

# Finding Common Purpose: Confronting Regional Resegregation in the Bay Area

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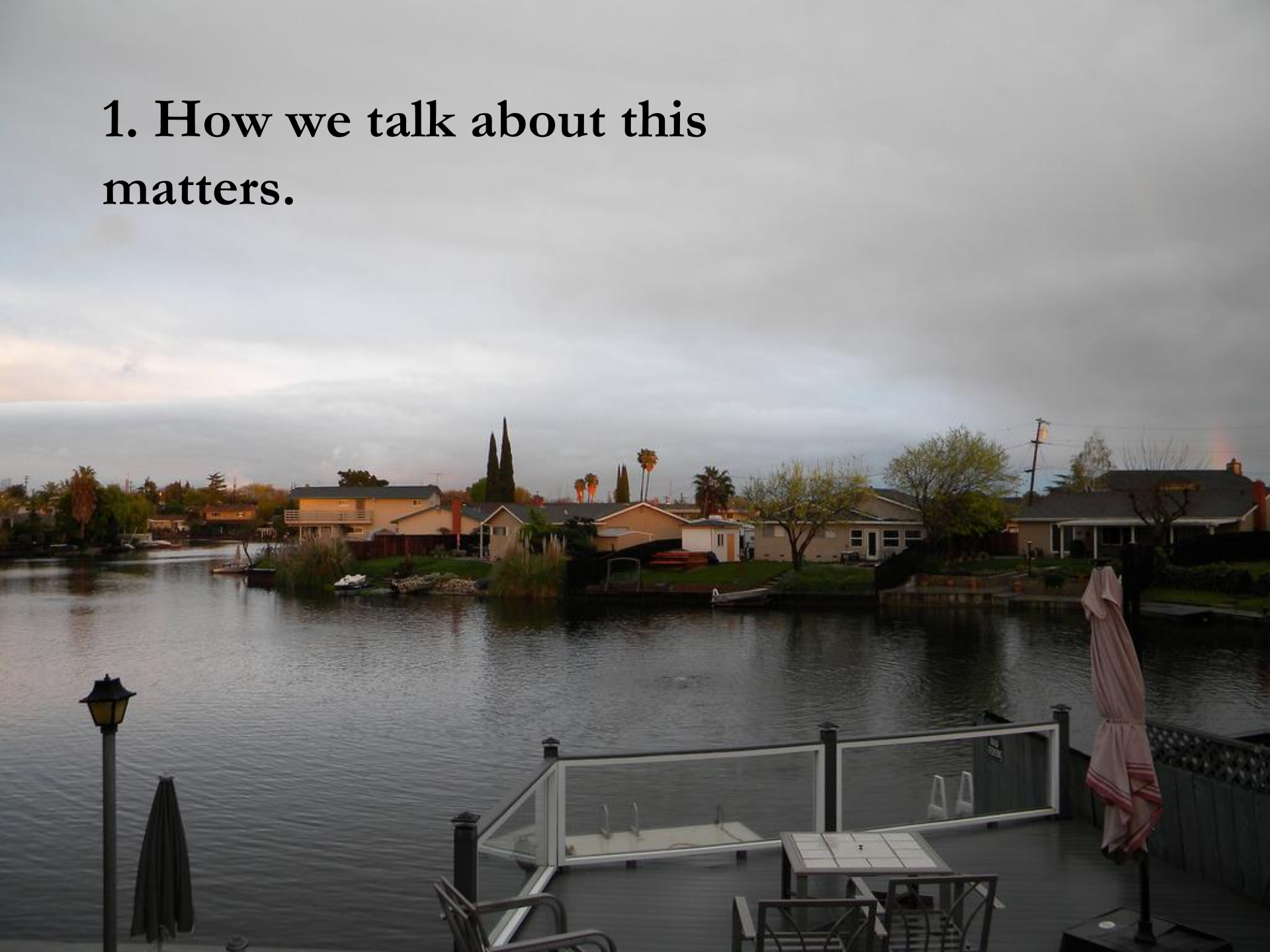
# Understanding Resegregation

1. Really segregation 2.0
  - A new kind of segregation
  - Not your grandparents segregation, but it is still segregation
  - Being trapped v. moving too often and too far
2. Both kinds of segregation still exist, and operate together. One does not replace the other
3. Does not imply segregation → desegregation → resegregation
4. Integration and (re)segregation are not opposites. Antioch is locally integrated, but regionally segregated

Why not just talk of inequality, housing crises, etc.? The answer is race.



# 1. How we talk about this matters.





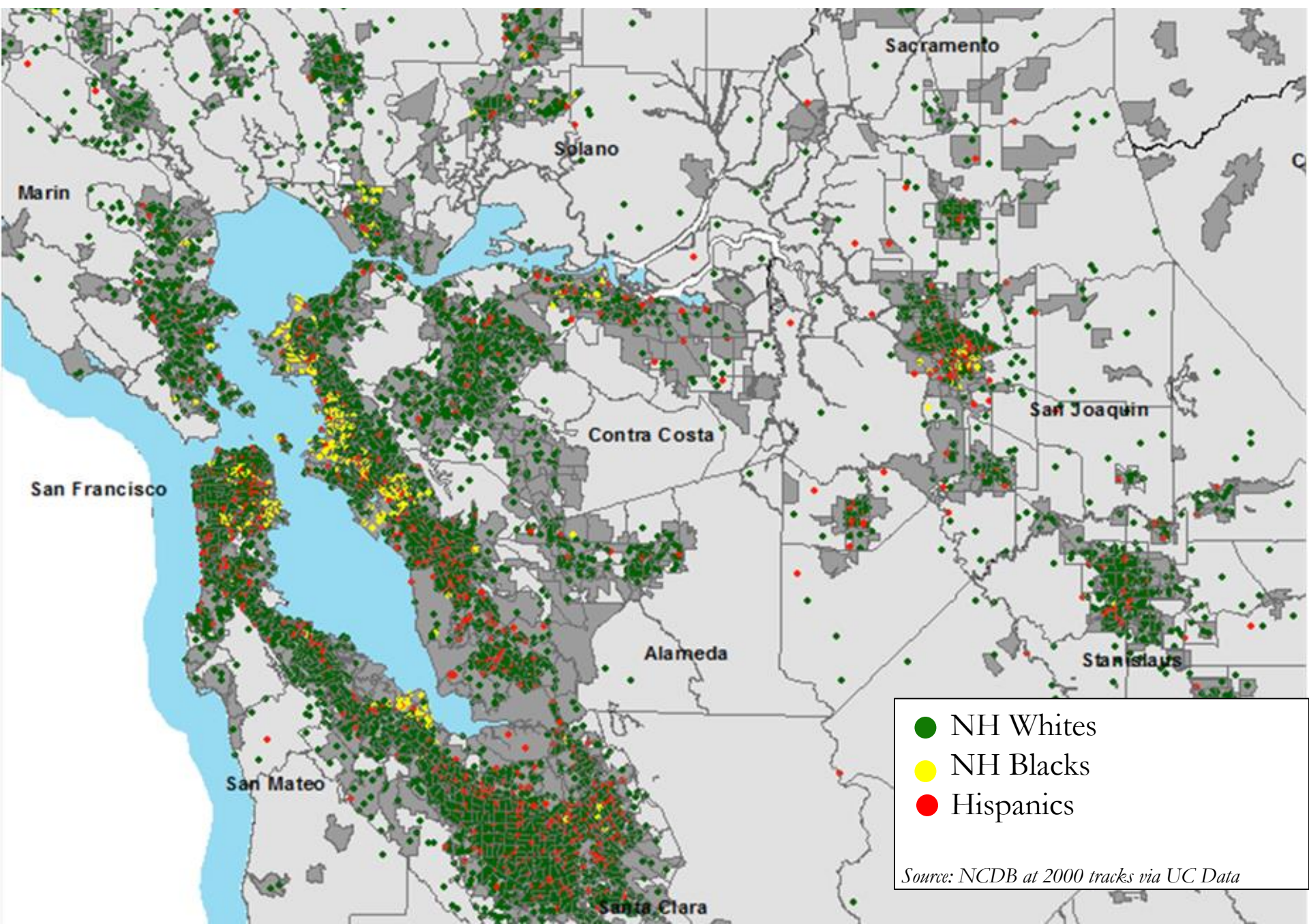


**2. We need to recognize the new geography of the Northern California, and not plan for the region that was, or that might have been**



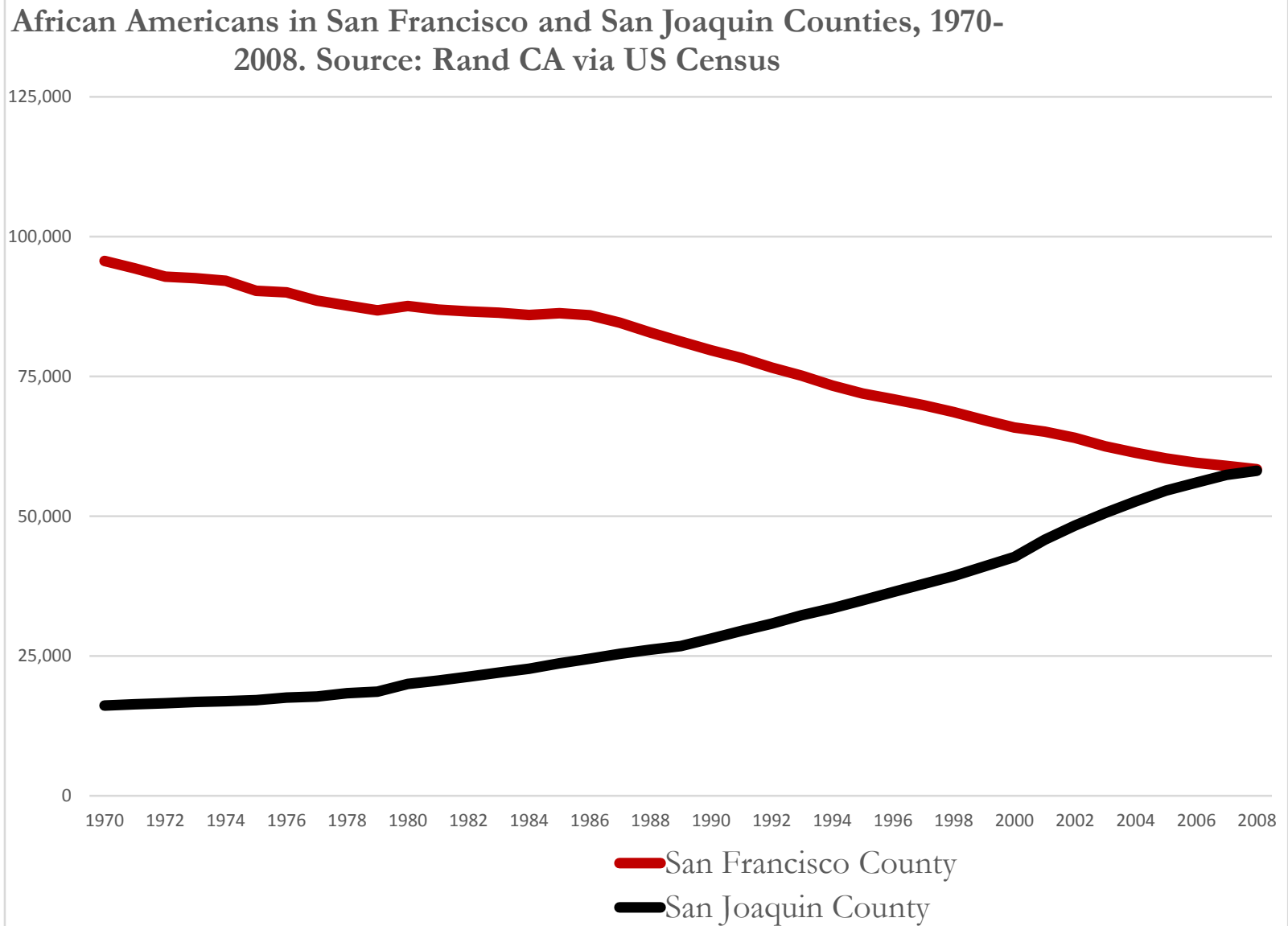


# Postwar ghettoized segregation: Bay Area 1970



Source: NCDB at 2000 tracks via UC Data

# Mobile Segregation?

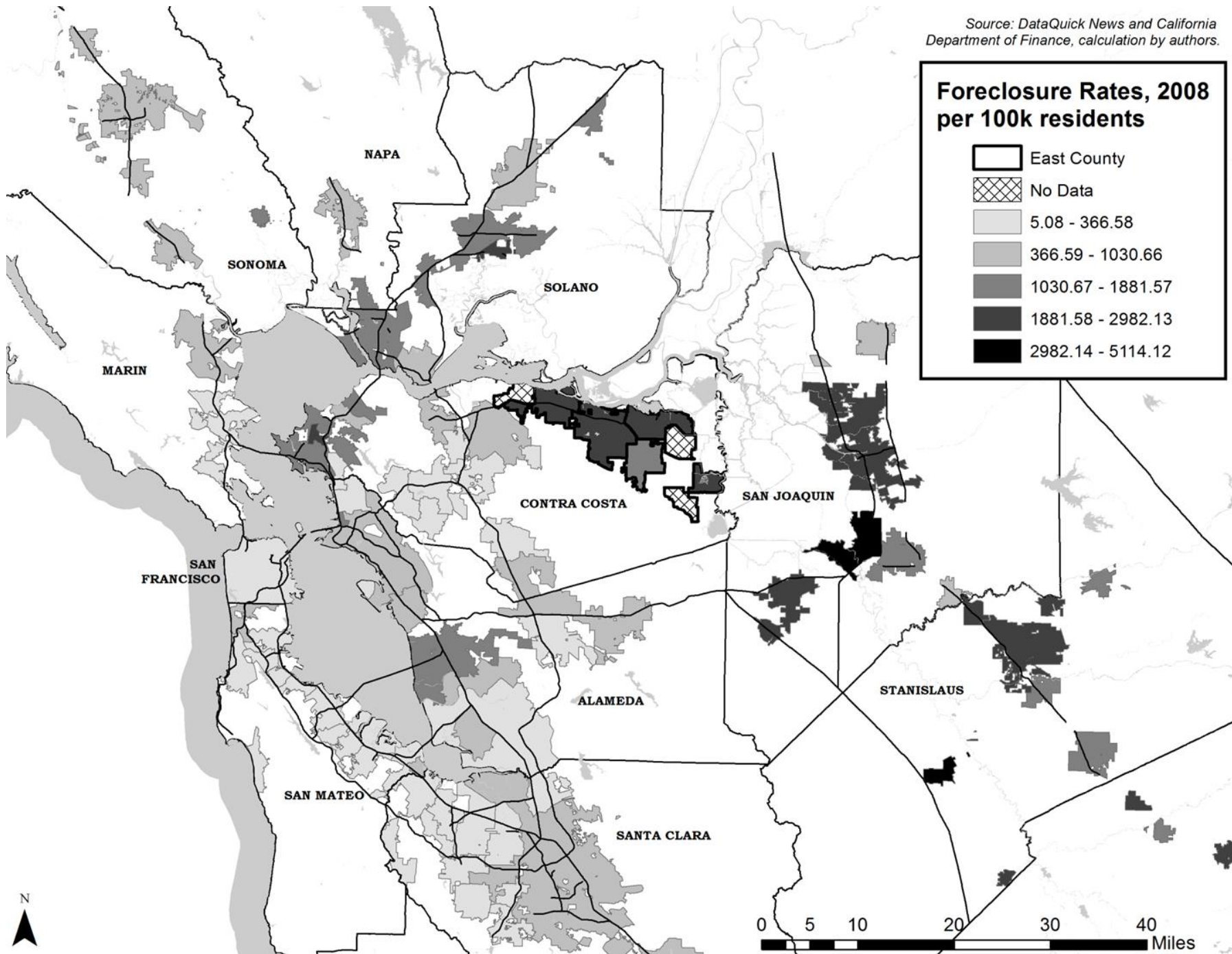








Source: DataQuik News and California Department of Finance, calculation by authors.





Senator Elizabeth Warren's American Housing and Economic Mobility Act could make exclusionary zoning an issue in the 2020 presidential election. // Brian Snyder/Reuters

## Elizabeth Warren's Housing Crisis Plan Hints at Reparations

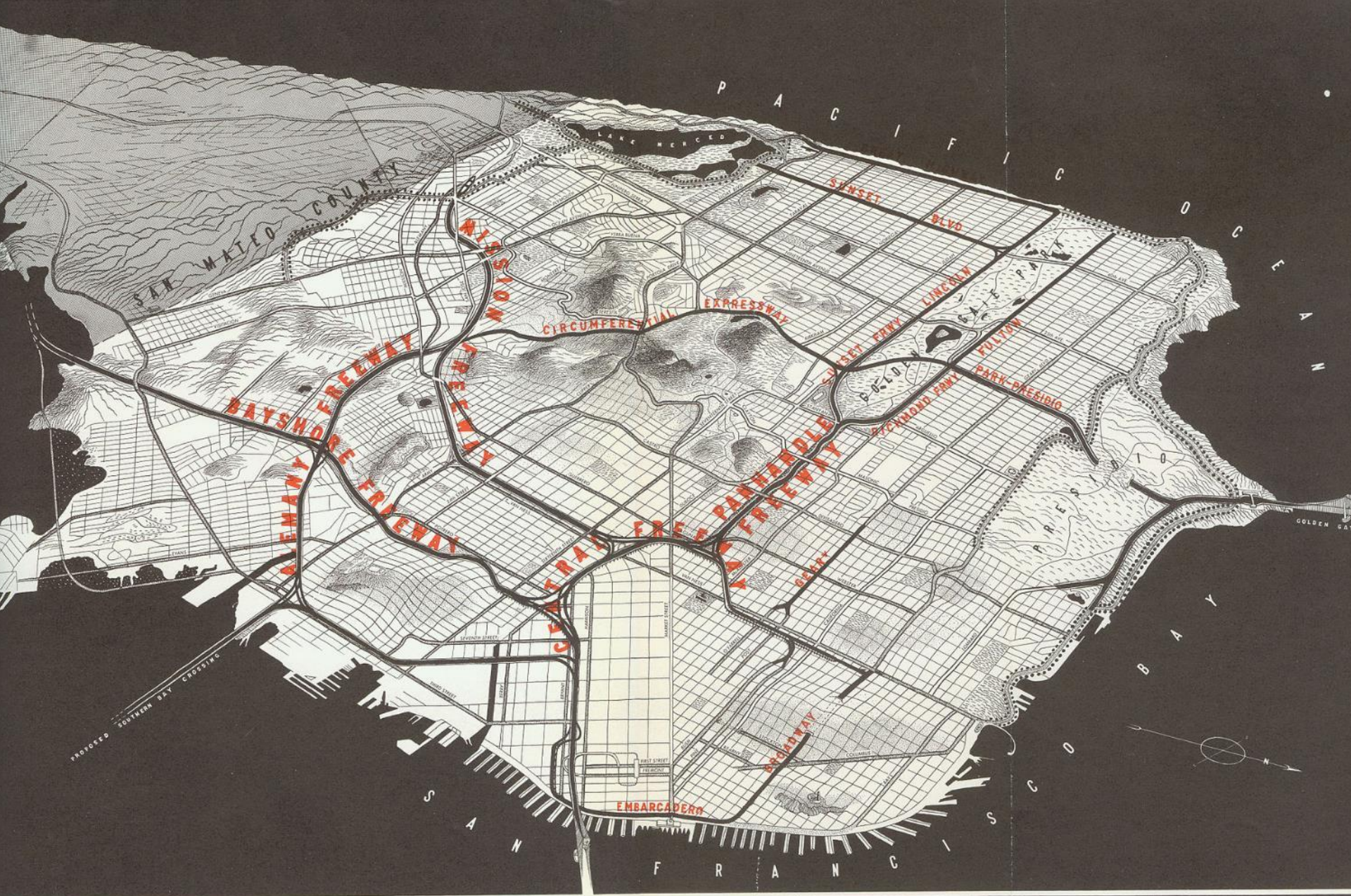
KRISTON CAPPIS JAN 4, 2019



**3. This means transportation matters as much as housing. So does higher education.**

**Large scale spatial planning with a 21<sup>st</sup> century progressive ethics?**





LEUW, GATHER & CO., CONSULTING ENGINEERS  
 ADILAS, SEGOE, CONSULTING CITY PLANNER  
 TRAFFICWAYS **11** PLATE **9**  
 SAN FRANCISCO DEPARTMENT OF CITY PLANNING

# AIRVIEW OF CITY SHOWING TRAFFICWAYS

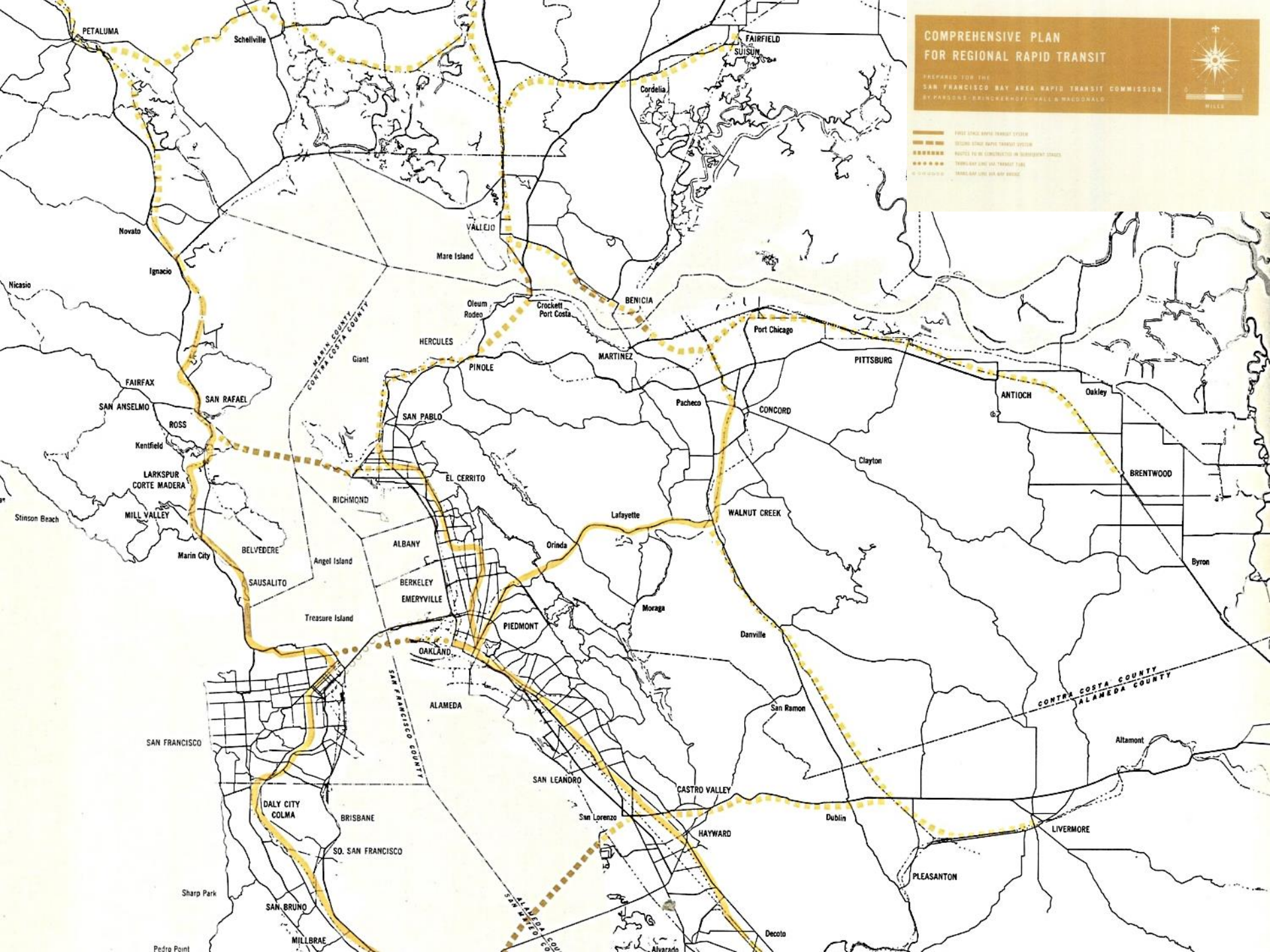
FREEWAYS EXPRESSWAYS **==**  
 PARKWAYS **|||||**  
 MAJOR THOROUGHFARE **====**  
 SECONDARY THOROUGHFARE **=====**



# COMPREHENSIVE PLAN FOR REGIONAL RAPID TRANSIT

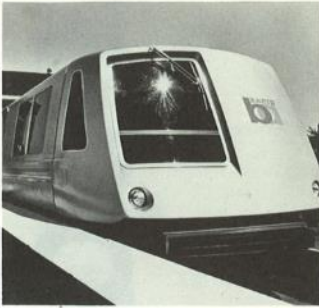
PREPARED FOR THE  
SAN FRANCISCO BAY AREA RAPID TRANSIT COMMISSION  
BY PARSONS BRINCKERHOFF HALL & MACDONALD  
WHEEL

- FIRST STAGE RAPID TRANSIT SYSTEM
- SECOND STAGE RAPID TRANSIT SYSTEM
- ROUTES TO BE CONSIDERED ON SUBSEQUENT STUDIES
- THROUGHWAY AND AIR TRANSIT TUNNEL
- THROUGHWAY AND AIR AIR BRIDGE





# pittsburg-antioch



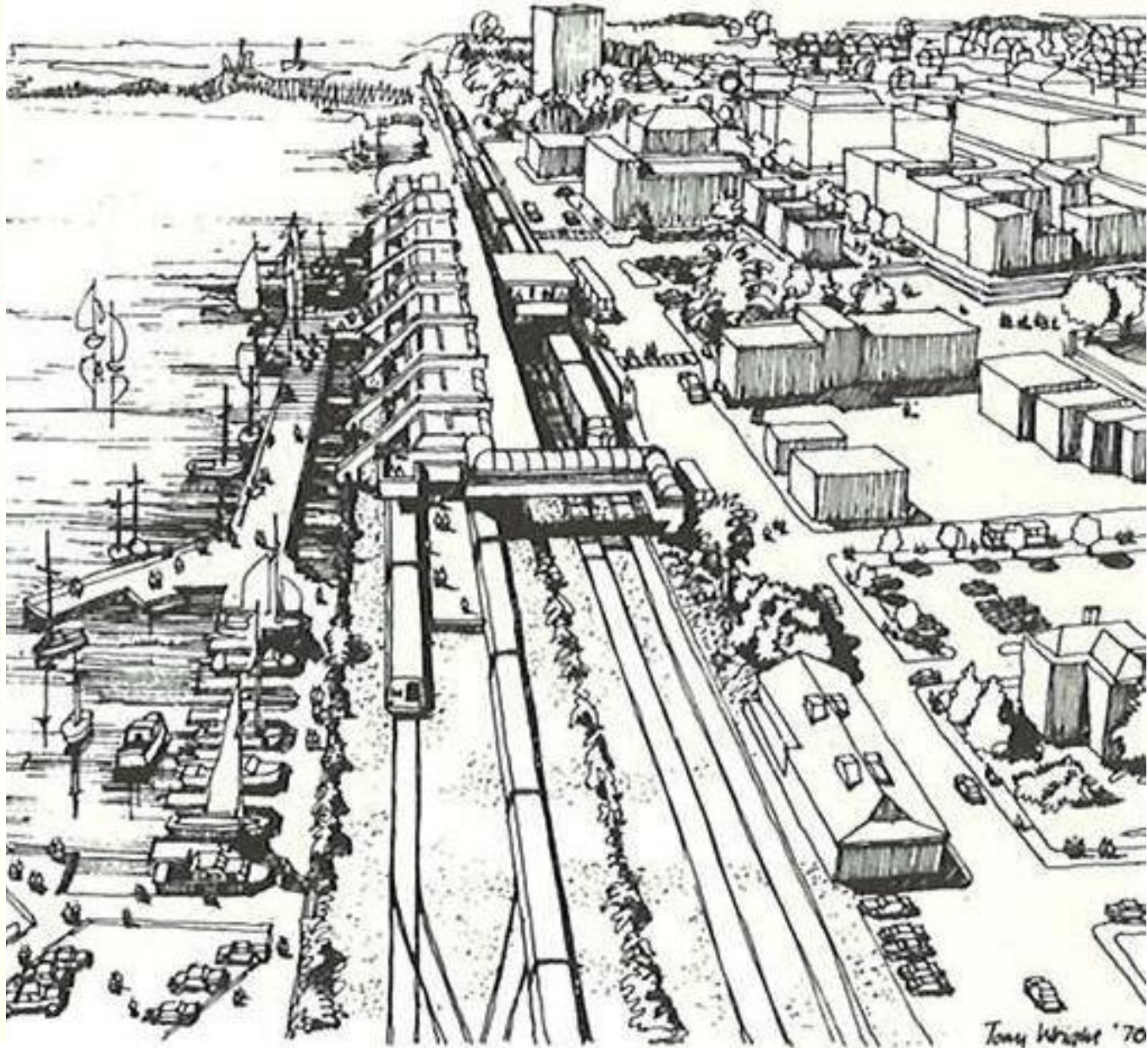
## bart extension project final summary report

### 4. Antioch Station



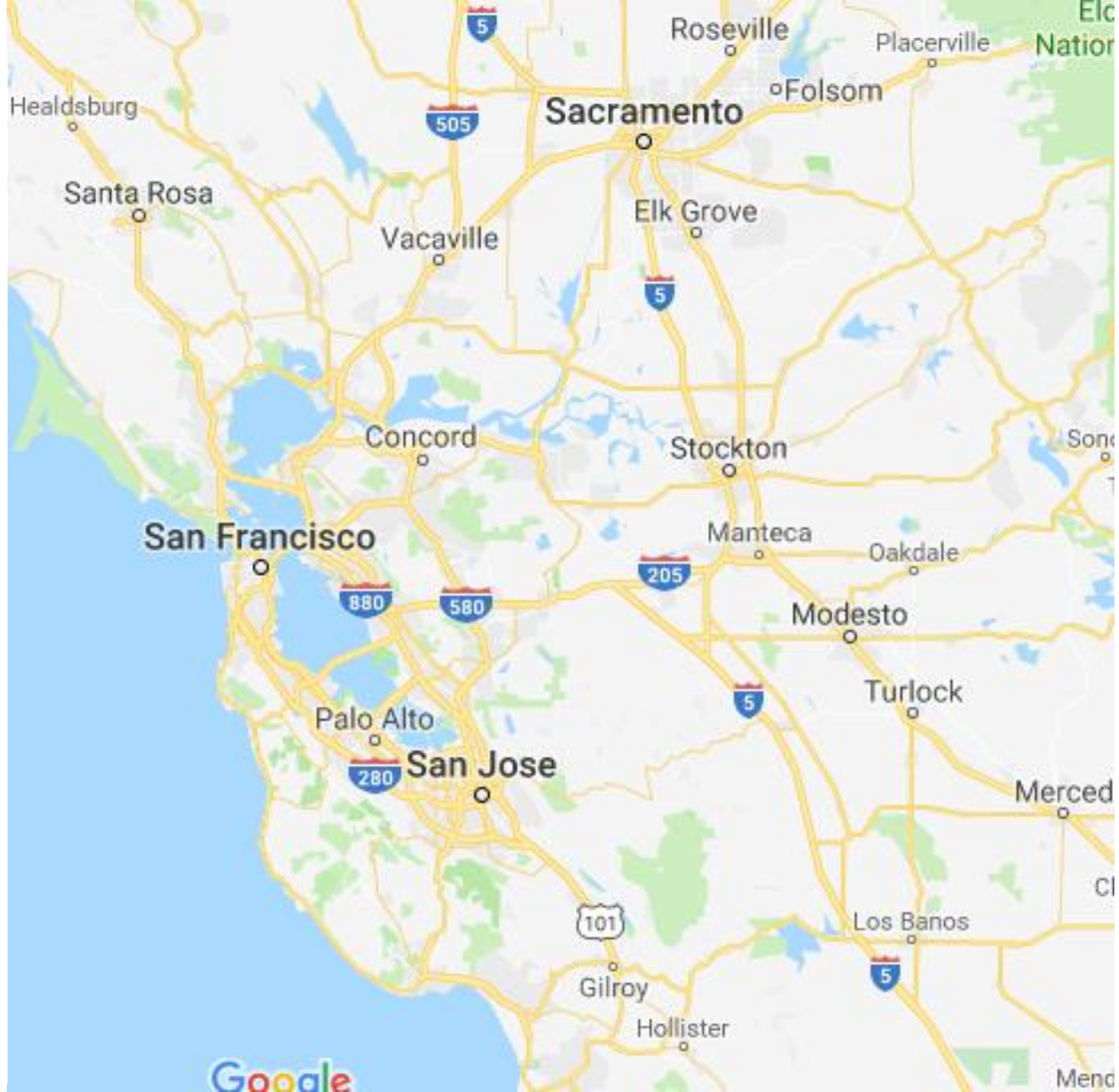
Prepared for  
The Pittsburg-Antioch BART  
Extension Board of Control  
March 1976

Parsons Brinckerhoff-Tudor-Bechtel  
in association with  
Wilbur Smith and Associates  
Ingmire · Patri · Inc.

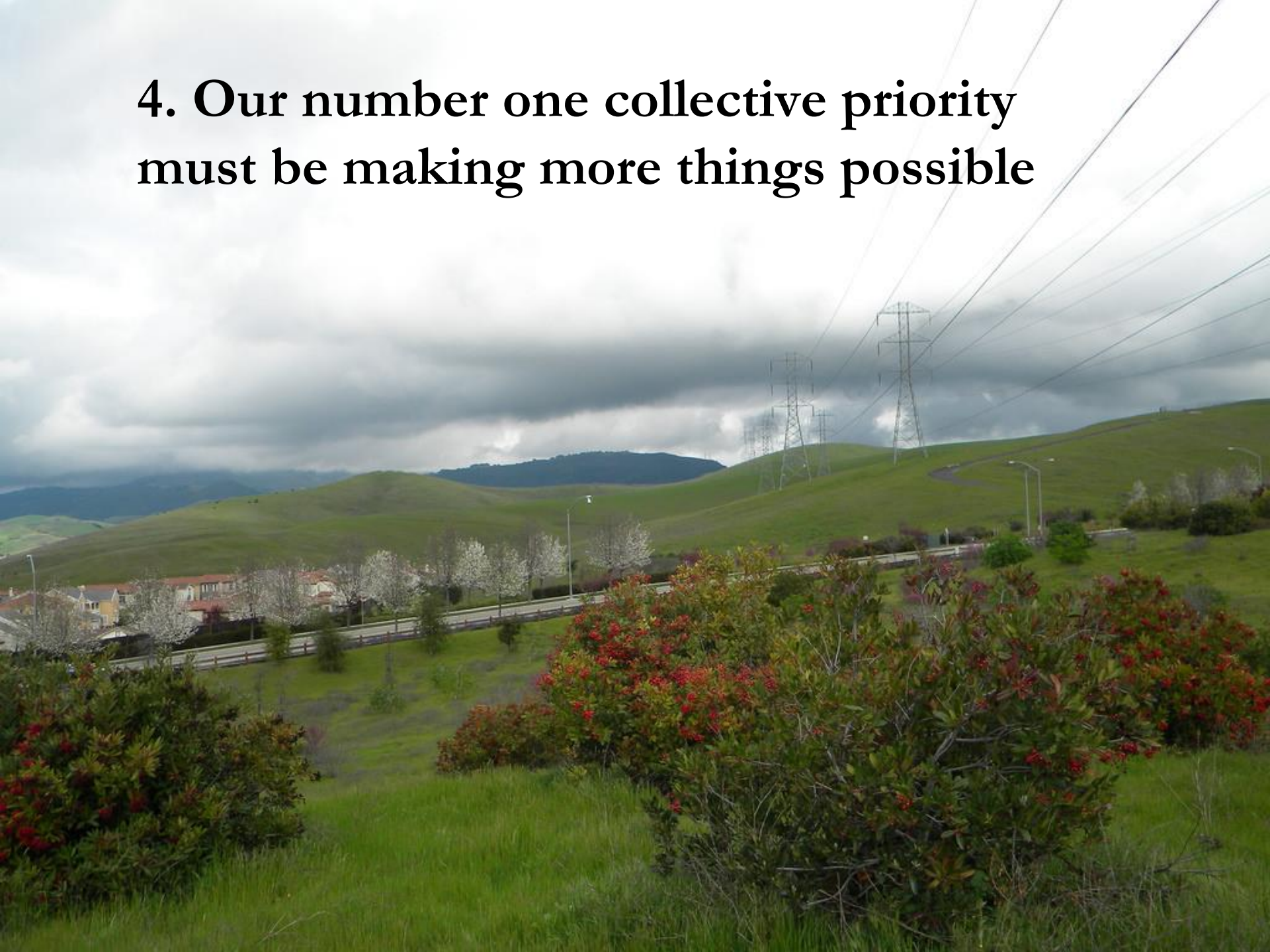




- **BART to Vallejo and Brentwood**
- **ACE, really? Trains?**
- **I-80 corridor**
- **Ferries**
- **New Towns? Gilroy, Travis, Mountain House/Tracy/Stockton**
- **Tech?**
- **Concord NWS w/CSU, Stockton State**



**4. Our number one collective priority must be making more things possible**





This means prioritizing politics,  
not policy



**SB50 must be less divisive than SB 827.  
More CASA-style politics (even that can get better).**





**UBI in Stockton. As much about the politics of innovation and reframing the discourse around Stockton than whether the policy works. This makes sense.**



## 5. Protection → Preservation → Production





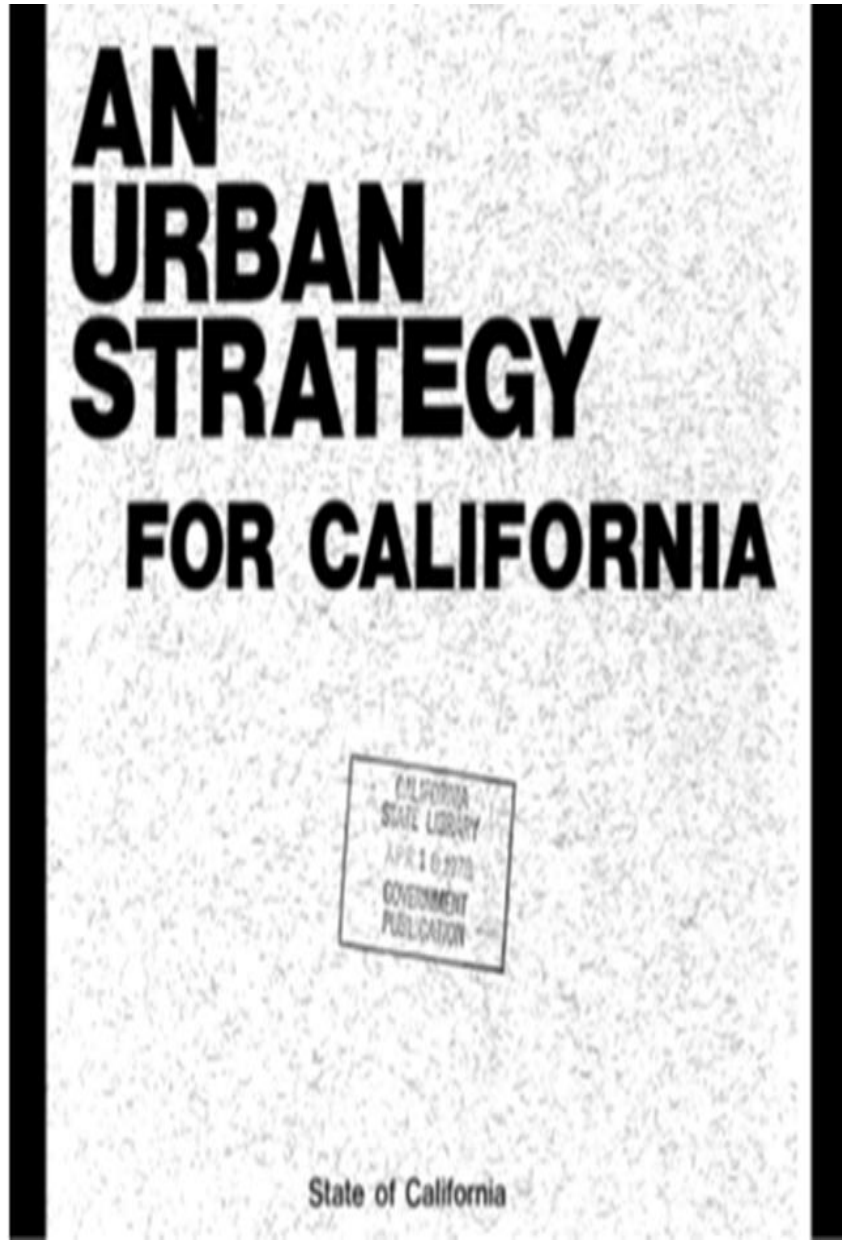


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# Introducing Housing Vulnerability Analysis



## 6. Sacramento, anyone?



How to meet the needs of **more people** in California, while at the same time respecting fundamental limits on our **tax dollars** and **natural resources** is one of the inexorable challenges we face.

This **Urban Strategy** begins to meet that challenge. It gives focus to thousands of individual decisions which will affect California's cities and suburbs by directing state and local governments toward a **common purpose: the revitalization of existing cities and the sound management of new urban development.**





# State of California

GOVERNOR'S OFFICE  
SACRAMENTO 95814

February 9, 1978

EDMUND G. BROWN JR.  
GOVERNOR

Dear Californian:

California is a land of promise—and much of that promise still lies in our cities.

The city and the suburb are home for 94 out of 100 Californians. And California's urban population will continue to grow dramatically, at least for the remainder of this century.

How to meet the needs of more people in California, while at the same time respecting fundamental limits on our tax dollars and natural resources is one of the inexorable challenges we face.

This Urban Strategy begins to meet that challenge. It gives focus to thousands of individual decisions which will affect California's cities and suburbs by directing state and local governments toward a common purpose: the revitalization of existing cities and the sound management of new urban development.]

The preparation of this document involved many citizens, neighborhood organizations, local officials, state agencies, and representatives of organized labor and private business. If it is to succeed, that cooperative effort must continue.

I invite your active participation.

  
EDMUND G. BROWN JR.  
Governor

A human settlements strategy?  
A green new fiscal deal?

CLEAR CHANNEL

IT'S ALWAYS A BEAUTIFUL DAY  
IN THE BAY

CHRISTINA LOREN, MORNINGS

NBC  
BAY AREA

001998



## 7. Restorative Justice and a new social/spatial contract



**MAKE  
HISTORY**

**NOT  
APOLOGIES**

**COME  
OUT OF  
N^WH**

