

The New Metropolis

Viewer's Guide



**A two-part documentary series
about America's First Suburbs**



A Crack in the Pavement
Rebuilding America's
First Suburbs



The New Neighbors
How one town created a
vibrant, integrated suburb

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INTRODUCTION

People move into and out of communities all the time. They move for jobs, to be closer to loved ones, to make room for children, to access better schools, to downsize, and the list goes on. All those relocations make the cities and towns we live in very dynamic places.

One of the most significant trends in American history has been the mass migration from center city neighborhoods to the suburbs. The wave of returning World War II veterans armed with their VA home loans in the 1950s fueled one of the most significant shifts in population in America. The suburbs created as part of that move were the embodiment of the American Dream. Over the years, this continued suburban migration has resulted in much larger, less densely populated metropolitan areas where new development occurs on the outskirts of our regions. Meanwhile, the urban core and early suburbs are left to fend for themselves. Recently, first suburbs (also known as first-ring or first-tier suburbs) have been facing a range of issues once thought to only afflict urban cores: shrinking populations, abandonment, a dwindling tax base and limited resources to maintain a good quality of life both for the people who live there and to attract new residents. There are few or no resources to help these older suburbs rebuild themselves.

The New Metropolis is a pair of films that document some of the causes and costs of our suburban migration. “A Crack in the Pavement” describes the difficulties first suburban governments face in trying to maintain the roads, bridges and other infrastructure that are the basic building blocks of our communities. The second film, “The New Neighbors,” highlights the impact of white flight and racism on the fabric of first suburban communities in America through the story of one town’s efforts to get it right.

Both films illustrate how the plight of first suburbs is critical to the overall health of our metropolitan areas. The film’s experts call for new strategies and policies that promote intentional (or stable) integration and balanced growth—and ensure that our limited resources are spread so that both older and newer communities can thrive and prosper.



LETTER FROM THE FILMMAKER

Letter from



My family was part of the great migration from the city to the suburbs in the 1960s.

I still remember the day my parents moved us out of our small apartment in Queens, New York. My younger sister and I sat in the backseat of our father's car, crowded by towering piles of suitcases.

We drove out of the familiar environs of New York City into the suburbs of New Jersey. I was apprehensive and excited as we turned the corner onto a broad, tree-lined street. Our house seemed like a palace: my sister and I each had our own room, and our backyard came with a swing set. I did not miss the concrete of the city at all.

Our move was in many ways the fulfillment of the American Dream for my Italian immigrant parents, who believed that if you worked hard and made a contribution to society, the good life would be your reward.

Today, many of the older first suburbs like the one where I grew up are experiencing a range of issues once thought to only afflict urban cores: growing poverty, abandonment, declining tax base, changing racial demographics, resegregation, and aging infrastructure. Why these once-vibrant communities are struggling is part of a larger national question over land-use policy and practices in America. Changing these policies so that they are more balanced and inclusive will take time, but can be done if we all work together.

I made these films to show how a few communities are starting to reinvent and revitalize themselves. The films, along with the Community Action Toolkit on the website, are resources we hope you can use to spark a conversation in your community about how to build a more just, vibrant, and sustainable "new metropolis" for the future.

Sincerely,

Andrea Torrice
and *The New Metropolis* Community Engagement Campaign Team

HOW TO USE THIS GUIDE

The New Metropolis film series includes two companion episodes for easy viewing and discussion. Although they can be screened separately, they work best together. *The New Metropolis Viewer's Guide* can be used in conjunction with the films to spark conversations in your home or community about the conditions and impacts of sprawl and segregation.

This Viewer's Guide provides background on the films, questions for post-film discussion, suggestions for how individuals, communities, and regions can proactively address these problems, and resources where you can learn more. The guide is useful for individuals interested in hosting house parties, for organizations and institutions that want to host community screenings, and for government agencies as well. Please note that if you are planning a larger, organization-sponsored event, our Event Planning Guide is also very useful. A community-licensing agreement is required for public screenings; information is included in the Event Planning Guide.

The New Metropolis Viewer's Guide can help you do two things:

- ▶ Identify and address the policies that perpetuate the abandonment of older communities; and
- ▶ Pursue intentional integration in your community.

Please visit the website (www.thenewmetropolis.com) to learn more about upcoming screenings and town hall events, watch videos about revitalization projects, learn how to host community dialogues of your own, and access the Community Action Toolkit and educator's guide.

Dozens of community screenings and broadcasts have already sparked town hall dialogues on intentional integration, revitalization, transportation, and land-use policy reform. Get your community engaged today! And tell us about your stories by contacting us through the website or the Facebook page.



EPISODE I

A CRACK IN THE PAVEMENT: REBUILDING AMERICA'S FIRST SUBURBS

Synopsis

The film opens with 1950s home movies that capture the optimism felt by millions of families a generation ago, when they moved out of cities in search of the American Dream: single family houses and open space. Archival footage and commentary by experts detail the rapid construction of America's first suburbs, part of the post-war boom. The Eisenhower Administration supported suburban development through massive government programs that built roads, bridges and sewer systems across the country. New highways paved over farms and undeveloped land, transforming America into the suburban nation it is today.

This film then looks at the current precarious state of many older, first-ring suburbs by profiling two suburban officials from Ohio. The public officials take viewers on a tour of the challenges their communities are now facing. The federal and state money that helped establish these communities is gone—redirected toward new development in ever-expanding suburban rings. Their hometowns are strapped for cash. Their roads, sewers and bridges built years ago now need to be replaced or repaired. Government programs to help these communities maintain themselves are virtually nonexistent. As Madeira city manager Tom Moeller poignantly says, "What do you do with an abandoned community?" Yet just a few miles away, a new ring of suburbs is attracting federal investment, along with new residents.

Ordinary people and experts give insight into how federal and state transportation and housing policies favor new growth over revitalization. They explain how government policies are contributing to the decline of the first suburbs. Unchecked, these policies will eventually pose the same economic problems for every ring of development over time. The film also highlights some of the environmental consequences of these policies, most notably the loss of farmland and open space, water pollution and global warming.

"A Crack in the Pavement" then points toward solutions, and highlights the successes of regional government in the Twin Cities of Minnesota. There, a regional agency plans for the region's future growth. Tax sharing and new mass transit have helped revitalize the region's older communities, and curbed uncontrolled growth.

The film concludes with our two key characters and other first-suburban officials from around the state advocating for new land use and transportation policies that will ensure a better future for all communities, old and new.



"In Ohio, we consume 47 acres of farmland a day, and this is some of the best farmland on the planet. But what happens when future generations need the land that we have put houses and parking lots on, for other things? How do we reinvent those places 50 years from now?"

—KIMBERLY GIBSON
First Suburbs
Consortium of Ohio

The importance of infrastructure

"A Crack in the Pavement" illustrates in real terms what it means for first suburban communities to struggle with a lack of resources to address the basic needs of their communities. Infrastructure is an unglamorous, often unnoticed part of the responsibilities of local government. It is the development and maintenance of roads, bridges, storm sewers, street lights and all the other basic building blocks of the physical spaces we live in. These are the things we don't really notice until they are broken, and taxpayers are not eager to pay for their repair or replacement.

We all know that in our own homes, when the "infrastructure" doesn't work, all else stops. When the power is out or there is no heat, getting these issues fixed immediately becomes top priority. If they work we hardly think about them. It's the same for first suburbs. Although everyone knows that they should put a little away each year for the day the roof needs to be replaced, there are always other things that take priority.

First suburbs with tight budgets struggling to maintain police and fire departments don't always have the luxury of creating long-term budgets to maintain infrastructure. Given the age of many first suburban communities, the life of many of these roads and bridges and other infrastructure is reaching a critical point. Communities built in the 1950s and '60s have infrastructure that



is now over 50 years old. In layman's terms, the roof needs to be replaced. For communities these repairs and ongoing maintenance programs can amount to millions of dollars, dwarfing a typical annual budget.

Infrastructure funding is of course more complicated than a household budget.

Funding for roads and bridges can come from state and federal budgets. Likewise for stormwater and flood control, which can also tap local special taxing districts. When these funds are available, first suburbs are often competing with many municipalities for funds. First suburbs are not those in worst need; central cities often have even older infrastructure. They are not the flashiest projects; those are the new roads out in the newer suburbs. First suburbs must lobby hard for funds which are not always available. And they may have to put the repairs off again. As the film suggests, the most successful first suburbs work together in a regional collaborative that understands the needs of the entire metropolitan area.

Infrastructure may not be exciting or politically popular, but it is critical. Finding ways to ensure that first suburbs can maintain their roads, bridges and other infrastructure is required to make first suburbs sustainable, healthy places to live in the future.

"It's very easy to receive funding for new highways. It's quite difficult, however, to receive funding to repair water and sewer systems that are perhaps now 75 to 100 years old or even to repair the road infrastructure."

—BRUCE KATZ

The Brookings Institution

"A Crack in the Pavement" Discussion questions**PERCEPTIONS ABOUT SUBURBS**

1. What does "the American Dream" mean to you? Has its meaning changed in recent years?
2. What assumptions did you have about first suburbs that have now changed as a result of viewing this film?
3. What kinds of places seem to be the favored communities in your region?

INFRASTRUCTURE CONCERNS

4. Do you see signs of decline in the first suburbs in your region? What are they?
5. Do you notice the condition of roads and bridges where you live? How would you describe their condition?
6. Did it surprise you to see a middle-class community struggle to maintain its infrastructure?
7. What should your local government do about infrastructure issues?

FINDING EFFECTIVE STRATEGIES

8. Why do you think people in your region move from the city and first suburbs to outer-ring suburbs? Why do businesses and work sites move further out? What are the implications for the communities they leave?
9. Would you agree to have your taxes raised to maintain roads and bridges and other infrastructure?
10. Do you think that multiple communities in your region could collaborate on regional growth policies and regional infrastructure planning?
11. Coordinating regional transportation, sewer and land use in one agency saved \$27 billion in infrastructure costs in Minnesota. What arguments would you use to sway an elected official to consider multi-jurisdictional land-use planning?
12. How would you convince elected officials to prioritize infrastructure funding in older communities such as the first suburbs? Could you show you had an organized constituency behind you?

Action steps: What you can do

INDIVIDUALS CAN...

- ▶ Find a way to stay in your current home and help improve your community and school.
- ▶ Be a local booster for your community. Encourage family, friends and co-workers to consider your community when they are looking for a new house.
- ▶ Work with your local neighborhood association or community group to encourage clean-ups, help neighbors with property repairs and other local actions to keep your community safe and attractive.
- ▶ Attend City Council meetings to gain an understanding of the issues in your community. Ask for information about your community's plans to maintain and repair public infrastructure.
- ▶ Support local tax levies to repair local infrastructure (schools, parks, libraries, roads and bridges). Support elected officials and candidates who support regional collaboration.
- ▶ Support the development of quality transportation in your community.
- ▶ Let your county and state lawmakers know you support "fix it first" funding allocations.

COMMUNITIES CAN...

- ▶ Create and implement repair and replacement plans for all public infrastructure.
- ▶ Advocate for shared infrastructure investments among several local communities.
- ▶ Participate in existing regional planning and policy forums (for land-use decisions, transportation, etc.) to advocate for funding, guide investment priorities and promote "fix it first" policies.
- ▶ Work towards consolidation of services and share resources for amenities like parks, libraries, schools, police and fire systems and other activities that can be provided together more efficiently.
- ▶ Form a First Suburbs Alliance with neighboring communities to find regional solutions and to collaborate on policy change strategies. This will build political will for making strategic infrastructure investments instead of "following the money."
- ▶ Work together on economic development activities, such as job creation, upgrading retail and shopping areas, and transportation projects, rather than competing against each other.
- ▶ Communicate regularly and clearly with your residents about what your infrastructure needs are and what they cost so residents can be comfortable supporting the community's needs.



"If we could develop a balanced growth policy for the region and revitalize the first suburbs communities, the entire region will benefit as a result."

—TOM MOELLER
City of Madeira, Ohio

REGIONS CAN...

- ▶ Create and formalize organizations and forums to engage in regional decision-making that includes all levels of government, and incorporates participation of the local metropolitan planning organization (MPO).
- ▶ Have current, actionable plans that integrate land use, transportation and other infrastructure needs that guide investment decisions.
- ▶ Actively pursue implementation of state land-use guidelines and fiscal policies that promote smart growth and balanced development.
- ▶ Better understand the demographic changes and trends of the existing population, and develop realistic criteria and funding processes that maximize infrastructure and limit waste.
- ▶ Develop an integrated blueprint plan for housing development, water and sewer, transportation, and environmental factors and channel funding through the plan to guard against wasteful spending that has unintended consequences.
- ▶ Support government policies that prioritize resources to older communities where there are already significant infrastructure resources. For example, support transportation reauthorization at the federal level that allocates resources through regional plans that decrease carbon emissions, increase density, and restore existing assets.



"The cost of replacing infrastructure is astronomical. It's way beyond the means of even prosperous communities today. We have a policy vacuum. There are no government programs right now to help these middle-aged communities rebuild themselves."

—CARLA CHIFOS
University of Cincinnati
School of Planning

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American Planning Association: www.planning.org

The Brookings Institution's Metropolitan Policy Program:
www.brookings.edu/metro.aspx

Earth House Center: www.earthhousecenter.org

Eco City Cleveland:
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Greater Ohio Policy Center: www.greaterohio.org

Next American City: www.americancity.org

Ohio First Suburbs Consortium: www.firstsuburbs.org

Planners Network: www.plannersnetwork.org

PolicyLink: www.policylink.org

Smart Growth Resources Library: www.smartgrowth.org/library

Smart Growth Resources for Cities and Towns:
http://commpres.env.state.ma.us/publications/smart-growth_OCD.pdf

National League of Cities: www.nlc.org

National League of Cities' Municipal Action Guides:
www.nlc.org/resources_for_cities/publications/MAGSbyMPR.aspx

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New Jersey Regional Coalition: www.njregionalequity.org

The New Metropolis: www.thenewmetropolis.com

Northeast-Midwest Institute: www.nemw.org

Smart Growth America: www.smartgrowthamerica.org

Smart Growth Online: www.smartgrowth.org



EPISODE 2

THE NEW NEIGHBORS: HOW ONE TOWN CREATED A VIBRANT, INTEGRATED SUBURB

Synopsis

The film opens with 1950s home movies and family snapshots from Pennsauken, New Jersey, a suburb of Philadelphia, giving viewers a quick history of suburban development. Springing up after World War II, the nation's first suburbs were "dream towns," places where returning GI's and many middle-class families could realize the American Dream of home ownership. But it was mostly the white middle class who were able to embrace suburban living. Access to the new housing tracts was largely controlled by discriminatory federal and local policies, including exclusionary zoning and mortgage companies' redlining practices.

In the 1960s, the Civil Rights Movement fought to overturn housing discrimination, and Congressional passage of the Civil Rights Act and the Fair Housing Act helped protect the rights of minority families to live where they choose. Many families bought property in the first-ring suburbs, close to city jobs. Meanwhile, new business and residential development continues to move farther from metropolitan centers. Despite federal laws, many suburban towns continue to segregate along racial and class lines just as urban centers did decades ago.

The film anchors its story in personal portraits of two unlikely community leaders. Harold Adams moved his family to Pennsauken in the 1990s for the schools. As more people of color bought homes in the area, many older white residents put their houses up for sale. A black real estate appraiser by trade, Harold saw firsthand how rapid turnover and changing demographics were starting to push Pennsauken towards decline.

Lynn Cummings, a white housewife, and her family had been part of the 1960s wave of Pennsauken expansion. Glancing down her street one morning, Lynn noticed a ring of "For Sale" signs on her neighbors' lawns. She suddenly saw that white flight had hit home and decided to do something about it.

"The New Neighbors" follows Lynn and Harold as they learn what it takes to pursue integration. Building an integrated community involves a multi-tiered process known as "intentional integration." They identified an integration specialist from the Fund for an Open Society to help rethink their strategy and focus on their housing market.

Next residents and local public officials joined together to create strategies and local policies that reversed a declining housing market and fostered a vibrant, integrated community. Surrounding the stories is expert commentary from David Rusk and Angela Glover Blackwell. Pennsauken's ongoing success offers a model for communities across the country. As Lynn and Harold discovered, it began with neighbors talking to one another.



"I walked outside to pick up our newspaper, and the home down the street where new African-American neighbors had moved in... now had 5 sale signs almost like a ring around their home. And all I can say is that I was overwhelmed with sadness... I looked at myself in the mirror that night and I said, well, if you want somebody to do something, you've got to do it yourself."

—LYNN CUMMINGS

Resident of Pennsauken, N.J.

The effects of segregation

“Residential segregation is the norm for blacks of all socioeconomic classes in the United States.¹ Segregation of neighborhoods leads to segregation of public schools—levels of which increased in the 1990s.² Jobs, too, tend to be racially segregated.³ Black segregation from the mainstream has profound socioeconomic consequences. It isolates blacks from the predominantly white informal social networks that govern access to economic opportunities. It confines blacks to regions experiencing severe job decline, without adequate means of transportation to the white suburbs where jobs are being created.⁴ It deprives blacks of investment opportunities, because their homes do not appreciate in value as white suburban homes do.⁵ Lack of housing appreciation, in turn, undermines their access to the credit needed to start businesses.⁶ Segregation multiplies and spreads the effects of employment discrimination, by filling blacks’ social networks with people who have been similarly shut out of job opportunities. It concentrates and thereby multiplies poverty, exclusion, and disadvantage. Concentrated disadvantage reduces the tax base while increasing the demands on public services in cities where blacks live, resulting in higher tax burdens for poorer services—especially, worse schools—than what whites enjoy.⁷ Segregation also impedes the formation of cross-racial political coalitions, by ensuring that public services devoted to black areas will have no spillover benefits for other groups.⁸ These consequences of *de facto* segregation affect middle class as well as poor blacks.⁹”

—ELIZABETH ANDERSON

“Racial Integration as a Compelling Interest.”

Constitutional Commentary, Vol. 21 (2004): 101-127.



“It was a conscious policy (at FHA) not to give loans to homes in specified neighborhoods. And those were invariably black or integrating neighborhoods. That policy reinforced whatever state laws or real estate market customs (were) at work in those years to exclude African Americans.”

—DAVID RUSK

Urban planning analyst

¹ Douglas S. Massey and Nancy A. Denton, *American Apartheid: Segregation And The Making Of The Underclass* 64 tbl. 3.1 (1993). Although based on 1980 Census figures, this remains the definitive work on black residential segregation in the U.S. That segregation has declined only modestly in Census 2000 is confirmed by Lewis Mumford Center, *Ethnic Diversity Grows, Neighborhood Integration Lags Behind* 1-2, 5 (Dec. 18, 2001), <http://mumfordi.dyndns.org/cenz2000/WholePop/WPreport/pager.html>.

² Gary Orfield and Chungmei Lee, *Brown at 50: King's Dream or Plessy's Night-mare?* 18-19 (January 2004) <http://www.civilrightsproject.harvard.edu/research/resego4/brown50.pdf>.

³ Timothy Bates, *Banking On Black Enterprise: The Potential Of Emerging Firms For Revitalizing Urban Economies* 140 (1993) (documenting high between-firm segregation related to race of firm owner); Donald Tomaskovic-Devey, *Gender And Racial Inequality At Work: The Sources And Consequences Of Job Segregation* 24 (1993) (documenting high within-firm segregation).

⁴ William Julius Wilson, *The Truly Disadvantaged: The Inner City, The Underclass, And Public Policy* (1987); Michael A. Stoll et al., *Within Cities and Suburbs: Racial Residential Concentration and the Spatial Distribution of Employment Opportunities Across Sub-Metropolitan Areas*, 19 J. Policy Analysis & Mgmt. 207 (2000).

⁵ Melvin L. Oliver & Thomas M. Shapiro, *Black Wealth/White Wealth: A New Perspective On Racial Inequality* 150-1 (1995). !Anderson-211-Racial Integration As A Compelling Interest.Doc 8/13/2004 8:22:30 Pm 2004] *Racial Integration* 15

⁶ Thomas D. Boston, *Affirmative Action And Black Entrepreneurship* 76-79 (1999).

⁷ See Thomas J. Phelan & Mark Schneider, *Race, Ethnicity, and Class in American Suburbs*, 31 URB. AFF. REV. 659, 673 (1996) (calculating that, controlling for differences in affluence, “black/multiethnic” suburbs pay 65% higher tax rates than white suburbs); Ruth Hoogland DeHoog et al., *Metropolitan Fragmentation and Suburban Ghettos*, 13 J. URB. AFF. 479, 486-90 (1991) (concluding that suburban blacks had worse public services when they lived in a majority black town as compared to a metropolitan government in which they were a minority).

⁸ See Massey & Denton, *supra* note 6, at 154-55.

⁹ See John R. Logan, *Separate and Unequal: The Neighborhood Gap for Blacks and Hispanics in Metropolitan America*, 5-6, 13-14, 19 (Lewis Mumford Center, October 13, 2002), <http://mumfordi.dyndns.org/cenz2000/SepUneq/SUReport/SURepPage1.htm> (finding that due to segregation, middle-class blacks and Hispanics are less able than whites to move into middle-class neighborhoods, and so have less access than whites to the superior public services available in such neighborhoods; Mary Pattillo-McCoy, *Black Picket Fences: Privilege And Peril Among The Black Middle Class* 28-30 (1999) (noting that proximity of black middle-class neighborhoods to poor neighborhoods means that “residential returns to being middle class for blacks are far smaller than for middle-class whites”).

Intentional integration

Intentional integration means using specific strategies to affect the racial mix, and in some cases stem the racial change, in a community. This work is important because there is considerable evidence that suggests there are current and cumulative costs of racial segregation on individuals, communities and the United States. Segregation saps first suburbs of property value and tax revenues, weakens institutions like schools and churches, reduces employment



"When the American people realize the strength of the diversity that is this country and they make a commitment to invest in it and embrace it, we'll become a model for the world."

—ANGELA GLOVER BLACKWELL
PolicyLink

and shopping choices, and generally reduces the quality of life for the people who live in first suburbs across the country.

Racism and segregation have taken a daily toll on millions of Americans. We are tested on the fundamental questions we all face: Where do we choose to live? With whom do we associate? What schools are we comfortable sending our children to, and why? And what are we doing to make it better?

Most first suburbs started out as white communities, because of housing regulations and lending

practices that excluded people of color in the 1950s and early '60s when most first suburbs were built. When those policies and practices became illegal in the late 1960s and people of color sought homes in the first suburbs, many of the communities they chose began a cycle of decline that is difficult to stop. As the number of residents of color grows and whites leave, communities diversify for a limited period of time. Often once a community has reached a certain "tipping point," it will re-segregate quickly and become a majority people of color community.

These actions result in communities experiencing a cascade of negative outcomes. Housing values slide after the community is first integrated, soon followed by general disinvestment in the community.

Communities that have embraced "intentional integration" demonstrate that this tipping point is not inevitable. In fact, residents in communities that consciously and intentionally support integration not only get the direct benefits of living in a racially diverse community, they avoid the negative economic consequences of failing to do so.

What Lynn, Harold and the residents of Pennsauken were able to do was stop the re-segregation process and preserve the housing values and quality of life that initially attracted people to Pennsauken. Pennsauken sought help from experts on their journey. But the sustainability of these efforts start and end with the neighbors who live in the community.

What we can learn from Pennsauken

- ▶ Individual residents recognized that white flight was happening in their neighborhood and decided to do something about it. Lynn Cummings and Harold Adams used classic grassroots activism to talk to their neighbors and start the conversation about how they could encourage people to stay in and move to Pennsauken.
- ▶ Pennsauken residents recognized that though they were gathering neighbors and talking about Pennsauken's future, they needed professional technical assistance. They sought out the Fund for an Open Society, who conducted a data survey of the community. Their research revealed that white families were leaving Pennsauken and families of color were moving in. They said two things needed to happen to stem the tide and achieve an integrated community: encourage more white families to move to Pennsauken and involve more residents of color in Pennsauken's civic life.
- ▶ The next step was critical: residents convinced the local government to institutionalize the intentional integration efforts. This meant establishing the Stable Integration Governing Board, launching a leadership training program for under-represented groups, and working with the chamber of commerce to promote Pennsauken's quality of life in a marketing campaign.

"We were doing good things, but we really weren't making changes. So it was beginning to become obvious that there was a link missing. We just didn't know what the link was."

—LYNN CUMMINGS
Resident of Pennsauken, N.J.

"The New Neighbors" Discussion questions

RACIAL PATTERNS IN YOUR REGION

1. It has been said that with the election of a black president, America has moved to a post-racial time. Based on what you've seen in this film and in your community, do you agree? How does "The New Neighbors" inform your thoughts on this issue?
2. Have you seen signs of residential segregation in your own community or in other communities in your region?

RACE AND POLICYMAKING

3. In the study circle at Lynn Cummings' home, one woman responds that to her, sprawl means fleeing, or "white flight." Do you agree with her? What does "sprawl" mean to you?
4. Some of the strategies used to create intentional integration in Pennsauken included "affirmative outreach" to persons of specific races to address "under-representation." In some cases this outreach was to persons of color and in some cases whites. What do you think of these practices?
5. Do you think the American public will accept explicitly race-based policies of any kind?

WHAT CAN BE DONE

6. Do you think intentional integration is possible in your community?
7. What would you be willing to do to help make your community "intentionally integrated?"
8. Who needs to be included in the discussions for intentional integration to succeed in your community? What other resources are needed?
9. What will you do differently in your neighborhood as a result of viewing this film?



"Here I am an African-American mayor and I have to come out and say, you know, we need more whites in our town. I said: 'Boy, how is that going to be perceived?' And we massaged it, but when we looked at it in totality we realized what we were doing was for the betterment of the whole community."

—**RICK TAYLOR**
City of Pennsauken, N.J.

Action steps: What you can do**INDIVIDUALS CAN...**

- ▶ Get to know your neighbors, especially those who do not look like you.
- ▶ Find allies on your street, folks who are asking the same questions and thinking they want to get involved.
- ▶ Host a discussion circle at your home or a picnic in your backyard.
- ▶ Participate in community events and activities.
- ▶ Support your local schools, use your library and parks, and go to your local grocery store (if they don't have what you want, ask for it).
- ▶ Connect with local real estate agents and get an understanding of your housing market, who is moving in and who is moving out and why.
- ▶ Dig in, stay put, and help create the community you want to live in.
- ▶ Individuals should talk to their local government officials about their concerns. Also, they can contact a group that provides integration resources and support directly (see the Resources section).

COMMUNITIES CAN...

- ▶ Be open to suggestions from citizens asking for involvement from your local government on issues of intentional integration.
- ▶ Identify potential organizations and individuals around the country that provide technical assistance to help communities and neighborhoods design and implement intentional integration programs. Have one of these organizations or individuals make a presentation to your community.
- ▶ Retain an appropriate consultant to bring technical assistance such as research and recommendations to help your community pursue intentional integration. (See the contacts in the Resources section at the end of this guide.)
- ▶ Launch a leadership training program to develop leaders among under-represented groups so they can pursue positions in your community.

REGIONS CAN...

- ▶ Create and enforce fair housing policies and practices.
- ▶ Create regional forums to support affordable and public housing and ensure that opportunities for affordable housing are distributed throughout the region.
- ▶ Support efforts to consolidate school systems.
- ▶ Support infrastructure and other investments in first suburbs to maintain a high quality of life in these places.
- ▶ Implement regional services and systems, in place of local, or consider fiscal remedies such as tax-base sharing.
- ▶ Create and implement regional land plans that do not move resources to the outer edges of regions at the expense of core and first suburban communities.

Resources for "The New Neighbors"

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WEBSITES

Center for Assessment and Policy Development: www.capd.org

Earth House: www.earthhousecenter.org

Evaluation Tools for Racial Equity: www.evaluationtoolsforracialequity.org

Fund for an Open Society: <http://tinyurl.com/integraljournal>

Integral Inc.: www.integralinc.us

Kirwan Institute for the Study of Race and Ethnicity: www.kirwaninstitute.org

New Jersey First Suburbs Network:
www.opensoc.org/index_files/open_firstsuburbsnj.htm

Northeast-Midwest Institute: www.nemw.org

PolicyLink: www.policylink.org

Search for Common Ground: www.sfcg.org

South Orange/Maplewood Community Coalition on Race: www.twotowns.org

Stable Integration Governing Board, Pennsauken, New Jersey:
www.twp.pennsauken.nj.us

The Brookings Institution's Metropolitan Policy Program:
www.brookings.edu/metro.aspx

The New Metropolis: www.thenewmetropolis.com

U.S Department of Housing and Urban Development: www.huduser.org

Urban Habitat: www.urbanhabitat.org