Local Government Commission

Leaders for Livable Communities
It Started Here 27 Years Ago
Preamble: Existing patterns of development impair quality of life.

The symptoms:
- congestion
- air pollution
- loss of open space
- costly improvements to roads and public services
- inequitable distribution of economic resources
- loss of a sense of community

We can plan communities that will more successfully serve the needs of those who live and work within them.
Ahwahnee Principles for Resource-Efficient Communities

• Mix of land uses for complete and integrated communities
• Variety of transportation choices
• Diversity of housing types
• Range of job types
• Develop in existing communities
• Compact building design
• Provide public spaces
• Preserve open space
• Conserve resources, minimize waste
Ahwahnee Principles— A New Era
U.S. 2017 Billion-Dollar Weather and Climate Disasters

North Dakota, South Dakota, and Montana Drought Spring–Fall 2017

Western Wildfires California Firestorm Summer–Fall 2017

California Flooding February 8–22

Colorado Hail Storm and Central Severe Weather May 8–11

Midwest Severe Weather June 27–29

Midwest Severe Weather June 12–16

South/Southeast Severe Weather March 26–28

Minnesota Hail Storm and Upper Midwest Severe Weather June 9–11

Midwest Tornado Outbreak March 6–8

Central/Southeast Tornado Outbreak February 28–March 1

Missouri and Arkansas Flooding and Central Severe Weather April 25–May 7

Southeast Freeze March 14–16

Southern Tornado Outbreak and Western Storms January 20–22

Hurricane Harvey August 25–31

Hurricane Irma September 6–12

Hurricane Maria September 19–21

This map denotes the approximate location for each of the 16 billion-dollar weather and climate disasters that impacted the United States during 2017.
Development in the Wildland-Urban Interface Puts More Homes at Risk

<100 homes destroyed  >5,000 homes destroyed
The 20 most destructive California wildfires

Number of structures destroyed:
- Fewer than 1,000
- 1,000 to 5,000
- More than 5,000

Tubbs Fire

1923

2017

GRAPHIC BY BLOOMBERG BUSINESSWEEK; CALIFORNIA DEPARTMENT OF FINANCE
Projected Economic Damage from Climate Change

Counties shaded red are expected to incur greater damages, shown as a percentage of county GDP.

2/3rds of emissions are related to land use and community design.
Households in location-efficient urban neighborhoods are half or less of the GHG in households in the least-efficient, car-dependent neighborhoods.
Community Choice Aggregation:
Operational
2018 Launch
Exploring/In Process
LGC’s Network is Doing More in Their Communities to Act on Climate Change than the National Average

Source: EcoAmerica (2017)
LGC’s Network is Doing More Personally to Act on Climate Change than the National Average

In doing more personally to act on climate solutions we:

- Upgraded appliances or lights to conserve energy
- Shifted towards walking or biking
- Shifted towards the use of public transportation
- Shifted towards transportation forms like hybrid cars

LGC members are doing more personally to act on climate solutions, and also we believe climate action should be prioritized over economic growth at rates more than double the national averages.

Source: EcoAmerica (2017)
Ahwahnee Principles Applied to New Mobility
Electric Vehicle Sales

California Sales Through October Cumulative 2011-2016
245,740

National Sales Through October Cumulative 2011-2016
523,610

US Sales Monthly

Note: Approximation assumes CA sales are 52% of national sales.
Reference: www.hybridcars.com
Carsharing Vehicle Growth: Americas

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<th>Mexico (n=1)</th>
<th>Canada (n=20)</th>
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</table>

Shaheen and Cohen, 2014
Autonomous vehicles could increase VMT by 6%-90%, depending on the percent of individually owned cars.

-Joan Walker Director of Institute of Transportation Studies at UC Berkeley
Clean VMT Is Still VMT
Resource-Efficient, Smart Growth Communities

Reduce Costs:

• saves an average of 38% on upfront construction and infrastructure costs

• saves an average of 10% on police, fire and other services.

Increase Revenue:

• generates 10 times more tax revenue per acre than suburban development

Source: Smart Growth America
Housing: 55% of U.S. neighborhoods are considered “affordable”.

Housing + Transportation: Only 26% of Americans live in neighborhoods that they can truly afford.

*H+T benchmark no more than 45% of household income.
What If Urban Sprawl Is the Only Realistic Way to Create Affordable Cities?

Building suburbs makes cities more affordable than building towers, according to research released Wednesday.
How We Grow: A Matter Of Life and Death?
Higher Density and Connectivity: Lower Obesity (Atlanta study, 2004)

Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars

Lawrence D. Frank, PhD, Martin A. Andresen, MA, Thomas L. Schmid, PhD
Zip Code Better Predictor of Health and Well Being Outcomes than Genetic Code
States with the lowest levels of biking and walking have, on average, the highest rates of obesity, diabetes and high blood pressure.
50% of trips are less than three miles, 72% of these trips are made by vehicle.
Pent-up Demand
The first question is about the quality of life in your community. How satisfied would you say you are with the quality of life in your community?

People with Places to Walk Are More Satisfied with the Quality of Life in Their Community

Quality of Life by Agreement that Neighborhood is Walkable

There are lots of places to walk nearby such as shops, cafes, and restaurants.
Six-in-Ten Would Pay More To Live in a Walkable Community

Willingness to Spend More to Live Within Walking Distance to Parks, Shops and Restaurants

- Yes, a lot more: 17%
- Yes, a little more: 43%
- No, no more: 20%
- Being within an easy walk of places isn't important: 20%

(IF VERY OR SOMEWHAT IMPORTANT ON IMPORT_A) If you were moving to a new home, would you be willing to spend more to live in a community where you could easily walk to parks, shops, and restaurants?
One-in-Five Living in a Detached Home Currently Would Prefer to Live in an Attached Home in a Walkable Community with a Shorter Commute

<table>
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<th>Lives in</th>
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<td>Attached home</td>
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<td>Detached home in <em>conventional neighborhood</em></td>
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<td><strong>Matched</strong></td>
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<td>Detached home</td>
<td>37%</td>
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<tr>
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<td>Detached home in <em>conventional neighborhood</em></td>
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</tbody>
</table>
We can plan communities that will more successfully serve the needs of those who live and work within them!
Panama Bartholomy

• Director of the Investor Confidence Project
• Former Advisor on Energy and Natural Resources to California Assembly Speaker John A. Perez.
• Former Deputy Director of the California Energy Commission’s Efficiency and Renewables Division and advisor for Chairwomen Douglas and Pfannenstiel
• Served on the City of Sacramento Planning Commission and the County of Sacramento Environmental Commission,
• Former board member on the U.S. Green Building Council (USGBC)
• Past president of the Northern California Chapter of the USGBC
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The LGC Approach

Connecting Leaders.
Advancing Policies.
Implementing Solutions
The LGC Network

The LGC is led by a **Board of 15 California city and county elected officials.**

Our Membership is made up of **over 700** local leaders from across California and the U.S.

Learn more about joining our network: [lgc.org/membership](http://lgc.org/membership)
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