

# NORTHERN NEWS



American Planning Association  
California Chapter  
Northern  
*Making Great Communities Happen*

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

**NOVEMBER 2013**

**FEATURED ARTICLE**

## San Francisco's street wars

James Rojas and Fay Darmawi

Page 1



New eastern span  
San Francisco—Oakland Bay Bridge  
Photo © James Pan  
Oct. 3, 2013, 12:15 AM  
More photos, page 16



# NORTHERN NEWS



APA  
CA  
American Planning Association  
California Chapter  
Northern  
Making Great Communities Happen

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

NOVEMBER 2013

## San Francisco's street wars

By James Rojas and Fay Darmawi

A bitter battle is being fought over the future of the quaint and charming streets of San Francisco, and it is pitting cyclists, pedestrians, and business owners against each other.

James Rojas was invited by a group called StreetUtopia to help mitigate some of this tension and assist in their campaign to “reimage” Columbus Avenue — possibly the worst street in the US for mobility. Columbus cuts through the street grid diagonally and creates more five-point intersections than in all of LA County! The street — which slopes with the topography to connect Fisherman’s Wharf with downtown via North Beach and Chinatown — has become a shortcut for drivers to and from Marin County. The narrow street is unsafe for pedestrians, cyclists, transit users, and drivers, yet it is one of the most beautiful streets in America, with its historic triangular buildings and a perfect and direct view of the Transamerica Pyramid. The street — rich in literary history and lined with dozens of coffee shops and bike rental places — attracts hundreds of tourists.

StreetUtopia was selected to participate in the San Francisco AIA’s celebration of Architecture in the City. SFMTA and Bubble Real Estate provided support for the project to build a 50-foot long base map of Columbus Avenue as an experiment to engage the public on the streets. The goal of the model was to ask, “When is a ‘street’ not a street?” and to distill the “street” into its most basic construct: a large, flat, “concrete plain.” From that point, people are asked to imagine other ways they would like to live on this concrete plain. Once they see the concrete plain as part of their lives, infinite ideas bubble up.

On a sunny Sunday afternoon in September, over 150 tourists, residents, and children walked through and took part in re-imagining Columbus through active and passive activities.



Planner James Rojas at Grant Avenue and Jack Kerouac Alley, San Francisco. Photo: Fay Darmawi.

Energetic participants shared and built a different vision for Columbus Avenue as others looked on. These “builders” unearthed their vision not by answering surveys or sitting in focus groups, but simply by playing. Results of this new groundbreaking public engagement process revealed that people deeply craved “unique gathering places” for human connection, pleasure, joy, and community.

The StreetUtopia event started like no other participatory planning process. First, it was held outside in Jack Kerouac Alley, a decidedly public crossroads, to attract those who ordinarily would not participate in or even think about urban design. Above the din of tour buses on Columbus and a street festival in Chinatown, James called

(continued on page 12)

# WHAT'S INSIDE

Clicking a [blue PAGE link](#) under **SECTION A** below will take you to the article.  
Clicking on [SECTION B](#) will download the Section B PDF.

## SECTION A

### San Francisco's street wars

*By James Rojas and Fay Darmawi*

Preserving the charm of Columbus Avenue while re-imagining it as pedestrian and multi-modal friendly.

[Page 1](#)

### Director's note

*By Jeff Baker*

Holiday party November 22nd in Oakland; California Planning Foundation auction; Northern Section seeks director for Young Planners Group as Avalon Schultz, AICP, and Natalie De Leon step down. [Page 3](#)

### Call for Section Treasurer nominations [Page 3](#)

### APA scholarship winners announced

UC Berkeley's Stefani Cox honored with Judith McManus Price Scholarship. [Page 4](#)

### Where in the world

Skyscrapers and cranes. [Page 4](#)

### Legislative Year in Review for land use planners

*By Alexander Barnhill*

Another year without major CEQA reform. Palmer fix vetoed. [Page 5](#)

### Report available

The California Poverty Measure: A Portrait of Poverty within California Counties and Demographic Groups [Page 7](#)

### SF Chinatown: one of APA's "Great Places"

Cultural capital, density, architecture, community activism.

[Page 8](#)

### Aboard the good ship Chardonnay II

*By Justin Meek*

A RAC-arranged whale-spotting sail on Monterey Bay.

[Page 9](#)

## [IMPORTANT ANNOUNCEMENTS](#) [Page 10](#)

### From the editor

*By Naphtali H. Knox, FAICP*

Does BRT spur development better than light rail or streetcars? [Page 11](#)

### Inclusionary Housing Requirements suffer another blow

*By Megan Burke*

Supreme Court ruling against Palo Alto may encourage challenges to affordable housing programs. [Page 13](#)

### Other top stories

Housing in California — Do we have enough (in the right places)? • CPUC passes first-in-country ridesharing rules • Fresno to tear up historic pedestrian mall • Towers of wood • Portland Loo for Seattle's Pioneer Square must wait • Designing cities for women • Singapore's planning challenges • EPA to expand Federal Clean Water Act jurisdiction • Insurers are concerned; governments should be, too • And more. [Page 14](#)

## SECTION B

### Planning for the 2015 APA California Conference

*By Erik S. Balsley, AICP*

Telling Oakland's stories. [Page 15](#)

### More photos of the eastern span

[Page 16](#)

### Urban planning surprises in eastern Australia

*By John F. Livingstone, AICP*

City tours surprise with many planning-focused issues. [Page 19](#)

### Norcal roundup

*Assembled by Jennifer Piozet*

Bay Area cities top places to live • Pier 70 might fall down • How we adapt to climate change • Labor of love in Ukiah • Bay area has most expensive US office rents • Facebook building affordable housing in Menlo Park • Napa Pipe project halted due to affordable housing • And more. [Page 21](#)

### Who's where

Justin Fried and Mark Sawicki. [Page 23](#)

### Board member directory and newsletter information

[Page 28](#) ■

Find **JOBS** and **EVENTS CALENDAR** at [norcalapa.org](http://norcalapa.org)



The display of calling cards from firms offering professional services appears in every issue of *Northern News*. Fees paid by the firms for this service help defray the costs of this newsletter.



**PMC**<sup>®</sup>

**COMPREHENSIVE MUNICIPAL SERVICES**

(866) 828-6762  
[WWW.PMCWORLD.COM](http://WWW.PMCWORLD.COM)



**LAMPHIER·GREGORY**  
 URBAN PLANNING & ENVIRONMENTAL ANALYSIS

lamphier-gregory.com 510-535-6690



**Rincon Consultants, Inc.**

Oakland 510 834 4455  
 Monterey 831 333 0310  
 San Luis Obispo • Ventura • Riverside • Carlsbad

Environmental Science & Planning Site Assessment & Remediation  
 Biological Resources Cultural Resources  
 Sustainability Services GIS/Graphic Services

[www.rinconconsultants.com](http://www.rinconconsultants.com)

## APA scholarship winners announced



UC Berkeley's **Stefani Cox** is one of three students in the US to be awarded the Judith McManus Price Scholarship, given each year by the American Planning Association. The scholarship is given to female or minority students who intend to pursue careers as practicing planners in the public sector. The other recipients for 2013 are **Adriana Akers** (MIT) and **Deyanira Martinez** (University of Arizona).

The selections were made by the APA Fellowship Committee for this year, who are **Jeanette Dinwiddie-Moore, FAICP**, Chair; Kelli Sertich, AICP; Ron Shiffman, FAICP; and Gene Lewis.

"I'm honored to have received the Judith McManus Price scholarship and also happy to have some extra financial support for the year," said Cox. "I'll be graduating from DCRP's master's program in May, and I look forward to working on issues of equity and community engagement related to housing and community development in the Bay Area."

Women and minority students enrolled in an approved Planning Accreditation Board (PAB) planning program are eligible to apply for the McManus Price scholarship, which ranges between two and four thousand dollars. Applicants must also be US citizens who intend to pursue careers as practicing planners in the public sector, and are able to demonstrate a genuine financial need. ■

## Where in the world?

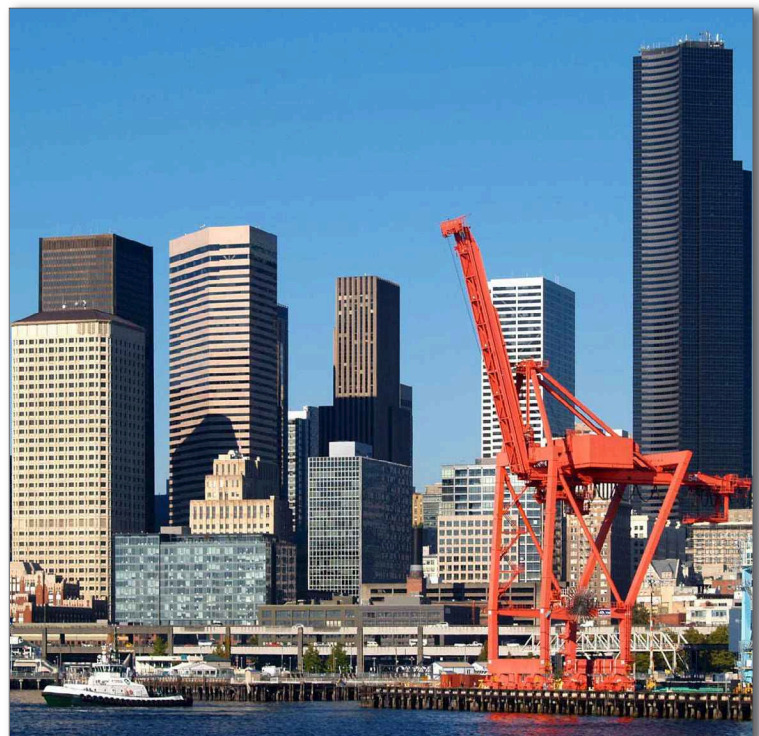


Photo by H. Pike Oliver, AICP. (Answer on page 7)



GHD is one of the world's leading engineering, architecture and environmental consulting companies. Our 6500 people serve clients in water, energy and resources, environment, property and buildings, and transportation.

[www.ghd.com](http://www.ghd.com)



Planning & Design

**Wallace Roberts & Todd, LLC**

444 Townsend Street | Suite 4

San Francisco, CA 94107

T 415.575.4722

F 415.436.9837

[www.wrtdesign.com](http://www.wrtdesign.com)



**EMC PLANNING GROUP INC.**  
A LAND USE PLANNING & DESIGN FIRM

Community Planning ▪ Municipal Staff Support

Permitting & Regulatory Compliance

CEQA/NEPA Compliance ▪ Climate Change

Natural Resources Assessment

GIS/Mapping ▪ Visual Simulations ▪ Development Feasibility



301 Lighthouse Ave. Suite C • Monterey, CA  
[www.emcplanning.com](http://www.emcplanning.com) • 831.649.1799

## 2013 Legislative Year in Review for land use planners

By Alexandra Barnhill, Legislative Director,  
APA California-Northern



The Governor ended the 2013 Legislative session on October 13th with a bang, signing nearly 90 percent of the bills on his desk. While it is not possible to summarize all the actions taken on bills that are relevant to land use planners, some of the most significant developments are described below.

**Another year without major CEQA reform.** Though there were early indications that 2013 could be a year of sweeping reform of the California Environmental Quality Act, it was not meant to be. When it became clear that SB 731 (Steinberg), the “CEQA Modernization Act of 2013,” would not be successful, the author abandoned it for a diluted CEQA reform bill, **SB 743 (Steinberg)**. Governor Brown has signed SB 743 into law.

Of note, the bill provides for immunity from challenges to residential, mixed-used residential, or reemployment center projects, based on aesthetics and parking impacts on infill sites within a transit priority area. In other words, parking and visual impacts cannot be considered a significant impact on projects that are surrounded by development on three sides and are within a half-mile of a major transit stop. The legislative intent behind this law is clear: providing infill residential and mixed-use development around transit stops is worthwhile, even though they may create parking and aesthetic impacts.

In addition, SB 743 provides for future revisions by the Office of Planning and Research (OPR) to the CEQA Guidelines that establish thresholds of significance for noise and transportation impacts of projects within transit priority areas. At the recent state planning conference in Visalia, the OPR Director suggested they are considering moving from the current “level of service” standard for traffic impacts to the “vehicle miles traveled” threshold. So it is possible that this bill will indirectly result in significant reform in years to come.

**Bill to fix Palmer vetoed. AB 1229 (Atkins)** would have superseded a controversial appellate court decision, *Palmer/Sixth Street Properties L.P. v. City of Los Angeles*. The *Palmer* case held that the state’s rent control law prohibits local governments from creating affordable rental housing through local inclusionary housing programs. As a result of this precedent, local agencies have stopped adopting and enforcing inclusionary housing ordinances that were previously used to create affordable housing.

AB 1299 would have re-authorized cities or counties to impose inclusionary rental housing requirements on new development.

*(continued on next page)*

**LSA**

- Environmental Sciences
- Planning
- Design

www.lsa-assoc.com

Berkeley  
Carlsbad  
Fresno  
Irvine  
Palm Springs  
Point Richmond  
Riverside  
Rocklin  
San Luis Obispo

**bae**  
urban economics for sustainable development  
bae1.com

san francisco 510.547.9380  
sacramento 530.750.2195  
los angeles 213.471.2666  
new york 212.683.4486  
washington dc 202.588.8945

**Hatch Mott MacDonald**  
*Delivering Transportation Planning Solutions*  
1300-B First Street  
Gilroy, CA 95020  
T. 408.848.3122  
F. 408.848.2202  
www.hatchmott.com

**BMS**  
DESIGN GROUP

URBAN DESIGN  
CAMPUS PLANNING  
LANDSCAPE ARCHITECTURE  
LAND PLANNING

San Francisco (415) 249-0130  
Nevada City (530) 264-7033  
www.bmsdesigngroup.com

**ESA**  
Environmental and Planning Consultants

Los Angeles San Diego  
Oakland San Francisco  
Orlando Santa Cruz  
Palm Springs Seattle  
Petaluma Tampa  
Portland Woodland Hills  
Sacramento [www.esassoc.com](http://www.esassoc.com)

## 2013 Legislative Year in Review for land use planners

(continued from previous page)

However, AB 1229 would not have required adoption of inclusionary policies or altered the state's rent-control laws. Instead, it would have clarified the Legislature's intent and allowed the policies that helped create affordable housing for the last 40 years to continue at the local level without the threat of litigation.

The Governor's veto message implied that Brown is skeptical of this land use tool. However, the thrust of the veto message was that the bill was premature because a related case is pending before the California Supreme Court.

**Efforts to revive redevelopment unsuccessful.** Several efforts to resurrect redevelopment from the dead failed this legislative session. **SB 1 (Steinberg)**, which was nearly identical to a bill vetoed last year by the Governor, would have created Sustainable Communities Investment Authorities as redevelopment authority replacements. These authorities would have used tax increment to fight blight and focus on job creation through new economic development. However, the bill's progress faltered on September 12, when it was ordered to the inactive file at the request of its author, Senator Steinberg.

Infrastructure financing districts (IFDs) are viewed as a possible alternative tool to redevelopment agencies, but the laws relating to the use of IFDs are antiquated. **SB 33 (Wolk)** proposed legislation to remove roadblocks encountered by local government officials attempting to use IFDs to fund public works projects. Like SB 1, though, the bill was moved to the inactive file.

Related bills that did not get off the ground include SB 391 (DeSaulnier), AB 294 (Holden), AB 229 (Perez), and AB 1080 (Alejo). Economic development did receive a small boost in the form of **SB 470 (Wright)**, which authorizes the establishment of local programs to loan funds to rehabilitate commercial buildings and help finance capital improvements for industrial or manufacturing purposes. We can expect to see new bills proposing redevelopment alternatives to be introduced in the next legislative session.

**Voters to decide fate of transparency laws.** Several attempts have been made to eliminate the state's duty to reimburse local agencies for their cost of complying with the California Public Records Act and Brown Act transparency laws. The latest effort is **SCA 3 (Leno)**, a proposed California Constitutional amendment. If the voters in the June 2014 primary election approve the constitutional amendment, local government agencies will be required to adhere to the transparency laws and will be solely responsible for the costs of compliance.

Unless otherwise provided for in the law, the statutes enacted by this new legislation take effect January 1, 2014. ■



## REPORT AVAILABLE

### The California Poverty Measure: A Portrait of Poverty within California Counties and Demographic Groups

<http://stanford.io/GBmuCx>

This is an 11-page “research brief” with tables, charts, and end-notes. Published by The Stanford Center on Poverty and Inequality, it “presents initial results from the newly released California Poverty Measure (CPM). The CPM, which is jointly produced by the Public Policy Institute of California (PPIC) and the Stanford Center on Poverty and Inequality, is our best estimate of economic disadvantage across and within California. ... It follows in the spirit of the research Supplemental Poverty Measure (SPM) now released each year by the U.S. Census Bureau, with some adjustments to account for underreporting of safety net program benefits and for various factors that are unique to California, such as its large unauthorized immigrant population.”

Some excerpts from the key findings:

- “The CPM indicates that 22.0 percent of Californians were living in poverty in 2011.
- “There is wide variation in poverty rates across California, with especially high rates observed in counties with high housing costs, such as Los Angeles County (26.9 percent) and Orange County (24.3 percent). By contrast, lower rates tend to be observed when housing costs are more moderate, as in Placer County (13.8 percent) and Sacramento County (17.0 percent).
- “Immigrant poverty, at nearly 30 percent, is remarkably high.” ■

Answer to “Where in the world?” (Page 4)

#### Downtown Seattle from Puget Sound

Looking northeast across the ferry terminals and Alaska Way Viaduct to tall buildings south of Spring Street and West of 5th Ave. **Photo: H. Pike Oliver, AICP.**

**“Take all vehicles off the roads, and the air will get cleaner.** A new paper published in *Atmospheric Environment* [studied Tel Aviv on] Yom Kippur, the Day of Atonement. During the 25 hours in which all anthropogenic emissions ceased, [there was] an 83- to 98-percent reduction in emissions of nitrous oxides measured in the Tel Aviv urban core. But, the paper’s summary cautions, ‘In spite of the striking reduction in emissions, changes in ozone are not greater than what is reported in the literature about less significant events like the ozone weekend effect.’” —John Voelcker, <http://bit.ly/1eLdoSp>

*Creating value by delivering innovative and sustainable solutions for infrastructure and the environment.*

Urban Design	Environmental Assessment
General & Specific Plans	Landscape Architecture
Community Visioning	Entitlement
Development Codes	Natural Resources Management
Revitalization Programs	

[www.rbf.com](http://www.rbf.com) • [www.mbakercorp.com](http://www.mbakercorp.com) • 800.479.3808

## DYETT & BHATIA

### Urban and Regional Planners

[www.dyettandbhatia.com](http://www.dyettandbhatia.com)

SAN FRANCISCO

General Plans • Urban Design  
Environmental Planning • Zoning  
Community Participation • GIS

415.956.4300  
[info@dyettandbhatia.com](mailto:info@dyettandbhatia.com)  
755 Sansome St., Suite 400, San Francisco, CA 94111

**Chandler W. Lee**  
Contract Planner

[chandlerle@aol.com](mailto:chandlerle@aol.com)  
940 Diamond Street  
San Francisco, CA 94114  
Phone: 415.282.4446



**LOHNES+WRIGHT**  
GIS AND CUSTOM MAPPING  
Your new GIS Department

www.lohneswright.com

environmental planning strategic communications creative services

oakland 510.285.6700 | sacramento 916.658.0180  
www.circlepoint.com

architecture  
engineering  
environmental review  
landscape architecture  
planning

**rrmdesigngroup**  
creating environments people enjoy®

**We have moved to Oakland!**

414 13th St. 6th Floor  
Oakland, CA 94612  
P: (510) 830-3990, F: (510) 830-3997  
www.rrmdesign.com

**THE PLANNING CENTER**  
DC&E

- » Comprehensive Planning
- » Urban Design
- » Landscape Architecture
- » Environmental Review
- » Environmental Sciences
- » Transfer of Development Rights (TDR)
- » Geographic Information Systems (GIS)
- » Smart Growth
- » Public Participation
- » Economics
- » School Planning
- » Graphic Design

Orange County | Northern California | West Los Angeles  
Downtown Los Angeles | Inland Empire | San Diego

www.planningcenter.com

Calling card advertisements support the *Northern News*. For more information on placing a calling card announcement and to receive format specifications, contact:

**Scott Davidson, AICP, Advertising Director**  
**(510) 697-2280**  
[scottdavidson2@comcast.net](mailto:scottdavidson2@comcast.net)



## APA lists SF Chinatown as one of 30 “Great Places in America,” 2013

San Francisco’s Chinatown is now one of “the country’s 10 Great Neighborhoods in APA’s national program, *Great Places in America*. The unique sense of place found within this ethnic enclave comes not only from the architecture and compact street grid but a cultural identity that has persevered for more than 160 years. Despite its reputation as a tourist attraction — it is San Francisco’s third most-popular visitor destination — Chinatown is an immigrant gateway and cultural capital, a touchstone for Chinese throughout America as well as the 150,000-plus San Franciscans of Chinese heritage.”

“Launched in 2007, *Great Places in America* recognizes unique and exemplary streets, neighborhoods, and public spaces — three essential components of all communities. They are defined by many characteristics including architectural features, accessibility, functionality, and community involvement.

“APA singled out Chinatown for its historic role as a cultural capital, storied ‘Oriental’ architecture, community activism, rebuilding after San Francisco’s 1906 earthquake, and planning efforts protecting the neighborhood’s character and identity.

“Chinatown is an authentic, ethnic community that has successfully maintained its cultural heritage and tourist appeal despite natural disasters, prejudice, and incompatible development proposals,” said APA Chief Executive Officer Paul Farmer, FAICP. “Residents’ understanding and appreciation of how a neighborhood and its special qualities enhance community aesthetics and individual lifestyles has led Chinatown to evolve into a remarkable community that is unique not only in the U.S., but also the world,” he added.

“The most populated neighborhood west of New York City and oldest Chinese community in the U.S., Chinatown is known for its bustling sidewalks, housing affordability, sustainable character, and colorful and ornate architecture. Residents strategically and quickly rebuilt in an oriental style after the 1906 earthquake and fire to draw tourists and thwart a proposal to move the leveled neighborhood elsewhere. Contributing to Chinatown’s sustainability is its housing (40 percent is single-room occupancy) and low percentage of households owning a car — less than 20 percent.

“We are grateful to APA for recognizing one of our great neighborhoods, and the value of good planning to make great places. We are committed to preserving the cultural heritage of Chinatown while improving the neighborhood’s physical character to best serve its 15,000 residents and the millions of tourists that visit annually,” said John Rahaim, Planning Director for the City and County of San Francisco.

Details at <http://bit.ly/19m4lV3>; click on “Characteristics.” ■

# MONTEREY BAY

## Aboard the good ship Chardonnay II

By Justin Meek, AICP

Sixteen professional planners, instructors, and students — San José State Urban and Regional Planning alumni, faculty, and friends — boarded the Chardonnay II on Saturday, October 19, for a sunny ocean excursion on Monterey Bay. While enjoying pizza and beer or wine, the passengers shared their planning experiences and caught up on recent life events.

During the two-hour sailing trip, the 70-foot yacht reached eight knots under the power of the mainsail and jib, and followed two humpback whales as they fed on anchovies in the bay. See “A whale of a time: Anchovies bring record numbers of humpbacks,” by Jason Hoppin, *Santa Cruz Sentinel*, Sept. 13, 2013, <http://bit.ly/1brepha>



Out of Santa Cruz. Hilary Nixon, PhD (left), Erin and John Fitzgibbons, and a different Justin at the ship's wheel. Photo: Sarah Diaz-Bastin.

This was one of many events organized by Regional Activity Coordinator (RAC) chairs around the Northern Section. For more information about future events in the Monterey Bay region, and to provide suggestions, contact:

Justin Meek at [justin.meek@gmail.com](mailto:justin.meek@gmail.com) or

Aaron Ackerman at [ackerman@emcplanning.com](mailto:ackerman@emcplanning.com) ■



Humpback, Monterey Bay. Photo: Sarah Diaz-Bastin.

### Squabbling over funds to start bullet train work.

“The state’s high-speed rail agency asserted in a legal filing that using federal funds would not trigger restrictions imposed in 2008 on use of state bond money for the proposed \$68-billion, Los Angeles-to-Bay Area high-speed train. State Treasurer Bill Lockyer’s office said [Oct. 11] he is not willing to sell high-speed rail bonds, which would generate funds for the project, until a separate court case is resolved. A ruling in that suit may not come until late December.” —Ralph Vartabedian, <http://lat.ms/161s4ql>

# Announcements

## 2015 Conference Local Host Committee to meet

Northern Section is hosting the Chapter Conference in Oakland in October 2015. Planning has already started with many enthusiastic volunteers attending the first Local Host Committee (LHC) meeting. The next LHC meeting will be on November 16. Those interested in helping will get to select from one of nine committees: Diversity Summit, Fundraising/Local Exhibits, Hospitality/Special Events, Merchandise/Souvenirs, Mobile Workshops, Planners Guide, Program Sessions, Volunteers/Student Events, and Public Relations/Website.

**When:** Saturday, November 16, 10 AM to Noon

**Where:** URS, 1333 Broadway, Suite 800, Oakland.

For more information, contact Hing Wong, AICP, at [hingw@abag.ca.gov](mailto:hingw@abag.ca.gov), or Erik Balsley, AICP, at [balsley@alum.mit.edu](mailto:balsley@alum.mit.edu)

## International Tour group will meet

The proposed tour will probably be for 17 days, starting Saturday, June 14, in Belgrade, and ending Monday, June 30, in Moscow. Other cities on the tour include Budapest, Krakow, Tallinn, and St. Petersburg. A pre-tour to Prague for those interested is being considered. Many planners have shown interest in joining the tour. Although there is not yet a firm maximum size for the group, it will likely be 22 to 25 people. If you are interested but are not yet involved, please attend the next meeting.

**When:** Thursday, November 7, 7–9 PM

**Where:** MetroCenter, 101 Eighth Street, Rm 171, Oakland

For more information, contact Hing Wong, AICP, at [hingw@abag.ca.gov](mailto:hingw@abag.ca.gov), or Alex Hinds at [alexhinds47@gmail.com](mailto:alexhinds47@gmail.com)

## Exhibit proposals invited

International Making Cities Livable, LLC, is inviting urban designers, landscape architects, architects, planners, developers, and cities to submit proposals for an exhibit of “Successful designs for making cities healthy for all” to be mounted in conjunction with the 51st IMCL conference in Portland, OR, June 8–12, 2014. Application deadlines and exhibit categories and criteria are available at <http://bit.ly/1e7lml9>

## Four from Northern Section get PEN Honor Awards

Congratulations to the 2013 Planner Emeritus Network (PEN) Honor Award recipients from Northern Section. The awards were presented at the California Chapter conference in Visalia, October 7.

Linda C. Dalton, FAICP, Vice President Planning, CSU East Bay

Congratulate her at [Linda.Dalton@csueastbay.edu](mailto:Linda.Dalton@csueastbay.edu)

Barry J. Miller, FAICP, Barry Miller Consulting

Congratulate him at [planbig@aol.com](mailto:planbig@aol.com)

Pete W. Parkinson, AICP, Planning Director (retired), Sonoma County

Congratulate him at [pete.parkinson54@gmail.com](mailto:pete.parkinson54@gmail.com)

Donald R. Weden, Principal Planner (retired), Santa Clara County

Congratulate him at [weden@ix.netcom.com](mailto:weden@ix.netcom.com)

## Database of city planning and urban design jobs

Jason Su, Project Management Trainee at City and County of San Francisco, Department of Public Works, has put together a “working list” of city planning and urban design job websites. The list is “for all those looking for employment opportunities — whether a job or an internship.” You can see the clickable list at <http://bit.ly/15vDo03>

## Oakland picked for Northern Section Holiday Party

The 2013 Holiday Party will be held Friday, November 22, 7–10 PM, at **District**, 827 Washington Street, Oakland. Tickets are \$30 for APA members, \$35 for nonmembers, and \$15 for students and unemployed. A drawing will be held for the California Planning Foundation to benefit students who are pursuing planning degrees. Contact Florentina Craciun at (510) 874-3127 or

[Florentina.craciun@urs.com](mailto:Florentina.craciun@urs.com) if you would like to donate an item or otherwise contribute to CPF for the Holiday Party, or if you have any questions regarding CPF or the party. No donation is too big or too small. We’ll see you at the party! **RSVP** at [apaholiday2013.eventbrite.com](http://apaholiday2013.eventbrite.com) ■



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

### Does BRT spur development better than light rail or streetcars?

A lot of folks have been examining and editorializing about a report released in September by the Institute for Transportation and Development Policy (ITDP), 'More Development for your Transit Dollar.' As the report concludes and the headlines shout, "The type of mass transit providing the best bang for the buck is bus rapid transit." Here are a few of the varying takeaways and opinions I've read.

**Jeff McMahon**, writes in *Forbes*, September 15, 2013: "Bus rapid transit can not only spur development, but can do so far more efficiently than light rail and streetcars, according to a study from the Institute for Transportation and Development Policy. 'Both BRT and LRT can leverage many times more development investment than they cost,' according to the institute's director for the U.S. and Africa [and co-author], Annie Weinstock. 'Per dollar of transit investment, and under similar conditions, BRT can leverage more investment than LRT or streetcars.' For example, Cleveland's HealthLine, a BRT project completed on Cleveland's Euclid Avenue in 2008, generated \$5.8 billion in development — \$114 for each transit dollar invested. Portland's Blue Line, a light rail project completed in 1986, generated \$3.74 per dollar invested.

"BRT's efficiency makes sense — bus rapid transit lines are generally cheaper to develop than rail lines, but the difference has never before been documented, Weinstock said. The U.S. has seven authentic BRT lines in Cleveland, Las Vegas, Los Angeles, Eugene, Ore., and several in Pittsburgh. 'I don't think we are attributing the development 100 percent to the transit investment,' said Weinstock. 'It's part of the package of the importance given to the corridor. But you still need transit to create that kind of dense urban environment.'" Read more at <http://onforb.es/166ocAl>

**Eric Jaffe**, writing in *The Atlantic Cities*, September 24, 2013, finds a much more important takeaway from the ITDP report. "While the economic success of BRT (especially Cleveland's) may grab most of the headlines, it's not the most important lesson cities should learn from the report. Far more instructive is that 'transit quality' itself played only a limited role in predicting transit-oriented development. Of the three main TOD



BRT in Eugene, Oregon. Photo: H. Pike Oliver, AICP.

factors considered for the ITDP analysis, what mattered most to TOD success was government intervention. Rezoning a corridor to encourage mixed-use development, creating a comprehensive plan for the area, actively reaching out to investors, marketing the program, offering financial incentives — these elements of a strong official involvement directly predicted TOD success. In other words, if your goal is economic development, then focusing on transit is besides the point." Read more at <http://bit.ly/16YXNJe>

**Stephen J. Smith**, writing in *Next City*, September 24, 2013, pretty much agrees with Jaffe. "While it presents an interesting snapshot of a few projects, there are far too many variables for a sample size of 21 — the number of projects ITDP analyzed — to yield many conclusions. Annie Weinstock, one of the study's co-authors, was upfront about its limitations. 'There are a lot of variables and it's a relatively small sample size,' she said. 'There aren't enough systems to make for a statistically significant dataset.'" Read more at <http://bit.ly/18nwnLw>

The 159-page ITDP report is available at <http://bit.ly/1eF6dde> ■

## San Francisco's street wars (continued from page 1)

out like a town crier to passersby to build their ideal street. The intrepid and curious wandered to tables filled with found objects (discarded plastic toys, buttons, and scraps of this and that). Using these alien yet familiar objects, they were asked to create their utopian vision of Columbus Avenue. While most models highlight buildings, this one captured street activities only, giving participants a plain of no restraints.

Participants varied from tourists exploring literary San Francisco to Chinese families going to and from the New Moon Festival. While some participants may have been visiting Columbus Avenue for the first time, they responded to what they saw, felt, and projected from their previous experience, memories, or needs. For example, a German Tourist created Oktoberfest, and children created park spaces. Many local residents knew exactly what they wanted to see on Columbus and where, from wide sidewalks to roundabouts.

It took no longer than a few minutes for the participants to gather materials and build their utopian vision. It was as if they already knew what they were missing in their urban experience and were only waiting for someone to ask.

Two organizers of StreetUtopia, Fay Darmawi and Phil Millenbah, AICP, asked the participants to describe their creations in words on handy Post-it notes. Other volunteers distributed a short survey developed by StreetUtopia.

The results of the found object exercise and the surveys were astonishing. A StreetUtopia volunteer noted, "The Post-its and the survey had clear winners, and they were not the same."

The survey responses to the question of what would you change on Columbus Avenue focused on wider sidewalks and traffic calming. Imagination generated by the "found objects" exercise led people to what we call the "third space" that allows people to build, share, inspire, and shape ideas through playing together.



Found objects are used to re-imagine streets into "concrete plains" and from there into "living plains." Photo: James Rojas.



Co-author Fay Darmawi and her twin sons prepare to welcome participants. Photo: James Rojas.

(continued on next page)

**"China, CA team up on climate.** In a move to strengthen cooperation on lowering carbon dioxide emissions, China's top climate negotiator and California's Governor signed a Memorandum of Understanding in San Francisco on September 13. The first-of-its-kind agreement between the National Development and Reform Commission (NDRC) of China and a US state clarifies 'areas of cooperation' as well as 'forms of cooperation' and 'implementation.'"  
—Chen Jia, *China Daily USA*, <http://bit.ly/1aGi5aY>

## San Francisco's street wars

(continued from previous page)

Many of the ideas created with the found objects focused on our primal need to find intimacy in public space through a flower, water, small animals, and most importantly, each other. The ideas generated from the exercise ranged from the banal (a bank) to the truly inspiring, including a Columbus canal with gondolas, a floating zoo in the Bay, an inland beach at one edge of Washington Square, a bridge over a small lake with flower beds, and a sort of “space needle” in the middle of a roundabout.

Because this method gives people autonomy and agency over the process, it diffuses tension between the urban planners and the public. Rather than the public reacting to a plan, the planner is reacting to the public's ideas — ideas that can shape the project or plan.

The participants on this day saw Columbus Avenue as not merely a means for getting from point A to point B. They also saw Columbus Avenue as a destination in itself, and they expressed a deep desire for Columbus to be designed that way.

For a full set of amazing photos from the day, please go to <http://bit.ly/15F0Nw6>

*James Rojas is a globe-trotting planner who developed a visualization method to engage the community in the urban planning process. Rojas, who lives in Alhambra, California, is a member of the California Planning Roundtable and a founder and member of the Latino Urban Forum. You can contact him at [jamestrojas@gmail.com](mailto:jamestrojas@gmail.com)*

*Fay Darmawi holds a Master's degree in City Planning from the Massachusetts Institute of Technology. She is a 20-year affordable housing finance professional currently managing a portfolio of low income housing tax credit investments for a mid-size San Francisco Bay Area bank. Darmawi lives in San Francisco's North Beach neighborhood with her twin 12-year old boys and is passionate about making her city a better place to live. ■*

## Inclusionary Housing Requirements suffer another blow

By Megan Burke

On the heels of the *Palmer* fix bill (AB 1229) being vetoed by the Governor, the California Supreme Court held on October 17 that a below market rate (“BMR”) housing requirement was an “exaction” under the Mitigation Fee Act. This ruling may make it easier for developers to challenge local affordable housing regulations.

The case, *Sterling Park v. City of Palo Alto*, involved a 96-unit condominium project. As a condition of project approval, the city required the developer to give it an option to purchase 10 units at below market rates and pay in-lieu fees equal to a percentage of the units' selling price or fair market value. The developer agreed to the BMR condition, but years later when the city requested conveyance of the units, protested and filed suit.

The city argued that the suit was untimely under the 90-day statute of limitations in Government Code §66499.37. The Court disagreed and held that the BMR condition was an exaction subject to the pay-under-protest requirements in §66020 of the Mitigation Fee Act. Under those requirements, a developer must protest a condition within 90 days of receiving notice from the city that it is being imposed.

The 90-day protest period does not begin until the city issues the notice. Therefore, cities would likely benefit from providing a section 66020 notice, which specifically references the BMR condition, at the time the condition is imposed.

This decision also indicates that the Court may conclude that BMR requirements are exactions subject to stricter standards of review, rather than land use regulations, in the *CBIA v. City of San Jose* case, which is currently pending before the Court.

*Megan Burke is an associate attorney at Burke, Williams & Sorensen, LLP. In addition to serving as the assistant counsel for the Eastern Contra Costa Transit District, Ms. Burke focuses on general municipal law, the California Public Records Act, conflicts of interest, local land use and zoning, inverse condemnation, eminent domain, and revenue issues such as Proposition 218 compliance and other tax and fee related matters. ■*

**Database of city planning and urban design jobs.** Jason Su, Project Management Trainee at City and County of San Francisco, Department of Public Works, has put together a “working list” of city planning and urban design job websites. The list is “for all those looking for employment opportunities — whether a job or an internship.” You can see the clickable list at <http://bit.ly/15vDo03>

## Other top stories

### Housing in California – Do we have enough (in the right places)?

*The California Economic Summit, October 3, 2013*

**Ed Coghlan**, <http://bit.ly/1aXHxsa> • “Are people going to keep putting up with a commute from Modesto to San Jose or from the Antelope Valley to downtown Los Angeles just so they can have a backyard? Housing is a cross-cutting issue for the California economy. It’s a major driver in the state because it is a significant source of direct and indirect jobs. And if California is going to maintain its middle class with good jobs today and for the future, people will need an affordable and convenient place to live. While some parts of the Golden State are booming again (Silicon Valley, Orange County, San Diego, San Francisco), others aren’t. There wasn’t a major population area hit harder by the economic downturn five years ago than the Inland Empire region, which is still struggling to rebound. The story of two California economies is not being told sufficiently. The state’s coastal regions are doing much better than the inland areas. California’s economic recovery won’t be complete until all areas of the state are on the upswing.”

### CPUC passes first-in-country ridesharing rules

*TechCrunch, September 19, 2013*

**Anthony Ha**, <http://tcrn.ch/1aOeKGT> • “The California Public Utilities Commission has approved new regulations for ridesharing services. The regulations establish a new category of business — Transportation Network Company — and require such companies to obtain a license from CPUC, conduct criminal background checks, establish a driver-training program, and hold a commercial insurance policy with a minimum of \$1 million per-incident coverage. California is the first state to establish such rules.”

The San Francisco Cab Drivers Association “found it disturbing that a new class of for-hire transportation service would not have regulatory oversight of local bodies while unfairly competing with regulated taxi services.”

A CPUC press release said that Lyft, SideCar, and UberX are charter party passenger carriers allowed to compete with traditional forms of transportation [to give] drivers and consumers greater choice. The insurance market will determine the best approach to ensure that there is coverage for passengers, drivers, and third-parties while these vehicles are operating on a commercial basis.” The press release is available at <http://bit.ly/1esUpLh>

### Fresno to tear up historic pedestrian mall

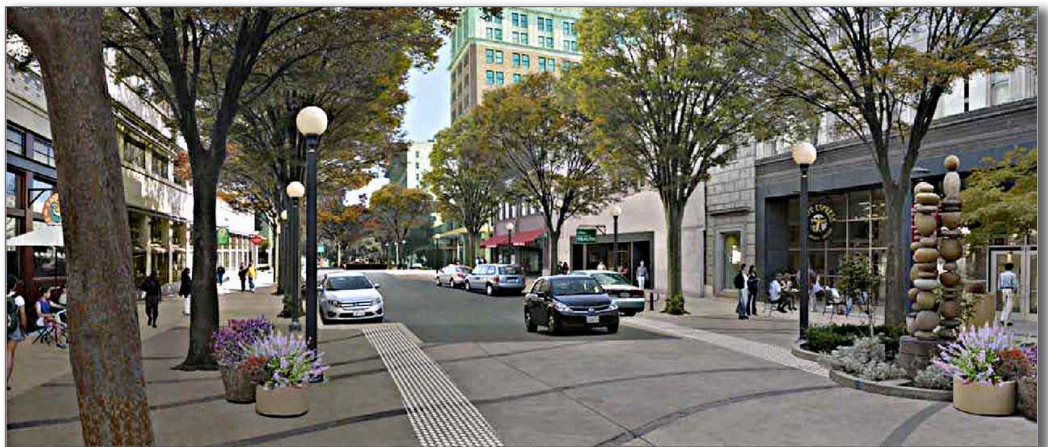
*Associated Press / Boston Globe, October 3, 2013*

**Gosia Wozniacka**, <http://bo.st/16yYNNX1>

“Fresno leaders want to lay down roadway on a six-block pedestrian mall once touted as a national model for pedestrian-friendly downtowns. The reconstructed street would be pedestrian- and environment-friendly, with two lanes of traffic, 25-foot wide sidewalks, and public artwork. And a high speed rail station is planned just a block from the mall.

“Built during urban renewal in the 1960s, the Fulton Mall lapsed into decay, its mostly empty 1920s-vintage office buildings attracting little revenue. The mall’s 45 buildings have a 56 percent vacancy rate.

“Many business owners favor opening the strip to cars. Critics say reconstruction may not lead to revitalization, and would destroy one of the city’s few walkable areas.”



Artist’s rendering of Fulton Mall with selected Eckbo features preserved and restored.

Source: Fresno Fulton Corridor Specific Plan, Public Draft, October 14, 2011. <http://bit.ly/znwqjK>

(continued on page 24)

# WHAT'S INSIDE

## SECTION B

### Planning for the 2015 APA California Conference

By Erik S. Balsley, AICP

Telling Oakland's stories. [Page 15](#)

### More photos of the eastern span

[Page 16](#)

### Urban planning surprises in eastern Australia

By John F. Livingstone, AICP

City tours surprise with many planning-focused issues. [Page 19](#)

### Norcal roundup

Assembled by Jennifer Piozet

Bay Area cities top places to live • Pier 70 might fall down • How we adapt to climate change • Labor of love in Ukiah • Bay area has most expensive US office rents • Facebook building affordable housing in Menlo Park • Napa Pipe project halted due to affordable housing • And more.

[Page 21](#)

### Who's where

Justin Fried and Mark Sawicki. [Page 23](#)

### Board member directory and newsletter information

[Page 28](#) ■

# Planning for the 2015 APA California Conference

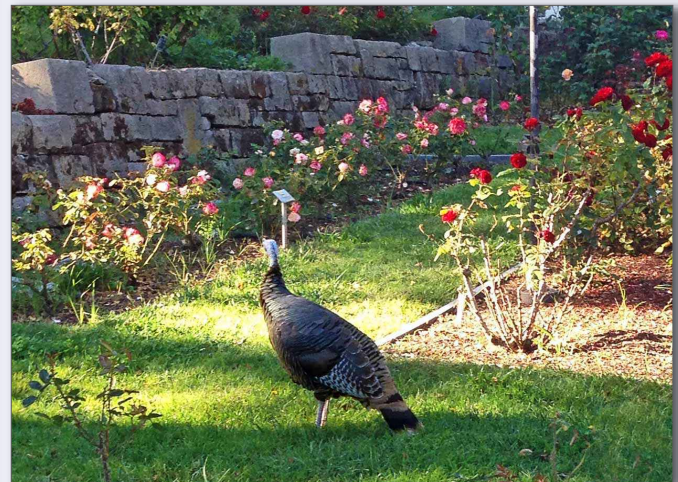
By Erik S. Balsley, AICP

When asked about her childhood in Oakland, Gertrude Stein famously said, "There is no there there." For many, Oakland is nothing more than this quote. For others, it is "occupy" protests, crime, and home to an influx of residents priced out of San Francisco.

Members of the Local Host Committee for the 2015 APA California Conference find these media narratives simplistic: they overlook the places, people, and experiences that have made Oakland the dynamic place where many of us live and work. From now until the 2015 conference, we will be presenting unique and lesser known aspects of our Oakland and other east bay cities here in *Northern News* and on the Section website.

It is worth noting that Gertrude Stein's abbreviated quote was in reference to her return to Oakland 30 years after she left, upon seeing that the farm that had been her childhood home had been developed for housing. Rather than nostalgia for an old Oakland no longer recognizable, we see the city as it is today: an edgy, innovative, historic, vibrant, multi-cultural hub undergoing a renaissance.

More than 40 people attended the Local Host Committee's first meeting September 14th. In the coming months, we will be interviewing some of our committee members about why they chose to live in Oakland, their neighborhoods, and how the city is changing. Their stories will be presented in a new column, "My Oakland/East Bay," to highlight the sometimes hidden and often surprising secrets of the area.



**For example**, as a new Oakland resident, I decided to explore my neighborhood further and stumbled into the Morcom Municipal Rose Garden. There among redwood trees and the still blooming roses, I saw — out of the corner of my eye — a wild turkey strutting among the rose bushes. Not at all what I expected to see a block away from the Safeway. The east bay is not your typical urban environment, and we look forward to telling you more about it.

**The next meeting of the local host committee** will be on Saturday, November 16, 2013, from 10 AM–Noon at the URS Office, 1333 Broadway, Oakland. Please join in and help us plan an outstanding conference! ■



## More photos of the eastern span

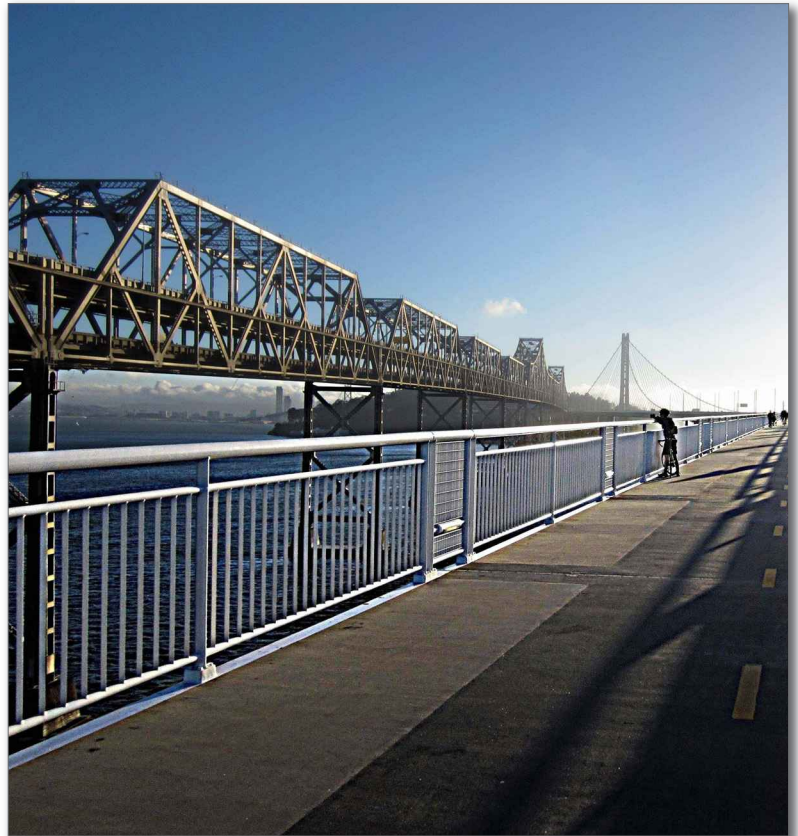
Last month, *Northern News* asked for “high-resolution photos of or from the new eastern span of the Bay Bridge. The very best one will make the cover of the November issue.” The winning photo by **James Pan** appears on the cover of the magazine edition. Six runner-up photos are published here. *None of these seven photos may be republished without the express written consent of the photographers.*

**Oakland’s Mike Rivera writes:** I walked the trail to and along the eastern span the second week it was open, and I must say, it is cool.

- You can walk in areas that were only open to Caltrans, the Port of Oakland, and utility companies.
- You see mostly industrial remnants and facilities that cannot be seen by the public except from the new trail.
- You see freeways, isolated industrial buildings, creeks, marshlands, railroads, and the bay — an amazing backyard junk heaven.

The new trail should have been wider to accommodate the hundreds (or thousands in the months and years to come) of walkers, runners, bicyclists, families with kids, and tourists. Caltrans added water fountains and landscaping, lights, and fencing that make the trail look better, but it’s not a walk through the redwoods. Once you get close to the span, the views are outstanding — nothing I have ever seen before from this viewpoint.

There is a police presence — you see them along the way and hiding behind buildings — but that’s good. Safety will become an issue as more people use the trail. It is close to the bridge’s roadway, and someone (or groups of protesters) could easily interrupt traffic by jumping the low divider fence. Meanwhile, I am looking forward to walking the trail to Yerba Buena Island when it reaches there in 2015.



Looking southwest at the abandoned cantilever span.

Photo © Jonah Chiarenza, AICP



Looking southeast from Treasure Island toward Oakland.

Photo © Doug Donaldson

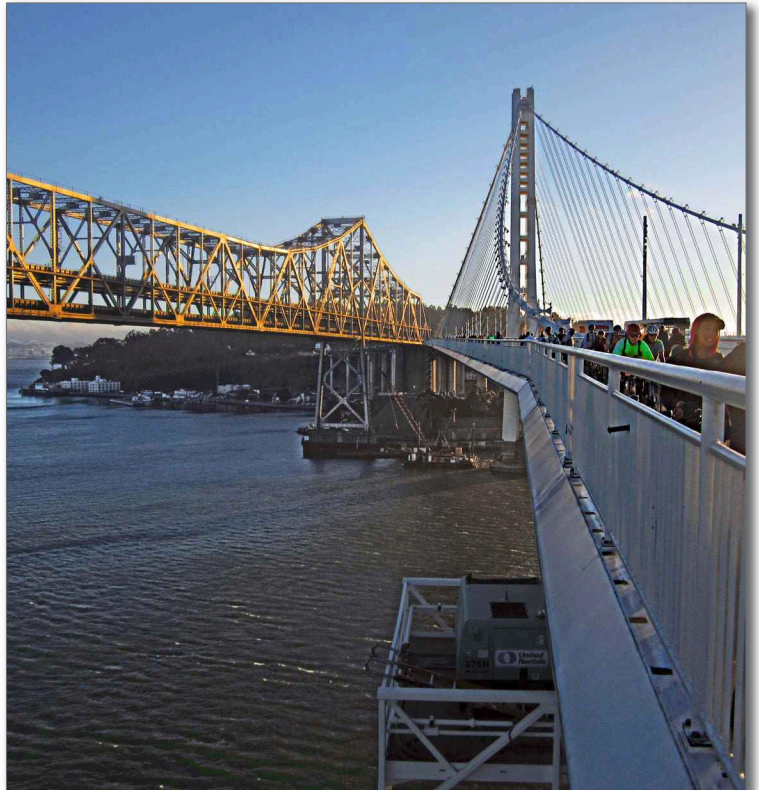
More photos of the eastern span (continued from previous page)



New tower and cables, seen from the roadway. Photo © James Pan



Looking northwest toward Treasure Island. Photo © James Pan



Looking southwest at the old and new eastern spans. Photo © Jonah Chiarenza, AICP



Above the existing western (suspension) span at night, looking southwest to San Francisco. Photo © James Pan ■

**New “zero-parking” Berkeley development.** Garden Village is a proposed downtown Berkeley apartment development based on eliminating the need for individual car parking. Approved 7–1 by the Berkeley Zoning Adjustments Board on October 10, the five-story apartment building planned for 2201 Dwight Way (at Fulton) will have 77 units and only four to 10 parking spaces for shared vehicles. The project was seen as having no detrimental impacts on surrounding properties. The parking waiver was granted as a concession under State density bonus law. In addition, the building complex will have a rooftop farm — allowed by a recent zoning amendment that made farming and sale of “non-processed edibles” a use by-right in residential districts.

For a summary of the transportation benefits that tenants will receive, see Ann Cheng’s write-up at <http://bit.ly/19QI1mB>



Proposed Garden Village, Berkeley. Image: [discovergardenvillage.com](http://discovergardenvillage.com)

# Urban planning surprises in eastern Australia

By John F. Livingstone, AICP

Since I had never been to Australia, I decided to take a land tour across the eastern side of the country. The goal of the trip was to relax, enjoy some surfing and diving at the Great Barrier Reef, pet a kangaroo, and enjoy some of the city tourist attractions.

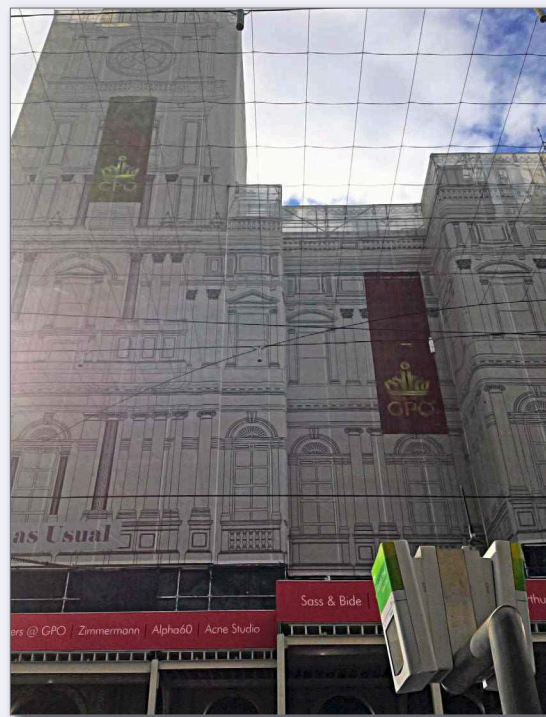
When I first arrived in each city, I tried to arrange for a city tour bus ride to help familiarize myself with the city. This turned out to be a very easy task. There were free foldout tourist maps on the light posts and large “i” signs for tourist information around the city. Large 5,000-square-foot information centers were located in all of the main tourist areas. I was quickly greeted upon entering the center and was able to immediately sign up for a tour.



Information center, Darling Harbour, Sydney

Once on the bus tour, I was amazed at the education level and professionalism of the tour guides. My tour guide explained that most of the guides had a four-year college degree in tourism and it was considered a very good job. Interestingly, the tours were loaded with planning topics. If I didn't know better, I could have been on a city bus tour at a national planning conference. The tour guides discussed census data, immigration, architecture, history, zoning, and transportation issues.

One of my favorite tours was in Melbourne. The bus tour guide was extremely proud of the fact that all of the streets were planned at 100 feet wide. This made it easy to accommodate the trolley, light rail, bus, and metro systems. The tour guides were quick to point out the historic buildings that had been preserved and integrated into the downtown streetscapes. I noticed that one historic structure that was being remodeled had a tarp over the façade of the building — to protect pedestrians from the work site — that was designed to represent the building's façade behind.



Renovation of historic building, Melbourne

Overall, I was thoroughly impressed with the cities in Australia. I toured five cities in two weeks. One thing I noticed was the lack of graffiti. My tour guide explained that the cities allowed graffiti in specific areas. These were mostly alleys in nice areas downtown. The colorful alleys created a tourist attraction that I and everyone else tried to photograph. I thought this was a creative solution to an otherwise costly problem.

*(continued on next page)*



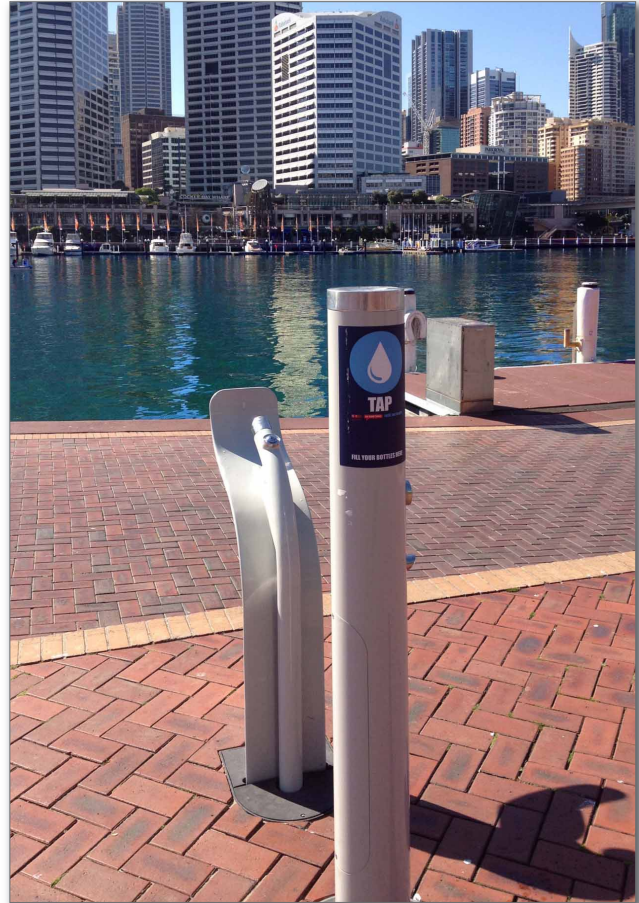
Permitted graffiti in public alley, downtown Melbourne

In addition, the larger cities had signs painted on the ground reminding tourists to “look right” when crossing the street. In Cairns, I saw a large public swimming pool that was integrated into the landscaping of the main promenade and not surrounded by a fence.



Cairns Australia, gateway to the Great Barrier Reef

I have no idea how they accomplish this without constantly getting sued for accidents. I also noticed water bottle refilling stations along the city walkways.



Bottle refill station, Darling Harbour, Sydney

Overall, I loved my tour of Australia, and while I hadn't come looking for planning ideas, I couldn't avoid running into them at every turn.

*John F. Livingstone, AICP, is a planning consultant in San Jose. He worked in city government positions for 20 years, most recently as community development director for Saratoga, where he served for 10 years. John is also a retired United States Coast Guard Reserve Lieutenant. You can reach him at [JohnFLivingstone@yahoo.com](mailto:JohnFLivingstone@yahoo.com)*

**Climate risk assessment.** “If the United States were run like a business, its board of directors would fire its financial advisers for failing to disclose the significant and material risks associated with unmitigated climate change.”—Michael Bloomberg, Hank Paulson, and Tom Steyer, <http://wapo.st/15Lw55d>. Also see “Insurers are concerned; governments should be, too,” in “Other top stories,” page 26.



# Norcal roundup

Assembled by Jennifer Piozet, associate editor

## America's top places to live? Bay Area cities

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

“What makes a city livable for everyone? We searched the nation and partnered with Richard Florida’s Prosperity Institute to run the numbers to create our inaugural list of the Best Places to Live.” (Matt Carmichael, “Eight Bay Area cities listed as America’s top places to live,” *Livability*, 2013.) For cities with 2010 populations between 20,000 to 350,000, eight Northern California cities — Palo Alto, Berkeley, Santa Clara, Santa Rosa, Fremont, Sunnyvale, San Rafael, and Hayward — were listed as ‘America’s Top 100 Places to Live in 2014.’ Cities were ranked by their access, affordability, available choices, and utilization.

## Ashes, ashes, Pier 70 might fall down

<http://bit.ly/19m3dz0>

“Upon further review, it’s going to be way more expensive than expected to convert the crumbling brick industrial buildings of San Francisco’s Pier 70 into a modern mix of offices, studios, tech work spaces, light industrial uses, and restaurants. The developers took a closer look at the various abandoned buildings and realized just how tough it was going to be to keep them from tumbling down. In July, a city committee tentatively agreed to advance Orton Development — which last year got the go-ahead to do the rehab project at the historic old ship-building site — as much as \$26 million from a 1992 bond that included money for seismic retrofit of unreinforced masonry buildings. Repayment, with interest, will be over 20 years. However, the Port Commission’s agreement with Orton calls for the developer to receive all the revenue from the site until it recovers the money it put into the project.” —Jeremy Wildermuth, “Price tag rising for rehabbing crumbling buildings at Pier 70,” *SF Gate*, October 9, 2013.

## How we adapt to climate change

<http://bit.ly/18BC4cE>

“Individuals and communities are finding creative ways to adapt to hotter summers, stronger storms, bigger wildfires, rising sea levels, and more. People are planting more trees, thinking carefully about coastal development, and anticipating the future of California’s wineries. In Napa Valley, local vintners formed a climate task force in 2006 to meticulously track temperature changes and develop strategies to manipulate microclimates in the vineyards. They installed weather stations in the vineyards, sifted through farmers’

harvest logs from past decades, and are even testing solar-powered sensors on their vines to monitor plant hydration day by day. What they have found, so far, is a much slower progression in temperatures in Napa Valley than has been measured elsewhere, allowing growers to put scientists’ projections into context and gauge when it might be time to start switching cultivars. They’re doing their homework, in other words, and providing a standout example of what it takes to stay ahead of existential threats.” —Svati Kirsten Narula, “The many small ways Americans are adapting to climate change,” *The Atlantic*, September 19, 2013.

## Labor of love

<http://bit.ly/18DS0ZB>

“Kevin Brogan first came to Ukiah as a teenager in the 1980s when he left New York and headed west. Brogan owns nearly the whole block bounded by Perkins, State, Church, and School streets, which includes both the Marks Building that houses the brewery, and the Feibush Building, formerly the home of the Pacific Telephone and Telegraph Company. Brogan also owns the McKinley Building a block south, as well as the art gallery across the street. ‘I think seven buildings in all, six historic,’ he said, explaining that he enjoys restoring historic buildings and doing much of the work himself. ‘It’s a labor of love. I like to get my hands dirty.’ Brogan said he tries to keep, and showcase, as many of the original elements in each building as he can, an effort that local historian Judy Pruden appreciates.” —Justine Frederiksen, “Restoring Ukiah’s history: New York native is reviving the city’s past, one building at a time,” *Daily Journal News*, October 5, 2013.



Marks Building, 1889.

(continued on next page)

## Gateway cities have most expensive office rents <http://bit.ly/HbkReX>

A "recent study of 40 office markets across the United States reveals the list of most expensive streets for office space in 2013, a follow-up to the study's launch in 2011. You might be surprised to learn the country's most expensive street for office space is in a San Francisco suburb. Sand Hill Road, Menlo Park, remains number 1 on the list with average rents reaching almost \$111 per square foot. Ranked second is Fifth Avenue, Midtown Manhattan, at \$102. University Avenue, Palo Alto, is third at \$95. No. 6 is California Street, San Francisco, at \$62.10 per sq. ft." —"Bicoastal cities top list of most expensive streets for office rents," *Jones Lang LaSalle News Release*, September 30, 2013.

## Facebook provides affordable housing in Menlo Park <http://bit.ly/18J6tnx>

"Facebook will subsidize 15 units in an upscale 400-unit apartment complex in Menlo Park so they can be rented at affordable rates, according to city officials. In doing so, the social media giant will comply with the city's affordable housing law as Facebook proceeds with the development of a second campus near its headquarters at Bayfront Expressway and Willow Road. Menlo Park requires commercial developers to contribute to its affordable housing stock because 'they create jobs and a demand for housing,' City Attorney Bill McClure said. The 15 units will be priced for households with incomes that do not exceed 80 percent of San Mateo County's median income, adjusted for family size. The affordable housing includes two studio units, eight one-bedroom units, and five two-bedroom units." —Bonnie Eslinger, "Facebook to subsidize 15 low-rent units in upscale Menlo Park apartment complex," *San Jose Mercury News*, October 1, 2013.

## Bargain million-dollar homes <http://bit.ly/19a5VmZ>

"The continuing influx of well-heeled homebuyers from Asia has Bay Area real estate firms competing for a lucrative and growing slice of the region's residential market. With its good schools and a Silicon Valley address, Palo Alto has become a point of interest for many mainland Chinese shopping for a second home or planning to move to the area, Palo Alto real estate broker Ken de Leon said. De Leon has sold at least 20 homes to buyers from China in the past year, usually in the \$1.5 million to \$2.5 million range. Roughly half are buying as an investment, a third are buying because of the area's highly rated schools, and one-fifth are buying second homes. 'Compared to Asian prices, Palo Alto is considered pretty dirt cheap,' said Kenny Weng Kong Lo, general

manager of Intero Real Estate Services' Hong Kong office. When they come to the US, said Minhua Jin, an agent with Intero's Silicon Valley office, 'they are comparing square footage cost here to Chinese living space and it's still quite low. They feel like for the money they are spending they get much more here,' Jin said." —Pete Carey, "Asian buyers scoop up 'bargain' million-dollar Bay Area homes," *San Jose Mercury News*, September 27, 2013.

## Napa Pipe project halted due to affordable housing <http://bit.ly/15Z2FL3>

"The Napa County Board of Supervisors has approved an agreement with the city of Napa over the Napa Pipe project, and rejected including in the agreement a housing program favored by Supervisor Mark Luce. At Luce's behest, the board voted Sept. 24 to send the agreement back to the city so it could include the county's workforce proximity housing program for the project's moderate-income housing. [But] adding the workforce proximity program would have required a new vote from the City Council, thus potentially reopening negotiations that had taken months to complete. The city, county, and Napa Redevelopment Partners will now shift their focus to other agreements that need to be locked into place before the project can break ground. The project also must go to the Napa County Local Agency Formation Commission to extend the city's sphere of influence to cover the Napa Pipe site, which could happen as early as November. City voters will be asked to annex it at the November 2014 election. Construction could begin in 2015." —Peter Jensen, "County signs off on Napa Pipe pact with city," *Napa Valley Register*, October 8, 2013.

## New rules for downtown Santa Cruz <http://bit.ly/18ZBLTe>

"The Santa Cruz City Council [has adopted] new rules restricting artists, musicians, petitioners, and smokers downtown, saying overcrowded sidewalk displays and second-hand smoke pose safety hazards. Performers and advocates for the homeless and free-speech fought the measure supported by the Downtown Association merchants' group to decrease the display space and increase the distance between each display, as well as [on] doors, benches, corners, and other street features. Display blankets, cited by city staff as a tripping hazard, are also banned. On a unanimous vote, the council also approved an extension of a Pacific Avenue smoking ban to side streets in either direction from Water Street to Laurel Street. Staff said smokers are routinely warned before police issue citations for multiple offenses." —J.M. Brown, "Santa Cruz council finalizes downtown display, smoking restrictions," *Santa Cruz Sentinel*, September 24, 2013.

(continued on next page)

## Parklets: for the people, by the people

<http://bit.ly/1a6Q23N>

"The parklet concept originated in San Francisco in 2005, and the first formal parklets in the US were established there five years later. As of January, 38 parklets had been installed throughout San Francisco, and cities from Long Beach to New York have implemented them as well. Early research on San Francisco shows that parklets seem to increase civic activity on the blocks where installed, and the average number of people on the block at any given time also seems to increase. However, when it comes to disincentivizing car use, the parklet process often falls short. For parklets to truly transform cities, they have to be implemented in concert with other measures, including the elimination of parking spaces, the widening of sidewalks, and the improvement of public transportation systems. In general, parklets are funded entirely by the community — a funding model that needs to be reassessed." —Camille Koué, "The unrealized potential of parklets," *TheCityFix*, September 19, 2013.

## New kid on the block

<http://bit.ly/19XDz0d>

"The scale and scope of the Graton Resort and Casino came into sharp focus October 2nd when its doors were thrown open to the media for the first time in advance of the facility's planned opening November 5th. 'What you see is \$825 million worth of work,' said Greg Sarris, chairman of the Federated Indians of Graton Rancheria, which owns the casino. Central to the scene is

the field of 3,000 slot machines stretching almost as far as can be seen and interspersed with poker and blackjack tables and ATMs. Sarris said the casino will employ 2,000 full-time employees and 200 to 300 part-time workers. All would get retirement, health, and medical benefits, he said." —Jeremy Hay, "Graton Resort and Casino unveiled before Nov. 5 opening," *The Press Democrat*, October 2, 2013.

## Census data, poverty, and median income, Lake County

<http://bit.ly/16iPOV1>

"New numbers from the US Census Bureau show that many Lake County residents continue to struggle with poverty and low median incomes. The county's 2012 population estimate is 63,983, compared to 64,323 in 2011 and 64,771 in 2010. Between 2011 and 2012, the county's median income dropped from \$35,991 to \$33,219. In 2011, 13 percent of households had incomes below \$15,000 a year [compared to] 26 percent of households in 2012. In both 2011 and 2012, 3 percent of county residents had incomes greater than \$150,000. Last year, 46 percent of the county's population 16 and over were employed, with 44 percent not in the labor force, compared to 48 percent employed and 42 percent not in the workforce in 2011. In 2011, 18 percent of the county's 35,000 housing units were vacant, climbing to a 26-percent vacancy rate in 2012." —Elizabeth Larson, "Latest Census data shows drop in median income, rise in poverty across county," *Lake County News*, September 22, 2013.

## Who's where



### Justin S. Fried, AICP

was recently selected as a Detroit Revitalization Fellow and has joined Jefferson East, Inc., as Corridor Revitalization Director. He previously worked as a regional planner at ABAG (2008–2012) and the City of San Jose (2006–2008). He holds a Master of Science in Community and Regional

Planning from the University of Texas at Austin and a BA in International Relations and Mathematics from Brown University.



**Mark Sawicki** has been appointed Community and Economic Development Director for the City of Vallejo. He had been Economic Development and Housing Manager at the City of San Carlos for six years. He holds a Master's in Public Policy from UC Berkeley and a BS in Finance from New York University. Sawicki has

served as a member of the City of Berkeley's Housing Advisory Commission for the past four years. ■



## Towers of wood

*The New York Times*, September 24, 2013

**Henry Fountain**, <http://nyti.ms/18WjyWE>

“Constructing tall buildings largely with wood as an environmentally friendlier alternative to steel and concrete has received a boost from Chicago-based Skidmore, Owings & Merrill. [The firm] has developed a structural system that uses columns and thick slabs laminated from smaller pieces of wood. A report this May showed how the system could be used to build a 42-story residential tower with a lower carbon footprint than a conventional structure. With the SOM system, about 70 percent of the structural material is wood; most of the rest, including the foundation, is concrete. See *Timber Tower Research Project*, May 6, 2013, <http://bit.ly/14EMiWE>

“Wood high-rises could help solve the growing worldwide problem of providing adequate housing to billions of people while also addressing climate change. Production of steel and concrete produces significant amounts of carbon dioxide, while wood holds the carbon from CO<sub>2</sub> removed from the atmosphere through photosynthesis. Few modern tall wooden buildings have been built around the world. Constructing more and taller towers will require changes in building [and fire] codes — most of which limit wood structures to four stories or fewer — and construction methods.”

## Portland Loo for Seattle’s Pioneer Square must wait

*Puget Sound Business Journal*, September 19, 2013

**Marc Stiles**,  
<http://bit.ly/16cZ0PI>

“A Seattle City Council committee on September 17 backed a proposal to build a 130-foot-tall office and apartment building in the city’s Pioneer Square district — 30 feet taller than what would normally be allowed. The developer, Seattle-based Urban Visions, would have to buy and install a public restroom in order to build that high. But Urban Visions CEO Greg Smith [decided] he’d be better off building a shorter, all-office building. Smith said he’d make more money with the shorter office building because it would be much simpler than developing a building with apartments and commercial space. And he wouldn’t have to spend an estimated \$250,000 to buy and install the loo. The city of Portland, Ore., developed the loo in question. Made up of a simple flush toilet, these loos are less costly than high-tech toilets that Seattle bought a decade ago for \$1 million each. Those became havens for criminal activity, and Seattle ended up selling them for \$2,500 each.”



**The Portland Loo.**  
Photo: City of Portland, Oregon.

## Designing cities for women

*The Atlantic Cities*, September 16, 2013

**Clare Foran**, <http://bit.ly/196Tom2> • In a 1999 study, officials in Vienna, Austria, found that “Women used the city’s network of sidewalks, bus routes, subway lines, and streetcars more frequently [than men] and for a myriad reasons [including] splitting their time between work and family commitments like taking care of children and elderly parents. Recognizing this, city planners began ‘gender mainstreaming’ to improve pedestrian mobility and access to public transit [as a first step to give] men and women equal access to city resources. So far, it’s working. Before a project gets under-

way, data is collected to determine how different groups of people use public space.

“Planners risk reinforcing stereotypes in attempting to characterize how men and women use city space [and] they are opting for the label ‘Fair Shared City’ instead of gender mainstreaming. [Whatever it’s called,] mainstreaming has left its mark. What began as a [study of] how men and women use city space differently, has become a way of changing the structure and fabric of the city so that different groups of people can coexist. Now it’s about bringing people into spaces where they [once] felt they had no right to be.”

*(Other top stories continues on next page)*

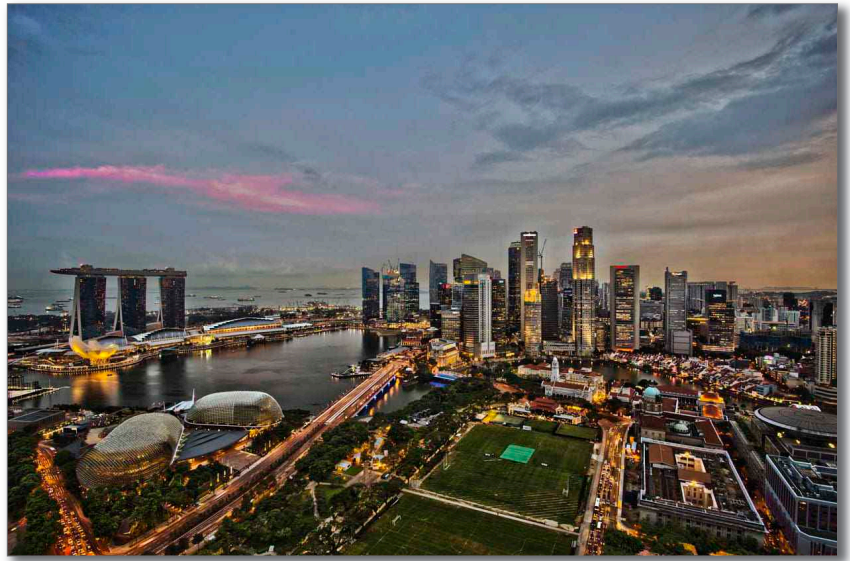
## Singapore's planning challenges

*The New York Times*, Sept 25, 2013

Calvin Yang, <http://nyti.ms/15uiAAM>

“With projections for 1.5 million more people in the next 15 years, Singapore’s options are as limited as its space. So Singapore is considering building underground to create an extensive, interconnected city, with shopping malls, transportation hubs, public spaces, pedestrian links, and cycling lanes. Height restrictions imposed on areas around air bases and airports have prevented developers from building taller projects. And there is a limit to how much land can be reclaimed from the ocean — so far it accounts for a fifth of Singapore’s space, but it is vulnerable to rising sea levels caused by climate change.

“The squeeze has led to the closing of several old estates and military camps to make way for residential and industrial developments. Now Singapore is going further, beginning work on a huge underground oil bunker. When completed, it will free about 150 acres of land. Another project is the Underground Science City, with 40 interconnected



Boat Quay, Singapore. Photo: Chensiyuan via Wikimedia Commons.

caverns for data centers and research and development labs for the biomedical and life sciences industries. The science center, with an estimated 50 acres to be 30 stories below a science park in western Singapore, would house as many as 4,200 scientists and researchers.”

## EPA to expand Federal Clean Water Act jurisdiction

*Perkins Coie Update*, September 24, 2013

<http://bit.ly/18XkABX> • “The prolonged controversy over the Clean Water Act’s reach may be coming to a dramatic head. On September 17, the Environmental Protection Agency announced the release of a draft scientific report finding that all of the nation’s streams and most of its wetlands are physically, chemically, and biologically interconnected with navigable waters, such as rivers and lakes.

“The draft report, *Connectivity of Streams and Wetlands to Downstream Waters: A Review and Synthesis of the Scientific Evidence*, <http://1.usa.gov/19Cs110>, is intended to provide the scientific basis for upcoming regulations defining the key term ‘waters of the United States’ under the Clean Water

Act. EPA and the Army Corps of Engineers have jointly submitted the proposed regulations, which have yet to be made public, to the Office of Management and Budget for interagency review.

“It is widely anticipated that the regulations will seek a dramatic expansion of federal permitting authority under the Act, which has been significantly curtailed by recent Supreme Court decisions. As a result, the draft report will surely trigger intense scrutiny and debate over the proper boundaries of Clean Water Act jurisdiction. Comments on the draft report are due by November 6, 2013.”

*(Other top stories continues on next page)*

**Opinions okay, but no factoids** “Simply put, I do my best to keep errors of fact off the letters page; when one does run, a correction is published. Saying ‘there’s no sign humans have caused climate change’ is not stating an opinion, it’s asserting a factual inaccuracy. —Paul Thornton, *The Los Angeles Times*’ letters editor, <http://lat.ms/GLLfMg>

## Insurers are concerned; governments should be, too

**Swiss Re Group**, <http://bit.ly/1br1HhC> • “The world’s sprawling cities are centers of economic activity and growth. But when a natural disaster hits a densely populated area, the effects can be catastrophic. A new Swiss Re study (September 2013) looks at the human and economic risks faced by urban communities around the globe.

“For the first time in human history, more people live in cities than in rural areas. Many of these metropolitan areas are threatened by floods, storms, earthquakes, and other natural hazards. As people continue to move to the cities and businesses invest locally, more lives and assets concentrate in disaster-prone areas. Strengthening the resilience of these communities is therefore becoming a matter of urgency.

“*Mind the risk: A global ranking of cities under threat from natural disasters* (PDF, 5.1 MB,) is both a conversation starter and a call for action. The report provides a global risk index comparing the human and economic exposure of 616 cities around the world. Together, these are home to 1.7 billion people and produce a combined GDP of \$35 trillion, half of the world’s total economic output. Amsterdam-Rotterdam, Los Angeles, and New York all feature in the top 10 cities with the highest loss potential.”

“*Mind the risk* is a basis for local decision-makers, the insurance industry, and the broader public to promote dialogue on both fronts and work towards making cities truly resilient.”

*The Swiss Re Group is a leading wholesale provider of reinsurance, insurance, and other insurance-based forms of risk transfer. It celebrated its 150th anniversary this year.*

**Water footprints.** “It takes 22.8 gallons of water to produce, package, and ship a single egg. A pound of beef requires 183 gallons. By contrast, strawberries come in at 3.6 gallons per cup, and it takes only 1.3 gallons of water to produce a tomato. Perhaps people would think more about water if it were priced differently.”—Cornelia Dean, reviewing “Taking on Water,” by Wendy J. Pabich, <http://nyti.ms/19vf3si>

## Lake Tahoe development procedures will change

*Los Angeles Times*, September 15 and October 12, 2013

**Julie Cart**, <http://lat.ms/19W4PxS> • “California and Nevada have long harbored competing visions of how best to prosper from Lake Tahoe’s stunning natural beauty while preserving the lake’s deep-azure color and remarkable clarity. Even the dispute [that ended on October 12 with Governor Brown signing SB 630] was contentious.”

The Tahoe Regional Planning Compact is a bilateral agreement between the States of Nevada and California to regulate development in the Lake Tahoe basin. An agreement between and jointly announced by the Governors of both States on May 14, 2013, and covering implementation of the Tahoe Regional Planning Compact, is to be codified in legislation in Nevada and California. Among other things, SB 630 declares that the State of Nevada has agreed to repeal its 2011 statutory provisions requiring its withdrawal from the Tahoe Regional Planning Compact and proposing a change in the voting structure of the Tahoe Regional Planning Agency (TRPA). The Tahoe Regional Planning Agency was created more than four decades ago to oversee development at Lake Tahoe. Congress ratified the compact between the two states in 1969.

“Passage of SB 630 ended years of hard bargaining over future development in the region. A revised plan will allow higher density and taller structures. [Under SB 630,] height restrictions on the foreshore remain in place to protect views, and higher density can occur only in already identified town centers. [Also] under the bill, the Tahoe Regional Planning Agency must now consider the economic impact of its decisions.”

The Sierra Club asserted in the *Yodeler* on August 9 that SB 630 would “set a precedent of making new, additional development surrounding the lake equal in priority to protecting Tahoe’s environment. And California would cave in to Nevada’s demand to shift most land-use planning authority from TRPA to the counties bordering the lake.” [theyodeler.org/?p=8076](http://theyodeler.org/?p=8076)

The text of SB 630 (Chapter 762, Statutes of 2013) is available at <http://bit.ly/15vB2OU>

*(Other top stories continues on next page)*

## Human influence on climate clear, UN panel endorses ceiling on global emissions

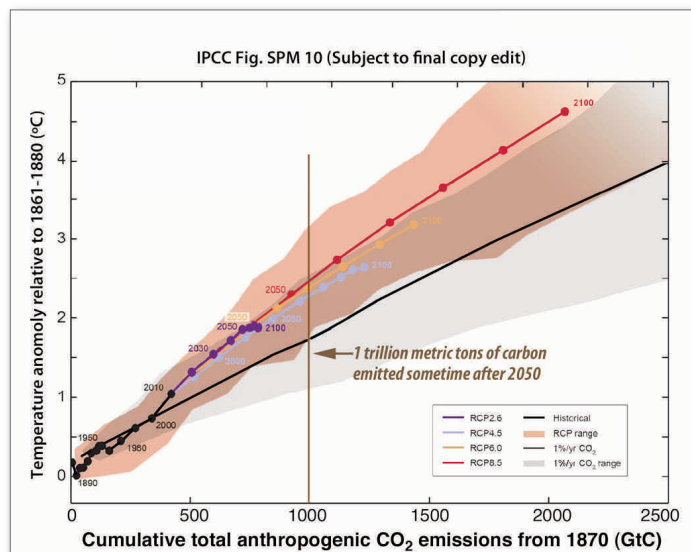
The following was assembled from *The New York Times*, *The Washington Post*, *Bloomberg News*, and the *Intergovernmental Panel on Climate Change*.

Justin Gillis, <http://nyti.ms/15XMKjI> and <http://nyti.ms/1hxx74e> • Daryl Fears, <http://wapo.st/1gfaELu>

• Jim Efstathiou Jr., <http://bloom.bg/1dny1Rp> • IPCC, <http://bit.ly/1aunktE>

That the planet is warming at an accelerated pace is not at doubt — the past three decades have been the hottest since 1850 — and that humans are causing it can be asserted with 95 percent certainty. That's what the world's top climate scientists said as they "formally embraced an upper limit on greenhouse gases." If planetary warming is to be kept below 3.6 degrees Fahrenheit (2 degrees Celsius) above the level of preindustrial times, then "no more than one trillion metric tons of carbon can be burned and the resulting gases released into the atmosphere." Otherwise the planet faces irreversible climatic changes. Carbon concentrations in the atmosphere have increased 40 percent since then, and carbon, methane, and nitrous oxide are at levels unprecedented in at least 800,000 years.

Released on September 27, the Fifth Assessment Report (AR 5) was prepared by the Intergovernmental Panel on Climate Change, an international group of scientists appointed by the UN. The IPCC comprises 800 scientists from around the globe, including workers at agencies such as NASA. The scientists arrived at their conclusions by drawing on more than 9,000 publications. They considered more than 54,000 comments from about 1,050 people in 52 nations. In this report (their fifth since 1990), the scientists warn that the trillion ton target is likely to be exceeded in a matter of decades unless steps are taken soon to reduce emissions. It is a "virtual certainty" (a probability of 99 to 100 percent) that climate changes already under way are likely to accelerate, and that human activity is the main cause. "If emissions continue at a rapid pace, sea level rise by the end of the 21st century could be as much as three feet." The report discarded "a string of published papers suggesting a worst-case rise closer to five feet."



Source: IPCC WGI AR5, page SPM-36, 27 September 2013.

"The scientists had wanted to specify a carbon budget that gave the best chance of keeping temperatures at the 3.6 degree target or below. The original budget is in there. But the adopted language gives countries the possibility of a much larger carbon pie, if they are willing to tolerate a greater risk of exceeding the temperature target. It remains to be seen if the carbon cap will become a major negotiating point when climate diplomats convene for their next big meeting this November in Warsaw. At the very least, the scientists have created a new yardstick by which any future foot-dragging on climate can be measured."

## Monsanto will profit from climate change

*Mother Jones*, October 9, 2013

Maggie Severns, <http://bit.ly/1bYzqg5> • "Global warming could mean big business for Monsanto, which [is] purchasing the climate change-oriented startup Climate Corporation for \$930 million. Agriculture, which uses roughly 40 percent of the world's land, will be deeply affected by climate change. Here are five ways Monsanto has been gearing up to sell its wares to farmers adapting to the change.

1. **Data to help farmers grow crops in a changing climate.** Climate Corporation sells detailed weather and soil information to farmers.

2. **Insurance for when it's too hot, cold, dry, wet, or otherwise extreme outside.** Climate Corporation sells both federally subsidized crop insurance and supplemental plans that pay out additional benefits when crops go awry.
3. **Drought-resistant corn.** Monsanto explains that 'climate changes will require agriculture to be more resilient.'
4. The company is piloting genetically modified **cotton that needs less water to grow.**
5. **Crops for biofuel.** Whether ethanol is a 'green' fuel is debatable. But since 1993, Monsanto has sold high-yield, highly fermentable corn seed specifically designed to be made into ethanol." ■

## BOARD MEMBER DIRECTORY

<b>Director</b>		
Jeff Baker	(925) 833-6610	<a href="mailto:Jeff.Baker@dublin.ca.gov">Jeff.Baker@dublin.ca.gov</a>
<b>Director Elect</b>		
Andrea Ouse, AICP	(707) 648-4163	<a href="mailto:aouse@ci.vallejo.ca.us">aouse@ci.vallejo.ca.us</a>
<b>Immediate Past Director</b>		
Hanson Hom, AICP	(408) 730-7450	<a href="mailto:hansonapa@gmail.com">hansonapa@gmail.com</a>
<b>Administrative Director</b>		
Shaveta Sharma	(909) 438-5896	<a href="mailto:shavetas@gmail.com">shavetas@gmail.com</a>
<b>Treasurer</b>		
Laura Thompson	(510) 464-7935	<a href="mailto:laurat@abag.ca.gov">laurat@abag.ca.gov</a>
<b>AICP Director</b>		
Don Bradley, AICP	(650) 592-0915	<a href="mailto:dr.donbradley@comcast.net">dr.donbradley@comcast.net</a>
<b>Awards Program Directors</b>		
Eileen Whitty, AICP	(510) 287-1109	<a href="mailto:ewhitty@ebmud.com">ewhitty@ebmud.com</a>
John Cook, AICP	(510) 285-6725	<a href="mailto:j.cook@circlepoint.com">j.cook@circlepoint.com</a>
<b>Communications Director</b>		
Erik S. Balsley, AICP	(415) 592-4769	<a href="mailto:balsley@alum.mit.edu">balsley@alum.mit.edu</a>
<b>CPF Liaison</b>		
Darcy Kremin, AICP	510) 874-3110	<a href="mailto:darcy.kremin@urs.com">darcy.kremin@urs.com</a>
<b>Ethics Review Director</b>		
Colette Meunier, AICP	(707) 748-4453	<a href="mailto:Colette.Meunier@mindspring.com">Colette.Meunier@mindspring.com</a>
<b>International Directors</b>		
Hing Wong, AICP	(510) 464-7966	<a href="mailto:hingw@abag.ca.gov">hingw@abag.ca.gov</a>
Alex Hinds	(415) 669-7230	<a href="mailto:alexhinds47@gmail.com">alexhinds47@gmail.com</a>
<b>Legislative Director</b>		
Alexandra M. Barnhill	(510) 273-8768	<a href="mailto:abarnhill@bwsllaw.com">abarnhill@bwsllaw.com</a>
<b>Membership Directors</b>		
Geoff I. Bradley, AICP	(650) 938-1111	<a href="mailto:geoff@mplanninggroup.com">geoff@mplanninggroup.com</a>
Sandra Hamlat	(510) 363-5522	<a href="mailto:Sandra.Hamlat@gmail.com">Sandra.Hamlat@gmail.com</a>
<b>Mentorship Director</b>		
Thalia Leng, AICP	(510) 587-8612	<a href="mailto:tleng@hntb.com">tleng@hntb.com</a>
<b>Planning Commissioner</b>		
Janet Palma, AICP	(510) 390-3984	<a href="mailto:janetpalma@comcast.net">janetpalma@comcast.net</a>
<b>Planning Diversity Directors</b>		
Miroo Desai, AICP	(510) 596-3785	<a href="mailto:mdesai@ci.emeryville.ca.us">mdesai@ci.emeryville.ca.us</a>
Cindy Ma	(510) 913-0697	<a href="mailto:ms.cindy.ma@gmail.com">ms.cindy.ma@gmail.com</a>
<b>Professional Development Director</b>		
Tania Sheyner, AICP	(415) 244-5689	<a href="mailto:tsheyner@gmail.com">tsheyner@gmail.com</a>
<b>Section Historian</b>		
Juan Borrelli, AICP	(408) 975-2655	<a href="mailto:juan.borrelli@sanjoseca.gov">juan.borrelli@sanjoseca.gov</a>
<b>Student Representatives</b>		
Ted Graves	(909) 896-2985	<a href="mailto:graves.edward@gmail.com">graves.edward@gmail.com</a>
Amanda Becker	(916) 502-7313	<a href="mailto:manbecks87@gmail.com">manbecks87@gmail.com</a>
<b>Sustainability Directors</b>		
Katja Irvin, AICP	(408) 569-8214	<a href="mailto:Katja.irvin@sbcglobal.net">Katja.irvin@sbcglobal.net</a>
Dave Javid, AICP	(415) 889-0580	<a href="mailto:davejavid@gmail.com">davejavid@gmail.com</a>
<b>University Liaison</b>		
Justin Meek, AICP	(831) 430-6796	<a href="mailto:justin.meek@gmail.com">justin.meek@gmail.com</a>
<b>Webmaster</b>		
Ronny Kraft, AICP	(650) 508-6367	<a href="mailto:kraft.ronny@gmail.com">kraft.ronny@gmail.com</a>
<b>Young Planners Group Director</b>		
Vacant		

## Regional Activity Coordinators (RACs)

<b>East Bay</b>		
Florentina Craciun	(818) 438-0634	<a href="mailto:florentina.craciun@urs.com">florentina.craciun@urs.com</a>
Dahlia Chazan, AICP	(415) 963-3893	<a href="mailto:dahlia.chazan@arup.com">dahlia.chazan@arup.com</a>
<b>Monterey Bay</b>		
Aaron Ackerman	(831) 649-1799	<a href="mailto:ackerman@emcplanning.com">ackerman@emcplanning.com</a>
Justin Meek, AICP	(831) 430-6796	<a href="mailto:justin.meek@gmail.com">justin.meek@gmail.com</a>
<b>North Bay</b>		
Kristine Gaspar	(707) 523-1010	<a href="mailto:kristine.gaspar@GHD.com">kristine.gaspar@GHD.com</a>
<b>Peninsula</b>		
James Castañeda, AICP	(650) 363-1853	<a href="mailto:jcastaneda@sforoundtable.org">jcastaneda@sforoundtable.org</a>
<b>Redwood Coast</b>		
Stephen Avis, AICP	(707) 725-1407	<a href="mailto:savis@ci.fortuna.ca.us">savis@ci.fortuna.ca.us</a>

<b>San Francisco</b>		
Brian Soland, AICP	(415) 495-6201	<a href="mailto:solandbd@cdmsmith.co">solandbd@cdmsmith.co</a>
<b>South Bay</b>		
Jonathan Schuppert, AICP	(707) 318-8993	<a href="mailto:jonathan.schuppert@gmail.com">jonathan.schuppert@gmail.com</a>

## NEWSLETTER INFORMATION

### Editorial

<b>Editor</b>		
Naphtali H. Knox, FAICP	(415) 699-7333	<a href="mailto:knoxnaph@gmail.com">knoxnaph@gmail.com</a>
<b>Associate Editors</b>		
Erik S. Balsley, AICP	(415) 592-4769	<a href="mailto:balsley@alum.mit.edu">balsley@alum.mit.edu</a>
Jennifer Piozet	(408) 515-3274	<a href="mailto:jenniferpiozet@gmail.com">jenniferpiozet@gmail.com</a>

### Advertising Director/Jobs

Scott Davidson, AICP	(510) 697-2280	<a href="mailto:scottdavidson2@comcast.net">scottdavidson2@comcast.net</a>
----------------------	----------------	--

### Newsletter Designer

Nancy Roberts	(408) 723-3200	<a href="mailto:tproberts@sbcglobal.net">tproberts@sbcglobal.net</a>
---------------	----------------	--

## ADDRESS CHANGES

Membership Department  
American Planning Association  
205 North Michigan Ave, Suite 1200  
Chicago, IL 60601  
(312) 431-9100  
[www.planning.org](http://www.planning.org)

Our mailing lists come from APA National, updated every two months. To update your email address or other information, go to [www.planning.org/myapa/contact\\_form.htm](http://www.planning.org/myapa/contact_form.htm) and login. There's a "submit" button at the bottom.

The American Planning Association, California Chapter Northern, offers membership to city and regional planners and associated professionals primarily living or working in California, from Monterey County to Del Norte County, including the nine county San Francisco Bay Area and Lake and San Benito Counties. APA California Northern promotes planning-related continuing education and social functions in order to:

- Provide an arena for communication and exchange of information about planning related activities;
- Raise member awareness and involvement in APA affairs;
- Increase public awareness of the importance of planning;
- Encourage professionalism in the conduct of its members; and
- Foster a sense of community among the members.

APA California Northern publishes *Northern News* 10 times each year in PDF for the exchange of planning ideas and information. Current and back issues are available for download at <http://bit.ly/JOV1Kn>. Entirely the effort of volunteers, the *News* is written and produced by and for urban planners in Northern California. Circulation (downloads per issue) 4,000.

*Northern News* welcomes comments. Letters to the editor require the author's first and last name, home or work street address and phone number (neither of which will be published), and professional affiliation or title (which will be published only with the author's permission). All letters are subject to editing. Letters over 250 words are not considered.

Deadlines for submitting materials for inclusion in *Northern News* range from the 12th to the 16th of the month prior to publication. The 2013 schedule can be viewed at <http://bit.ly/13Kgyf1>.

**Permission to reprint is granted. Please credit "Northern News, APA California – Northern."**