

NORTHERN NEWS



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California Chapter
Northern
Making Great Communities Happen

A Publication of the Northern Section of the California Chapter of APA

OCTOBER 2013

Artists and community collaborate to beautify San Jose neighborhoods

By Tina Morrill

They have been called “San Jose’s secret Easter eggs.” In reality, they are original works of art painted on utility boxes throughout San Jose. The “Easter eggs” are a primary focus of Art Box Project SJ.

As it nears its second anniversary, Art Box Project SJ has been quite successful in achieving its goals:

- Beautifying San Jose neighborhoods.
- Bringing artists and community together.
- Piloting the project as an “anti-graffiti” effort.
- Encouraging community pride and participation.

Background

Self-proclaimed “anti-man-about-town” and world traveler Gary Singh, a San Jose Metro News writer, posted photos of similar boxes-with-art on his Facebook page. They inspired Tina Morrill, his friend and an idealist who wants to believe anything is possible, to grab the idea and run with it in San Jose. Tina engaged the help of a local business, Phantom Galleries, which now acts as the Project’s artistic director. Tina is the founder and managing director of Art Box Project SJ.

Nuts and bolts

Although conceived and run by the community, Art Box Project SJ has the City’s approval. To keep the process and activity professional and enjoyable for all, Art Box Project SJ has —

- Criteria for the art;
- An artist selection process;
- Artist guidelines and a Sponsorship Agreement; and
- A maintenance plan.



Lincoln Ave. at Willow St. Artist, Micah (Groovepainter).
Photo, Tina Morrill.

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Artists and community beautify San Jose Neighborhoods

By *Tina Morrill*

Art Box Project SJ's "Easter eggs" bring artists and community members together, beautify neighborhoods, encourage community pride, and reduce graffiti. Highly illustrated.

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By *Jeff Baker*

Awards Luncheon at the APA California Chapter conference in Visalia will honor five Northern section winners with State level awards. Shaveta Sharma and Justin Meek, AICP, join the Northern Section board.

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Assembled by Jennifer Piozet

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Form-based or use-based? "Some cities have decided that the lesson of the past 50 years is that urban buildings should be near the street, with parking (if any) behind, and that is all the 'form' that needs to be controlled. Others go further to address street-oriented doors and windows and building heights. Still others decide to regulate roof shapes, cornice lines, or street frontages. There is no 'right' answer here; the right answer is the one that addresses what you did wrong in the past and that can garner enough support from property owners, citizens, and elected officials to be adopted."

—Donald Elliott, FAICP, *Planning*, <http://bit.ly/12Q1uPP>



Director's note

By Jeff Baker

As I write, the APA California Chapter conference is fast approaching — October 6–8.

Five Northern Section award winners (see my Director's note in the May issue, page 3) have also won at the State level and will be honored at the conference in Visalia. We hope you will join us at the Awards Luncheon, Monday, October 8, to honor their success and wish them well as they move on to the national awards.

The Local Host Committee has planned an amazing program in Visalia. The conference will provide AICP members with an opportunity to earn up to 18 **AICP | CM** credits. This includes 10 Law sessions and 4 Ethics sessions.

Be sure to visit these conference links:

- For all conference information and registration, <http://www.calapa.org/201>
- To register via the national website, <http://bit.ly/1d4JKDs>
- Conference at-a-Glance PDF, <http://bit.ly/1d4JRyR>

Please join me in welcoming new and returning Northern Section Board Members.

- **Shaveta Sharma** has joined the board as Administrative Director. She brings a great deal of enthusiasm and energy to the position. (See “Who’s where” [page 5](#))
- **Justin Meek, AICP**, recently stepped down as Administrative Director after two-and-a-half years. He is continuing his long service to Northern Section by rejoining the board as the University Liaison *and* as the Monterey Bay Regional Activity Co-Coordinator.
- Please join me in extending our thanks and appreciation to **Emy Mendoza** who recently stepped down as the University Liaison. Emy has served APA California–Northern for seven years, having first joined the board in July 2006 as the San Jose State student representative.

Several Northern Section events are coming up between now and the end of October, in addition to the State conference. I look forward to seeing many of you there! Check the right side of our homepage at <http://norcalapa.org> ■

Debatable cause and effect. “Downtown Petaluma is different from every other city in Sonoma County. It does not sprawl like a spider web, nor does it emanate from a central plaza. Instead, the urban core remains flush with the Petaluma River in a mixed-use pattern, and gives streets the power to act as common spaces. Much of the success of Petaluma’s downtown can be attributed to the city’s form-based code — the Central Petaluma Specific Plan. The Plan focuses on the form of buildings and their relationship to the downtown. This can be seen in the preservation of Victorian-style storefronts and the conversion of industrial shipping facilities along the riverfront to cafes and restaurants. The result is a built environment that offers eye-catching façades and overhangs, facilitating pedestrian activity and maintaining Petaluma’s unique architectural history. The city is following the time-honored town planning techniques that built it.”
—sustainablecitiescollective.com, <http://bit.ly/18Y5oaf>

John Blayney, FAICP, 1927-2013: An appreciation

By Ellen Greenberg, FAICP

John Blayney, a planner and architect who spent his decades-long career working as a consultant to California cities, passed away on July 24, 2013. John's wife Nancy Peterson let me know that his preference was not to have a memorial or "any organized review of his life and work." Out of respect for that preference, this is an appreciation of John as a mentor and professional.

John was a Bay Area native with a deep knowledge of California history and a deep interest in politics and social justice. His progressive politics and outlook infused his planning approach and even his marketing. He submitted marketing proposals in which he wrote, "Development is a privilege not a right," a comment that would be likely to appeal to prospective clients with a planning philosophy sympathetic to his own. When I learned that John's undergraduate degree was in architecture, and asked him why he had become a planner rather than an architect, he said "Good building on a bad block." I think the answer was, more deeply, that he wanted to engage with the problems of people and communities at city and regional scale, rather than to be focused on single buildings or even single blocks. He did love architecture and designed the home he lived in when we worked together, as well as the home that he and Nancy lived in after they retired.

Working on a project with John meant diving deep into both concrete and abstract problems. He would often focus on a single question that we'd discuss for hours — what is the ideal size for a neighborhood? If a town has



John A. Blayney in 1979.
Photo courtesy Michael V. Dyett, FAICP.

one high school, does that make it more socially cohesive than a two-high-school town? What design regulations can combat the monotony of the large-scale projects that were typical in the 1980s? When we worked together on an update of the Salinas General Plan, the question was how a general plan could influence the direction of urban growth so that East Salinas would be more central to the future community. When we worked in Davis, John led the design of urban form options that considered a variety of ways to maintain an agricultural buffer between Davis and neighboring communities.

John was proud of his academic heritage as an alumnus of the Department of City and Regional Planning at UC Berkeley. He and about 18 others in 1954 comprised the fifth graduating class. They studied under Jack Kent, Fran Violich, Catherine Bauer, and Syd Williams. John and Mel Webber were classmates and longtime friends. I suspect their friendship was founded on their shared enthusiasm for thorny planning problems. John brought that enthusiasm to his work every day, and I was enormously fortunate to benefit from it at the start of my career.

Like me, Michael Dyett remembers John posing questions. Michael writes that John was "a great mentor... always trying to get to the right question, to think about choices and what they meant. He was always looking for a number, as you know. Above all, he was such a gentleman." ■

Listen to us; respect our opinions. "In many areas, local governments and real estate developers, who don't know much about city planning, have the final say on the cities' overall design and construction. They don't have enough knowledge about city planning, and they always make irrational decisions. Policymakers don't have to be urban planning experts, but they should respect the opinions of experts and actively adopt them. Local government officials don't have to be architects, but they should fully consider urban planners' views on city planning."
—China Daily, <http://bit.ly/18EpnKf>

Who's where



Hillary Gitelman will become Palo Alto's Director of Planning and Community Environment at the end of October. She is leaving Napa County where she was Director of Planning, Building, and Environmental Services for eight years. Before that, Gitelman served for four years as planning director of the Presidio Trust. She holds a Master's in Historic Preservation from Columbia University and a Bachelor's in History of Art from Yale.



Ashley Hefner has joined EMC Planning Group's Monterey office as an associate planner. She worked previously for the City of Pacific Grove, where she was a planner managing the current planning division. Prior to Pacific Grove, Hefner worked for PMC. She has a Master of Public Administration degree in International Management from the Monterey Institute of International Studies at Monterey and a Bachelor's degree in French Studies from Appalachian State University, Boone, North Carolina.



Julie (Hawkins) Moloney, AICP, is Campus Planner at California Polytechnic State University, San Luis Obispo. She previously worked as a senior planner for the City of Foster City, and before that, for the Metropolitan Planning Group. Moloney holds a Master's in City and Regional Planning from Cal Poly SLO and a BS in Environmental Studies from UC Santa Barbara.



Shaveta Sharma has recently been appointed Senior Planner/Planner III, Napa County. Prior to Napa, Sharma was a planner/economic development analyst at the City of Brea. She holds a Master of Science in Public Policy and Administration from the University of Southern California and a BS in Public Policy, Management, and Planning from USC. Sharma is also Northern Section's Administrative Director.



Julie Watson, AICP, LEED AP, has recently been appointed as the Senior Managing Associate for Environmental Science Associates (ESA) in their Energy Group. Prior to ESA, she was a senior environmental project manager at Energy and Environment, Inc., 2009–2013. She holds a Master of Science in Landscape Ecology and Management from the London School of Economics and a BS in Biological Sciences and Ecology from the University of Sussex, England.



K.L. (Dan) Wong, Ph.D., has been awarded a Doctor of Philosophy in Airport Transportation Planning from Queensland University of Technology, Brisbane, Australia, and is now an Adjunct Instructor in airport planning and management at the University of Central Missouri. Wong previously was a senior transportation planner with the San Francisco Airport Commission (1988–2010) and a past Chair of the APA–Transportation Planning Division's Airports Committee. He also holds a Master of Urban and Regional Planning from San Jose State University, and a BA in Political Science/Public Service from UC Davis.

Many in Istanbul cheer Olympic rejection. "Large groups of people in the central Taksim district in Istanbul celebrated their city's Olympic defeat on Saturday night, Sept. 7. They argued that the Turkish government had tried to use the Olympics as an excuse to ignore environmental concerns and proceed with large-scale building projects. A 'Boycott Istanbul 2020' campaign in Istanbul was led by a group of urban planners and architects who carried out an assessment of Istanbul's candidate file and concluded that it was a 'megaconstruction pitch,' devoid of the Olympic ideals of legacy, spirit and sustainability." —Raphael Minder and Ceylan Yeginsu, *The New York Times*, <http://nyti.ms/17S0Npd>

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Attention AICP members

Do you need help logging Certification Maintenance (CM) credits? Log in to the National APA website, click on AICP, then My CM Log (or go to <http://planning.org/cm/log/> and log in). On the left under Certification Maintenance, you will find information on free CM events: activities by date, activities by provider, and free CM events from APA. If you need further assistance, Tania Sheyner, AICP, our section's Professional Development Director will be happy to assist you at tsheyner@gmail.com

Are you having trouble finding convenient and low cost or free continuing education online? The APA California Conference in Visalia October 6–8 is a great opportunity to get the credits you need. Other easy and inexpensive sources include our own Northern Section “Upcoming events” (right side of our homepage, www.norcalapa.org) and the California Chapter lending library, www.apacalifornia.org. Most of the CD-ROMs offered through the lending library, including those eligible for the highly coveted law and ethics credits, have been approved for use through 2014.

In addition, the APA National website includes many free CM credits through webinars and the free weekly podcast series, “Tuesdays at APA,” which can be found under “Events” at <http://www.planning.org/events/>

In February 2014, the Northern Section will be offering a law and ethics session on a Saturday morning. Be alert for that announcement in a later issue of the *eNews*.

Lastly, if you wish to highlight an exciting project in your community or would like to coordinate a professional development event pertaining to a specific planning-related issue, Tania can assist you in obtaining CM credits for the event. ■

No cars = free bikes. The University of Dayton has given 100 bicycles to incoming first-year students who signed a pledge not to bring a car to campus the first two years. The 100 first-year students were chosen at random from 293 who submitted pledges. Male students received a Linus Roadster Sport, and female students were given the Linus Dutchi 3, all equipped with three-speed shifters and rear carrying racks. The university has received national recognition for its commitment to sustainability and recently signed the American College and University Presidents' Climate Commitment, pledging to move the University toward becoming climate neutral.
—WFLA Tampa, <http://bit.ly/14ILMXM>



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LETTERS

Congratulations to you and your colleagues for another great issue of *Northern News*. I always enjoy reading the stories and catching up on the people and activities of northern California (and, with the light rail story, I see you've claimed L.A. as well). You always place state-based activities into a national context, while also bringing attention to interesting national stories for your readers. I was particularly pleased to see that you chose to call attention to the density and upward mobility research recently cited by the *The New York Times*.

Keep up the excellent work. Great example of a Fellow continuing to lead and share!

W. Paul Farmer, FAICP
Chief Executive Officer
American Planning Association

Congratulations to you and all the other participants in putting together a particularly excellent newsletter.

Gary Binger
New York City ■

Where in the world?



Photo by Hing Wong, AICP. (Answer on [page 10](#))



■ Environmental Sciences
 ■ Planning
 ■ Design

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AICP Exam Prep workshops

The AICP Exam Prep study program and workshop series, sponsored by APA California – Northern, is again being offered this fall. The first workshop took place on August 31. No. 2 is September 28. Those who intend to take the national certification test in mid-November should attend.

The workshops are again being held at San Jose State University in the Rev. Dr. Martin Luther King, Jr. Library across the street from San Jose City Hall.

To register for the workshops, contact AICP Director Don Bradley as soon as possible: Call him at (650) 592-0915 or email Dr.DonBradley@comcast.net to reserve a spot on the roster.

There is no need to purchase expensive materials from any national, state, chapter, or commercial source. A \$100 fee is charged for the series to cover some of Dr. Bradley's expenses. *Exception:* NO fee is required from unemployed planners, SJSU or other planning students, or Section or Chapter scholarship recipients. See <http://bit.ly/LtpX2Y> for specific dates and details. ■

Water and innovative land use planning

San Jose State University is the site of this year's California County Planning Commissioners Association's Annual Conference, October 11 and 12. Co-hosted by SJSU's Urban Planning Coalition, the conference will feature panels on sea level rise in California and new water conservation/land use programs. Anyone interested may attend. **8.5 CM | AICP** credits applied for. Details at <http://bit.ly/17k9Tun> ■

Your taxi is here, and it's a driverless car. "Google's eye-popping \$258 million investment in the car-hailing app company Uber made headlines in August. Google's interest in Uber is likely connected to their ongoing investments in driverless or autonomous cars, and it shows that the potential of this technology is much greater than is commonly realized. The real potential is for something quite different: ubiquitous taxis — summoned via smartphone or glasses — that are so cheap they make car ownership obsolete. But to get there, regulators would have to want cheaper and better taxi service. Current trends make it unclear that they do." —Matthew Yglesias, Slate, <http://slate.me/158FDRo>



GROUP

a new design on urban planning

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Affordable membership through new website is easier than ever

APA California recently redesigned their website making it easier than ever for planners to become members of one of the most prominent professional planning organizations. Now, planners can easily navigate the site to sign up for a chapter-only membership starting as low as \$115 per year. Chapter-only membership is a cost-effective investment in you and your career. Especially for students and recent graduates, this investment might be one of the best you can make to meet established professionals, share information, and keep up with best practices in your field. If you are currently a Chapter-only member, you can use this site to renew your annual membership. www.apacalifornia.org



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Northern Section announces mentorship program

The APA California Northern Section is launching its 2013–2014 Mentorship Program. The program aims to foster professional development through an exchange of professional ideas, networking, and guidance among experienced planners and young planning professionals.

Mentors are those who would like to play an inspiring role in the career of a young planner by sharing their knowledge and talents with a new professional. Professional planners of all experience levels and in all planning disciplines are encouraged to become mentors.

“Mentees” are students and young professionals interested in developing their career goals and direction while expanding their networks.

Program details and important dates can be viewed, and mentor and mentee applications can be downloaded, on the Section website: <http://bit.ly/1dsHQjC>

Please send your applications and any questions to Thalia Leng at thaliah@gmail.com



American Planning Association
 California Chapter Northern

2013-2014
Mentorship Program



Answer to “Where in the world?” ([Page 7](#))

Huangpo River and the Bund, central Shanghai.
 “Bund” comes from the Persian word for “embankment.” Baghdadi Jews in the 19th century helped modernize Shanghai and may have given the Bund its name.
 Photo by Hing Wong, AICP.

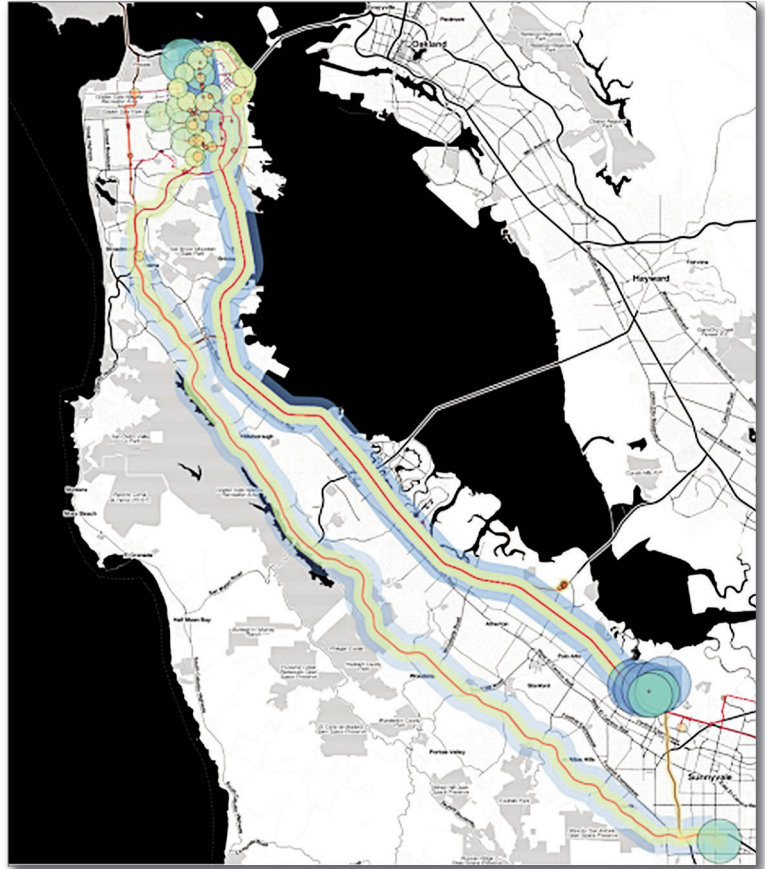
Gentrification through corporate shuttle

WIRED, September 6, 2013

Eric Rodenbeck, <http://bit.ly/1e2IgO7> • “The public transportation provided by corporate shuttle buses from Apple, Google, Facebook, and the companies that run them, are changing the fabric of San Francisco. We’re looking at a reversal of the historical norm: The workers who used to live in suburbs while commuting to work in the city are now living in the city, while the largest technology companies are based in the suburbs and increasingly draw their labor supply from dense urban neighborhoods.

“I had assumed that most of the shuttles stopped in the Mission District, historically a working-class neighborhood. But an even greater number of shuttles roll right through the Mission and into the traditionally moneyed neighborhoods of Nob Hill, Pacific Heights, and the Marina. Conventional wisdom has it that the routes are a way for companies to respond to the desires of the young and the hip to experience urban life. But the tech companies have basically run out of room to build parking lots on their campuses. So it’s logical to use shuttles to bring their workers to campus. And where’s the densest place in the Bay Area, the place where the largest numbers of people can use the smallest numbers of buses?

“It’s about more than gentrification. It’s about an entirely reconfigured relationship between density



Private shuttle routes on San Francisco Peninsula.

Map by Stamen Design, 2012.

and sprawl. For better or worse, we’re looking at private networks starting to supplant public infrastructure. In the years to come, it will be vital for people who care about cities to not only understand these networks — but communicate about them in ways we can all understand.”

Greenland’s Grand Canyon

BBC News, Science and Environment, August 29, 2013

Roger Harrabin, <http://bbc.in/142UZfb> • “One of the biggest canyons in the world has been found beneath the ice sheet that smothers most of Greenland. The canyon — which is 800km (497 mi.) long and up to 800m (2,625 ft.) deep — was carved out by a great river more than four million years ago, before the ice arrived. It was discovered by accident as scientists researching climate change mapped Greenland’s bedrock by radar. The British Antarctic Survey

said it was remarkable to find so huge a geographical feature previously unseen. The hidden valley is longer than the Grand Canyon in Arizona. The canyon was discovered by researchers working on one of the great scientific puzzles — how much will the Greenland ice sheet contribute to sea level rise if, as predicted, the Arctic continues to warm as greenhouse gases increase?” Be sure to watch the video.

(continued on page 20)



From the editor *By Naphtali H. Knox, FAICP*

Where diversity lives — or doesn't.

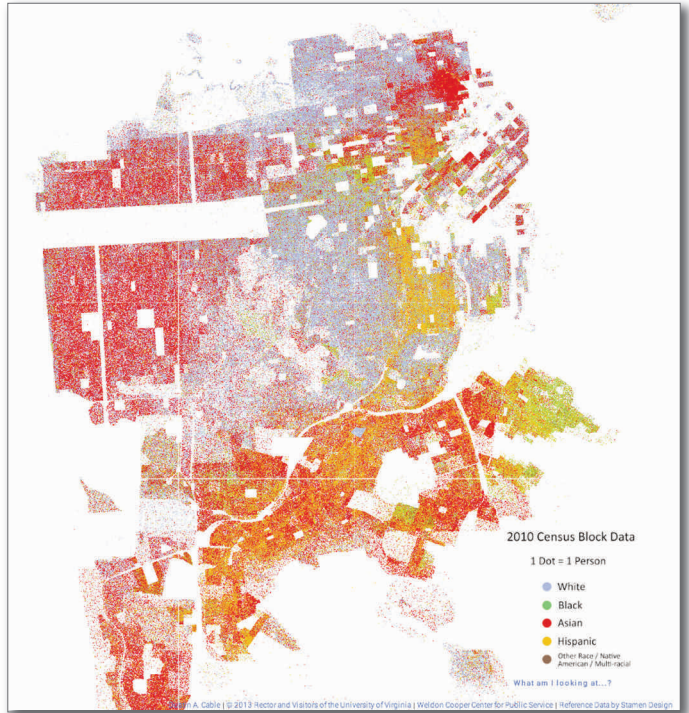
Many of you have seen the new interactive *Racial Dot Map*: one dot per person for the entire United States. The map plots a dot for every person in the country, color-coded by race and ethnicity. Dustin Cable of the Weldon Cooper Center for Public Service at the University of Virginia created the map in July 2013.

The map displays 308,745,538 dots, one for each person counted during the 2010 Census. Whites are coded as blue; African-Americans, green; Asians, red; Hispanics, orange; and all other racial categories are coded as brown.

Each dot is smaller than a pixel on your computer screen at most zoom levels. Thus the 'smudges' you see at the national and regional levels are actually aggregations of many individual dots. The color assigned to a pixel depends on the number of colored dots within that pixel. For example, if a pixel contains a number of White (blue dot) and Asian (red dot) residents, the pixel will be a shade of purple.

Thus, different shades of purple, teal, and other colors can be a measure of racial integration in a particular area. However, a place that may seem racially integrated at wider zoom levels may obscure racial segregation at the city or neighborhood level. The dots themselves are only resolvable at the city and neighborhood zoom levels.

Below is a screen capture for one part of the San Francisco Bay Area. Read more, and link to the dot map at <http://bit.ly/1bi7jry>



San Francisco and Daly City.

John A. Blayney passed away this summer. He was the last of the three people who brought me to California 1960, and I have a special regard for him. As a person and as a planner, John had an impact on my life. He also influenced the city where I live, Palo Alto.

Having moved from the Midwest in 1960 to work for Livingston & Blayney, City and Regional Planners, I could not find appropriate housing for my small family in San Francisco. John suggested Mill Valley, where he knew of "reception center" apartments at modest rentals, perfect for new arrivals. That's where we landed, and we later bought a home nearby.

In 1975, I was planning director in Palo Alto, and John Blayney was the city's general plan consultant. We were at

a city planning commission meeting one night, presenting the urban design plan prepared by Brown/Heldt Associates. It called for two locations downtown where tall buildings existed and could be added, with considerably lower building heights for the rest of downtown. John recommended a moratorium on taller buildings until the exact nature of appropriate locations and floor area ratios could be decided. The commission asked John to recommend a temporary height limit. He responded "40 to 60 feet." The commission chose 50 feet, a downtown-wide height limit that still remains in effect.

You can read more about John Blayney in "an appreciation" written by Ellen Greenberg, FAICP, [page 4](#). ■

Massive 2013 Delta Plan available

The Delta Stewardship Council unanimously adopted the Delta Plan on May 16, 2013. Regulations are to take effect by October 1. You can see the latest schedule at <http://bit.ly/14IU6H5>. You can download the plan in segments at <http://bit.ly/11goo4k>

Below are the pull-quotes from the 40-page executive summary.

“Steeped in history, combining notes of the American heartland and of Holland, the Delta looks and feels like no other place in California. This is a land that people love.

“It is not doing so well.

“California water planning is full of good intentions. If the laws and policies that are now on the books were consistently carried out, the state’s water system — including that part that is tied to the Delta — would work much better.

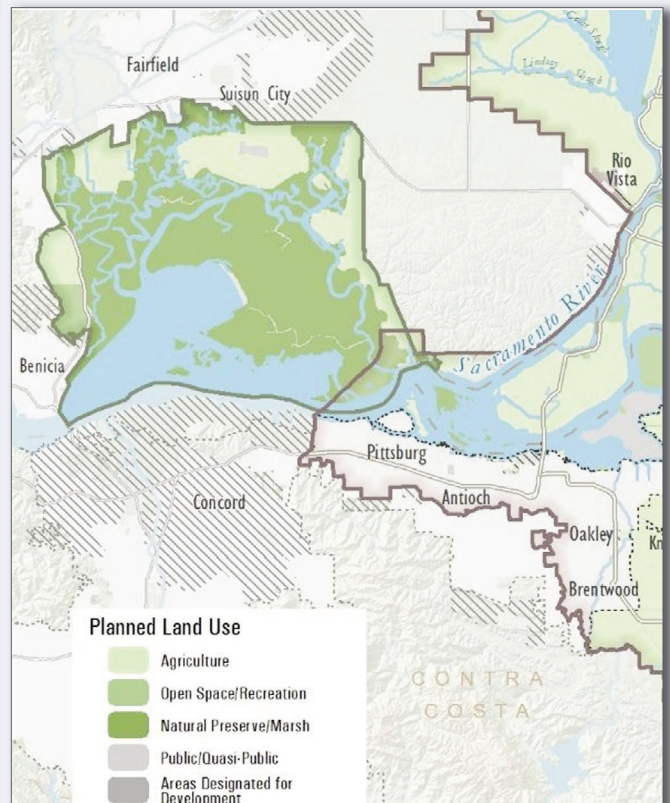
“The Delta Plan calls for a rededication to the conservative idea of using aquifers like bank accounts: to be filled up in wet times, in order that they may be drawn from in dry.

“Humans have not only reduced the total quantity of runoff through the Delta toward the ocean but also have changed its timing, decreasing the historical torrents of spring and increasing the formerly feeble flows of autumn.

“It is estimated that only about half the Delta’s acreage is adequately protected. There is not enough money for all the desirable improvements, nor is there a mechanism for sharing costs among all who benefit.

“Tangible marks of progress may at first be as subtle as shifting shoreline features seen from a Delta boat.

“In solving the “Delta problem,” we will not only be doing right by a treasured land- and waterscape. We will be putting the entire state of California on a sounder development path.” ■



Western Delta communities.
Source, Figure ES-2, Executive Summary



The Delta watershed and areas receiving Delta water.
Source, Figure ES-1, Executive Summary

A sponsor selects the utility box location and the artist, gives some general thematic direction, and most often cheers the artist on during the painting process. One sponsor held an award ceremony to recognize its artist.

The combined commitment of community and artists is the linchpin of the program's success. Art Box Project SJ strives to use as many artists as possible so that a diversity of art can be appreciated by San Jose dwellers and visitors. The pool of potential artists continues to grow. Many artists have expressed interest in participating and are directed to contact Phantom Galleries. Many community sponsors have found themselves enjoying the results so much, they ask to sponsor more boxes!

What people are saying

The "...work brings art to the neighborhoods in the most cost-effective manner I know of, and it has the added benefit of dissuading graffiti." —San Jose Council member Pierluigi Oliverio (an avid sponsor of many art boxes).

"My mom just loves the art box; she is now inspired to beautify the area a little more by planting a tree and painting that fence." —An individual community sponsor.

"Before we started painting on the box, I received a phone call from my Mom, letting me know that my grandfather had just passed on. So I put my sorrow and love, as well as the honoring of his memory into my painting today." —Lisa, an artist.

In addition, Art Box Project SJ has an avid fan in Juan Borrelli, AICP, who plays "eye spy" and posts on Facebook all the new art boxes he sees — and not just boxes within San Jose, but wherever he travels!

Where we are now?

As of August 2013, there are over 60 completed art boxes, with at least one completed or in process within every San Jose Council District. The art seems to deter tagging/graffiti. Anecdotal information is a 30 percent reduction in tagging in Council Districts 3 and 6 where most of the boxes are located.

(continued on next page)



San Pedro and Taylor Streets.
Artist, Albert Almondia. Photo, Juan Borrelli, AICP.

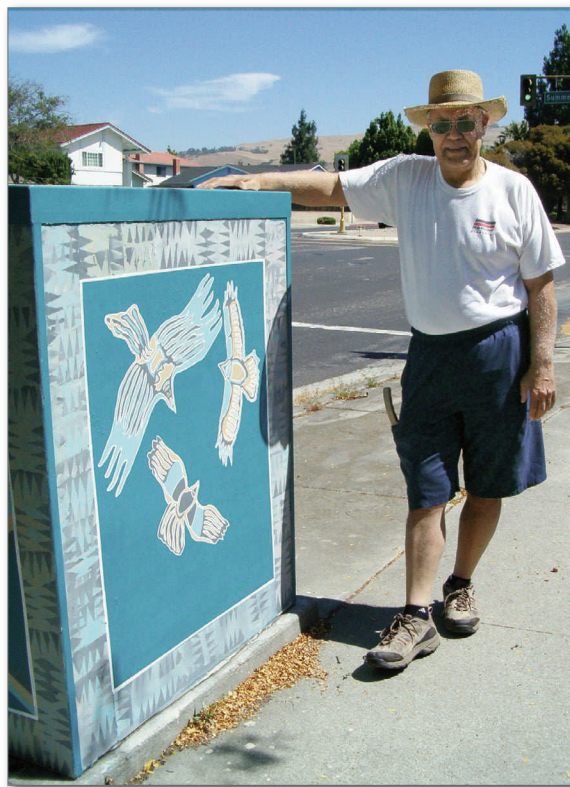


San Pedro and Taylor Streets.
Artist, Albert Almondia. Photo, Juan Borrelli, AICP.

A visual urban feast. "For thousands of years, humans have been defending their cities by building huge walls around them. Over time, the cities often spill over the walls — but sometimes they remain hemmed in. Here are some incredible images that show what happens to walled cities over time." —Vincze Miklós, *io9*, <http://bit.ly/113o8Ww>



Third and Reed Streets.
Artist, April Gee. Photo, Juan Borrelli, AICP.



Berryessa Road at Summerdale Drive.
Artist, Valerie Runningwolf. Photo, Tina Morrill.



Third and Reed Streets.
Artist, April Gee. Photo, Juan Borrelli, AICP.



Empire and 10th Streets.
Artist, Lisa Mejia. Photo, Tina Morrill.

(continued on next page)

Artists and community collaborate to beautify San Jose neighborhoods *(continued from previous page)*

The Art Box Project SJ would like to thank its City of San Jose collaborative partners, the local artist community, and our wonderful community sponsors for stepping up to make our city a bit brighter and a bit more beautiful.

Art Box Project SJ box locations are on Google Maps: <http://goo.gl/maps/4Xtv>

Tina Morrill is the founder and managing director of Art Box Project SJ. You can find more Art Box Project SJ photos at <http://on.fb.me/19nLZAk>

For more information or to participate, please send a message to artboxprojectsj@gmail.com ■



Alum Rock Ave. at White Rd.
Artist, Christine Benjamin. Photo, Tina Morrill.

Archaeologists race against neglect, urban sprawl.

"Gaza is one of the most crowded places on earth, and the rapid spread of its urban sprawl is endangering ancient ruins spanning 4,500 years, from Bronze Age ramparts to colorful Byzantine mosaics. Archaeologists, short of funds and unable to find sufficient trained local staff, say they are scrambling to find and protect the monuments."

—AP, Yahoo! News, <http://yhoo.it/164B1e1>



Lincoln Ave. and Malone Rd.
Artist, Sara Mordecai. Photo, Juan Borrelli, AICP.



Santa Clara St. at Almaden Blvd.
Artist, Jane Ferguson. Photo, Tina Morrill.



Norcal roundup

Assembled by Jennifer Piozet, associate editor

Plastic bag ban in Arcata

<http://bit.ly/17HVx7m>

“The Arcata City Council voted unanimously to approve an ordinance that will ban the use of plastic bags at convenience food stores, pharmacies, supermarkets, and both large and small businesses. The council unanimously agreed that stores under 10,000 feet should not be exempt from the ban because it sends a stronger message. Food establishments will not be affected because the city is waiting until litigation out of San Francisco regarding a ban of plastic bags at restaurants is resolved. Plastic bags used for bulk foods, meat, produce, and prescription medications are exempt. According to city staff, the goal of the ban is to reduce waste, litter, and greenhouse gas emissions by promoting the use of reusable bags. Paper bags made of at least 40 percent post-consumer recyclable materials will be available for 10 cents each. The fee would be charged by the retailer, and the store would keep the profit.” —Lorna Rodriguez, “Arcata City Council passes plastic bag ban,” *The Times-Standard*, September 5, 2013.

Google’s latest affordable housing

<http://bit.ly/17A9k1B>

Google has helped fund 15 affordable housing projects in 12 states across the country. In 2010, for example, Google put \$100 million into eight projects, including a senior housing complex in Sunnyvale. The company’s latest project is the 51-unit Franklin Street Apartments in Mountain View, where an opening ceremony was held September 4. Families who make 50 percent or less of the Santa Clara County area median income have been living in the fully-leased complex since May. A one-bedroom unit rents for \$937, a two-bedroom is \$1,122, and a three-bedroom is \$1,291. Google invested \$6.5 million in the \$23.4 million complex. The city of Mountain View lent the project \$12.1 million in 2011. —Shana Lynch, “Mountain View’s new Google-backed affordable apartments,” *Silicon Valley Business Journal*, September 4, 2013. Image gallery at <http://bit.ly/156tIXR>

Wetland preservation efforts in Napa and Sonoma counties

<http://bit.ly/18oFdXX>

“The Carneros region in southern Napa and Sonoma counties has been known for years for chardonnays, pinot noirs, and merlots. But this area along the northern shores of San Francisco Bay is returning to a vast network of newly created marshes and wetlands. The Napa-Sonoma marsh area was part of the bay until the 1860s, when farmers began diking and filling it. Since the 1990s, biologists, environ-

mental groups, and government agencies have been restoring wetlands around the bay, slowly pushing it back into its historic footprint. In the Napa-Sonoma Marshes State Wildlife Area, construction crews and biologists are in the final stretch of a 20-year project to restore 11,250 acres of former industrial salt ponds back to a natural landscape. The restoration — encompassing an area as big as 8,500 football fields — is also offering a road map for similar projects now underway in the East Bay and Silicon Valley.” —Paul Rogers, “Massive new wetlands restoration reshapes San Francisco Bay,” *Mercury News*, August 29, 2013.

Solar mandates on new construction

<http://bit.ly/19WMV29>

“Earlier this year, Lancaster, on the edge of the Mojave Desert north of Los Angeles, became the first city in the U.S. to mandate solar on new buildings. Months later and 400 miles away, Sebastopol — not far from Napa and Sonoma — followed suit. Lancaster and Sebastopol were the first two cities in the U.S. to pass a solar mandate of this kind. In Lancaster, the mandate says that all new residential homes on lots of 7,000 sq. ft. (≈ 1/6 acre) or larger must install a solar system of 1.0–1.5 kW. In Sebastopol, all new residential and commercial buildings are required to install 2 watts of power per square foot of insulated building area or offset at least 75 percent of the building’s annual electric load.” —Devi Glick, “A tale of two solar cities,” *RMI Outlet*, August 27, 2013.

Deep water desal plant agreement addresses financial hurdles

<http://bit.ly/1aqdOel>

“[The Monterey Peninsula Water Management District] board approved an agreement with DeepWater Desal to split the estimated \$1.6 million cost of environmental review and permitting in exchange for a purchase option. Water district general manager Dave Stoldt said the agreement positions the district to pursue a potentially viable alternative water source if Cal Am’s proposed desal plant north of Marina is delayed. DeepWater Desal has proposed a plant capable of delivering up to 10,000 acre-feet of potable water per year initially. Stoldt said district lawyers assured the board the agreement was legally defensible and that, even if the water supply charge is overturned, the district would not have to reimburse money already collected. He said a backup plan could avoid the specter of rationing and fines that could be imposed on the region for violating a state-ordered cutback in pumping from the Carmel River that takes full effect at the start of 2017.” —Jim Johnson, “Deep water desal plan gets a boost from Monterey Peninsula water district,” *The Herald*, August 20, 2013.

(continued on next page)

Who should pay for access to California state parks? <http://bit.ly/14IdtA6>

"Between 2008 and 2013, state funding for California's park system dropped 37 percent, accelerating a long-term trend of disinvestment. As funding dwindled in the past few years, State Parks began steep hikes on a variety of fees. Parking at many of the county's 13 state parks now costs \$10, while statewide annual passes went up last year to a staggering \$195. Across California, group camps can cost as much as \$550 during peak season, and tent campgrounds typically cost \$35 a night, putting the price tag for a three-night stay in the triple digits. The state does offer discounted passes to seniors and families on welfare. But families have to be on CalWorks to be eligible, and their case worker must fill out part of the form. 'We are looking at ways to (increase revenues) without impacting quality recreation or underserved communities. We recognize the need to understand our customer's needs better, and we are currently analyzing fees and continue to look at how fees impact our various customer segments,' Waters said." —Jason Hoppin, "In parks effort, a balance between funding and access: Coastal Commission questions revenue effort," *Santa Cruz Sentinel*, August 16, 2013.

Plan Bay Area under fire by environmental groups <http://bit.ly/18G7cCx>

"The Sierra Club, Earthjustice, and Communities for a Better Environment have sued to stop Plan Bay Area, which spells out how much new housing each of the Bay Area's cities must accommodate in coming years. The lawsuit alleges that the Metropolitan Transportation Commission and Association of Bay Area Governments — the two agencies that passed the plan last July — did not do an adequate environmental review of Plan Bay Area. 'The Plan does not spend enough on public transportation, and instead invests in building new highways. The current Plan will result in more time on the roads and increased greenhouse gas emissions. The Plan also fails to protect West Oakland and other vulnerable communities from the health effects of cars, trucks, ships, and rail that pass through their communities. The Plan will also displace low-income and residents of color from their communities,' the groups said in a press release. The Building Industry Association Bay Area sued, alleging that Plan Bay Area violates state law by failing to provide for enough housing to accommodate the Bay Area's projected population and by failing to provide a realistic development pattern to accommodate residential growth." —Eric Young, "Plan Bay Area sued by Sierra Club, other environmental groups," *San Francisco Business Times*, August 20, 2013.

Deconstructing the old Bay Bridge: The long road ahead <http://bit.ly/16TGIPW>

"The old cantilever bridge, built in 1936 to connect Oakland to Yerba Buena Island, has been slated for replacement since the 1989 Loma Prieta earthquake collapsed a section of the span's upper deck. But while a building on land can be demolished fairly quickly, the bridge's location over the Bay requires the painstaking removal of the span piece by piece. Bay Bridge spokesman Andrew Gordon said the demolition of the old span can begin 'as soon as traffic is off the bridge' and should be completed by 2016. Crews will begin taking apart the bridge from west to east, starting with the temporary S-curve installed in 2009 and then moving east along the cantilever section toward Oakland, Gordon said. Bridge officials say the demolition work must be done with great care because it will be performed within close proximity of moving vehicle traffic on the new span, as well as a new bike and pedestrian pathway on the bridge. He said the current cost forecast for the demolition project is \$233.7 million, which is part of the overall \$6.4 billion cost of the bridge replacement." —Dan McMenamin, "It'll take three years to demolish old eastern span of Bay Bridge," *Bay City News – The San Francisco Appeal*, August 28, 2013.

Combating climate change by centralizing solar projects <http://nyti.ms/17SKmfU>

"In 2002, Billy Parish stood before a rapidly retreating glacier in India that feeds the Ganges River, convinced that he had come face to face with climate change and that he had to do something about it. Mr. Parish has since built Mosaic, an online solar energy investment platform that functions like a virtual renewable energy bank, soliciting investments for solar projects and making loans to be paid back, typically, over about 10 years. Mosaic's approach is seen by many as bringing together small-scale solar projects, which are by nature decentralized, and a younger generation that is comfortable with technology. Based in Oakland, Mosaic is trying to capitalize on that desire, finding and vetting as many projects as its staff of 22 can handle while it raises more money so it can expand. Mosaic makes loans only to projects that already have deals to sell the electricity they will produce; it then raises money from investors, who receive a return of roughly 4 to 6 percent as a loan is paid back. The company takes a 1 percent fee on each investment and a small-percentage origination fee on each loan, which varies from project to project." —Diane Cardwell, "A bet on the environment," *The New York Times*, September 2, 2013.

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49ers' stadium construction — full speed ahead! <http://bit.ly/14RdPQm>

"Hotels and restaurants are already preparing for the grand opening [of the 49ers' new stadium]. David Ebrahimi, owner of David's Restaurant across the street, said he's installing TVs for a sports bar feel and plans to open a post game nightclub at his eatery. A big reason work has gone so fast is that many of the stadium's features are being manufactured off-site and shipped to Santa Clara, project co-director Robert Rayborn said. For the heavy lifting, crews use a new 3-D mapping system to detect design problems before they happen — like a vertical steel beam crossing the path of a horizontal pipe. And the dry winter saved plenty of headaches. Santa Clara officials and the 49ers have spent \$556.6 million on the \$1.3 billion project, which is now considered 56 percent complete in terms of time and budget. Since the April 2012 ground-breaking, Turner and Milpitas-based Devcon Construction have maintained a spending pace of \$1 million a day. In all, 5,000 people have worked on the site for a combined 1.5 million hours." —Mike Rosenberg, "49ers' new Santa Clara stadium passes halfway point as interior takes shape," *San Jose Mercury News*, August 19, 2013.

It's a bird! It's a plane! No, it's the Western tiger swallowtail butterfly! <http://bit.ly/1dmIgaq>

"Lepidopterist Liam O'Brien and naturalist Amber Hasselbring of Art-ecology have launched a campaign called 'Tigers on Market Street' to speak for the butterflies that live in the canopy of trees that line the busiest street in downtown San Francisco. Some

species of butterflies need hillside habitats, but a tiger swallowtail lives in corridors on the banks of waterways. 'Market Street is a tree-lined linear concourse that our species calls a street,' says O'Brien. 'Through the point-of-view of the creature, this is a river.' This summer, O'Brien and Hasselbring walked transects from the Civic Center to the Ferry Building to count the butterflies, observe their life cycles, and note their nectar and larval sources. The two want the butterflies to be a part of an improved Market Street. They'd like to see more hardwood trees and planter boxes with butterfly-friendly flowers that will bring the butterflies down from the canopy where people can see them." —Aleta George, "A butterfly species settles in San Francisco's Market Street," *Smithsonian.com* August 28, 2013.

Another private shuttle <http://bit.ly/1d9odcP>

"A new service that's putting wheels down in the California Avenue business district may allow Palo Alto workers to commute as the Googlers do — in roomy, WiFi-enabled buses that offer a direct route to work and a break from morning-commute stresses. For the time being there will be only one RidePal bus that starts in San Francisco and stops in Palo Alto, and it will skip downtown in favor of Park Boulevard, near Groupon, which is participating in the service. RidePal already offers commuter options to and from Mountain View, San Jose, and several neighborhoods in San Francisco." —Eric Van Susteren, "Commuter buses not just for Google anymore," *Palo Alto Weekly*, September 11, 2013. ■

Bridge photos wanted

None if by car, two if by bike

We don't want you to break any laws or endanger anyone's safety, but we would like to publish high-resolution photos of or from the new eastern span. The very best one will make the cover of the November issue. America's Cup photos also accepted. Email images (maximum 15MB) to editor at knoxnaph@gmail.com ■

"The problem with the suburbs isn't that they are

not the city. The problem with the suburbs is the same problem as the city — they had a bad five or six decades of urban design. It is worse with the suburbs, as for many, those six decades of urban design were the only six decades of development they had — while for the city, at least the older street network remained mostly intact, as did some of the older commercial buildings and much of the housing stock." —David Levinson, *streets.mn*, <http://bit.ly/1fQf4W2>

Judge's decision could halt high-speed rail construction

Palo Alto Weekly, August 30, 2013

Gennady Sheyner, <http://bit.ly/175cruh>

"After considering a lawsuit filed almost two years ago by Kings County and two of its residents, an August 16th verdict from Superior Court Judge Michael Kenny threatens the \$9 billion in state funds that state voters approved for the \$68 billion project in November 2008.

"Judge Kenny found that the rail authority 'abused its discretion' and violated the law when it failed to identify funding for the rail line's first usable segment, a roughly 300-mile stretch from Merced to the San Fernando Valley. Instead, the rail authority only identified the funding needed for the 'initial construction segment,' 130 miles between Bakersfield and Fresno.

"The consequences of the ruling won't be clear until Nov. 8, when the California High-Speed Rail Authority and the plaintiffs return to Kenny's courtroom to hear his ruling on the remedies the rail authority would have to pursue. The judge could invalidate the authority's plan, or even go so far as to invalidate the Legislature's approval of funds last summer.

"Lisa Marie Alley, the rail authority's deputy director of communications, said that until the litigation concludes, it's impossible to predict the impact of Kenny's decision. In the meantime, the rail authority is hiring workers in the Central Valley in preparation for construction. The agency is refining its design for the initial section and proceeding with relocating utilities, purchasing right-of-way, and paving the way for the actual 'heavy construction' of bridges, overpasses and trenches."

"Mutually insured destruction"

The New York Times Magazine, August 27, 2013

Maggie Koerth-Baker, <http://nyti.ms/14bWMic> • "As more groups like the Geneva Association, an insurance research group, call for risk models that account for climate change, politicians are going to get a different message. Denying climate change isn't just foolish — it's bad for business. In June, the Geneva Association released a report called 'Warming of the Oceans and Implications for the (Re)insurance Industry.' It laid out evidence explaining how rising ocean temperatures are changing climate patterns and called for a 'paradigm shift' in the way the insurance industry calculates risk.

"Traditionally, insurers have predicted the future by studying the past. But the past can no longer reliably predict the future. A new method of statistical analysis, called 'event attribution,' allows climate scientists to better understand how weather patterns work today. This information may one day help build better actuarial tables, translating complicated data into real-world impacts. If reinsurers expect to spend more money on losses in your region, your insurance company's insurance gets more expensive, and your policy should, too."

Campus sports events go green

The Washington Post, September 1, 2013

Darryl Fears, <http://wapo.st/17vLLXI> • "Ohio State University Buckeye fans play a role in another goal this season: eliminating garbage. High school students manned Zero Waste stations, showing fans where to stick trash that can be composted and recycled, and where to put the rest. Ohio State is among at least 200 schools trying to make their athletic programs greener. The interest across the country was on display in August at the first Green Sports Alliance Summit in Brooklyn. Six hundred representatives from college and professional athletic organizations discussed ways to take chemicals out of lawn care, equip huge stadiums with low-flush toilets, treat wastewater on site and use it to irrigate the grounds, and reduce energy bills with wind turbines and solar panels.

"The sports arena is a huge stage. Forty-three million people attended NCAA football games in 2005. Many colleges and universities have been pushing environmental sustainability more generally. The Sierra Club maintains a ['cool schools' ranking at <http://bit.ly/16klGwa>. UC Davis ranks 4th, Stanford 7th, UCSB 10th, UCSC 21st.] Arizona State University [ranked 55th by the Sierra Club] has installed a total of 10 solar arrays at more sports facilities than any other college athletics department" according to a report by the National Resources Defense Council, "Collegiate Game Changers: How campus sports is going green." <http://bit.ly/15P7E3E>

(continued on next page)

What happens now to San Diego's "plan for planning"?

Voice of San Diego, August 26, 2013

Andrew Keatts, <http://bit.ly/12FhpAn> • Former San Diego mayor “Bob Filner campaigned on a promise to put the city’s neighborhoods first. [That] meant reinventing the city’s planning and development functions. That included hiring one of the country’s most highly respected urban planners, Bill Fulton, to take over a reconstituted and empowered planning department. The message was clear: planning, once again, is a top priority. And its job is to improve quality of life throughout the city. He also stressed the importance of replacing the city’s out-of-date community plans, which serve as a blueprint for the future growth of the city’s 50-some neighborhoods.

“As the city begins to select a replacement for Filner, how the next mayor handles Fulton’s new department and the task of updating community plans, will be a huge indicator of whether Filner’s priority shift made a lasting impact.”

The author added that Filner’s “message — we need to emphasize improving life in San Diego’s neighborhoods, and the way to do that is through an improved planning department — was broadly popular and was among the most successful efforts of Filner’s administration. The question is whether ... Filner’s ‘neighborhoods first’ message will be adopted by those running to replace him.”

“Why buy when you can rent?”

Los Angeles Times, August 24, 2013

Andrew Khouri, <http://lat.ms/1fajfxD> • “With a frenzied housing market shutting out would-be buyers all over Southern California, sending that check to the landlord is looking smarter every day. In Los Angeles County, apartment rents have risen only slowly, with an expanding supply of rentals holding down prices. In downtown Los Angeles, an apartment building boom has driven rents down by 5 percent over the last year, to an average of \$1,990 in the second quarter.

Demographics are driving the building. A large population of young adults, who tend to favor apartment living, has spurred builders to break ground. The younger generation is also putting off major life events — such as marriage and children — that often spur home purchases. And an influx of cash investors is driving up prices for homebuyers. These new investors, including some cash-rich Wall Street firms, have scooped up properties to hold and rent. The tide of investors is boxing out pro-spective buyers but creating new opportunities for renters.

After the housing bubble popped, home prices fell hard. Rents declined as well, but not as much. Rents started rising again as more renters entered the market when they lost their homes to foreclosure. Now, the growth in rent prices has moderated as home prices have soared.

Amazon funds cycle tracks

The Seattle Times, August 15, 2013

Sanjay Bhatt, <http://bit.ly/14EhwZD>

“At its massive, three-tower Denny Triangle development [in downtown Seattle], the online retailer is raising the stakes for what companies can do to encourage bicycle commuting. Amazon will build ‘cycle tracks’ on Seventh Avenue along the two-block stretch of its office complex, demonstrating what a downtown network of dedicated bicycle lanes could look like. A cycle track is a bike lane with a physical barrier to separate bicyclists from cars and pedestrians. The company also will provide stalls for about 400 bikes in each of its towers — three times the number of bike spaces required under city code.

“The scale of Amazon’s redevelopment will give planners an unusual opportunity to design the highest-quality cycle track, with 7-foot-wide riding paths and a line of trees to separate the cyclists from other traffic. Cycle tracks are used in [major] North American [and international] cities to encourage more bicycle commuting on major streets. The track on each side of Seventh Avenue would open in phases, as Amazon completes each of its towers in the three-block area.

“The cycle-track project emerged last year from discussions between the city and Amazon. The company sought to acquire public alleys running through each of its three blocks. In exchange for those, Amazon agreed to pay for the Seventh Avenue cycle track on its blocks and to install bike crossings across Westlake, among other things.”

No four-tracking here. Senate Bill 557, which makes it next to impossible for the California High-Speed Rail Authority to build a four-track rail system on the Peninsula as initially proposed, was signed into law on September 6th by Gov. Jerry Brown. — Gennady Sheyner, *Palo Alto Online News*, <http://bit.ly/15ekd91>

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Retreat from coastline, or hold your ground?

New York Times, Dot Earth, August 22, 2013

Andrew Revkin, <http://nyti.ms/19A4TU5> • "...Who could ever imagine a politician standing on a coastline proclaiming, 'We will retreat!' But somehow, that's what has to be done. ... A realistic discussion of where to hold firm and where to pull back, where to gird and where to let nature dominate, has to happen to limit costs and other regrets in thousands of coastal communities around the world. ... [For those communities] the big questions relate to the near term, meaning the rest of this century."

'The problem is we're still building the city of the past. The people of the 1880s couldn't build a city for the year 2000 ... [and] we cannot build a year-2100 city now. But we should not build a city now that we know will not function in 2100. There are opportunities to renew our infrastructure. ... We just have to grasp those opportunities.' —*Klaus Jacob, an earth scientist at Columbia University, as quoted by Tim Folger in "Rising Seas,"* <http://bit.ly/15fxHDC>

"A highly relevant new analysis, 'Future flood losses in major coastal cities' (*Nature Climate Change*, Aug. 18, <http://bit.ly/19CE0mz>), has come from a team led by Stéphane Hallegatte, a senior economist at the World Bank. ... Hallegatte sent ... findings ... [in] language that even a mayor could understand." [*These are further condensed.* —Ed.]

'...this study takes into account existing coastal defenses ... and [their design] for current environmental conditions. ... Cities that are very well protected today are particularly vulnerable to ... even moderate changes in sea level. [Major] investments in coastal protections will be needed in the next decades, at a high cost...'

'The cities where the risk will increase most are not the cities where the risk is particularly high today (such as around the Mediterranean basin). ... The U.S. appears particularly vulnerable, with defense standards much lower than ... [in] many developing countries.'

'...adaptation ... can reduce the probability of floods (by raising defenses), but it also increases the losses when a flood does occur (that is, when the defenses fail or are exceeded by an exceptional event). ... It calls for better crisis management, contingency planning, and reconstruction planning.'

"Coal and nuclear power are both doomed, and the profit-making power grid with it."

New York Times, August 24, 2013

Mark Bittman, <http://bit.ly/16MhXVJ> • "Is nuclear power safe and clean? Is it economical? And are there better alternatives? Energy efficiency, natural gas, and wind are all cheaper. Even solar is already less expensive than nuclear power in good locations. The Solyndra loan guarantee was half a billion dollars; in contrast, loan guarantees for new nuclear plants may run \$8 billion. Renewables can generate 80 percent of our electricity in 2050, using current technologies, while reducing carbon emissions from the electric sector by 80 percent. Non-hydro renewables were around 5 percent of the total last year, but they're growing so fast (wind and solar use have quadrupled in the last five years) that [last month] the chairman of the Federal Energy Regulatory Commission predicted that solar power could soon begin to double every two years."

Keeping green roofs alive

The New York Times, August 6, 2013

Julie Satow, <http://nyti.ms/1dvGLXg> • "One Bryant Park, the Durst Organization's 51-story-tower at 42nd Street and Sixth Avenue, [houses] on its seventh-floor rooftop some 100,000 European honeybees brought in earlier this summer. The building, which received a LEED platinum rating from the United States Green Building Council, houses the corporate and investment businesses of the Bank of America as well as Durst's offices. The building's green features include a special air-filtration system that filters out 95 percent of particulate matter, an urban garden room within the lobby, and the green roofs, which use compost made from waste from the building's cafeteria. It is costly to plant a lot of sedum [ground cover on green roofs], and it can take a season or two before it naturally fills out; bees are an inexpensive way to hasten this process. While the bees' pollination efforts can help maintain the health of green roofs, they are not commonly used for this purpose. [Yet] beehives are becoming increasingly common across the city since a ban on beekeeping instituted during the Giuliani administration was lifted."

■

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