What is Planning?
- Forward-looking
- Reaching an agreement

Planning Theory
1) procedural
2) substantive (housing, environment, transportation..)

Procedural Theory:
1) Synoptic Rationality
   a. (1) Goal-setting (2) Identification of policy alternatives (3) Evaluation of means against ends (4) Implementation of the preferred alternative
   b. Multiple iterations, feedback loops and sub-processes
   c. Advantage is basic simplicity
2) Incremental Planning (Lindblom, 1959)
   a. Dismissed rational-comprehensive planning as an impractical ideal
   b. A science of muddling through: A modest step by step approach which aims at realizable improvements to an existing situation.
3) Advocacy Planning (Paul Davidoff, 1965)
   a. Challenged the traditional view of “public interest”
   b. Applied to defending the interest of weak or poorly represented groups, such as low-income, environmental activists, minorities, the disadvantaged etc.
   c. A direct result of this theory: increasing requirements for environmental, social, and financial impact reports to accompany large scale project proposals.

1) Identify issues and options
2) State goals, objectives, priorities
3) Collect and interpret data
4) Prepare plans
5) Draft programs for implementing the plan
6) Evaluate potential impacts of plans and implementation programs
7) Review and adopt plans
8) Review and adopt plan-implementing programs
9) Administer implementing programs, monitor their impacts

Citizen participation:
GIS: map making. Advantage: 1) incorporate layers of data for example, a parcel’s property value & housing tenure & zoning classification & condition of the structure….2) used to do “what if analysis” 3) present info at different scales
Planning History

1) Public Health Movement
   a. to guarantee government involvement in public health and safety of the worker.
   b. Major concerns: (1) plant safety requirements and maximum work hours, (2) minimum housing standards, (3) provision of light and air in cities, (4) development of recreation spaces of workers.
   c. Central Park, NYC (Frederick Law Olmstead, 1866), First New York Tenement House Law (1867), SF ordinance preventing slaughterhouses (1867)

2) Garden City (Ebenezer Howard, Tomorrow: A Peaceful Path to Real Reform, 1898)
   a. An anti-urban agrarian/romantic approach to the city predicated on: (1) the sacredness of nature (2) the inherent immorality of the city (3) a return to the pre-industrial village.
   b. (1) satellite garden cities (essentially self supporting), (2) finite population (no sprawl) (3) surrounded by greenbelts (for agriculture) (4) included concept of land rent.
   c. Two garden city projects: Letchworth (1903-1920), Welwyn (1919-1934)
   d. The concept started to take effect in U.S. in 1920s. Completion of Radburn, NJ (1929).

3) City Beautiful Movement (began with Columbian Exposition, 1893, Chicago)
   a. Burnham, Olmstead Sr., Mckim, St. Gaudens, Gottlieb.
   b. First example in US of great group of buildings designed in relation to one another and in relation to open spaces.
   c. Painted it all white
   d. Burnham Justified based on (1) the beauty of public works that attract the wealthy makes pleasant the life of the poor. (2) the attraction of those with wealth creates a flow of money (3) creation of broad tree-lined avenues brings light, air and nature to the slum.
   e. Decline of the movement: (1) big business lost interest as the forces for societal change saw their power decline (2) increased public awareness of massive corruption related to projects (3) city efficient replaced city beautiful.

4) City Efficient Movement
   a. New emphasis on technical details. City engineers, lawyers, administrator replace architects and landscape architects.
   b. New laws and court cases resulted in land use zoning, land subdivision control, administrative regulative devices.
   c. Advent of the automobile required many public work projects.
   d. Depression forced this movement to stop because of (1) weakness of the American business leadership (2) emphasized awareness of the multitude of real socio-economic problems.

5) City Humane Movement
   a. Developed in 1930s as a result of depression
   b. Focus on jobs and housing as a part of social policy
c. This people oriented movement aborted by the reorientation of national energies to military matters in the late 1930s and the early 1940s.

6) City Functional Movement
   a. 1940s
   b. Emphasis on functionalism and administrative efficiency.

Form of Municipal Governments
   1) Strong Mayor: coordinate all municipal governments and maintain an authority over dept. Heads. (most cities)
   2) Weak Mayor: Galveston, Texas. Flood of 1900. Kill 6000 of 37,000 people. Business-like. Really not business like. Commissioners are both policy makers and administrator. No guarantee that they would coordinate their respective fields of responsibility.
   3) Manager: transfer all admin. Function and powers to an expert city manager.
   4) Manager with mayor:

Urban planning emerge as a promising field. In 1909, the first national conference on city planning, the first text book (arguably) on planning, introduction to city planning, by Benjamin Marsh. Burnham completed the Plan of Chicago, Harvard started a planning course…..”privatism” was too strong to be contained by public.

The gridiron plan needed to facilitate urbanization: 1) useful in land use transaction 2) simple. Manhattan Island (1811): most cheap to build and the most convenient to live in

Regional Planning
   1) Los Angeles County Regional Planning Commission (the first of its kind) in 1922, the Chicago Regional Planning Association in 1923.
   2) Regional planning efforts were not successful (exception is Portland, Oregon; Twin Cities of Minneapolis-St. Paul).
   3) Since 1960s, COGs & MPOs
   4) COGs: HUD 701 program (require a housing element be a part of the 701 agency’s regional planning).
   5) MPOs: Federal government created a role for metropolitan planning with the passage of the Federal-Aid Highway Act of 1962. The Federal-Aid Highway Act of 1962 required, as a condition attached to federal transportation financial assistance, that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments (U.S DOT, 1988). The 3C (continuing, comprehensive and cooperative) planning process is the result of this law and became the foundation of today’s MPO requirements.