Text of comment: Is the road to global warming paved by the CASA Compact?

The compact is well thought out and has a large number of worthwhile policies. However, it is fundamentally flawed in seeking to increase housing as a solution while failing to acknowledge the root causes of the problem, excessive job increases in a few extreme job surplus locations with great commutes imposed on the surrounding region. Because of this in an under-served area, there will be no way to solve the problem. More housing allows more workers offering more job location surplus externalities.

What is enough?

Are supply and demand solving the problem? As housing prices go up, people do not up and leave the region. Those with the money have housing and Airbnb can help you maintain your core bedrooms. Where people can’t afford to come for jobs, jobs have to go to them. More housing does not get built.

Homelessness is not a market problem, it is a social problem resulting from more funding for housing (not just for homeless) and more support from the in- and out-migration sectors.

What should be the role of policy? Housing must be enough enough for prices to come down.

The problem is public support and the difficulty of educating constituents about the need for more housing. There is an inconsistency between our desire to move the change change towards zero and our desire to increase housing and to concentrate growth in local housing and populations. Are we over a path to sustainability or on a treadmill of ever-more housing with no end in sight?

Who is responsible?

The legislators are going to pull a fast one on local government, and local government together makes it complex in the region.

The legislators are ignoring the real cause of the housing crises, which is the power of some local governments to make decisions that create a regional crisis with impacts. They do so by approving land uses with job increases far for which they have no housing for the workers and no transportation infrastructure capacity.

The assumption is that jobs are good, so too many jobs in San Francisco and four Silicon Valley cities are good. The money economics will tell you it’s good. The real economists, the ones that look at economic values not measured by markets, will have some question. What is the cost of time to get to your commute? What is the net increase in housing prices aimed at insane land use decisions? They can measure fairly precisely the congestion cost using MTC’s computer network models and the increase in housing costs. You should ask yourself, if your city wants the housing as in the instance of your city, fine, go ahead. But if you don’t want it, don’t let the organizers push you around, trying to make you solve problems that are not your fault. A city that wants sustainability will take a comprehensive approach, not just declare a climate emergency while making decisions that increase the use of fossil fuels. There are three fronts you should prepare for the sustainable accommodation of your own population growth, not have a job surplus that strains the region, and provide housing for your low-income workers and the lowest incomes.

There are several things you need do, and here I get in line with CASA:

- get rid of zoning requirements for parking, implement modern market parking charges like SFpark, unbundle parking, protect neighborhoods with parking permit programs, implement land-based financial support for short corridor transit, facilitate public cars (taxis, ehail, car share, car rental), provide the rural bus in short corridors, design for walking and bicycles, support densities high enough in centers and short corridors to support walk-to-business and schools, and I have a longer list. One term for this is walkable neighborhood systems.

- The problem is politics and the difficulty of educating constituents who don’t want to listen but who do want to complain. The politicians are counting on the ability of developers to move the needle to educate them. The mechanism that understands their benefits from improved access and more efficient use of parking and asked that leave to be extended late but was not proposing. In other places a few people complain about the lack of free parking and the response is to provide none. This is not an easy cultural change, and many people are just as a much a part of our culture as their constituents, the problem of democratic consensus supporting bad policy. Sporadic and car dependency will be with us in a few decades more.

- Sprawl and car dependency will be with us in a few decades more. the challenge is to channel new growth into centers and short corridors based on walkable neighborhoods.

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