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GOING TO SEATTLE?

WINTER EDITION

I'M PLANNING FOR....

everyone... **Safer Streets**... life long communities... **SUSTAINABLE COMMUNITIES**...
WATER...Waste... **Energy**...diversity... **great neighborhoods**...better
transportation... **agriculture**...engagement... **quality of life**...change...
bicycles...places...better future for my children... **those without a voice**...
solar energy... **Walkable Communities**...equity & inclusion... **economic development**...
healthy communities... **URBAN TREES**...green roofs... **TOD**... **our common future**...
multimodal transportation...changing demographics... **LIVABLE COMMUNITIES**...
better transit... **urban mobility choices**...my grandchildren...
AFFORDABLE HOUSING...colleges & universities... **a better world**...
quality of life...my family...urban agriculture... **YOU**

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Greetings from PBCD Chair



Patrice Dickerson, AICP

Greetings PBCD Members!

The Executive Committee has been working diligently on preparations for the 2015 National Planning Conference! For those of you that will join us in Seattle April 18th-21st, here are some of the things you can expect to see:

Membership and Bylaws Surveys – Before this year’s conference, members received two surveys from the Executive Committee. First, a general membership survey was provided to gather your feedback on the direction of the Division. Second, a survey related to the revision of the Division’s bylaws which were last updated in 2005. Your input on these surveys is necessary to ensure the Executive Committee is carrying out the mission of the Division keeping the membership’s guidance in mind.

Sessions & Other Events – The Division’s by-right and facilitated discussion sessions and mobile workshop will focus on the shifts and changes taking place in communities of color. For more details, please see the draft event schedule found in this newsletter. The schedule also includes details on other events of interest and great opportunities for members to network and connect with each other.

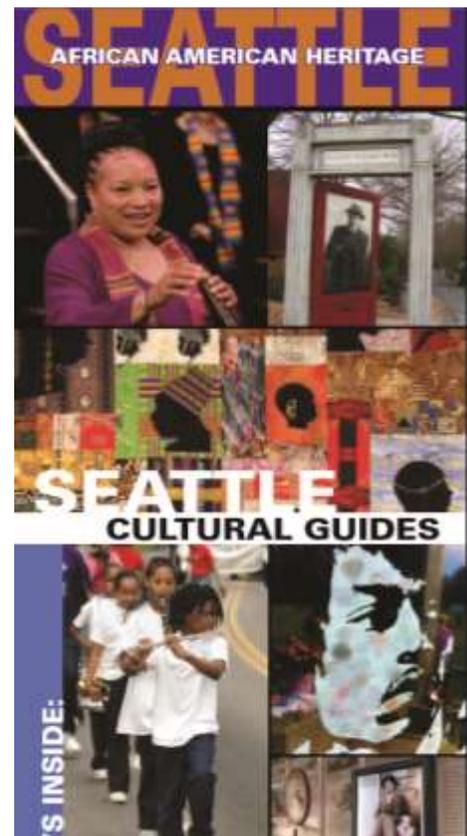
PBCD will issue its spring and special conference edition newsletter in early April with all the latest and final details to help prepare you for the conference.

We look forward to seeing you in Seattle!

For Better Communities,

Patrice S. Dickerson, AICP - PBCD Chair
chair@planningandtheblackcommunity.org

**CHECK OUT THIS AFRICAN AMERICAN HERITAGE
CULTURAL GUIDE FOR SEATTLE!**





American Planning Association
**Planning and the
Black Community Division**

Making Great Communities Happen

A Publication of the Planning and the Black Community Division
of the American Planning Association

www.planning.org/divisions/blackcommunity/



American Planning Association
Making Great Communities Happen

American Planning Association's
National Planning Conference
April 18-21, 2015 | Seattle

SUSTAINABLE SEATTLE

**Come to Seattle and see a world of great ideas unfold at
APA's 2015 National Planning Conference.**

SEE THE BEST

- Broaden your horizons with 300 sessions by top planning professionals.
- Go deep with five targeted tracks, four symposia, and three institutes.
- Boost your career savvy and jump in on the booming job market.
- Grow your network and forge local ties at chapter events.

SEE IT FIRST

- Check out the Masters Series, advanced learning for senior-level professionals.
- Scope out the next generation of tools in the Planning Expo and its new Tech Zone.
- New this year! Add a training workshop, free with your conference registration.
- New to the conference? There's a First Timer Mixer with your name on it.

SEE IT IN SEATTLE

- Take your pick of 50-plus mobile workshops by bus, bike, boat...
- See one of America's smartest cities from a planning perspective.
- Explore paths to a green future in the most sustainable U.S. city.
- Get a taste of local culture in a city known for its food and brews.

KEY DATES

February 19

Early registration ends

March 19

Advance registration closes
Special hotel rates cut off

See more details at planning.org/conference.

"Engaging ... exciting ... informative ... insightful ... relevant ... rewarding ...

Reminded me what I love about this profession"

Join the global conversation at #APA15.





American Planning Association
**Planning and the
Black Community Division**
Making Great Communities Happen

PBCD Main Networking Event	PBCD Suggested Networking Event	APA Conference Event
PBCD Sponsored Conference Event		APA Conference Networking Event
PBCD Member Conference Related Event		

Questions: zuniz88@hotmail.com - (347) 463-2330
www.planning.org/divisions/blackcommunity/

PBCD Draft Navigating Schedule - 2015 APA National Planning Conference

April 18 - 21, Seattle, WA

<https://conference.planning.org/conference/>

Sat., April 18, 2015	WELCOME TO SEATTLE (Washington State Convention Center) - Conference Hashtag: #APA15		AICP Exam Prep (W405) - 8:00 AM - 12:00 PM	Emerging Professional Institute (W410) - 8:00 AM - 5:30 PM	AICP Community Planning Workshop (W350) - 4 CM - 8:00 AM - 5:00 PM	Northwest African American Museum & Jimi Hendrix Park Outing - 2:15 PM - 5:00 PM www.naamnw.org/ RSVP - http://whoozin.com/9WY-EVP-MEYG		Exhibitor Meet & Greet (X201) - 5:30 PM - 7:00 PM	Surprise Event - TBD - 8:00 PM
Sun., April 19, 2015	Opening Keynote - Sobering Choices and the Exquisite Art of Planning (S701) - 1.25 CM - 8:00 AM - 9:30 AM	Subverting Gentrification Through TOD (S485) - 1.25 CM - 10:45 AM - 12:00 PM	Leveraging The Value of Transitioning Neighborhoods (W011) - 3 CM - Mobile Tour - 1:00 PM - 5:00 PM		Achieving Equitable Development with Transit Investment (S484) - 1.25 CM - 2:30 PM - 3:45 PM	Social Equity Strategies for Cities (S509) - 1.25 CM - 4:00 PM - 5:15 PM		PBCD Business Meeting (X023) - Meeting & Networking Reception - 8:45 PM - 9:45 PM	
Mon., April 20, 2015	Sustainable Neighborhoods Program (S820) - 1.25 CM - 7:30 AM - 8:45 AM	Deep Dive: Diversity Forum (S498) - 2.75 CM - 9:00 AM - 11:45 AM	Writing Powerful Resumes and Landing A Job (S549) - 1.25 CM - 10:30 AM - 11:45 AM	APA Awards Luncheon (F200) - 12:00 PM - 1:30 PM	Planning for Gentrifying Central Cities (S826) - 1.25 CM - Facilitated Discussion - 2:45 PM - 4:00 PM	Big City Planning Directors on Affordable Housing and Equity (S824) - 1.25 CM - 2:45 PM - 4:00 PM	Hot Topics in Housing Law (S575) - 1.25 CM - 4:15 PM - 5:45 PM	Combined University Alumni Reception (X103) - 6:30 PM - 8:30 PM	Transportation, Gays and Lesbians in Planning, Latinos and Planning, City and Planning Management, California Chapter and Planning and the Black Community Division Reception (X037) - 8:00 PM - 10:00 PM
Tues., April 21, 2015	Planners, Managers and Ethical Collisions (S588) - 1.25 CM - 7:45 AM - 9:15 AM	Developing and Influencing Equitable Housing Policies (S589) - 1.25 CM - 9:30 AM - 10:45 AM	APA Annual Meeting and Leadership Honors (X001) - 9:30 AM - 10:45 AM	Improving Food Access and Revitalization Communities (S813) - 1.25 CM - Byright Session - 11:00 AM - 12:15 PM	Save the Date: Phoenix 2016 APA National Planning Conference, April 2 - 5, 2016!				



Connect With APA in 'Sustainable Seattle'

Join 5,000 of your fellow planners at APA's big event — the 2015 National Planning Conference, April 18–21 in Seattle. This year's 300 sessions run the gamut from events for emerging professionals to a new Masters Series for experienced planners. You'll find training workshops — free this year — plus targeted tracks, career coaching, and mobile workshops. Take advantage of APA member rates, and register by February 19 for early-bird savings.

Learn more at planning.org/conference.



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WHERE

APA 2015 NATIONAL PLANNING CONFERENCE

Seattle, WA (April 18 – 21)

www.planning.org/conference



LEVERAGING THE VALUE OF TRANSITIONING NEIGHBORHOODS

Mobile Tour Code: W011 CM: 3.0

Cost: \$69 (early rate by Feb. 19) / \$79 (regular rate)

Join us for this exciting and unique mobile tour in Seattle! Examine the impacts of dynamic shifts in African American populations in Seattle Central and Southeast districts. Explore ways to leverage the value of transitioning neighborhoods. Gain an understanding of how neighborhood connectivity and accessibility impact community sustainability. Visit several mixed-use and residential developments, revitalization projects, and business commercial corridors. The tour includes culturally significant neighborhood sites such as the First AME Church, Mount Zion Baptist Church, Northwest African American Museum, Garfield and Franklin High Schools and Edwin T. Pratt Park.

Develop an understanding of how the historical significance, leveraged resources strategic reinvestment help to preserve the heritage of African-American communities. Gain insight on the issues and impacts of gentrifications with efforts to preserve African American heritage and neighborhoods. Attain a better understanding of how transportation policymaking and decisions can be leveraged to promote equitable development and improve mobility in underserved areas.

Several mobile tour speakers will be featured including elected officials, residents, nonprofit groups, and planners. Snacks and handouts provided. Travel by motorcoach and walking. Attendees will be invited to an optional post-networking event.



zuniz89@hotmail.com

DATE

SUNDAY, APRIL 19, 2015

TIME

1:00 PM - 5:00 PM

TICKETS

Washington State Convention Center /

www.planning.org/conference



American Planning Association
**Planning and the
Black Community Division**

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View PBCD other exciting division sponsored events at the
2015 APA National Planning Conference:
[https://conference.planning.org/search/?
keyword=&tags=BLACK_COMMUNITY](https://conference.planning.org/search/?keyword=&tags=BLACK_COMMUNITY)



Transportation Equity: The Struggle Continues

Author: Bill Washburn, AICP

On December 1, 2015 and June 29, 2016, the United States will mark the 60th anniversary of two pivotal events that have greatly affected the shape of its urban communities *and* the provision of balanced and equitable public transportation services to communities that have historically been underserved—or not served—by these services.

The first event was the Montgomery, Alabama Bus Boycott. This event was in response to the arrest of seamstress and civil rights activist Rosa Parks for refusing to give up her seat to a white male passenger on one of the city's Jim Crow transit buses. The bus boycott was organized by Montgomery's African-American community with assistance from the National Association for the Advancement of Colored People (NAACP) and the Southern Christian Leadership Conference (SCLC, headed at the time by a young Dr. Martin Luther King, Jr.). The bus boycott started on December 1, 1955. It lasted until December 20, 1956, when a U.S. Supreme Court ruling declared Montgomery and state laws mandating racially segregated transit and intercity buses to be unconstitutional.

The second event was the enactment of the 1956 Interstate Highway System Act (IHSA) on June 29, 1956. This federal law was authored by President Dwight Eisenhower based on his positive impressions of limited-access roads in parts of Europe during his World War II service as commander of the U.S./European Allied Forces. The IHSA authorized the construction of the original 41,000-mile Interstate Highway System at a cost of \$25 billion. The interstate highway system would later expand in size and cost to 43,000 *authorized* miles (42,795 miles of interstate highway have been constructed to date) and \$119 billion. To date, the Interstate Highway System remains the largest single public works project ever built in this country.

One can easily see the importance of the Montgomery, AL Bus Boycott in helping to establish the legal foundation for the elimination of inequities in public transportation service to America's communities of color. The treatment of black public transit riders as second-class citizens was a classic civil rights issue with a history extending back in time to the 1896 Supreme Court decision in the *Plessy v. Ferguson* case. The *Plessy v. Ferguson* decision was the key legal decision that upheld the legality of state and local laws that mandated racially segregated public facilities in the United States.

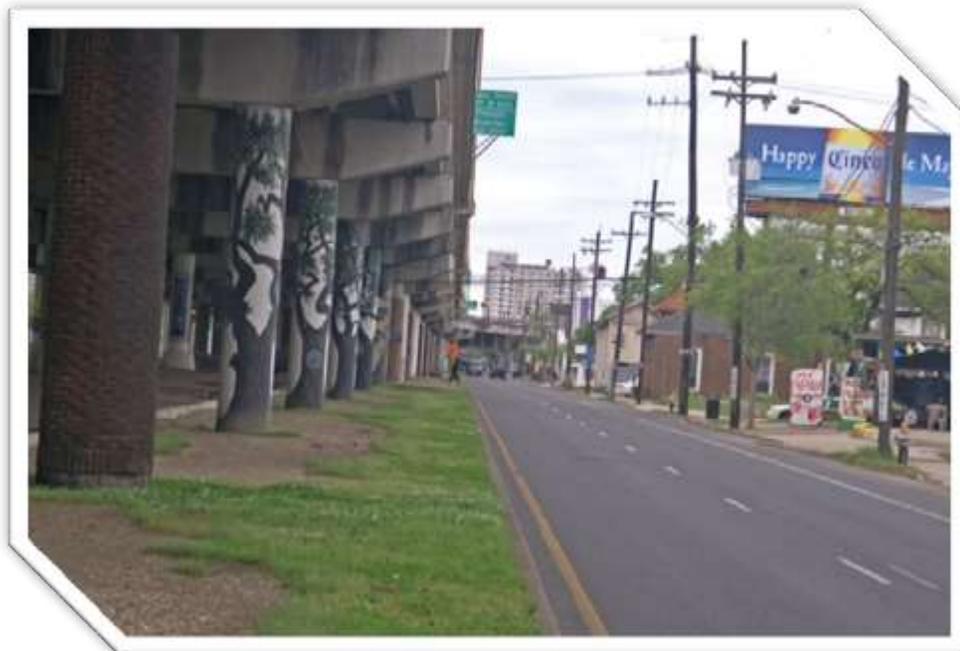
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Transportation Equity: The Struggle Continues

However, one has to dig deeper to understand the transportation equity implications of the design and construction of the Interstate Highway System. It turns out that the building of interstate freeways through the United States' major cities impacted central-city black and brown communities to a far greater extent than the desegregation/integration of public facilities. These impacts included:

1. ***Disproportionate Involuntary Displacement of Households and Businesses*** – President Eisenhower's original concept would have routed the new interstate highways *around* major cities. However, the highway construction and automotive industries (the so-called "highway lobby") persuaded the U.S. Congress to approve a highway system that included a large number of urban freeways. These new roads cut through or bordered major inner-city communities of color, wiping out stable working-class neighborhoods (or turning them into slums) and thriving black business districts. The routing of these disruptive and out-of-scale roads was determined by state highway departments and justified on the grounds of efficiency, cost, and the elimination of "urban blight" (generally defined as *any* black or brown community unfortunate enough to lie in the proposed path of one of these roads).



View: New Orleans, LA – Looking SE under the Claiborne Street Expressway I-10.

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Transportation Equity: The Struggle Continues

- Disinvestment in Urban Public Transportation Systems While Financing New Highways for Suburban Commuters*** – Many U.S. cities found themselves forced to take over or close bankrupt privately-owned public transit systems after World War II. Unfortunately, by then, federal capital investment funds were already flowing to the then-racially segregated suburban communities that surrounded every U.S. city. No federal dollars would be spent to support public transit systems until 1982. Because U.S. citizens of color pay federal taxes, too (surprise!), interstate highway funding represented a huge involuntary subsidy of white suburban commuters by black and brown inner-city residents. Even after federal laws were changed to require the funding of public transit capital projects, interstates and other federal-aid highways continued to receive the lion’s share of federal transportation monies.



View: Nashville, TN – Charlotte Ave. Looking West from Capitol Hill to CSX and I-40 Overpass.

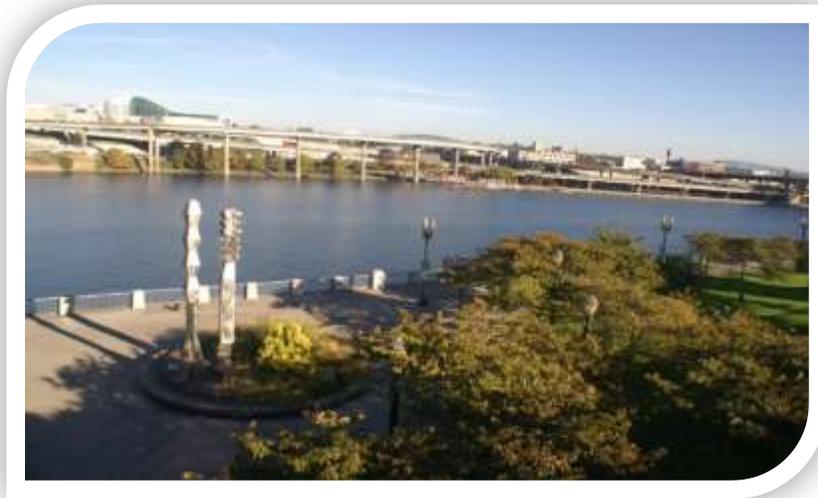
- Tax and Other Indirect Subsidies to Motorists at the Expense of U.S. Taxpayers*** – The 1956 IHSA created the U.S. Highway Trust Fund to finance construction of the interstate highway system. The trust fund was to be replenished through a combination of fuel and excise taxes. From its inception, fuel tax revenues have fallen short of the fund’s fiscal requirements. This is because the American driving public—including a lot of us—and its elected representatives have remained hooked on the fossil fuel narcotic of artificially cheap gasoline and diesel fuel. In addition, federal laws prohibit the use of highway (or transit funds) to cover operating costs. Streets and highways have operating costs just like other forms of transportation.

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Transportation Equity: The Struggle Continues

It's just that these costs (maintenance and repair; traffic enforcement; accident cleanup; and economic losses due to property damage, personal injuries, and deaths) are "off the books." Powerful economic interests in this country see to it that those hidden costs remain hidden. Since the 1950s, automobile owners in nearly all other urbanized/industrialized societies (Europe and East Asia) have paid three to six times as much per gallon in US as American motorists because of hefty fuel taxes. In return, European motorists and other residents have compact and walkable cities served by convenient multimodal public transit systems.



*View: Portland, OR – Downtown Waterfront Park in Foreground Once
Looked Like I-5 Ramps on East Side of Willamette River.*

4. **Generation and Promotion of Urban/Suburban Sprawl** – Since 1956, the construction of interstate freeways and other controlled/limited access highways has generated and sustained the haphazard, low-density development pattern around each U.S. city that we refer to today as sprawl. Since the creation of a Mass Transit Trust Fund in 1982, federal transportation funding formulas have given states a huge incentive to favor the construction of roads over public transit options. They have done this by requiring only a minimum 20% state funding match for road projects as opposed to a minimum state funding match of 50% for transit projects. Although this gap in modal funding match requirements has been reduced in recent years, the damage to our central cities and inner-ring suburbs has been done.

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Transportation Equity: The Struggle Continues

The biggest transportation equity issue associated with suburban sprawl is that it can be served efficiently by only one mode of travel: the automobile. This means that people who are too young, too poor, too elderly, too physically challenged, or unwilling to drive are deprived of practical mobility options. In fact, if you are seen on foot while black in certain “red state” suburban/small town jurisdictions, you can be racially profiled or even shot (think Trayvon Martin or Michael Brown). Or, if you are a black single mother without a car who loses a child to a hit-and-run driver while you are trying to get your children to a bus stop on a suburban arterial without sidewalks, *you* could be charged and even convicted of manslaughter instead of the driver who killed your child. It happened to single mother Raquel Nelson in Marietta, GA in April of 2010 (this outrageous sentence was later suspended in the face of national outrage, within and outside of African American communities).

As we begin a new year, the cause of transportation equity faces even greater challenges than before as the new 114th U.S. Congress convenes in Washington, DC. Headed by climate-change/science deniers and proponents of a mythical “post-racial post-government America,” this Congress may try to turn back the clock to the days of unfettered highway building and communities poisoned by automotive smog and other forms of pollution. Similar challenges will also be faced in a number of states where ideologues posing as governors have already killed or threatened to kill needed public transit projects despite years of extensive planning by community, public, and private stakeholders. It will be up to us as committed planning professionals of color to educate the communities we serve about these issues and encourage them to help form an organized national movement for transportation service equity. To quote the late, great Frederick Douglass, “The price of Freedom is eternal vigilance!”

Author: Bill Washburn, Planner Coordinator, Community Planning Division, Prince George’s County, MD may be reached by email at William.Washburn@ppd.mncppc.org

Six Californias: A Radical Approach to Regional Planning

Author: Calvin Whitaker

The Great Migration which stemmed from economic opportunities was the movement of 6 million African Americans out of the rural Southern United States to the urban Northwest, Midwest and West that occurred between 1910 and 1970. Between 1940 and 1970, 5 million African Americans moved from the South to including California and other western states.

By the 1970s, African Americans had become an urbanized population. More than 80 percent of African Americans lived in cities. A majority of 53 percent remained in the South, while 40 percent lived in the North and 7 percent in the West. The great migration moved California pass New York as the country's most populous state. ¹

A reverse migration has gathered strength since 1965, dubbed the New Great Migration, the term for demographic changes in which many African Americans have returned to the South, generally to states and cities where economic opportunities are best. ² California has struggled to retain its economic vitality over the past several decades. Nonetheless, the state's economy still ranks highly in the international market.

U.S. Census figures revealed in 2013, the state of California's population was 38,332,521 including 6.6% or 2,529,946 African Americans. The African American population in California primarily is concentrated in a few cities. African Americans represent 28% of the population in the following urban cities and the state's major employment centers: Oakland, San Francisco, Sacramento, Los Angeles and San Diego. Bakersfield and Fresno, the two largest central state cities are significantly responsible for the state's agricultural production and is home to 2.8% of California's African American population.

Tim Draper, former California State Board of Education member and founding partner of Draper Fisher Jurvetson, a venture capitalist group, believes California needs a refresh. According to Draper, California public schools have gone from the top in the nation to 47th. The state is ranked 50th out of 50 for the worst business climate in the United States. California has high unemployment and the percentage of people living below the poverty line is steadily increasing. The state needs a massive investment in infrastructure and a streamlined process to help grow and keep businesses.

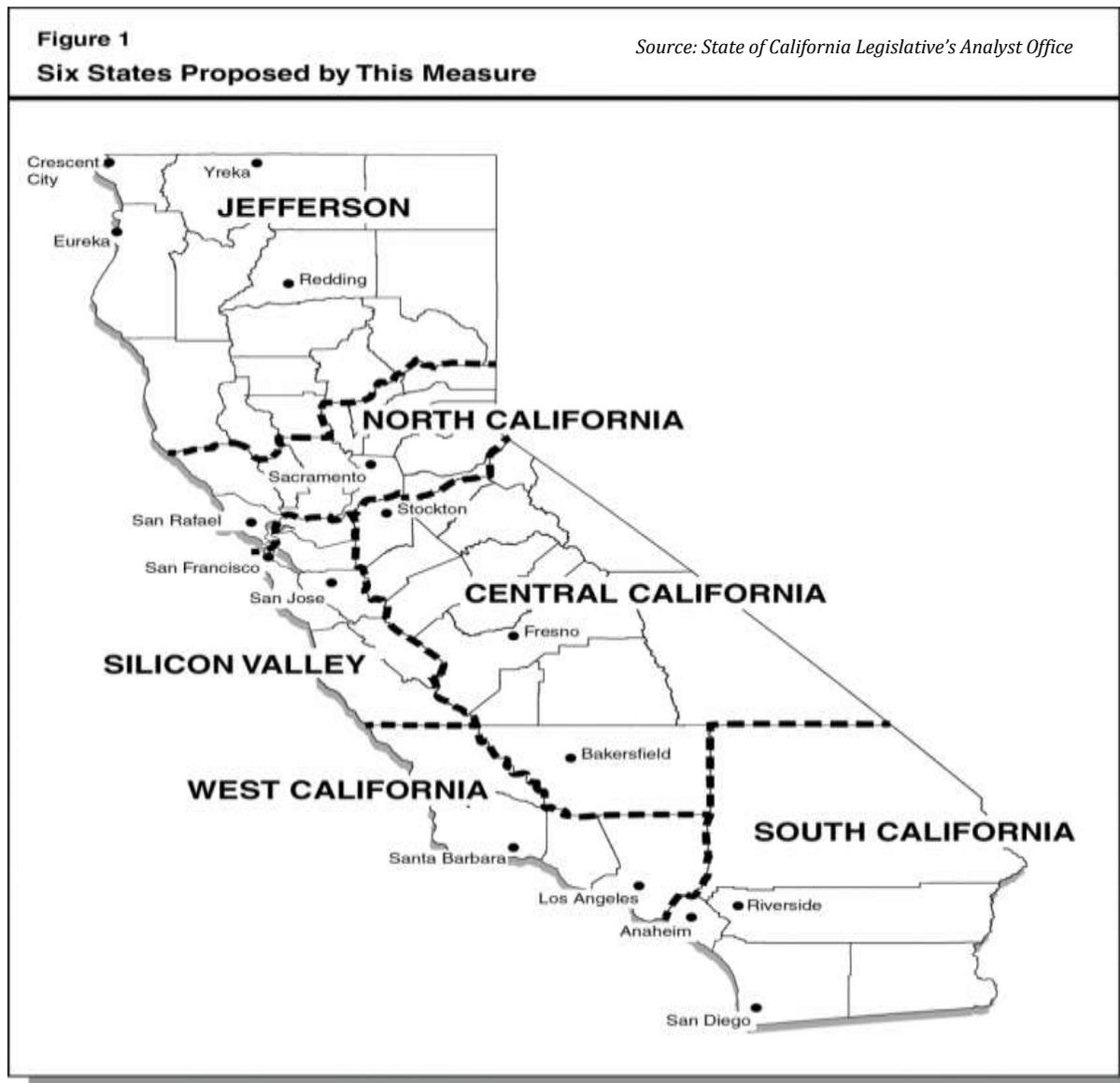
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¹ William H. Frey. "The New Great Migration: Black Americans' Return to the South, 1965–2000". The Brookings Institution, May 2004, pp. 1–3, accessed 19 March 2008.

² Lemann, Nicholas (1991). The Promised Land: The Great Black Migration and How It Changed America. New York: Alfred A. Knopf. p. 6. ISBN 0-394-56004-3.

Six Californias: A Radical Approach to Regional Planning

Draper has a plan. He proposes to split California into six states. Draper is vying to place an initiative on the state ballot. However, as of now the initiative has not garnered enough signatures (approximately 807,000) to be considered statewide. Draper envisions Six Californias as an opportunity to solve many problems faced in California. Six Californias means creating six smaller states with more local and responsive government. Six states that are more representative and accountable.



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Six Californias: A Radical Approach to Regional Planning

Recently, I asked Mr. Draper five questions about his Six Californias proposal.

1. What do you envision the impact of regional planning among the six states with regard to infrastructure, other community services and cross-state regional services such as transportation?

I expect that each state, operating independently, will create state compacts (contracts) with other states to handle cross border issues like infrastructure, community services and transportation. If things are working well currently, I expect there to be no change. If there are better ways to operate, Six Californias gives them an opportunity to explore those new and better ways.

2. Will each new state be able to produce an equitable tax base to provide basic public needs?

Absolutely! The current structure is forcing poverty on the people of Central California and other parts of the state. Six Californias would allow these regions to get better jobs, be better educated, and break the cycle of poverty that plagues the state under the current regime.

For example, Sony, Disney, Occidental Petroleum, Tesla and others have chosen to move their jobs to other states—but if Central California operated independently, they would have gotten those jobs.

A new slate would allow states to focus on important issues like education rather than being obsessed with “the bag law” or “big gulps.” Good education leads to good jobs and good living and keeps people out of prison.

3. Will there be impacts on private industry to fill the gap to meet the fiscal needs unmet by the new states?

Singapore went from the poorest country in the world to one of the richest—so did South Korea—so did Japan. All it took was modern, focused governments that encouraged free markets. I believe that these six states will compete for us (the citizens) to provide the best services possible and that these will become the wealthiest states in the nation, with the best education systems and the fewest social problems.

4. Will each state develop an identity? For instance, would Silicon Valley be known for high tech and Central California as a farm belt?

I expect Central California will become more than a farm belt. I expect that region to become a manufacturing center and longer term, a tech center. But yes, each state will develop its own personality, and will each learn from each other as they develop—the states could create interstate best practices as they evolve.

5. What type of good alliances (if any) can be retained among the new six states?

Our higher education system works pretty well and that might end up not changing much. I also expect that water distribution won’t change until the states start to focus some efforts on better infrastructure. I think the highways will probably remain the same until more efforts are made to make them work better. I would expect that transportation would be one of the main foci in the West California (Hollywood) region.

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Six Californias: A Radical Approach to Regional Planning

Can Six Californias improve the region and mitigate reverse migration? Efforts to gain enough support to get the initiative on the ballot have been unsuccessful to date and may indicate Californians are not ready to consider this radical change. Furthermore, some critics do not agree with Draper's perceived outcomes. Megan Rose Dickey a Producer at KITE, an enterprise company that fuels partnerships between Fortune 1000 brands and innovate startups believes that if the plan goes through the state of Silicon Valley would become the richest state in the U.S. in terms of per capita income, according to legislative analysts. The state of Central Valley would become the poorest state measured by per-capita income, ranking lower than Mississippi.

Here's the rationale: California's population is six times greater than the average state's population, which means that the state isn't fairly represented with senators in Washington. It would also be a way, Draper says, for each state to start fresh and for people to move from state to state "more freely."

But creating six Californias would screw up the water infrastructure. "Silicon Valley" and "West California" are the largest water importers, but the three poorest states in the proposal have most of the supply.³

Author: Calvin Whitaker earned his Masters of Urban and Regional Planning at San Jose State University; a lifelong Californian, Calvin has worked for the Cities of Oakland, East Palo Alto and San Leandro in housing, zoning and community development. Calvin currently works as a housing specialist for Abode Services in Hayward and has served on the Board of Directors for Eden Housing since 1995. Calvin may be reached by email at cmwhitaker@yahoo.com and welcomes your articles, items and news pieces as editor for the APA PBCD Quarterly Newsletter.



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³ Megan Rose Dickey, "Investor Tim Draper's Plan To Make Silicon Valley The Richest "State" In The Country, February 14, 2014; <http://www.businessinsider.com/tim-drapers-six-californias-2014-2>



PBCD Fellowship Program Announcement

The Robert A. Catlin/David W. Long Memorial Fellowship

Purpose:

Named after committed planners and long-standing PBCD members, The Robert A. Catlin/David W. Long Memorial Fellowship is designed to foster an increased interest in the profession of urban planning among Black students. The goal of this fellowship is to encourage the pursuit and achievement of Black graduate students entering the urban planning profession and create a critical mass of Black planning professionals. This fellowship opportunity will provide students with a hands-on opportunity to engage and support the mission of PBCD through a tailored research project.

Eligibility:

The \$1,500 fellowship is available to Black undergraduate students who have been accepted in an urban planning program for graduate studies and Black graduate students majoring in urban planning or a related field (environmental studies, geography, urban studies, urban policy etc.) Current graduate students may not be in the final semester of their programs. Undergraduate students applying to graduate planning programs must show proof of acceptance and intent to enroll if awarded the fellowship. Students attending Historically Black Colleges and Universities are especially encouraged to apply. The applicant should be in good academic standing and active member of their community. The \$1,500 fellowship will be awarded to the student to cover costs associated with the pursuit of their studies, and will be paid over a three month period during the summer.

Visit www.planning.org/divisions/blackcommunity to download and complete the fellowship application.

1. Application Requirements

- ❖ Scholarship Application
- ❖ Personal Statement
- ❖ Proof of enrollment in graduate planning program or letter of acceptance to graduate planning program
- ❖ One Letter of Recommendation
- ❖ Academic Transcript (Unofficial)

2. The fellowship will begin on June 1, 2015 and end on or before August 28, 2015. The \$1,500 fellowship will be paid directly to the student in installments of \$500 per month for three consecutive months during the time of service. The fellow shall work to complete a service project as defined by the members of the Executive Committee. Fellowship project examples could include but may not be limited to conference planning, conducting policy research, and coordination of special division related projects. The fellowship project will be tailored in coordination with the award recipient and PBCD.

Deadline: All materials must be received by the PBCD Vice Chairperson of Programs, via e-mail by **5:00 p.m. EST, March 6, 2015** to: planningandtheblackcommunity@gmail.com

Contact: For more information, contact Vice Chair for Programs at planningandtheblackcommunity@gmail.com

Film Screening & Panel Discussion of Come Hell or Highwater: The Battle for Turkey Creek

Author: Zunilda Rodriguez, AICP

On October 15, 2014, PBCD along with the D.C. Chapter of the National Organization of Minority Architects, and U.S. Environmental Protection Agency Office of Environmental Justice co-sponsored a screening and panel discussion on the documentary film "Come Hell or Highwater: The Battle for Turkey Creek." This documentary showcases the inspiring journey and struggle for environmental justice in one community in coastal Mississippi. This free event was hosted by the Catholic University of America School of Architecture and Planning at the Edward M. Crough Center for Architectural Studies. It garnered 1.0 CM credits for AICP planning members in attendance.



This professional development event featured a pre-networking opportunity for attendees, a one-hour viewing of the award-winning documentary film, and an engaging panel discussion with our co-sponsors, documentary producer and subject of the film. A variety of members from the Washington, D.C region were invited to attend including PBCD members. Nearly 80 urban planners, architects, students, academics and environmental justice practitioners attended this event. We utilized Skype technology to engage our attendees directly with the film producers Leah Mahan and Derek Evans who are the main subjects of the documentary. The panel discussion was facilitated by PBCD Vice Chair for Programs Fleming El-Amin, AICP and provided us an opportunity to explore opportunities in which this documentary could become a daily practices teaching tool for planners and other professions.

The goal of this unique professional development event was to ultimately evoke effective change and action to help preserve valuable assets in our community, neighborhood or organization using the tangible tools and resources presented at this event. It also helped to forge additional collaborative events between the co-sponsors and host organizations. Special thanks are extended to all those who collaborated with PBCD on this event including Carlton Eley, Mustafa Ali, Tom Brokaw and Hazel Edwards.

Author: Zunilda Rodriguez, AICP is Chair-Elect of The Planning and the Black Community Division of APA and Editor of the PBCD Newsletter. She can be reached by email at zuniz89@hotmail.com

Black Planners Spotlight



Carlton Eley, Office of Environmental Justice **2014 Individual Bronze Award**

PBCD extends a special congratulation to **Carlton Eley** as the recipient of the 2014 Individual Bronze Award from the U.S. Environmental Protection Agency! The individual bronze award was awarded to Carlton for his passion, commitment and leadership on issues related to Equitable Development and Environmental Justice in 2014 at a ceremony on February 11, 2015 in Washington, DC. The OECA Honor Awards recognize the outstanding contributions of OECA, Regional, and Department of Justice employees to the Agency's mission for work completed in the calendar year 2014.



Vanessa Leon, founder of the international urban planning firm Pinchina Consulting, has recently accepted a teaching position in the Urban Studies department at Queens College. In this capacity as an adjunct professor, Ms. Leon will be teaching a course entitled, "Race, Ethnicity and Immigration." Last year, she was recognized by Next City as one of 2014's "40 Urban Leaders Under 40" and is being inducted into the Haitian Roundtable as one of 2015's "Top 5 Haitian-Americans to Watch." In addition to her planning practice in Haiti, she is currently pursuing a doctorate in public and urban policy at the New School's Milano School of International Affairs, Management and Urban Policy in New York City. For more information, please visit www.PinchinaConsulting.com and follow her on Twitter @ConsultPinchina.



Mayor Muriel Bowser appointed **Eric Shaw** as the Acting Director of the DC Office of Planning. Before joining the Bowser administration, Eric was the Director of Community and Economic Development for Salt Lake City where he was the lead city official on placed-based and development policy. He managed a number of high profile projects including a new citywide engagement program, the restructuring of the small business loan program, and updates to nine city plans including the city's general plan.

He was a leader in planning efforts in post Katrina Louisiana as the Director of Community Planning for the Louisiana Recovery Authority and Vice President of Programs and Policy for Foundation for Louisiana. As Director of Community Planning, Shaw provided direct technical assistance to local leaders and managed the \$10 million Comprehensive Resilience Pilot Program. At Foundation for Louisiana, he edited the nationally recognized *Citizens' Guide to Land Use*, and *Citizens' Guide to Urban Design* that trained residents on the principles of land use and urban design. Eric has also worked in the public, nonprofit, and philanthropic sectors in Silicon Valley and Miami. He began his career in Washington DC as a Capital City Fellow in District government in the Anthony Williams administration. Shaw earned a Bachelor's of Arts in International Development and Policy Studies from the University of California, Los Angeles and a Master's Degree in Urban Planning from the Harvard University Graduate School of Design.



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NEXT ISSUE: April 2015
Send all submittals by March 23, 2015
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www.planning.org/divisions/blackcommunity/



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PBCD MISSION

The Planning and The Black Community Division (PBCD) of APA is an organization that provides a national forum for planners, administrators, public officials, students and other interested individuals to address issues of significance to the black community, promote exchange between members and other organizations, encourage and support professional development among black planners and provide career information.