foundation Policy Report, Mr. Cox seeks to “assess the relative merits of specific policies intended to reduce GHGs from automobiles.”

The Reason Foundation Report also states,

- “The two most prominent reports on this approach (*Driving and the Built Environment* and *Moving Cooler**) predict that compact development could reduce GHGs from autos by between 1% and 9% between 2005 and 2050. Though *Driving and the Built Environment* acknowledges that there will still be significant increase in overall driving (VMT).”**
- “Advocates of compact development believe that people must materially change their behaviors and living conditions to reduce GHG: automobile use must be reduced and urban densities must be increased.”

2. Ibid.

POPULATION GROWTH PROJECTIONS

1. Population Dynamics Research Group in the Sol Price School of Public Policy at the University of Southern California
2. Ibid.

Excerpted from:

*Note on Moving Cooler—U.S. EPA uses the results from this study when making statements about Climate Change mitigation and adaptation. <http://epa.gov/dced/climatechange.htm>

“The intent of the Moving Cooler study is to assess the potential effectiveness of a broad variety of transportation strategies—under a wide variety of different assumptions—to reduce greenhouse gas emissions. This study was not intended to result in any specific recommendations about the direction of transportation and climate change policies.” Urban Land Institute

**Note on Moving Cooler’s GHG impact scenarios—The GHG emission reductions from Moving Cooler’s compact development scenarios were similar to those of Driving and the Built Environment from 1% in the 43% densification scenario, 3% in the 64% densification scenario and 5% in the 90% densification scenario in 2030. In 2050, the GHG emissions would be 2% in the 43% densification scenario, 5% in the 64% densification scenario and 9% in the 90% densification scenario.

COMPONENTS OF POPULATION GROWTH

1. Cox, W., *The Export Business in California* (people and jobs), 2012, www.newgeography.com/content/002818-the-export-business-california-people-and-jobs
2. Ibid.
3. Ibid.
4. Ibid.

COMPONENTS OF JOB GROWTH

1. <http://www.aei-ideas.org/2011/07/companies-are-leaving-california-in-record-numbers-and-it-might-get-worse/>
2. Ibid.
3. Ibid.
4. McNichol, E., Oliff, P., and Johnson, N., *States Continue to Feel Recession’s Impact*, Center on Budget and Policy Priorities, March 21, 2012.

Excerpted from:

SMART GROWTH POLICIES AND HOUSING AFFORDABILITY

1. Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001, http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf
2. Lopez-Aqueres, W., Skaga, J., and Kugler, T., Housing California's Latino Population in the 21st Century: The challenge ahead, http://www.trpi.org/pdfs/housing_ca_latinos.pdf

LIVABILITY AND COMMUNITY PREFERENCES

1. *The 2011 National Association of Realtors Community Preferences Survey*, www.brspoll.com
2. Ibid.
3. Ibid.
4. Ibid.
5. <http://onlinepubs.trb.org/onlinepubs/sr/sr298brownstone.pdf>, p.2

Households choose their residential (and work) locations based, among other things, on their preferences for different types and durations of travel. The observed correlations between higher density and lower VMT may just be due to the fact that people who choose to live in higher density neighborhoods are also those that prefer lower VMT and more transit or non- motorized travel. If this is the case, then forcing higher densities may not lead to anywhere near the reduction in VMT 'predicted' by observed correlations. ~ David Brownstone, UC Irvine

TRANSPORTATION CHOICES AND POPULATION DENSITY

1. <http://www.statcan.gc.ca/pub/11-008-x/2008001/article/10503-eng.htm#7>
2. Ibid.
3. Ibid.
4. Ibid.
5. http://www.parks.ca.gov/pages/1324/files/how_much_will_that_trail_cost_fri2007.pdf
6. Ibid.

Excerpted from:

RESIDENTIAL GREEN HOUSE GAS EMISSIONS

1. Australian Conservation Foundation,
http://www.propertyoz.com.au/library/RDC_ACF_Greenhouse-Report.pdf
2. Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001, http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf
3. *Residential Energy Consumption Survey*,
<http://www.eia.doe.gov/emeu/recs/>
4. Myors, P., O'Leary, R., and Helstrom, R., Energy Australia. & O'Leary, R., and Helstrom, R., Multi Unit Residential Buildings Energy and Peak Demand Study, https://www.basix.nsw.gov.au/information/common/pdf/alts_adds_req/energy_mu_study.pdf

HIGHER DENSITIES, CONGESTION AND GHG EMISSIONS

1. Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001,
http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf
2. Ibid.
3. Ibid.

COMPLETE STREETS AND AUTOMOBILE GHG EMISSIONS

1. Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001,
http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf
2. CA Air Resources Board, <http://www.arb.ca.gov/msei/onrooad/downloads/pubs/co2final.pdf>

Excerpted from:

HOUSING COSTS ASSOCIATED WITH SMART GROWTH POLICIES

1. Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001, http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf
2. Ibid.

STATE AND FEDERAL REGULATIONS AFFECTING COMMUNITIES

<http://nahb.org/generic.aspx?sectionID=734&genericContentID=161065&channelID=311>

About the American Coaliton for Sustainable Communities

Citizens' Alliance for Property Rights (CAPR SD/OC) is an affiliate of the American Coalition for Sustainable Communities (ACSC). CAPR SD/OC is a non-partisan volunteer group organized to expose the comprehensive plan to gradually erode our rights to private property through excessive environmental, economic, and social justice regulations.

For individuals and elected officials who are seeking to address environmental, economic, and social challenges, CAPR advocates for common sense approaches that protect rights to property, assuring prosperity and preventing costly outcomes. Unlike stakeholders with questionable interests CAPR promotes individual rights to property that add value to the local community ensuring a strong foundation for long-term opportunity, growth, and stability.

Co-Founders:
Mary Baker
Darcy Brandon

Excerpted from:

.....

Mary Baker is acting President of the San Diego/Orange County Chapter for the non-profit organization, Citizens' Alliance for Property Rights. She is a blogger who researches and writes articles and opinions on the impacts of sustainable development on property rights and our nation's sovereignty. Mary is also a guest speaker throughout San Diego, Riverside and San Bernardino Counties. Her website is caprsdoc.org and her blog is exurbiachronicles.com.

Darcy Brandon is acting Treasurer and Secretary for the San Diego/Orange County Chapter for the non-profit organization, Citizens' Alliance for Property Rights. She is a landscape architect in Southern California. She has 25 years of experience in the trade and during that time has seen an increasing number of regulations that are affecting the building industry. Darcy is also a guest speaker throughout San Diego County.

Dan Titus is an author and consultant to the natural products and organic foods industry. He is a long-time activist whose primary issue is Sustainable Development (SD) and its unintended economic consequences and impacts on individual property rights and liberties. He launched iAgenda21.com in 2012, and a subsequent publishing imprint, which produces media products to educate people about SD, a.k.a. United Nations Agenda 21.

John Anthony is a former teacher in the Philadelphia School System. In 1989, Mr. Anthony founded Corporate Measures Consulting, a leadership development firm providing management training for Fortune 500 and small cap organizations. John is deeply concerned about the impact of government regulations and particularly sustainable development programs on businesses, property rights and our successful American way of life. To that end, he develops and presents programs to inform conservative, liberal, and independent Americans of the pitfalls of current policies. His emphasis is on presenting the results of in-depth research in a compelling manner that encourages viewers to want to learn more.

Contact: FutureEarthUS@gmail.com

Excerpted from: