



# NORTHERN NEWS



American Planning Association  
California Chapter  
Northern

*Making Great Communities Happen*

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

**FEBRUARY 2014**

## Deconstructing and salvaging the past to build a more sustainable future

Scott McKay, AICP

The City of Palo Alto has been working to achieve the highest possible landfill diversion rate for construction and demolition (C&D) debris. To accelerate the diversion, the City initiated a deconstruction pilot program three years ago that aims to increase the number of applicants for new home building permits who choose to deconstruct existing homes rather than demolish them. The deconstruction pilot program is proving increasingly popular and is paying dividends, not only to homeowners and homebuilders, but also to the nonprofit businesses that accept and resell the salvaged materials — and to the City’s diversion program.

The pilot C&D program was initiated as a way to increase the City’s diversion rate for non-inert construction and demolition debris generated by single-family residential demolitions (including detached garages and accessory structures), remodelings, and new construction.

With its high-quality schools and proximity to high-paying jobs, Palo Alto has always been an extremely desirable place to live. Now, like many other cities in the Bay Area, Palo Alto is almost entirely built out. Those factors have combined to inflate home and land values. Just the underlying residential land is selling for well above \$400/sq. ft. in some neighborhoods. One result is that Palo Alto is seeing more and more buyers deciding to build new homes rather than remodeling or adding to existing homes.

The City’s Development Services Department processes and issues building and demolition permits. A property owner or applicant must obtain a separate demolition permit for each detached structure over 120 sq. ft. Usual and past practice for a whole house demolition or a detached garage demolition has been for the City to require review and approval of plans for the

replacement structure before the demolition permit can be issued. This requirement was put in place to protect against the potential for blight to occur between the time the buildings are demolished and the approval of plans for the replacement structures.

Under the pilot program, applicants typically apply for a demolition permit when they apply for a building permit for a new home, and the two permits are processed concurrently. It may take one to three months or more to review and approve a building permit for a new single family home (including architects’ turnaround time for revisions, resubmittal, and internal staff review). However, the demolition permit may be ready to issue in as few as 10–14 days. Thus, under the pilot deconstruction program, this time difference can be used to remove the existing home and prepare the site for the new building.



The original first floor framing of this deconstructed house remains in place on a new foundation, January 2014. Recycled lumber on the left is from a different house. Photo: Naphtali H. Knox, FAICP.

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## Upcoming Planning Commissioner Workshops

APA California–Northern’s highly popular planning commissioner workshops will again be offered from February through May 2014. The workshops — held on Saturdays from 9 AM to 12:30 PM — cover topics such as the role of officials and staff, Roberts Rules of Order, public hearing procedures, making an effective public record, basics of general plans and zoning, and more.

Mark your calendar for these locations and dates:

- **February 8:** San Jose Library, Rose Garden Branch, 1580 Naglee Avenue, **San Jose**. Role of officials and staff; Roberts Rules of Order; public hearing procedures; making an effective public record; basics of design guidelines and design review.
- **March 15:** Community Center, Garden Room, 7007 Moeser Lane, **El Cerrito**. Land use legal principles and key cases; general plans and zoning; energy and sustainability.
- **April 12:** Community Center, Garden Room, 7007 Moeser Lane, **El Cerrito**. Housing laws and elements, RHNA process; development project case study; economic development.
- **May 17:** San Leandro Main Library, 300 Estudillo, **San Leandro**. Basic CEQA and environmental review; integrating climate change and sustainability into plans and codes.

The workshop series is co-sponsored by the Bay Area Planning Directors Association (BAPDA) and Association of Bay Area Governments (ABAG). Light breakfast will be provided. Seating is limited; preference goes to planning commissioners. To **register** or for more information, contact Janet Palma, AICP at [janetpalma@comcast.net](mailto:janetpalma@comcast.net) ■

## Where in the world?



Photo by Juan Borrelli, AICP. (Answer on [page 16](#).)



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## Meet a local planner

By Jennifer Piozet



For the past six months, **Jason Rogers, AICP**, has been a Senior Planner at the City of San Jose. Before coming to San Jose, he was the City Planner for Henderson, Nevada, for five years.

### **Piozet: How did you become interested in planning as a profession?**

**Rogers:** It was the summer of my freshman year in college, and I was traveling abroad playing basketball in Brussels. While taking in the sights and sounds, I visited King Leopold's castle and got a good history of his vision of the city and how it would grow into a jewel. He wanted people to have a high quality and standard of living by creating vibrant places and promoting people interacting with their environment (things like farmers' markets, cafes, etc.). I was excited and inspired to help create a legacy like this in my own community.

### **What is the most significant planning challenge facing your city today?**

The challenges that face San Jose are captured very well in our 2040 General Plan. We need to improve the jobs-to-resident ratio from a low 0.85 for every employed resident. This is lower than other major cities in the country, and having people being able to find work in the city where they live is a great way to start. We want to provide quality jobs so we can keep growing, and produce housing that people can afford so they can live and work here. We also need to provide amenities to meet daily needs.

Ultimately, we don't want to price people out. All the chapters in the General Plan stitch well together, creating a nexus so we can make policies that affect multiple areas at once. These goals include attaining fiscal responsibility, creating vibrant communities, creating jobs, and increasing overall quality of life.

### **What do you find most fulfilling about your job?**

It's the challenge of working within a very dynamic, diverse community. I find it fulfilling to be able to help shape and mold this growing community while gaining unique skills and knowledge. I get to work in sustainability, transportation, economics, environmental, and land use. It is exciting because the general public is very aware of their environment these days. They want to help build their community, and they take pride in their efforts.

*(continued on next page)*

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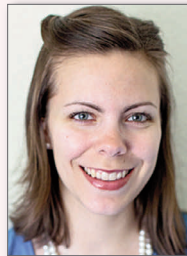
Meet a local planner (continued from previous page)

Being able to help manage this — and counterbalance it with the job and housing markets while considering peoples' needs — is a fantastic challenge. I love that we are trying to make the city a better place.

**What are the most important qualities you look for in your staff?**

I look for drive, pride in your work, initiative, and a willingness to take a reasonable risk when needed. This means using creative means to identify design issues and come up with innovative solutions.

**What is your advice to planners starting out?** Don't be afraid to be open-minded to all forms of planning. As young planners we kind of get into following one path: sustainability, long term planning, strategic planning, etc. A young planner should take on various types of planning work and holistically approach the profession. Knowing how all areas of planning stitch together will help you become a mentor later in life. Take on a challenge that may not be intrinsically what you want to do; it can teach you great skills that will help you land your dream job. Don't be afraid to form good relationships with all the people in the community, including developers and community members. If you understand the different perspectives, you can balance their respective needs and make good plans.



Interviewer Jennifer Piozet is Northern News' associate editor. To suggest a candidate for an interview, please contact her at [jenniferpiozet@gmail.com](mailto:jenniferpiozet@gmail.com)

**Greece will close urban planning bodies.** "Experts expressed dismay January 16th at the government's decision to shut organizations responsible for urban planning in Athens and Thessaloniki, as well as another public body overseeing the creation of pedestrian routes linking the Greek capital's archaeological sites. In all, the government foresees closing 21 state organizations, including the Organization for Planning and Environmental Protection of Athens and the equivalent body in Thessaloniki, which were established in 1985." —ekathimerini.com, <http://bit.ly/K8FEAY>



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**Call for nominations —  
Several new categories!**

Do you know a great project, planner, firm, or agency? The Northern Section is officially opening a call for nominations for Section Awards.

If you've been following the awards program, you'll note that this year we have many new categories, along with plenty of old favorites. The new categories are intended to reflect greater cohesion with awards at the state and national levels and enable us to recognize a wider spectrum of projects and people.

Last year, winners from the Northern Section went on to garner several State Awards. Let's keep up the tradition and recognize the best in planning.

**The Section Awards Categories for 2014 are:**

**Project Awards**

- Opportunity and Empowerment **NEW**
- Comprehensive Plan – Large and Small Jurisdictions (2 awards)
- Implementation – Large and Small Jurisdictions (2 awards)
- Innovation in Green Community Planning
- Economic Planning and Development **NEW**
- Transportation Planning **NEW**
- Best Practices
- Grassroots Initiative
- Public Outreach **NEW**
- Urban Design **NEW**
- Communications Initiative **NEW**
- Advancing Diversity and Social Change
- Planning Landmark
- Hard-won Victory

**Awards for people, agencies, and firms**

- Planning Advocate
- Planning Agency (public sector) **NEW**
- Planning Firm (private sector) **NEW**
- Emerging Planning and Design Firm **NEW**
- Academic Award
- Planning Pioneer
- Distinguished Service
- Distinguished Contribution
- Section Activity
- Planning Emeritus Network (PEN)

Get all the details, rules, and applications at:

<http://norcalapa.org/programs/awards/>

**The deadline for nominations is Thursday, March 20, 2014**

Mark your calendars: Join our annual Awards Gala dinner to learn more about the best in Northern Section planning. It's happening **Friday, May 16, 2014**, at the Parc 55 Hotel near Union Square in San Francisco. AICP | CM Credit is pending for this event.

For more information, please contact Awards Co-Directors Eileen Whitty at [ejpwhitty@gmail.com](mailto:ejpwhitty@gmail.com) or John Cook at [j.cook@circlepoint.com](mailto:j.cook@circlepoint.com) ■

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## League of Cities report: 10 imperatives facing cities in 2014

“Climate change and extreme weather” comprise but one imperative and one page of a 20-page document from the National League of Cities, “The 10 critical imperatives facing cities in 2014.” The following excerpts represent about a third of that topic as presented on page 12:

“Climate change and more extreme and variable weather conditions are having a profound effect on cities. These events can cost human life, health, disrupt entire economies, and destroy property and local infrastructure. For example:

- “Almost 40 percent of small businesses do not reopen their doors following a flooding disaster, according to FEMA.
- “Increasingly, heavy rainfall events are putting additional strain on aging and deteriorating sewer and stormwater infrastructure systems.

“Communities are better preparing for and making themselves more resilient to the effects of extreme weather events and a changing climate by:

- “Developing vulnerability assessments.
- “Addressing comprehensive, systemic issues.
- “Drafting preparedness plans.
- “Implementing energy efficiency programs.
- “Upgrading facilities and infrastructure to weather storms.”

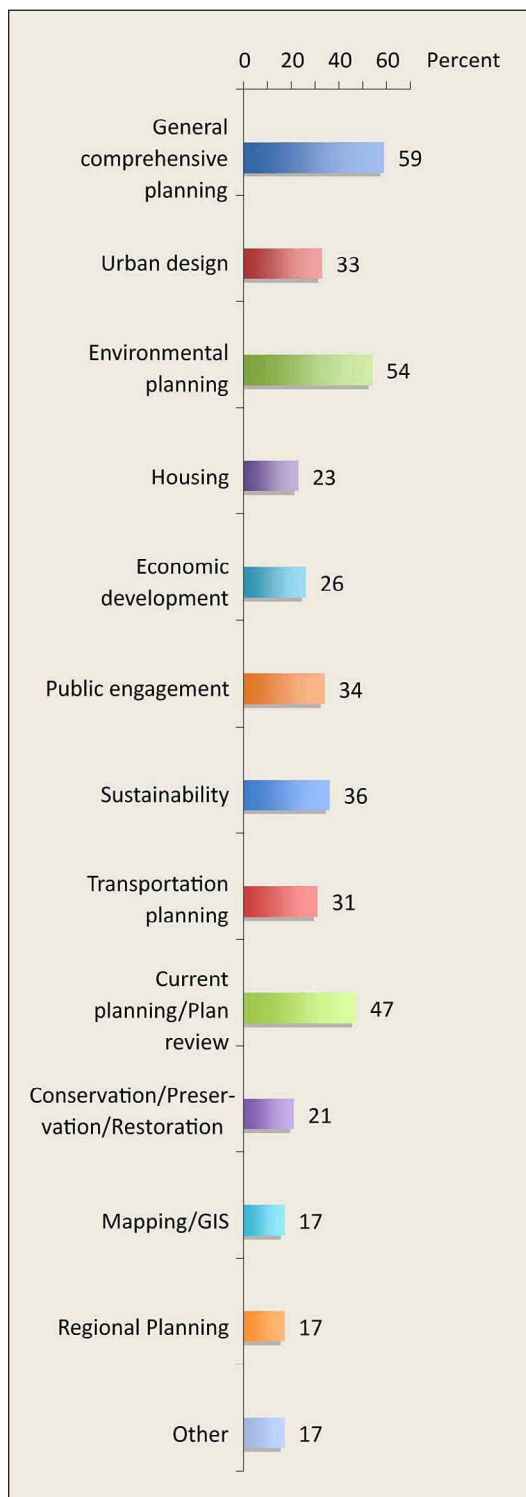
Also among the 10 topics are “The need for affordable housing” and “Deteriorating transportation infrastructure.”

You can read or download the report at <http://bit.ly/1kDfAJj> ■

**Year-over-year Bay Area home values rise.** “The median price paid for a home in the Bay Area in December was \$548,500, 23.9 percent above the \$442,750 median for December 2012. The median has been at roughly the current level since last summer, but has increased year-over-year for 21 consecutive months. While much of the median’s ups and downs in recent years can be attributed to shifts in the types of homes sold, it appears most of the current year-over-year gain reflects a rise in home values.” —DQNews.com, , <http://bit.ly/1m750FI>

# Single, employed, public agency planner, seeking same for long seminars on local issues in the East Bay

By Scott Davidson, AICP, Northern Section advertising director



**Who we are, what we do.** Percent of respondents who work in identified sectors of the profession (checked "all that apply").

**Northern Section's recently completed membership survey** of northern California planners found that many of our peers and colleagues would reply "interested" to an online dating profile like the one below.

When I'm not working, I like to go to local/regional planning events a few times a year. I love *Northern News* and rarely miss an issue. I particularly like the feature articles and legislative updates, but enjoy "other top stories" and Norcal roundup. I'm very satisfied with the APA Northern Section's services and communication and think it continues to get better, but would like to see a better effort to educate communities on the importance of planning.

You are 35-54 and an APA member (AICP preferred) who keeps up with planning issues and ideas and regularly attends conferences. While you are interested in all planning topics, you're a "bread and butter" planner most likely involved in general (comprehensive) planning and environmental planning. You keep up on planning events and issues through *eNews* and *Northern News*. You use the Section website about once a month to keep track of job announcements and upcoming events.

Let's meet to talk about what is happening in your community or for some ethics training. Public sector planners are preferred, but I am open to consultants as long as you have more than 20 years' experience. If interested, please respond by email, as I infrequently check LinkedIn or Facebook for professional connections. I will travel up to an hour, even if CM credits aren't offered.

**The survey**, conducted this past November, was designed to gather information to help the Board improve services to our members. At the same time, the results gave us a look at aspects of our profession in 2013, some predictable, and some less so.

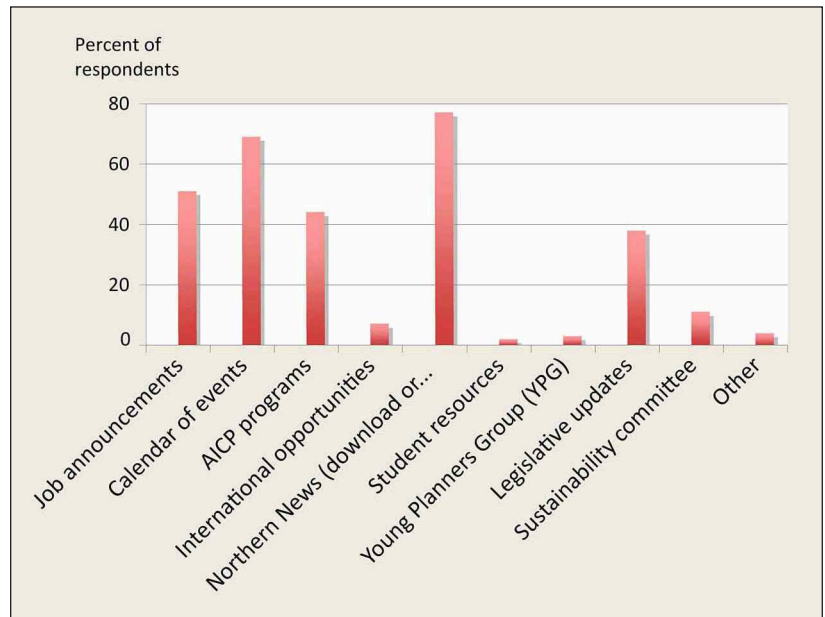
1. *How far will we go?* Our feet say we are committed to our profession. About 95 percent of us are willing to travel half an hour to attend Northern Section and other APA events, and 36 percent of us will travel up to an hour for the privilege.
2. *How far will we go for CM Credits?* The survey asked, "If CM credits are offered for an event, would you travel for a longer period of time than specified in the previous question to attend the event?" Half of our members said yes; half said no. Could it be that CM Credits are readily available in convenient locations? Or that the credits aren't much of an inducement to participate in events? We don't know but suspect that the topic, the number of credits offered, and the attractiveness of the specific location are all factors in the decision-making.
3. *How do we use APA Services?* The Northern Section website is a valuable tool for our members: Northern News, Events, Job Announcements, and AICP programs topped the online services most used by our members.
4. *It's all email, all the time.* Though the Section has worked hard to communicate using multiple platforms (primarily LinkedIn and Facebook), there were few respondents who prefer anything but email for alerts and information.

(continued on next page)



5. *We're reasonably diverse in what we do, and good at multi-tasking.* While comprehensive planning, current planning, and environmental planning represent the disciplines that occupy about 40 percent of our time, no single sub-discipline was attributable to more than 15 percent of our members.
6. *There is a bubble.* While it is encouraging to see that almost 25 percent of our members are in the early stages (the first 10 years) of their careers, the largest cohort (40 percent of members) has more than 20 years of experience.

Northern Section thanks those who took time to complete to the survey. We will soon announce the names of the two lucky winners of the Great iPod Giveaway of 2013, whose surveys were randomly selected for the prizes. ■



How we use the Northern Section website. Percent of respondents who use specific pages on the Section website (checked "all that apply").

## Did you hear the good news?

Two 2013 Northern Section Award Winners (and subsequent 2013 California Chapter Award Winners) are now 2014 National Planning Achievement Award recipients in the categories of Best Practice and Public Outreach.

### National Planning Achievement Award for a Best Practice: Berkeley Downtown Area Project

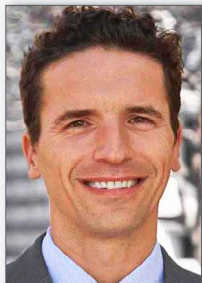
"The Berkeley Downtown Area Project is a multi-faceted project to help promote livability and address social, economic, and environmental challenges. The project includes efforts to create an enhanced city center; zoning standards that include requirements for community benefits, green building, and transportation demand management; design guidelines; and a streets and open space improvement plan in conjunction with a nexus study and collection of fees to implement the plan. The project has successfully translated community aspirations into concrete actions."

Read more about the winners of the National Planning Excellence Awards and the National Planning Achievement Awards at <http://bit.ly/KH46sQ> ■

### National Planning Achievement Award for Public Outreach: San Francisco Budget Czar Game

"The San Francisco County Transportation Authority developed the Budget Czar game to get citizen input on the countywide transportation investment priorities through 2040. The multilingual, interactive website enabled citizens to select from a menu of transportation programs, operations, and maintenance funding levels and capital projects within the projected \$64.3 billion that would be available during the transportation plan's lifetime. If users surpassed their budget, they were instructed to reduce their spending or find additional revenue. The website solicited input, but also helped educate citizens on the complexities of local transportation funding. More than 900 responses were received, a higher level of engagement than previous outreach efforts from public meetings and surveys."

## Who's where



APA California has announced that **John Cook, AICP**, Senior Project Manager at Circlepoint, has been appointed the State Awards Coordinator for northern California. John is currently co-director of the Northern Section Awards.



**Andrea Edwards** has been promoted to senior biologist at EMC Planning Group, Monterey. Andrea has been with EMC since 2011 and has 11 years of experience in vegetation types mapping, mitigation monitoring, and restoration projects. Prior to joining EMC Planning Group, she was employed at BonTerra Consulting in southern California. She holds a Bachelor of Science Degree in Biology and Anthropology, summa cum laude, from Trinity University, San Antonio.



**Gina Hamilton** has joined EMC Planning Group as a senior planner. Gina has over 10 years experience in managing complex projects involving preparing environmental documents

in compliance with CEQA. Her prior positions included senior managing associate for ESA and environmental project manager for AECOM (EDAW). Gina has a BS in Earth Systems Science and Policy from California State University, Monterey Bay.



**Janice Lum** has been promoted to senior planner, City of Santa Cruz. Before joining the Santa Cruz planning department in 2008, Janice was assistant planner in Union City.

She holds a Masters in Urban and Regional Planning from San Jose State University and a BA in Architecture from UC Berkeley.



**Bill Wiseman** is now a planning practice manager with Kimley-Horn and Associates (KHA). He will be working to expand KHA's planning services in the Monterey Bay

region as well as throughout Northern California. For the past 10 years, Bill was vice president and manager of the Monterey Bay office of RBF Consulting. Bill holds a Master of Urban Planning from the University of Washington and a B.A. in Economics from UC Santa Barbara. He is President of the Monterey Bay Chapter of AEP and also is serving as the chapter's interim Director. ■

## Making Ends Meet: *How much does it cost to raise a family in California?*

More than three years after the end of the Great Recession, California workers and their families still face a difficult economy. Unemployment remains high in many parts of the state, and many workers' wages remain low relative to where they were prior to the recession. The current economic recovery in California has not reached large segments of workers, and covering basic expenses can be costly and a continuing challenge for families enduring the aftermath of the deepest economic downturn in generations. In particular, the high costs of housing, childcare, and health care can present enormous hurdles for individuals and families.

This analysis by the California Budget Project, December 2013, assesses how well California's economy is meeting the needs of workers and their families. For a California family of four with two children and one working parent, it would take — on average — an annual

income of \$60,771 to afford a modest standard of living. This is equal to an hourly wage of \$29.22 for full-time work, which far exceeds the statewide median hourly wage of \$19.07 in 2012 and is well above the state minimum wage.

*Making Ends Meet* provides detailed estimates of family budgets in each of California's 58 counties and also discusses some of the key challenges that individuals and families face in affording basic expenses. The Making Ends Meet report — including an interactive family budget calculator with data from all 58 counties — is available online at [www.cbp.org/MakingEndsMeet](http://www.cbp.org/MakingEndsMeet)

*The California Budget Project engages in independent fiscal and policy analysis and public education with the goal of improving public policies affecting the economic and social well-being of low- and middle-income Californians.* ■

# Northern News contributors, 2013

Listed below are more than 60 people who wrote articles or provided photo images last year. We thank them all for their contributions to the planning profession and to this publication.

## Authors

- Baker, Jeff.** *Director's note.*
- Ballard, Shiloh.** *Housing Action Coalition marks 20 years.* (July–August)
- Balsley, Erik S., AICP.** *Tweet, like, post.* (May) *Section planners walk through the Port to raise funds for CPF.* (June) *Norcal roundup.*
- Barnhill, Alexandra.** *Legislative Year in Review for land use planners.* (November)
- Borrelli, Juan, AICP.** *Northern Section's newest AICP members.* (February)
- Bradley, Donald W., AICP.** *A short history of the professionalization of city planning.* (March) *Reshaping Metropolitan America: Development Trends and Opportunities to 2030.* (Book review; May)
- Brown, Dwight; Jennifer Piozet; and Jacqueline Vance.** *SJSU students assess Spartan Keyes Neighborhood.* (February)
- Burke, Megan.** *Inclusionary Housing Requirements suffer another blow.* (November)
- Edmondson, Scott T., AICP; Katja Irvin, AICP; and Dave Javid, AICP.** *Plan-it sustainably column.*
- Gelbard, Ellen.** *Light rail returns to LA's West Side.* (September)
- Graham, Hugh.** *Pinnacles national Park created.* (April)
- Greenberg, Ellen, FAICP.** *John Blayney, FAICP, 1927–2013: An appreciation.* (October)
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- Hashimoto, Ray, AICP, and Katja Irvin, AICP.** *Newby Island recovers resources, generates power.* (February)
- Hom, Hanson, AICP.** *Director's note.* (March)
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- Kautz, Barbara, FAICP, and Pete Parkinson, AICP.** *A new era for Housing Elements?* (February)
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- Palma, Janet, AICP.** *HSR notes.*
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- Piozet, Jennifer.** *Exurban and super-high density [in Turkey].* (Dec 2013–Jan 2014) *Norcal roundup.*
- Rivera, Mike.** *I walked the trail to and along the eastern span.* (November)
- Rodriguez, Michele, AICP.** *Bay Area Joint Policy Committee plans for climate change.* (July–August)
- Rojas, James, and Fay Darmawi.** *San Francisco's street wars.* (November)
- Savay, Albert, AICP.** *Solving the stakeholder engagement puzzle.* (April)
- Schuppert, Jonathan, AICP.** *Bike Sharing comes to the Bay Area.* (September)
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## Photographers

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- Atlas, Linton.** *Shwe Dagon Pagoda, Yangon, Myanmar.* (March)
- Borrelli, Juan, AICP.** *Clock tower, Denver.* (May)
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- Knox, Naphtali H., FAICP.** *Vietnam.* (September)
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San Jose Bike Clinic. San Jose Art utility box. (October)

## Other photos

### February

Agrawal, Asha Weinstein. Graduate student assessment team, Fall 2012, SJSU.  
Irvin, Katja, AICP. Newby Island Resource Recovery Park, San Jose.  
Piozet, Jennifer. Victorian homes line Spartan Keyes streets, San Jose.

### April

Balsley, Erik S., AICP. Ethics and law session.  
Graham, Hugh. Pinnacles National Park.  
Knox, Naphtali H., FAICP. Downtown Palo Alto Post Office.  
Proehl, Steve. Aerial view, Exploratorium progress.

### May

Knox, Naphtali H., FAICP. Segway mobile workshop, Univ. of Chicago.

## June

Avis, Stephen, AICP. Northern California gathering at Public House, Chicago.  
Balsley, Erik S., AICP. CPF walking tour along Mission Creek, San Francisco.  
Borrelli, Juan, AICP. Faber's Cyclery, San Jose.  
MVEI Architects. Oakland's Uptown District.  
Pyatok Associates. Oakland's Uptown District.  
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## July–August

Javid, Dave, AICP. SFPUC Headquarters walking tour.  
Knox, Naphtali H., FAICP. Willis Tower, Chicago.  
Pellegrini, Stefan, AICP. Hué, Vietnam  
Schultz, Avalon, AICP. 2013 Planning Awards.

## September

Schuppert, Jonathan, AICP. Bike stations in Nashville, San Jose, and Miami Beach.

## October

Borrelli, Juan, AICP. Art utility boxes, San Jose.  
Morrill, Tina. Art utility boxes, San Jose.

## November

Balsley, Erik S., AICP. Wild turkey near rose bushes, Oakland.  
Chiarenza, Jonah, AICP. Eastern span, Bay Bridge.  
Darmawi, Fay. Planner James Rojas.  
Diaz-Bastin, Sarah. Monterey Bay whale cruise.  
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Livingstone, John F., AICP. Eastern Australia urban scenes.  
Oliver, H. Pike, AICP. Bus Rapid Transit, Eugene, Oregon.  
Pan, James. Eastern span, Bay Bridge.  
Rojas, James. Re-imagining Columbus Avenue, San Francisco.

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Ballard, Shiloh. Housing in Istanbul and Izmir.  
Borrelli, Juan, AICP. San Jose Repertory Theatre.  
Knox, Naphtali H., FAICP. Northern Section holiday party, Oakland. ■

# My Oakland

Erik Balsley, AICP, interviews Barry J. Miller, FAICP

First in a series of interviews of local planners and residents, in advance of the 2015 APA California Planning Conference.

**Balsley: Congratulations on becoming a member of the Planner Emeritus Network (PEN). Were you surprised?**

**Miller:** I was absolutely thrilled to receive this award, though the “Emeritus” part gave me pause. I’m a mid-career professional and hope people realize that I am still working!

**How did you discover Oakland?** I went to graduate school at Berkeley and quickly deduced that Oakland and Berkeley were more or less one extended city.

**Why did you choose to live and work in Oakland?**

Something about Oakland always resonated with me — maybe because I grew up in Brooklyn, in the shadow of the more glamorous borough across the water. San Francisco always seemed a little too precious for me, and a little too crowded. Oakland is greener, more diverse, more real, oh ... and a lot more affordable. Since I’m self-employed, locating my office here was a no brainer. It takes me 12 minutes to get to work, and I love my office and the cool Uptown neighborhood around it.

**What surprises you most about Oakland?** That it’s not currently exploding with development. It’s the geographic and population center of the Bay Area, with some of the most beautiful scenery, best weather, and greatest neighborhoods in the country. The San Francisco skyline is covered with cranes right now, but Oakland is still asleep.

**What do you see as Oakland’s strengths?** A legacy of great architecture, amazing scenery and vistas, fantastic weather, walkable neighborhoods, world-class restaurants, interesting people, and cultural diversity.

**What do you see as the biggest challenge facing the city?** Like many former industrial cities, Oakland struggles with high unemployment, public safety, underfunded schools, and a fiscally constrained government. It is a living laboratory for urban planners who seek creative solutions to these challenges. If the City can turn its schools around and generate quality local jobs, we’ll have solved our most intractable challenges.

**What changes have you seen in Oakland since Northern Section hosted the California Planning Conference in San Jose in 2007? And what do you make of these changes?** We’ve become “hip” — which was inevitable. I’m generally pleased about that. I like the

variety of restaurants, the revitalization of some of our neighborhoods, and the growing number of events like the Art Murrur, East Bay Open Studios, and the Running Festival. I love walking down Telegraph Avenue and seeing lots of 20-somethings in their lime-green skinny jeans and fedoras. I don’t like having to pay \$15 for a hamburger though.

**What is your favorite local neighborhood?** The Rockridge district. It’s everything a great neighborhood should be. It constantly turns up in urban planning PowerPoint presentations as an example of the “ideal neighborhood.”

**What do you think most surprises others about**

**Oakland?** That it’s so beautiful! Seriously, the physical beauty of this city blows people away, especially if they’re non-Californians. Many of them have fallen for the media hype that Oakland is the ugly stepsister that lives in the shadow of San Francisco. My last visitor (from Washington, DC) described Oakland as the “quintessential American city, with a little bit of everything.”

**Where do you take out-of-town visitors and why?** I have a specific route I usually follow, which highlights my favorite neighborhood shopping districts, the mansions of Piedmont, the views from Skyline and Grizzly Peak, Jack London Square and the Produce district, Chinatown and Old Oakland, and the Fox and Paramount Theaters. We usually end at Lake Merritt, and if there’s time, we walk the 3.2-mile promenade around the Lake. The Lake is called Oakland’s “crown jewel” — but it’s much more than that. It’s the great gathering place of our city. And with the completion of more than \$100 million in park improvements in the last few years, it’s spectacular.



**Barry J. Miller, FAICP**, is nationally known for his work on comprehensive plans and land use studies. He has been an Oakland resident since 1986 and an Oakland-based business since 1991. Miller’s portfolio includes plans for more than two-dozen communities, including Oakland itself. Most of his work has been in the San

Francisco Bay Area, where he has practiced for more than 25 years as a planning consultant. Miller also serves as the chair of the City of Oakland’s Park and Recreation Advisory Commission. ■

A standard demolition of a single-family home may take only a few days from start to finish, including removing the foundation and grading the site so that it is properly prepared for construction. The process to deconstruct a single-family home takes longer, generally seven to 10 days, depending on the size of the home and the construction type. Before the pilot program, the added time that it took to deconstruct a home as opposed to a standard teardown acted as a barrier to wider adoption. Under the pilot program, the longer removal (via deconstruction) is not an impediment. The program allows early issuance of the demolition permit so that deconstruction can be initiated while the permit for the replacement structure is still under review.

Beyond the early start offered through deconstruction and the environmental benefits of salvaging and reusing building materials, the tax value of donating used building material can be substantial. Deconstruction may actually be cheaper than demolition when tax deductions are calculated. Depending on the financial situation of the property owner, the tax savings may be large enough to pay for the costs of deconstruction. <http://bit.ly/1mjXzDE>

### Example of how a project proceeds through the City's deconstruction pilot program

An applicant submits plans and applies for a building permit for a new single-family home. At the same time, the applicant also applies for a permit to demolish the existing single family home. Concurrently, the applicant submits a copy of their signed deconstruction contract specifying a whole house deconstruction (as opposed to partial or selective deconstruction).

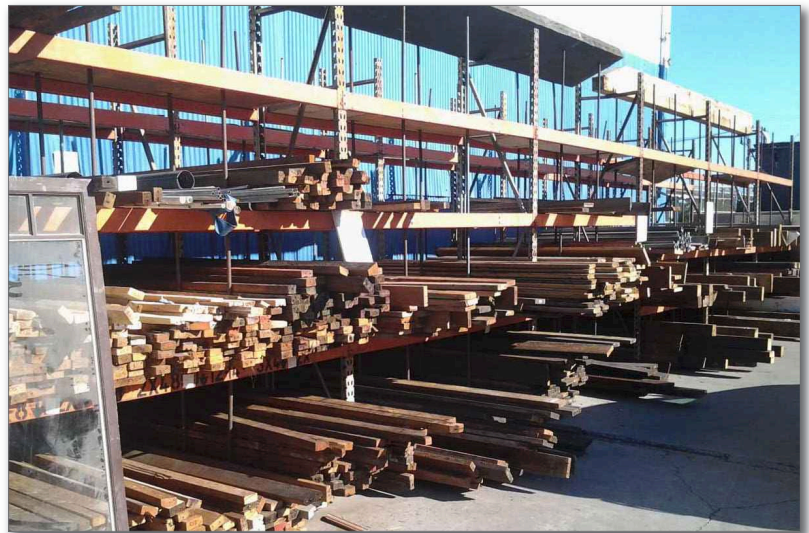
As soon as all the standard conditions are met — utility disconnects, street tree protection fencing, issuance of Bay Area Air Quality Management District clearance (J number), etc. — and usually as soon as 10–14 days from the date of application, the demolition permit can be issued and deconstruction of the existing home can begin. Please see the links to the time-lapse videos at the end of this article.

### Typical deconstruction process

The property owner selects a deconstruction contractor and signs a deconstruction contract. An appraiser is selected and hired to complete a pre-inventory of the potential materials to be salvaged and donated. With the



Bricks, wrought iron gate, and a four-year-old water heater are among items to be salvaged during deconstruction. Screen capture from *The Wall Street Journal* video, "Deconstruction is a growing trend in the West Coast housing market," Dec. 20, 2012. <http://on.wsj.com/YrGgX1>



Salvaged lumber stored for resale at The Reuse People, Oakland warehouse, 9235 San Leandro Street. Photo: Scott McKay, AICP.

demolition permit in hand, the deconstruction commences, and all feasible materials are salvaged and palletized for donation and reuse. Salvageable materials usually include lumber, plywood, flooring, appliances, cabinets, plumbing and electrical fixtures, architectural details, roof tiles, pavers, doors, windows, and in some cases, even plants, trees, and other vegetation.

Salvageable materials can vary widely based on the age of the home and type of construction. In many cases, homes built before WWII used old growth redwood or other old growth woods that are either no longer available or prohibitively expensive. This wood is highly coveted by some builders as well as artisans, and can be sold for

(continued on next page)



Salvaged windows stored for resale at The Reuse People, Oakland warehouse, 9235 San Leandro Street. Photo: Scott McKay, AICP.



Bollards received for storage and resale at The Reuse People, Oakland warehouse, 9235 San Leandro Street. Photo: Scott McKay, AICP.

a premium. Once the deconstruction is complete, the materials are trucked to the nonprofit salvage facility. The appraiser completes a final appraisal of the materials that were salvaged (and completes applicable tax paperwork) in collaboration and agreement with the nonprofit salvage facility. The salvage facility then sells the materials for reuse.

The upfront cost of deconstructing a home is typically more than twice as expensive as a standard demolition. Compared to a standard demolition, deconstructing a house is significantly more labor intensive, requiring the careful disassembly of the house including removing nails from lumber and cutting to size. Standard demolition usually involves heavy machinery and only a few workers to demolish the home and load the mixed C&D debris in a truck or bin for hauling to a materials recovery facility. However, as noted above, depending on the tax situation of the property owner, the deconstruction may actually end up costing less than the standard demolition after tax savings are factored in.

### On the horizon

Palo Alto's deconstruction pilot program continues to grow in popularity as more and more homeowners become aware of the potential time and money savings. Currently over half of all single-family homes that are demolished each year in

Palo Alto are deconstructed. Given the success of the pilot program, the City is working toward incorporating deconstruction as a standard part of the development review process. As older homes give way to new construction, the City is working towards a future where existing homes that are being replaced are deconstructed rather than demolished. Other municipalities looking to divert construction and demolition debris from landfills should be able to create similar programs and expect similar results.

For other information related to deconstruction, follow these links:

Time Lapse video, 1:02. 172 Park Avenue, Palo Alto, Oct. 2013.

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

Time Lapse video, 3:34. Palo Alto, Oct. 18, 2013

<http://vimeo.com/79464829>

"The Demolition Discount," by Pui-Wing Tam, *The Wall Street Journal*, December 21, 2012. <http://on.wsj.com/15GPL7q>

"Deconstruction is a growing trend in the West Coast housing market." WSJ's Monika Vosough reports. Video, 4:25. Dec. 20, 2012.

<http://on.wsj.com/YrGgX1>



**Scott McKay, AICP**, is an Associate Planner with the City of Palo Alto's Planning and Community Environment Department where he also serves as the City's Construction and Demolition Debris Diversion Program Coordinator. He is an ISA Certified Arborist and holds a Master's degree in Urban and Regional Planning and a Bachelor's degree in Environmental Science from San Jose State University. Scott and his wife live in the east bay and are expecting their first child in March. ■

# APA members: Get 10 percent off UC Davis Extension courses

**APA California** members receive a 10 percent discount on most Land Use and Natural Resources courses at UC Davis. You can earn **AICP | CM** credits, stay up to date on the new policies, laws, and practices, and learn from experts in the field.

**Project Planning for Permit Integration:** Learn to integrate environmental permitting and consultation requirements for projects subject to CEQA and NEPA. Instructors: Antero Rivasplata and Megan Smith. **AICP | CM 6.0**

**CEQA Update, Issues, and Trends:** Explore recent legislative, regulatory, and judicial developments, related to the environmental review process. Instructors: Kenneth Bogdan and James Moose. **AICP | CM 6.0**

**Annual Land Use Law Review and Update:** Learn about recent developments in California law affecting land use, planning, and environmental compliance, through analyses of recent case law. Instructors: William Abbot, Mathew Gray, and Cecily Talbert Barclay. **AICP | CM 6.0**

**Planning and Environmental Law:** Gain an understanding of planning and environmental law policy at micro and macro levels. Get the knowledge and practical skills to successfully navigate the legal framework in your chosen career. Instructor: Albert Herson. **AICP | CM 30.0**

**Data Acquisition and Evaluation/GPS:** Explore alternatives for coupling digital imagery with GPS-derived positions, and evaluate data quality in imagery and GPS-derived positions. Instructor: Paul Veisze. **2 Units Academic Credit, AICP | CM 20.0**

**Sustainability in the Built Environment:** Examine the built environment from economic, environmental, and social-equity perspectives. Explore planning, design, and building problems holistically, and learn about life-cycle analyses. Instructor: Jeff Loux. **AICP | CM 10.0**

**Using Master Plans, Specific Plans, and Community Plans to Create Great Places:** Learn about legal requirements for specific plans, community involvement strategies, and relevant CEQA issues. Instructors: David Early and Jonathan Stern. **AICP | CM 6.0**

**Mello-Roos Financing: Fundamentals and Current Practices:** Identify and understand basic policy and legal issues surrounding financing of infrastructure and services via community facilities districts. Examine procedures for district formation, bond issuance, and administration used in today's projects, plus current techniques in Mello-Roos financing. Instructors: Susan Goodwin, Chris Lynch. **AICP | CM 6.0**

*[New in Spring]* **Effective Communication: An Introduction to Sharing Technical and Scientific Information:** Learn to plan, design and develop messages that accurately and concisely relay technical and scientific information. Instructor: Kandace Knudson. **1 Unit Academic Credit, AICP | CM 10.0**

For course details and to enroll, visit [extension.ucdavis.edu/land](http://extension.ucdavis.edu/land) ■

## Answer to "Where in the world?" (Page 3)

**The Rijksmuseum Amsterdam, 1885; renovation completed 2013.** Pierre Cuypers designed the gothic and renaissance building to house the Dutch national museum of arts and history (established 1800).  
**Photo of northeastern façade:** Juan Borrelli, AICP.

**It's not the shuttle buses.** The gap is growing "between those benefiting from the Bay Area's tech boom and those left behind. The average rent in San Francisco shot up 11.9 percent — to \$3,096 per month — in the third quarter of 2013 from the same period in 2012. In Oakland, the average rental price is \$2,124, up 10.3 percent from the previous year, according to *RealFacts*, while San Jose's average rent rose 9.2 percent, to \$2,015." —Dan Nakaso, <http://bit.ly/19FAv9U>



# Explore Eastern Europe

Join some of your APA colleagues on an international planning tour of Eastern Europe in June 2014. This will be the fifth international planning tour offered by the APA California Northern Section. Previous tours included Cuba (2003), China (2007), India (2009), and Brazil (2012).

Learn firsthand about six European countries that may be less familiar to many of us in the U.S. The economies and self-expression of these countries — reined in by communist systems for a half century — have emerged in this second decade of the 21st century with their histories, cultures, and spirits intact. Discover their urban squares, medieval old towns, and the rolling farmland in between, while experiencing different UNESCO World Heritage Sites along the way. We plan to meet with local planners and/or architects in each locale.

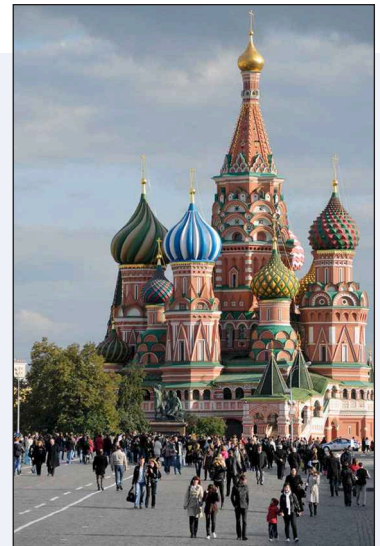
This tour will visit Belgrade, Serbia; Budapest, Hungary; Krakow, Poland; Tallinn, Estonia; and St. Petersburg and Moscow, Russia. For those interested, an optional pre-tour to Prague, Czech Republic, may be available.

The cost will be **\$3,800 per person, double occupancy, for the 17-day tour**. Those who prefer their own rooms will pay an additional \$1,000 for single occupancy. The optional 3-day pre-tour to Prague will add \$500 to the total cost.

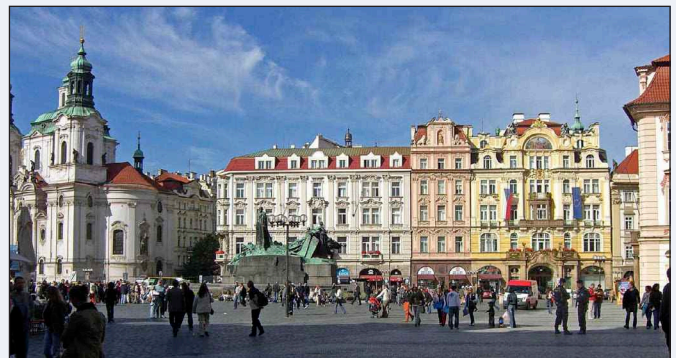
The above rates include all lodging and transportation costs from the start of the tour in Belgrade (or Prague) through the end of the tour in Moscow. The rates do not include the international airfare between the U.S. and Belgrade (Prague)/Moscow.

**A \$500 deposit is due by January 31.** Deposits may be accepted after January 31 until all slots have been filled. The balance will be due by March 31. These tours have sold out in the past, so if you are interested in participating, please send in your deposit.

For more information and to sign up, please contact Hing Wong, AICP, at [hingw@abag.ca.gov](mailto:hingw@abag.ca.gov) ■



Saint Basil's Cathedral, Red Square, Moscow. Photo: Christophe Meneboeuf, via Creative Commons by-sa 3.0, <http://bit.ly/K9eh9h>



Old Town Square, Prague. Photo: Naphtali H. Knox, FAICP



The Parliament and the Danube, Budapest. Photo: Naphtali H. Knox, FAICP

## Best Performing Cities, 2013

*Milken Institute*, December 2013

**Ross C. DeVol, Minoli Ratnatunga,** and **Armen Bedroussian**, <http://bit.ly/1fnskDu> • “Technology and energy powered this year’s top performers, even more so than in 2012. ... For example, San Francisco-San Mateo-Redwood City, CA; San Jose-Sunnyvale-Santa Clara, CA; and Cambridge-Newton-Framingham, MA, developed critical masses of R&D assets and infrastructure that make it easier to innovate in those metros than in many lower-cost locations.

“San Francisco-San Mateo-Redwood City leapt to third in 2013 [from 36th in 2012], thanks to a boom in Internet-related technology services and social media. The metro proves that a high-cost, regulation-heavy area can expand if it supports innovation and entrepreneurs. **Assets:** Technology, media, and information sectors converge in the metro. **Liabilities:** Activists who decry the rising cost of living fueled by the tech boom call for limits on tech expansion.

“San Jose-Sunnyvale-Santa Clara, 2012’s top performer, slipped to fourth in 2013. If anything, it has become a victim of its own success: Rising housing and business costs due to the tech sector’s recovery are slowing growth. The metro has returned to peak employment levels after the Great Recession, and recent data suggest more of the same. **Assets:** Leading innovation ecosystem has a mix of startups and established firms and the risk capital and universities to support them. Deep technical talent pool attracts traditional employers as well. **Liabilities:** Rising housing costs and office rents add to the high cost of doing business.”

## How best to provide housing for San Francisco’s low- and middle-income

*SF Examiner*, December 23, 2013

**Jonah Owen Lamb**, <http://bit.ly/1e7x4f3> • “Tweaking [San Francisco’s] Inclusionary Affordable Housing Program could be one of the best ways to increase the stock of middle-income housing, said Peter Cohen, co-director at the Council of Community Housing Organizations. ‘If the developers would take that program seriously and build the units and stop feeing out ... we’d get more middle-income units,’ Cohen said. But with the hot real estate market, developers are gladly paying the fee instead of losing profits. [Or] give builders the option to have a wider variety of below-market-rate pricing for more middle-income units. What some are calling a ‘dial’ would give builders the choice to have more middle-income units in a building, but as a concession they would have to increase the percentage of those units above what is currently mandated. Whatever happens to inclusionary housing, it is no silver bullet for San Francisco’s housing problems, said Tim Colen, executive director of the San Francisco Housing Action Coalition. The City simply has done a poor job of planning for middle-income housing construction, he said, adding that any solution has to include more building in all parts of The City, not just the most expensive eastern part of town.”

## Change likely to rankle motorists

*Mercury News*, December 15, 2013

**Gary Richards**, <http://bit.ly/19xpYh1> • “Agencies are removing a popular California tradition — the free right turn — at some intersections where drivers could previously turn right on red without stopping. And they are extending many curb corners into the street, in tear-shaped configurations called ‘bulb-outs,’ to make it safer for pedestrians to cross. (A free right turn is one located at an intersection that usually has a designated right turn lane and a concrete curb or painted triangle island to its left. Unless there is a stop sign or red light to the right of the turn lane, drivers need only yield to oncoming traffic and do not need to stop if it’s clear.) It’s the latest in a growing trend to slow down drivers and boost safety on heavily traveled roads where cars compete for space with pedestrians.

“In addition to The Alameda in San Jose, major changes have been made on Almaden Expressway near Highway 85. Free right turns are being removed from the four corners of Union Square in downtown San Francisco. Oakland has installed several bulb-outs and removed the free right turn on southbound Park Boulevard at East 18th Street. And in Berkeley, the free right turn from northbound Oxford to eastbound Hearst was narrowed so much that now only bicycles can use it.”

*(continued on next page)*

**That'll be \$1 please!**

*SF Gate*, January 21, 2014

**Michael Cabanatuan** and **Kurtis Alexander**, <http://bitly.com/1cTIW1B> • “San Francisco’s transportation agency has imposed fees and restrictions on Google buses and other corporate commuter shuttles. The Municipal Transportation Agency Board of Directors voted 5–0 to charge the corporate shuttles \$1 per day per stop, prevent them from using some of the busiest Muni bus stops, and require them to yield to public transit vehicles. A higher fee, or shuttle tax, would require a vote of city residents. The directors approved the 18-month test, which will begin in July, while acknowledging it won’t satisfy many of those who blame the buses for boosting housing prices or changing the culture of San Francisco.

“Supporters argued that the shuttles reduce traffic congestion and greenhouse gases by taking cars off the streets and highways. While at least a dozen Silicon Valley or Peninsula employers deploy the shuttles, detractors have labeled the entire lot ‘Google buses’ and targeted them as a symbol of gentrification and elitism that they say should be prohibited from using public transit bus stops or banned altogether.

“A study by two UC Berkeley graduate students found that 40 percent of 130 riders surveyed said they would move closer to their jobs if the shuttles did not exist. But 48 percent said they would drive alone to their Silicon Valley jobs. The study, ‘Riding First Class,’ by transportation planning students Danielle Dai and David Weinzimmer, also found that the typical shuttle rider is male, single, childless, and about 30 years old, with an income of \$100,000 or more. About 85 percent rented their homes.”

**Humboldt homeless population decreasing**

*Redwood Times*, January 14, 2014

**Will Houston**, <http://bit.ly/1eTIRz8> • “The Humboldt Homeless and Housing Coalition said that homelessness in the county has decreased over the last two years, but the problem is far from being fixed. Findings of the 2013 Point-in-Time survey showed a 3 percent decrease in homelessness since 2011, although there were some issues with incomplete information on the forms. The results showed 1,579 people were living without regular housing, compared to 1,626 surveyed in 2011. The 2013 numbers included 123 children under the age of 5, and 12 adults over the age of 70. Since forming in 2004, the coalition has received \$4.6 million in federal funds. About 46 percent of that has gone toward permanent housing for the chronically homeless, while around 42 percent went to transitional housing. Nearly \$500,000 was used for the Homeless Management Information Systems, which collects data on the county’s homeless population over an extended period of time.”

**Oakland’s Latham Square back to two-way traffic**

*Oakland Tribune*, January 7, 2014

**Matthew Artz**, <http://bit.ly/11AW6s5> • “The City Council settled downtown Oakland’s most spirited turf war, dealing a blow to bicycle and pedestrian advocates who had pushed to limit car traffic and preserve a recently expanded plaza at a key downtown intersection. The 6–0 vote means that two-way vehicle traffic will return to the V-shaped corridor where Telegraph Avenue flows into Broadway. And Latham Square, the adjacent century-old public plaza that briefly was extended across the intersection as part of a pilot project last year, won’t be nearly as big as first envisioned. The approved plan will restore two of the three traffic lanes that flowed between Broadway and Telegraph. Latham Square, which sits between the two thoroughfares, will swallow up some of the former roadway and nearly quadruple in size to 9,500 square feet.

“The battle over Latham Square — a relatively minuscule piece of real estate in the shadow of Frank H. Ogawa Plaza — laid bare the divide over whether auto- or pedestrian-oriented projects will better ensure the future for Oakland’s rebounding city center. Proponents of expanding the square into a full-fledged pedestrian plaza said it would become a gathering spot and entertainment venue that could help bring the vibrancy of Uptown Oakland to the grittier downtown. Critics countered that diminished car access would harm the downtown merchants whose success is critical to increasing foot traffic. A city report found that about eight to 15 people used the plaza at any given time during peak afternoon hours. Councilwoman Desley Brooks said that wasn’t enough to merit reduced car access.” View a map at <http://bit.ly/1fcKLtz>

*(continued on next page)*

## Affordable housing lawsuit

*Palo Alto Weekly*, January 22, 2014

**Gennady Sheyner**, <http://bit.ly/1dPRk8D> • “A developer building a housing complex at the former site of Palo Alto Bowl has filed a lawsuit against the city, challenging its requirement for affordable housing. Monroe Place, the developer behind the 26-unit condominium complex on El Camino Real, is arguing that the city’s below-market-rate program, which requires a portion of developments to be devoted to affordable housing, unfairly forces the developer to address community concerns that are unrelated to the project. Monroe Place argues that the city’s ‘ostensible BMR Program was and is an unjustified and unconstitutional attempt to arbitrarily and unfairly shift the city’s perceived responsibilities for addressing general community-wide needs for more affordable housing disproportionately onto persons not shown to be involved in creating or aggravating those community-wide needs.’

“The city’s policy requires 15 percent of the units in a new residential development to be set aside as affordable housing. The developer agreed to this provision in 2009, when the project was approved. Monroe Place is asking the Santa Clara County Superior Court to invalidate the affordable-housing requirement and to require the city to refund to the developer all fees related to the below-market-rate program. In this case, 3.9 of the 26 housing units were to be sold at below-market pricing. The city had initially requested that four units be designated for affordable housing but later changed the requirement to three homes, with the developer providing an ‘in-lieu payment’ for the remaining 0.9 units.

“The lawsuit maintains that this ‘letter agreement’ was executed ‘under circumstances of duress, business necessity, and economic compulsion, without opportunity for appeal or relief,’ and claims that the conditions were presented as ‘non-negotiable’ by the city. The developer calls the city’s ratio for affordable housing ‘arbitrary’ and describes the long-standing housing policy as ‘capricious, not supported by substantial evidence, and excessive.’”

## Where there’s development, you need water

*American Canyon Eagle*, January 21, 2014

**Michael Waterson**, <http://bit.ly/1hMgvIn>

• “Where will the water come from for the proposed Watson Ranch development, American Canyon’s long-awaited town center with 1,541 proposed housing units and substantial commercial development? Since the city of 20,000 gets almost all its water from the State Water Project, American Canyon officials instituted a ‘zero water footprint’ policy several years ago: All new development must identify a water source before getting approval from the city. Water looms as a particularly important issue at a time when California is in a drought and the State Water Project is restricting deliveries, leaving American Canyon uncertain as to how much water it can count on in 2014.

“The town center developer offered a glittering vision of a residential, commercial, and civic development on 304 acres that is pedestrian/bicycle friendly, provides parks and open space, and restores relics of the city’s past — the ruins of the former Portland Cement Company. The project could be worth nearly \$1 billion by the time it is completed. Diane Bathgate, a planner in the city’s Community Development Department, said a formal application for the project is expected soon. The city has promised extensive outreach for public input.” The draft specific plan can be viewed at <http://bit.ly/1aLUP9X>

## Unraveling Santa Cruz County gridlock

*Santa Cruz Sentinel*, January 19, 2014

**Ramona Turner**, <http://bit.ly/1hMm4Xd>

• “Everybody dislikes being stuck in gridlock. In recent weeks, readers have been requesting that local public works departments tweak the timing of signal lights or install new traffic or turn lanes. [Projects underway include] installing auxiliary lanes on Highway 1 and widening Soquel Avenue at Park Way to add left-turn pockets in each direction.

“Traffic has tripled on Mission Street during the last 53 years, and about 100,000 vehicles drive the most traveled sections of Highway 1 each day. The California Department of Motor Vehicles reports that of the 30.3 million vehicles registered in the state, 234,596 reside in Santa Cruz County, and 75 percent of the traffic is commuters going to local jobs, while 25 percent of drivers go outside the county for work.” ■

## HSR battle on Capitol Hill

*The Fresno Bee*, January 15, 2014

**Curtis Tate, AICP**, <http://bit.ly/1dq4VNB> • “Six lawmakers from California testified before their own colleagues at the House Transportation and Infrastructure Committee hearing January 15th, with Republicans — led by Turlock’s Jeff Denham — opposing the project and Democrats including Fresno’s Jim Costa generally supporting it. The Federal Railroad Administration has continued to make payments on its \$3 billion commitment to the project. Denham questioned whether the Obama administration should continue to make those payments [and has] introduced legislation to suspend them. Deputy Federal Railroad Administrator Karen Hedlund and the rail authority’s board chairman, Dan Richard, told lawmakers that there was no reason to stop federal payments to the project in spite of the setbacks. Richard noted that major state public works projects, including water and transit, were once regarded with skepticism. He said the high-speed rail project would be no different.”

## Fresno Housing Authority starts major renovation project

*The Fresno Bee*, January 2, 2014

**Bonhia Lee**, <http://bit.ly/1cur3Gf> • “The Fresno Housing Authority is renovating hundreds of aging public housing units, the nation’s largest project to date in a new federal program to preserve low-income housing. The authority will make over nine apartment complexes under the Rental Assistance Demonstration Program administered by HUD. The \$40 million project will beautify, upgrade, and make more-energy-efficient 407 apartments. So far, none of the other 68 agencies initially chosen to participate in the program have received final approval or closed on their financing plans to renovate as many housing units, a HUD spokesman said. The project will be completed in phases, and families will be relocated for four to six weeks at a time so units can be renovated. Construction is to be finished by the end of this year.”

## \$300 million in state funding for passenger rail

*National Association of Railroad Passengers*, January 10, 2014

**Sean Jeans Gail**, <http://bit.ly/1barOop> • “In a budget proposal for Fiscal Year 2015 that includes \$11 billion in debt reduction, California Governor Jerry Brown still managed to carve out modernization. That includes \$250 million for the 220 mph statewide high-speed rail project, and \$50 million for conventional rail, commuter rail, and light rail.” The latter is to “better integrate existing passenger rail and transit service with the future high-speed rail system, and act as an additional catalyst for transit-oriented and sustainable communities’ development’ — further evidence that building a high speed rail system will benefit conventional passenger trains.

“Governor Brown was unwavering in his commitment to high speed rail and the necessity of passenger trains for California’s future:

“This is a big project, it was started by my predecessor, something that I proposed and talked about when I was governor the last time. There is no doubt that California will have millions more people coming to live in this state, many of them will live in Central California. And the program I have set forth strengthens the local rail, the commuter rail between San Francisco and San Jose and in the Southern California area, it reduces greenhouse gases, it ties California together. ... And using the money from cap and trade ... is very appropriate. ... There’s no doubt that high-speed rail is a reducer of greenhouse gases, an enhancement of the quality of California life, and a bringing together of various regions of our state.”

*(Continued on next page)*

**Banks are rethinking brick-and-mortar branches.** As more customers use mobile phones to deposit checks and pay bills, the biggest US banks are reshaping how they interact with retail customers. Bank branches reached a peak in 2009 of 99,544 but have since receded by 3 percent, according to June 2013 data from the Federal Deposit Insurance Corp. —Mark DeCambre, <http://bit.ly/1ditFus>

## Silicon Valley boosts California's job numbers

Stateline, January 7, 2013

**Pamela M. Prah**, <http://bit.ly/1iOXqYD>

• “After four years of a fragile and uneven recovery, the U.S. job machine is likely to kick into high gear in 2014. Nearly 572,000 of the new jobs will be added in just two states, Texas and California, according to Moody’s Analytics, a global economic forecasting company. California, the world’s ninth-largest economy, missed making Moody’s list of the top 10 states for job growth, but at 15th it is expected to do relatively well. A recovering housing market and the high-tech industry in Silicon Valley are largely responsible for California’s bright outlook.

“California added jobs at a rate faster than the national average in 2013, including posting more new construction jobs than any other state in 2013, with more than 31,500 new jobs. The new jobs are largely along the coast, particularly Silicon Valley, which created payroll employment at twice the U.S. rate in 2013, according to the latest forecast from the UCLA Anderson Forecast.

“Jobs are more plentiful in the Bay Area, Orange County, San Diego, and Ventura compared to the rest of the country, while the Sacramento Delta, the San Joaquin Valley and the Inland Empire are doing less well. Among the few bright spots inland in California are Kern County’s booming renewable energy sector; the new medical school at the University of California, Riverside, that opened in 2013; and Amazon’s plans to open a 1.2 million-square-foot logistics center in Moreno Valley.”

Stateline is a nonpartisan, nonprofit news service of the Pew Charitable Trusts that provides daily reporting and analysis on trends in state policy.

## San Joaquin Valley fights EPA over air quality

*Los Angeles Times*, December 22, 2013

**Tony Barboza**, <http://lat.ms/1cLlyaF> • “The San Joaquin Valley Air Pollution Control District wants the federal government to ease off and not hold local officials responsible for pollution blowing in from the Bay Area and Asia and exhaust from traffic passing through the San Joaquin Valley on California’s two major north-south highways. But federal regulators say that readings at two of the most polluted air quality monitoring sites are flawed and do not prove that the region’s air has been cleaned up enough to reach the agency’s 1979 standard for ozone.

“The region’s clean-air rules are already among the most stringent in the nation, and enacting stricter ones would bring economic hardship to a poor region with double-digit unemployment, air quality officials say. Since the early 1990s, local regulators have adopted more than 500 air quality regulations, and pollution from industrial sources has dropped more than 80 percent. Days when hourly ozone concentrations exceeded limits have plummeted from 37 a year in 2003 to three in 2011 — and zero in 2013.

“The air district has focused campaigns on individual behavior, broadcasting ‘air alerts’ that ask residents to carpool and avoid drive-through service when hot, stagnant weather puts the San Joaquin Valley at risk for high ozone levels. One initiative targets parents idling their vehicles as they wait to pick up their children from school. Yet the San Joaquin Valley remains the most polluted region in the nation outside of Southern California.”

## A summary of published appellate opinions under CEQA in 2013

*Perkins Coie LLP*, January 7, 2014

**Steve Kostka, Barbara Schussman, Julie Jones, Marc Bruner, Christopher Tom** • “The published court decisions in 2012 reflected a heightened recognition that CEQA does not require perfection, but rather a reasonable effort to provide environmental information that actually will be useful to agency decision-makers. This trend continued for the most part in 2013, with a number of cases emphasizing the discretion afforded to lead agencies when conducting CEQA reviews.” The full report is available at <http://bit.ly/1IA35Bw>

*(continued on next page)*

**Coming soon: New environmental impact analysis for transportation**

*California Planning & Development Report*, January 6, 2014

**CP&DR staff**, <http://bit.ly/1cOfOsc> • “The Governor’s Office of Planning & Research is considering a variety of alternatives to vehicle ‘level of service’ under CEQA, including vehicle miles traveled, auto trips generated (already in use in San Francisco), and multi-modal level of service. OPR plans to deliver final draft CEQA guideline revisions to the Natural Resources Agency by July 1. In a preliminary paper released in December, OPR declared unequivocally that SB 743 ‘marks a shift away from auto delay as a measure of environmental impact.’” In addition to the metrics listed above, OPR also “announced that it would consider a number of other factors including:

- “Maximizing environmental benefit and minimizing environmental harm,
- “Efficient use of local government fiscal resources,
- “Equity,
- “Health,
- “Simplicity,
- “Consistency with a wide variety of other state policies, and
- “Access to destinations.”

The 13-page OPR document, “*Preliminary evaluation of alternative methods of transportation analysis*,” December 30, 2013, can be found at <http://bit.ly/1ekNmki>

**Hollywood maps a futuristic LA Light Rail system**

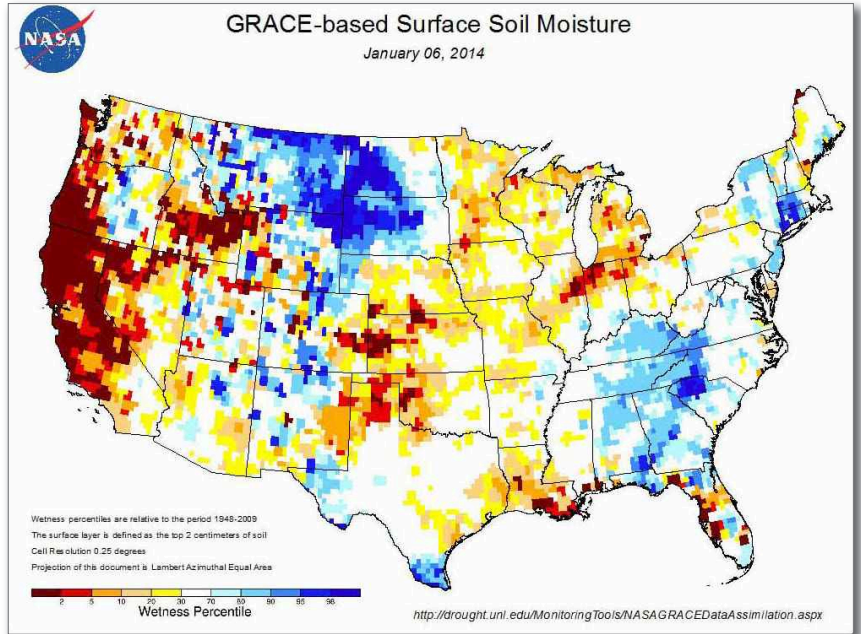
*Gizmodo*, January 12, 2014

**Alissa Walker**, <http://bit.ly/1eAh2KA> • “One of the best moments in the new movie *Her* is watching Joaquin Phoenix ride an elevated train through a Los Angeles of the near-future, dance through a bustling subway station, and emerge at the edge of the Pacific Ocean. As Phoenix’s character walks through the station — it was shot in the Hollywood and Western station of L.A.’s real-life Red Line — you can even catch a glimpse of the subway map. Keep in mind this is a fictional work of design, created for a film, so it’s not geographically accurate, but you have to appreciate the vision and wit in this map.” View the original map at <http://bit.ly/19tyLpg> — then click to enlarge it.

**“Spare a thought for sunny California”**

*The Atlantic Cities*, January 9, 2014

**James West**, <http://bit.ly/KLRIZM> • “The state is facing what could be its worst drought in four decades. The chart below, released January 6, 2014, shows just how dry the soil is compared to the historical average: the lighter the color, the more ‘normal’ the current wetness of the soil; the darker the color, the rarer. Large swathes of California are bone dry.”



**NASA GRACE Data Assimilation, January 6, 2014.**

Source: National Drought Mitigation Center, <http://bit.ly/1a4cigK>

**'Dark Money' funds climate change denial***Scientific American*, December 23, 2013Douglas Fischer and *The Daily Climate*,

<http://bit.ly/1c2KFEF> • “The largest, most-consistent money fueling the climate denial movement are a number of well-funded conservative foundations built with so-called ‘dark money,’ or concealed donations, according to an analysis released December 20, 2013. <http://bit.ly/1hs2vTD>

“The study, by Drexel University environmental sociologist Robert Brulle, is the first academic effort to probe the organizational underpinnings and funding behind the climate denial movement. It found that the amount of money flowing through third-party, pass-through foundations like *Donors Trust* and *Donors Capital*, whose funding cannot be traced, has risen dramatically over the past five years. In all, 140 foundations funneled \$558 million to almost 100 climate denial organizations from 2003 to 2010.

“According to Brulle, the largest and most consistent funders were a number of conservative foundations promoting ‘ultra-free-market ideas’ in many realms, among them the Searle Freedom Trust, the John Williams Pope Foundation, the Howard Charitable Foundation, and the Sarah Scaife Foundation. Another key finding: From 2003 to 2007, Koch Affiliated Foundations and the ExxonMobil Foundation were ‘heavily involved’ in funding climate change denial efforts. But Exxon hasn’t made a publicly traceable contribution since 2008, and Koch’s efforts dramatically declined, Brulle said.”

**We’re still making three-way incandescent bulbs***CNN*, December 31, 2013

Josh Levs, <http://cnn.it/19EIF26> • “Farewell, traditional light bulb. In 2007, President George W. Bush signed a law to replace standard incandescents with more efficient bulbs. Seventy-five- and 100-watt bulbs were already banned in 2013. The ban on production of 40 and 60-watt bulbs — the most popular in the country — kicked in as 2014 began. ‘There are 4 billion light bulb sockets in the U.S., and more than 3 billion of them still use the standard incandescent technology that hasn’t changed much in 125 years,’ the EPA says. ‘A standard incandescent is only 10 percent efficient — the other 90 percent of the electricity it uses is lost as heat.’

“As with all laws, there are some loopholes. Three-way standard incandescent light bulbs will still be made. No one can take away the glory of that click-click-click in hotel-room lamps. Still, on two of life’s most pressing questions, we remain in the dark: What will happen when a cartoon character gets a great idea? And how many psychiatrists/lawyers/programmers/med students/economists/surrealists will it now take to change a light bulb?”

*(Continued on next page)*

**Will Apple’s ‘spaceship’ lose the war for tech talent?** As Apple seeks to change Silicon Valley’s view of what buildings should be, Silicon Valley is rethinking its view of *where* they should be. The hottest tech companies, from Google to Twitter to Uber, are setting up shop in San Francisco. In the cutthroat world of tech recruiting, even Apple isn’t immune to the first rule of real estate: location, location, location. Silicon Valley will remain a tech hub, but the balance is shifting. And Apple is putting all its eggs in a mile-wide spaceship-like basket. —Marcus Wohlsen, <http://wrd.cm/1drjCBR>



## Florida's mangroves march north

*The New York Times* and *EurekAlert*, December 30, 2013

**Justin Gillis**, <http://nyti.ms/JGLUPw> • “Global warming, though still in its early stages, is already leading to ecological changes so large they can be seen from space. Much of the Florida shoreline was once too cold for the tropical trees called mangroves, but the plants are now spreading northward at a rapid clip. Along a 50-mile stretch of the central Florida [Atlantic] coast, the amount of mangrove forest doubled between 1984 and 2011. Hard winter freezes that once kept mangroves in check have essentially disappeared in that region, allowing the plants to displace marsh grasses that are more tolerant of cold weather. In one respect, the situation resembles the change in climate that has allowed beetles to ravage millions of acres of pine trees in the American West and Canada. In both the beetle and mangrove cases, scientists have found that it is not the small rise in average temperatures that matters, nor the increase in heat waves. Rather, it is the disappearance of bitter winter nights that once controlled the growth of cold-sensitive organisms.” Also see David Orenstein, *EurekAlert*, <http://bit.ly/1eUJKuz>

## Sustainable Cities of Tomorrow: A Land Use Response to Climate Change

*Social Science Research Network*, November 16, 2013

“This book chapter [by Stephen R. Miller in *Rethinking Sustainable Development to Meet the Climate Change Challenge* (Jessica Owley & Keith Hirokawa eds.) Environmental Law Institute (2014 Forthcoming)] seeks to identify ways in which urban land use is a driver of climate change in both the developed and developing worlds. Urban land use factors identified as substantially affecting climate change include rapid population growth, rapid urbanization, population migrations resulting from both economic and environmental causes, and declining urban density. The chapter then narrows its focus to evaluate the effectiveness of six U.S. land use law tools for both mitigation and adaptation to climate change. Tools evaluated include compact cities as a mitigation strategy, compact cities as an adaptation strategy, efficient infrastructure and buildings, greening population migration, social resiliency, and engaging creative land use governance and financing structure.” PDF, 18 pages, *SSRN Electronic Library*, <http://bit.ly/1gTzUsW>

## Bucky Fuller's WWII shelters live on

*The New York Times*, November 3, 2013

**Alastair Gordon**, <http://nyti.ms/1glXhsb> • “Camp Evans, a decommissioned Army base in Wall Township, N.J., [sports] a collection of [World War II-era] corrugated metal houses with porthole windows and conical roofs. These are the only known surviving examples of the Dymaxion Deployment Units (D.D.U.) that R. Buckminster Fuller designed as an answer to wartime housing needs. Conceived as low-cost, mass-produced shelters that could comfortably accommodate a family of four, the units were manufactured in the early 1940s and distributed to military bases around the world.

“The idea for the D.D.U.s came to Fuller in November 1940 while he was driving through the Midwest. En route, Fuller became fascinated with metal grain bins lining the Illinois roadsides. He discovered that they were made by the Butler Manufacturing Company of Kansas City, Mo. Europe was at war, and Fuller’s idea was to transform Butler’s galvanized steel containers so they could be shipped anywhere in the world and assembled quickly as bombproof shelters. By April 1941, the first D.D.U. prototype was erected along the Potomac River. The structure was 12 feet high and 20 feet in diameter, with 10 porthole windows and 15 small skylights. The unit cost \$1,250 and came complete with lightweight furnishings and appliances from Montgomery Ward, including a kerosene-powered icebox and stove. Architectural Forum called the house a ‘dressed-up adaptation of the lowly grain bin’ but praised its reasonable cost and easy assembly (a person could put a unit together in less than a day). At some time between 1941 and 1943, about 20 D.D.U.s found their way to Camp Evans. In 2004, the military transferred 37 acres of Camp Evans, including 16 buildings, to Wall Township and Monmouth County. Today, there are 12 Dymaxion units in varying states of decay around the compound.” Slideshow at

<http://nyti.ms/1cWPpOT>

(Continued on next page)

## Affordable housing makes US cities stronger

Gizmodo UK, January 1, 2014

Alissa Walker, <http://bit.ly/1cTHdMN> • “The looming affordable housing crisis will likely be the biggest issue facing cities in 2014. A convergence of cataclysmic prices, a development slowdown, and a weak job market are squeezing low-income residents out of urban areas. But all is not dire: I found seven new projects that are bright spots in the US’s affordable housing future.” Six are in Santa Monica, Brooklyn, Denver, Los Angeles, Chicago, and The Bronx. The seventh is The Savoy in Oakland: “A pair of 1912 hotels in downtown Oakland were transformed into transitional housing for recently homeless and very-low-income residents by Berkeley-based Satellite Affordable Housing Associates (SAHA) and the city of Oakland. After merging the two century-old hotels into one complex, the former SRO rooms were converted into 101 studio apartments that preserve the architectural history of the buildings but offer contemporary conveniences. On the ground level are commercial businesses, a computer lab, and community rooms for public meetings. The building is transit-accessible, with a BART station only a block away.”

According to SAHA Executive Director Susan Friedland, “The Savoy offers men and women who have overcome the most difficult obstacles safe, comfortable, healthy, and attractive homes coupled with services [that make the homes] places of support, growth, and opportunity.” The Savoy, designed by Anne Phillips Architecture, was developed by SAHA in partnership with the Oakland Housing Authority and 10 additional funders. More information at <http://bit.ly/1hNcx4E> ■



The Savoy, 1424 Jefferson Street, Oakland. Image: SAHA

**Does real sustainability make business sense?** “If we want to make significant steps towards sustainability, we need to appeal to the real motives behind choices: love, care, and the desire to serve. ... By appealing to the business case for sustainability, we limit green practices to the very narrow subset that involve little cost, little risk, and little disruption to business as usual. Such arguments also have a further, pernicious effect: they imply that the right basis for making ecologically-sensitive decisions is according to what makes business sense. By saying, ‘Go green because you’ll make more profit,’ they affirm that profit is the right motive.” —Charles Eisenstein, <http://bit.ly/1bRxEuf>

## Brits nix new garden cites

*Financial Times*, December 30, 2013

**Jim Packard** and **Sarah O'Connor**,

<http://on.ft.com/1geXqgw> • “David Cameron has quietly dropped his support for a new generation of ‘garden cities’ in a move that raises questions over the government’s commitment to tackling Britain’s escalating housing shortage. Until recently the prime minister was an advocate for plans to build a wave of new towns similar to Letchworth and Welwyn Garden City, saying he wanted to see them sprout up in areas of ‘high potential growth.’ But while Mr Cameron remains publicly supportive of new garden cities, he has grown nervous about pushing ahead with detailed proposals for fear of prompting a backlash among ‘Nimby’ protesters in the run-up to the 2015 general election.

“The prime minister has forbidden ministers from identifying any sites for potential new towns during this parliament, according to one Downing Street official. According to a December report by *Hometrack*, the property consultancy, demand for new housing grew 25 per cent in 2013 — as the market thawed and the economy started to recover. Yet the supply of homes for sale grew just 6 per cent over the year, the smallest increase in the survey’s 12-year history. The government had hoped that garden cities would help solve the worsening housing shortage but a long-delayed Whitehall paper on the issue has been cancelled several times in the last year, prompting the Lib Dems to accuse Mr Cameron of going cold on the idea.”

## Climate change models underestimate likely temperature rise

*The Guardian*, December 31, 2013

**Oliver Milman**, <http://bit.ly/1dSDCO9> • “The Earth’s climate is far more sensitive to carbon dioxide emissions than previously thought, heightening the likelihood of a 4°C temperature rise by 2100, new Australian-led research of cloud systems has found. The study, published in *Nature*, found climate models which show a low global temperature response to CO<sub>2</sub> emissions do not factor in all the water vapour released into the atmosphere. Models typically simulate water vapour as rising to 15km and forming clouds. In reality, the study found, water vapour is distributed to different heights in the atmosphere, causing fewer clouds to form as the climate warms. In turn, this increases the amount of sunlight entering the atmosphere, making the level of warming far more sensitive to heat-trapping gases such as CO<sub>2</sub>. As a result, the world can expect a temperature increase of ‘at least’ 4°C by 2100 if, as predicted, there is a doubling of CO<sub>2</sub> in the atmosphere.”

## Rust Belt city, polished but ailing

*The New York Times*, December 24, 2013

**Melissa Eddy**, <http://nyti.ms/1e15rxH> • Often compared to Detroit, “this city of 211,000” has the “highest per capita debt” in Germany. Yet, “sculptures grace well-maintained parks, dark-brick Art Deco buildings are still in use, and while many storefronts stand empty, none are derelict. It is not that the city is thriving. When the last coal mine closed in 1992, followed by the steel mill five years later, they took more than 50,000 jobs with them. Where the steel mill once stood is a shopping mall flanked by a modern arena and an aquarium, attracting tourists from across the region. But the roughly 10,000 jobs created by the service sector — and the tax take contributed by the new businesses — amount to only a fraction of those once generated by heavy industry, leaving a gaping hole in Oberhausen’s budget. [That budget forced] the closing of two public swimming pools, three libraries, and several schools. Flowers are no longer planted in city parks, where professional gardeners were eliminated as part of a 10 percent reduction in municipal employees. But [the future of] Oberhausen’s award-winning municipal theater — [which] costs the city almost \$11 million annually — is not in question. [It plays] an integral role in helping the city attract the creative, young urbanites who are the key to Oberhausen’s future.”

*(Continued on next page)*

### Cold days, hot planet

*The New York Times*, January 9, 2014

**Adam Gopnik**, <http://nyr.kr/1fgPbUx> • “The evidence for global warming is not ... experiential. It is cumulative, statistical, and inferential. ... Cold days don’t disprove it, and hot spells in summer don’t show it’s true either. It first has to be grasped as an abstract concept. The charts that show a relentlessly hotter planet are averaging out many ups and many downs — and the claim that this trend is man-made is in part inferential, though extremely strong.

“The scientific logic that persuades us of global warming is exactly the same as that which persuades us of the size, shape, and existence of dinosaurs. We have very few complete skeletons, but from the many bones and parts, found at various strata, we can deduce the whole story. If you believe that dinosaurs of many varieties once existed, and that a comet or asteroid helped make them disappear — an *entirely* inferential notion — then you ought to put your money on the idea that the planet is getting hotter and that we’re making it happen.

“The evidence of global warming in the fragile ecosystem of the Arctic is overwhelming. The tree line moves farther north each year, so it seems likely there will be spruce trees on Arctic islands in the next 20 years. The expectation now is that the Arctic will be seasonally free of ice in something like 10 years. It’s really happening.

“There is a larger issue, though. In the past, many a planet-devouring wolf has been called out, only to never actually appear: the population bomb never went off; peak oil has not been reached. What makes *this* wolf different is the issue of externalities — problems that don’t respond to market forces because the people who suffer the effects are not the same as the people whose transactions cause them. Of course, as George Carlin used to say, the planet will be fine; it’s we who are at risk.”

### Kerry makes climate a priority

*The New York Times*, January 2, 2014

**Coral Davenport**, <http://bit.ly/19NQ555> • “Behind the scenes at the State Department, [Secretary Kerry] has initiated a systematic, top-down push to create an agency-wide focus on global warming. His goal is to become the lead broker of a global climate treaty in 2015 that will commit the United States and other nations to historic reductions in fossil fuel pollution.

“As a result of midlevel talks Mr. Kerry set up to pave the way for a 2015 deal, the United States and China agreed in September to jointly phase down production of hydrofluorocarbons. This past February, Mr. Kerry directed that all meetings between senior American diplomats and top foreign officials include a discussion of climate change. He put top climate policy specialists on his State Department personal staff. And he is pursuing smaller climate deals in forums like the Group of 20, the world’s largest economies.

“The 2015 treaty must be ratified by a Senate that has a long record of rejecting climate change legislation. The effort is complicated by the fight over the Keystone XL pipeline. Approval of the pipeline could blacken Mr. Kerry’s green credentials and hurt his ability to get a broader climate deal. He hopes to use his position as secretary of state to achieve a legacy on global warming. His push abroad, combined with Mr. Obama’s actions at home, are changing expectations among other nations.” ■

**Tech spillover benefits Oakland.** “Oakland is becoming an increasingly attractive alternative to San Francisco. People can still have a true urban environment rather than a manufactured one in the suburbs. Spillover from San Francisco’s tech boom is providing the latest charge as companies and workers look for affordable space. There are groups being priced out of San Francisco, and for a lot of reasons — access to transit being one and a central location in the Bay Area being another — Oakland is a natural fit.” —Joe Gose, <http://nyti.ms/1ii1pg3>

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