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A Publication of the American Planning Association Washington Chapter

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## **February President's Report**

Jill invites Chapter members to discuss the challenges of our time.

**Continues »**

## **Legislative Update**

The Legislature and Governor are still dealing with a great deal of change; it will take some time before they find their footing.

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## **Increasing Energy Efficiency and Sustainability Through Plans & Strategies**

Learn more about the Department of Commerce's Energy Efficiency and Conservation Block Grant Program.

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## **Tackling Budget Shortfalls and Climate Change with a Carbon Tax**

Could it work in Washington State?

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## **Planning for the Future of Our Oceans**

State agencies are gearing up to lead a Marine Spatial Planning process on the Washington coast.

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## **Take the Planners Skills Survey**

Chapter members are invited to aid a graduate student's research efforts.

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## **Executive Board Officer Elections Coming Up!**

Consider running for office...don't wait to be asked!

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## February President's Report

By Jill Sterrett, FAICP



Jill Sterrett—President, APA Washington

How many times in your career have you led or participated in a visioning exercise for a comprehensive plan, a sub-area, or a major infrastructure element? What would you do if you were asked to create a vision for the State of Washington and the Pacific Northwest?

As professionals, we are most often in the role of facilitating the vision of others. But we also have a wealth of expertise that is important in creating a vision of the future for our State and our region.

A group of AICP Fellows and senior professionals from architecture and landscape architecture are working on that effort. You've heard about it in bits and pieces over my term as President. Now, I'd like to give you an update on the steps we have taken, where we stand, and how you can participate.

Starting in 2011, groups from Washington and Oregon met to discuss the challenges of our time, and how we in the design professions might address them. The challenges we have identified are:

- The economic recession, with a "new normal" that has yet to be defined;
- Growing economic inequities that undermine a middle class with shared values;
- Accelerating degradation of our natural resources (soils, water, air, forests and minerals) due to population growth and unsustainable rates of consumption;
- Climate change that will further stress natural systems, and cause severe effects on our cities, coastal areas and food supplies, with an influx of "climate refugees" to our region;
- A caustic political atmosphere and public distrust of government at all levels; and
- An exploding system of 24-hour news that fuels the fires of controversy, but does little to foster thoughtful dialogue for long-term change.

In the fall of 2011, we held a half-day symposium with 50 leaders from both states including planners, architects, landscape architects, journalists, economists, land developers, and local non-profit interest groups. From that event, we developed an Action Agenda with teams working on further-defining a vision, developing communications, creating alliances, and identifying research toward political and institutional change. A progress report on those efforts was presented at the PAW conference in May, the Inland Empire section conference in June, and the state APA conference in Olympia last October. The rich discussions with the many people attending these sessions have encouraged us to continue.

The Oregon Chapter President and I took these ideas to the Chapter President's Council, and to the College of Fellows, with the hope that other Chapter leaders or groups of Fellows might take on a similar effort. We also talked to APA President Mitch Silver and CEO Paul Farmer to gain support from the national organization.

Since then, we have begun to develop a vision of the future for the Pacific Northwest—one that seeks to protect the resources we hold dear and address the difficult problems that confront us. Currently, this preliminary draft vision is centered on five elements:

1. Planning for Climate Change and the Wise Use of Resources
2. Protecting Rural Lands & Strengthening Rural-Urban Relationships
3. Conserving State-wide Natural Resources and Recreation Corridors
4. Building Healthy, Equitable, and Vibrant Communities
5. Rebuilding Infrastructure for the 21st Century

We are also examining the barriers that currently limit our ability to achieve the vision and solutions:

1. New Forms and Levels of Governance
2. Funding and Financing
3. Dynamic Participation and Decision-making

Within this framework, we want to get you involved.

With support from APA National, we will be holding a Daniel Burnham Big Ideas Forum in Portland on May 29th. While APA National has been sponsoring other Big Ideas events as lectures in various cities over the past year, we see this event as something more. Our plan for the May 29th event is to make this a true forum, rather than a lecture. We want to make this an interactive symposium focused around the major challenges of planning in the 21st century (as listed above) with the goal of further refining the draft vision and further detailing actions to overcome the barriers.

We expect to have 75 invited guests from a variety of related professions and another 75 (or more) participants through open registration. We will also be looking for ways for you might give input prior to the event—through a survey or local discussion groups.

The extreme challenges we face as a region, as well the challenges to our nation and our planet, require the most creative ideas and the most concerted actions to achieve a new way forward. There is much that we, as planners, can do to make a difference. The power of this effort is defined not only by the great ideas we produce, but also by the level of involvement in the process and in the actions we generate.

Let me know if you want to receive notice for the open registration—or have suggestions about how best to get other people involved. Contact me at: [jill.sterrett@gmail.com](mailto:jill.sterrett@gmail.com).





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## Legislative Update

By Michael Shaw



The 2013 legislative session has begun finishing, at this writing, its first week. The State inaugurated a new governor, and the Senate finally sorted itself out regarding its leadership and committee structure. Yet, this Legislature is still searching for its rhythm, as a large number of new legislators try to find their way to their committee assignments.

Bill introduction numbers are down, in my opinion. Many of the committees are having hearings on topics, rather than legislation, in an attempt to

educate new committee members. I expect the session will start hitting its stride by the end of January, as more bills are introduced and the first committee cutoff starts to loom (February 25th).

Governor Inslee's policy shop is still being formed, so I do not expect that we will see an Inslee operating budget or transportation budget proposal. Currently, the fiscal committees are hearing budget proposals that Governor Gregoire introduced on her way out.

I still believe that this session will focus on finding additional funding for the State's educational system. The Senate leadership, a coalition of two Democrats and 23 Republicans, has staked a position that the additional education funding will come from existing revenue sources, not new taxes. Also, this session will see a robust discussion of transportation funding. I expect to see a proposed transportation funding package by mid-February.

Since the House is controlled by a large Democratic majority, and the Senate by a Republican-centric majority/coalition, I do not expect to see many substantive policy changes regarding planning issues. As I noted above, this Legislature and Governor are still dealing with a great deal of change and uncertainty; it will take some time before they find their footing. They still must deal with another large general fund deficit, which chills any attempt to make policy changes that incur initial costs, even if those policy changes provide long-term benefits.

*Michael Shaw is the APA Washington Chapter lobbyist.*



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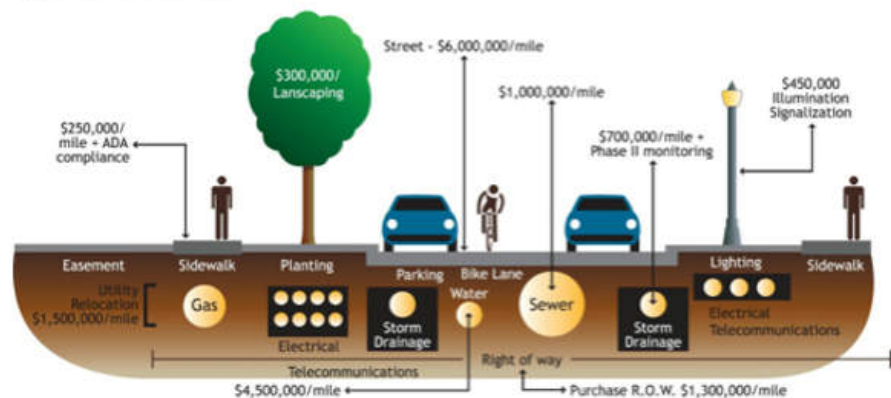
## Increasing Energy Efficiency and Sustainability Through Plans & Strategies

By Patti Miller-Crowley

While most American Recovery and Reinvestment Act (ARRA) stories have focused on job creation and construction, less publicized work includes plans, planning tools, and strategies. In this article, I discuss several planning-related projects funded under ARRA through the Department of Commerce's Energy Efficiency and Conservation Block Grant Program.

### Typical City Infrastructure Costs Today

City streets are more than pavement.



1 source: WDOT Highways and Local Programs

The guidebook [Your Community's Transportation System](#) resulted from a collaborative effort led by the Department of Commerce - Growth Management Services. Contributing agencies included the Washington State Department of Transportation, the Governor's Office, and the Department of Health. The guidebook was subject to extensive review and feedback from local government planners. The web-based guidebook covers all of the transportation element requirements for comprehensive plans. It brings together previous guidance and new information about increasing energy efficiency and community sustainability. It highlights transit-oriented development and ways to improve the walkability of our communities. Case studies demonstrate how planners can develop energy independence while benefitting public health and the environment. Bookmarks allow the user to jump to specific topics, and links to helpful resources such as the Housing and Transportation Affordability Index and Trip Generation Tools for Mixed Use Development are also provided. Check it out before your next comprehensive plan update!

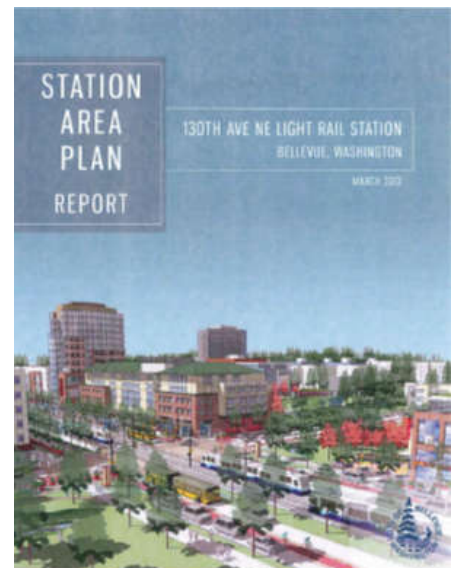
The City of Ellensburg developed an [Energy Efficiency and Conservation Strategy](#) to help guide their future efforts to reduce overall energy consumption. As operator of the oldest municipal electric utility in the state and home to one of the nation's first cooperative-owned solar arrays, Ellensburg leaders wanted to do more. The Strategy builds on existing initiatives and identifies municipal code barriers that could act against energy efficiency and conservation strategies. It includes a decision

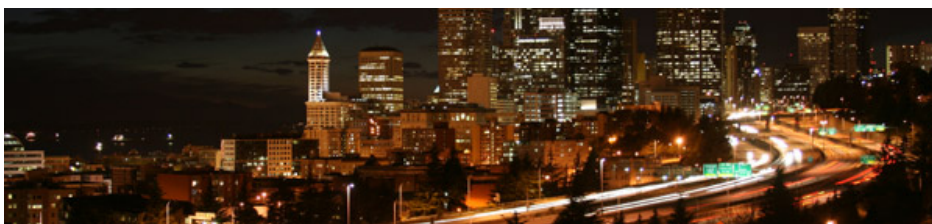
matrix template and an implementation and action plan template to help evaluate, select, and track progress for a wide range of suggested strategies. With minor modifications, other communities could use these tools. Case studies show communities leading the way in several of these areas. They discuss keys to success and what it would take to implement similar programs.

Mountlake Terrace's [Energy Efficiency Demonstration Project](#) looks at ways to increase energy efficiency in future redevelopment of its Town Center. The Project document includes methods to increase energy efficiency awareness during the development review process, and recommendations to encourage private sector participation. Of particular interest are the analyses that compare energy use and projected savings for three types of development anticipated for the town center: senior housing, mixed-use building (multi-family or commercial), and townhomes. Projected energy use is compared under the 2009 Washington State Energy Code (base level), the Built Green 4-star rating (better), and the Built Green 5-star rating (best).

The [Commute Seattle Bicycle Program Strategic Plan](#) provides a detailed analysis of private bicycle amenities (such as racks and showers) in the city center, and barriers to commuter use of bicycles. Seattle is already one of the most bicycle-friendly communities in the nation. Commute Seattle (a nonprofit commuter service organization) has set a goal of 6,000 daily city center bike-commuters by 2015. The Strategic Plan includes a detailed Bicycle Amenity Inventory and associated mapping, along with recommendations to meet the 6,000 daily-commuter goal. The attention to detail provided can help planners, building owners, and property managers better understand and plan for amenities to support bicycle commuting.

The Energy Efficiency through Transportation Planning program funded several community plans and reports looking at redevelopment allied with transit improvements. One such community plan was [Bellevue's 130th Ave. NE Light Rail Station Area Plan](#). This document focuses on redevelopment of the Bel-Red neighborhood. It looks at an area within a five- to 10-minute walk (1/4 mile) of the site for a future light rail station. The plan is to transition from light industry and auto-oriented commercial uses to transit-oriented mixed-use development with vibrant, walkable neighborhoods. A trigger for the redevelopment and plan is the East Link Light Rail Line. Light rail frequently sparks private investment for redevelopment—from high-density housing to new businesses that serve rider needs. Construction of the line should begin in 2015, with completion expected by 2023. Key issues addressed include identifying catalysts for affordable housing and other mixed-use development, park and ride lot location alternatives, improving storm water management and water quality through more natural systems, and projecting greenhouse gas use for different development patterns and mode splits.





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## Tackling Budget Shortfalls and Climate Change with a Carbon Tax

By Kirk Rappe

Almost five years after the start of the Great Recession, Washington's fiscal outlook still appears weak. Projected budget shortfalls and weak revenues serve to remind us that we haven't found a solution to a broken state revenue system. According to the [Washington Budget & Policy Center \(WBPC\)](#), our budget crisis is due both to the recession and to a long-term decline in revenue from an antiquated tax system. Bringing our tax system up-to-date could alleviate some of our budget issues.

A modern state revenue system could take many forms. WBPC identifies how to close some loopholes and modernize the sales tax. Although these are excellent suggestions, there is another proposal that can improve state revenues and complement our leadership on environmental protection and green economic development: the carbon tax.

### What is a Carbon Tax?

Anyone who has followed the recent 'fiscal cliff' negotiations or has kept tabs on our neighbors to the north, will recognize the term 'carbon tax.' But what is it, what could it do for Washington, and why should urban planners care?

A carbon tax puts a price on greenhouse gas (GHG) emissions from burning fossil fuels like gasoline, natural gas, and coal. Most of our fossil fuels in Washington are consumed directly, when driving our cars and trucks and heating our homes. Our electricity is mostly produced with hydropower that doesn't contribute to greenhouse gas emissions, but we do get some electricity from coal and natural gas. The most common greenhouse gas is carbon dioxide, so it makes sense to focus the tax on carbon rather than other less common GHGs such as methane and nitrous oxide. A carbon tax makes burning fossil fuels more costly, thereby encouraging businesses and consumers to become more energy efficient and to use clean energy sources.

### Learning from British Columbia

This isn't just a theory. Nearly five years ago Gordon Campbell, then the Premier of British Columbia, ushered a carbon tax through the provincial parliament with the help of his center-right political party. The tax started at \$10 per metric ton of carbon, increasing by \$5 every year to \$30 per ton of carbon by 2012. Campbell also demanded that the tax be "revenue neutral". Revenue neutral means that for every dollar raised by the carbon tax, at least a dollar is cut in other taxes (see Figure 1).

The results, though not yet conclusive, are encouraging. Critics who fear loss of economic competitiveness [have little to worry about](#). In the introduction to [Progress to Targets](#), BC Minister of Environment Terry Lake points out that, "Provincial GHGs fell 4.5 percent from 2007 to 2010 while at the same time, our GDP growth outpaced the national average, demonstrating that a strong carbon pricing policy that is revenue neutral can coexist with a growing economy."

Future years will tell us if this downward GHG trend continues, but it should be noted that British Columbia has had strong economic growth and created [the most jobs of any Canadian province in](#)

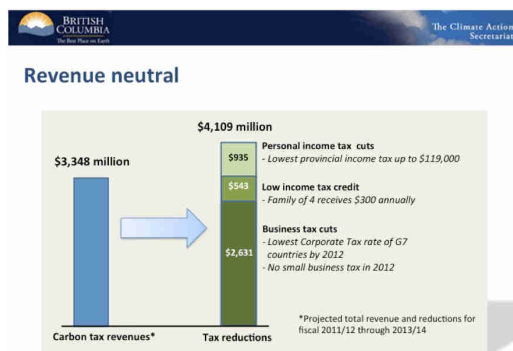


Figure 1: British Columbia's Tax Swap

August 2012. At minimum, the tax has had no effect on the economy. Other trends indicate it may, along with other sustainability policies, encourage energy efficiency and clean energy projects across the province.

Figure 1 also demonstrates another feature of British Columbia's tax: it is revenue neutral. A revenue neutral carbon tax reduces personal income or business taxes to compensate residents and businesses for higher taxes on fossil fuels. This tax swap is part of several carbon taxes around the world, but is not a necessary

component.

## A Proposal for Washington

Here in Washington, environmental economist Yoram Bauman created Carbon Washington to advance the idea of a carbon tax for our state. Yoram and members of Carbon Washington have settled on a \$30 per ton tax rate, as in British Columbia. This would raise up to \$2.3 billion every year (\$4.6 billion per biennium). Though a Washington carbon tax could be revenue neutral, the current proposal uses half of the \$2.3 billion for tax cuts and half for transportation investments and for offsetting impacts on low-income residents.

This scenario may be brought to a ballot measure in 2014 and could impact urban and regional planning in several ways. As outlined in the report by Governor Gregoire's Connecting Washington Task Force, state transportation needs alone will amount to \$8 billion over ten years for road maintenance. The current carbon tax proposal reserves 41% of the revenues for public transit, bicycles, and pedestrian connectivity as well as road maintenance. Transportation planners could see more funds for local projects that promote sustainable transportation.

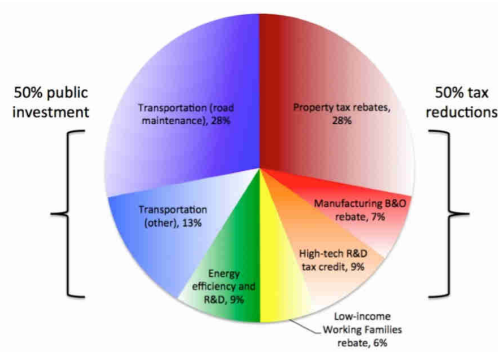


Figure 2: Proposed Use of Washington Carbon Tax Revenues

Another way that the carbon tax proposal could impact planners is by directly and indirectly encouraging real estate development and building retrofits that reduce the energy consumption. The proposal directly funds \$200 million in low income energy efficiency retrofits. It encourages better design of new buildings indirectly through the combination of higher fuel costs and \$33.6 million per year in state property tax rebates. The carbon tax could also encourage local governments to pass mandatory building energy disclosure ordinances.

Finally, the revenue from the tax would be used to offset the impact of higher fuel costs on low-income families by fully funding the Working Families Tax rebate and investing in low-income housing retrofits. For public housing agencies, this could provide increased funds for energy efficiency in new and existing affordable housing.

If this proposal becomes a reality, planners, architects, developers, businesses, and residents will find that they can reduce their tax burden by investing in energy efficiency and clean energy—and that is good for us all.

## Additional Resources

Carbon Washington:

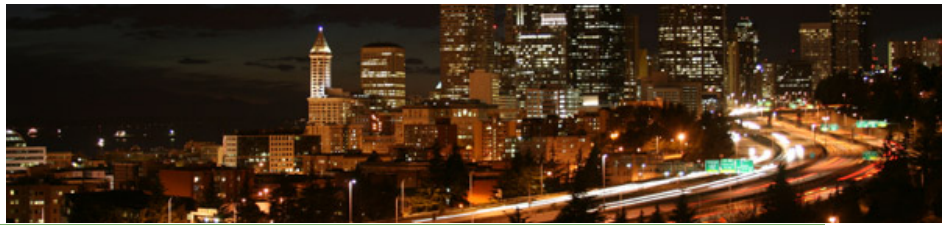
<http://carbonwa.org/>

Pacific Northwest Carbon Pricing Conference:

<http://carbonwa.org/conference.php>

The Carbon Tax Center:

<http://www.carbontax.org/>



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## Planning for the Future of Our Oceans

By Libby Whiting

Marine Spatial Planning (MSP) is a public process in which a team of decision-makers collaborates with community stakeholders,

government agencies, non-governmental organizations, and tribal representatives to plan for current and future uses of the ocean. MSP uses data on the location of important marine resources, human activities, and other key information to evaluate the most appropriate locations for particular uses. Eventually, the data will be displayed on an interactive digital map.

In the planning process, participants develop shared visions, goals and objectives to guide the evaluation of marine resource data, develop and assess management options, and create a comprehensive plan. Similar processes in other states have proven useful to identify current and future ocean uses, reduce conflicts among resource users, promote the use of compatible marine resources, and reduce the environmental impacts of human activity on the sea and its resources.

### Legislation

In March 2010, Governor Christine Gregoire authorized the state to conduct MSP for all of its marine waters. The law requires the plans to promote and restore the ecosystem, respect existing uses, foster sustainable uses, protect working marine industry, integrate existing management plans, develop a framework to site future uses, and foster public participation in decisions. In May 2012, the Legislature passed an operating budget for DNR with \$2.1 million to lay the foundation for marine management planning. Initial projects are to be completed by June 30, 2013. While the law covers all marine waters, and may eventually include other marine counties in Washington, for now, the legislature has requested the state to focus funding and projects on Washington's Pacific Coast.

### Ways for APA Washington members to be involved

One of the greatest challenges of MSP is involving those who use coastal resources, and who are planning for coastal areas. Coordinating with Shoreline Master Program updates, accessing data sources, and collaborating with planners and other stakeholders are just a few of those challenges. Accordingly, the MSP planning team will be hosting training sessions and workshops in the next few months that will involve coastal area planners. We will be looking for involvement from planners that serve inland counties later in the MSP process

The workshops will draft objectives for MSP, map human uses, and explore the interactive management data viewing tool. They are looking for your help to integrate relevant data into the interactive system, find experts in various topics in the coastal communities, and create a resource that will be useful for many users.



Please subscribe to the Washington Ocean Resources listserv ([WA-Ocean@listserv.wa.gov](mailto:WA-Ocean@listserv.wa.gov)) for updates on the MSP process. We also invite you to look for more information on the MSP website at <http://www.ecy.wa.gov/programs/sea/msp/index.html>.

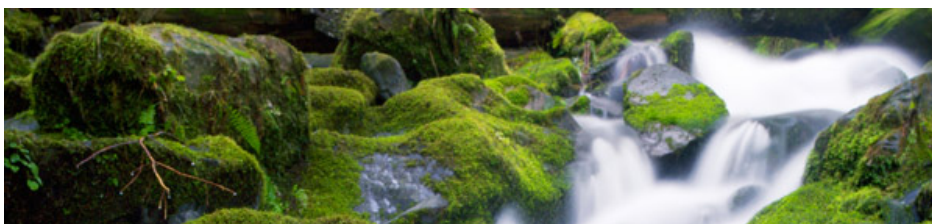
*Libby Whiting is the MSP Specialist for the Washington Department of Natural Resources. Contact her at [Libby.Whiting@dnr.wa.gov](mailto:Libby.Whiting@dnr.wa.gov), or by calling (360) 902-1589*

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## Take the Planners Skills Survey

By Jason Boal

I am an APA Idaho member, a planner for Latah County, Idaho, and a graduate student in the University of Idaho's Bioregional Planning and Community Design Program. My thesis focuses on the skills planners utilize.

The purpose of this article is to invite you to participate in my research by taking a brief online survey:

<http://edu.surveymzmo.com/s3/1124996/Assessment-and-Comparison-of-Planner-s-Skills-as-Identified-by-Planners-and-Planning-Theory>

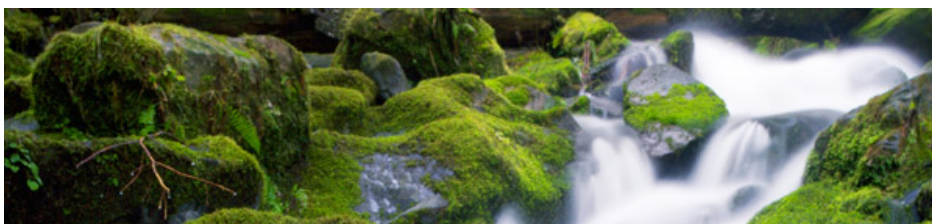
Analyzing the information gathered through this research will accomplish the following tasks:

1. Understanding the skills that planners have developed, and compare them to the skills identified as essential by planning theory and planning organizations such as APA;
2. Exploring the personal attributes of planners related to the skills they possess;
3. Identifying the relationships between the community and the planner's skill-set; and
4. Affirming the skills that are most closely-related to planning success.

As a practicing planner and a planning student, my experience suggests that there are voids as well as overlaps between planning practice, planning theory, and the policies of the APA. My paper will strive to present a clearer picture of what skills are necessary, and to identify the environmental factors that affect what skills planners use.

By the way, after completing the survey, you may enter your email address in a drawing for a complimentary copy of *Planning Theory for Practitioners* by Michael Brooks.

Thank you for your assistance with this project.



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SEARCH

# THE WASHINGTON PLANNER

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## Executive Board Officer Elections Coming Up!



This spring, APA Washington members will elect a new Vice President, Treasurer and Secretary. President Jill Sterrett has started the process by appointing a Nominations Committee charged with will be reaching out as needed to find candidates for each office. Of course, you can make the Committee's job easier by contacting any member directly (see list below) if you are interested in running for an office!

Duties of the positions are outlined in the Chapter's Bylaws and summarized here:

- The Vice President assists the President with overall Chapter responsibilities, and carries out other duties assigned by the President. The VP fills in for the President in his/her absence. (In other words, it's a great title with minimal prescribed duties!)
- If you read the Bylaws, the Secretary's duties look daunting. However, the Board has excellent support from the Chapter Office (thank you, Ann and Andrew!), and from a number of standing committees that perform other prescribed tasks. The biggest responsibility of the Secretary is preparing for quarterly Board meetings and maintaining accurate minutes.
- The Treasurer assists the President in preparing the annual budget, receives and disburses Chapter funds; prepares a financial report for each Board meeting. oversees maintenance of the Chapter's books, and ensures timely filing of an annual tax statement. If you like numbers and spreadsheets, this is the position for you!

These are two-year positions. Terms begin on July 1st of this year. Please contact Nominations Committee members as follows:

**Steve Pilcher**, 360-886-5700, [spilcher@ci.blackdiamond.wa.us](mailto:spilcher@ci.blackdiamond.wa.us)

**Ivan Miller**, 206-464-7549, [ivanmillerseattle@hotmail.com](mailto:ivanmillerseattle@hotmail.com)

**Len Zickler**, 509-252-5019, [lzickler@ahbl.com](mailto:lzickler@ahbl.com)

**Karyn Criswell**, [kcriswell@enviroissues.com](mailto:kcriswell@enviroissues.com)

*Do it now, before we call you!*