



## What a great conference!

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Crissy Field and the Palace of Fine Arts, San Francisco.  
Photo: Naphtali H. Knox, FAICP



# 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 2015**

## What a great conference!

**ICYMI** the annual APA California conference was held in Oakland October 3–6. More than 1,900 people attended. Downtown Oakland hotels were happy. Our conference-goers accounted for 965 room-nights at the Marriott Oakland City Center (highest number was 296 on Sunday night), 245 room-nights at the Courtyard by Marriott Oakland Downtown, and 215 room-nights at the Waterfront Hotel. From Sunday through Tuesday, the Marriott served 3,445 lunches (including 1,300 chicken breasts, 1,300 salmon salads, and 720 Thai chicken), 820 cupcakes, 68 box lunches, and pretzels and popcorn for 775 at “A day at the A’s.”

Conference attendees could choose from 134 conference sessions (including sessions, salons, and workshop/design charettes) and 16 mobile workshops — a total of more than 600 speakers. Most of the presentations were approved for a total of 200 AICP|CM credits, plus another 55 AICP|CM credits total for the mobile workshops.

One of the mobile workshops featured visits to the Facebook and Google campuses in Menlo Park and Mountain View, respectively, with a stop in-between to chat

with Menlo Park Economic Development Manager Jim Cogan about what the tech explosion means to communities in the region. The development styles and experience ranged from a closed Main Street-like setting at the Facebook East Campus to a single room of 10 acres in the new Gehry Associates Facebook building, to a publicly accessible grid of buildings, open spaces, and multi-use pathways at Google’s headquarters. The workshop offered a fascinating peek into the ways that workspaces are evolving to meet the needs of the rapidly growing tech giants.

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Facebook’s West and East Campuses along Bayfront Expressway. Photo courtesy Facebook.

# WHAT'S INSIDE

**You'll find** something about housing on 15 of the 28 pages in the November issue. You'll also see a lot in this issue about transportation and jobs. And why not? In our world, people need jobs and they need housing, and some way to get between the two. As an eminent professor at Penn put it to our graduate class in city planning six decades ago, these three things — jobs, housing, and transportation — are all layers of the same cake. We in the Bay Area have been adding to the jobs layer, but cheating on the other two. Is it any wonder we have such problems? Perhaps the Bay Area cake is about to collapse. You'll want to read this issue. —Ed.

## What a great conference!

Little-known stats from the annual APA California conference in Oakland October 3-6, and a photographic overview of the mobile workshop to the Facebook and Google campuses in Menlo Park and in Mountain View. [Page 1](#)

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Andrea Ouse, AICP.

Kudos and personal thoughts from our Northern Section director on the 2015 APA California planning conference. Plus Northern Section is seeking volunteers to help plan the Section's annual holiday party in San Francisco November 20. [Page 3](#)

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APA California members receive a 10 percent discount on most Land Use and Natural Resources courses at UC Davis Extension. [Page 4](#)

### Call for papers: Sustainable, just cities and settlements

Suzanne Lennard, Ph.D. (Arch.)

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## Norcal roundup

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November 7 at SJSU Student Union Theater. [Page 11](#)

## California roundup

Excerpts from around the state, linked to the original articles:

OPR releases draft general plan guidelines for comment • Reduced parking for affordable housing near transit • SANDAG adopts its RTP • Shock and aw: Governor vetoes affordable housing bill • Job growth will slow in California and housing will be even less affordable • New economic tool to replace redevelopment agencies • Planner, planner in City Hall, who's the snobbiest of them all? [Page 17](#)

## U.S. roundup

Excerpts from around the country, linked to the original articles:

Building ON the streets of Salt Lake City • Boston addresses transportation inequality • More big cities gaining white population • Microsoft offsets emissions with internal carbon tax • Seattle DOT takes over bikeshare • California tech is moving to Bend • Explaining America's infrastructure crisis • Reversing downtown decline with buy-in incentives • Making inclusionary housing work. [Page 20](#)

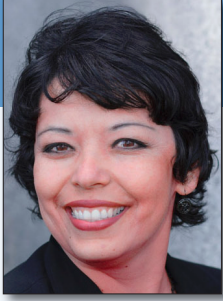
## World roundup

Excerpts from around the world, linked to the original articles:

The great wall of Western Australia • The eclectic architecture of Nahalat Binyamin • 82 Montreal area municipalities begin to think and act as one • Climate change worries UK central banker • Capturing methane — a win for both air quality and climate change • Most popular running routes in major cities • Ominous satellite images of the human condition • ICYMI: How cities make us sick (19:01). [Page 24](#)

## Board member directory; publication information

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## Director's note

By Andrea Ouse, AICP

### **“Rooted in AuthenticITY” was a rousing success!**

We can be assured that APA members from all over the state had a quality conference experience. But almost as soon as it arrived, the 2015 APA California Chapter Conference passed by like a speeding train and is now in our collective rear view mirror. The memories of warm Oakland nights, of conversations rooted in AuthenticITY, and of the engaging sessions full of new ideas and the latest information to guide our practice will keep this conference fresh in our minds long into the future.

I'll remember many special moments from the four-day conference: the comradeship among colleagues, honoring the professionals who drive successful planning, and their outstanding work. For me, the conference was about learning and growing, expanding and sharing knowledge, making new connections and reinforcing long-standing ones. It was also about the amazing people who worked together to host an event that showcased our Northern Section expertise and our varied environments — urban and rural.

I am so proud of our Northern Section members and the outstanding team, leaders in both the Section and Chapter, who provided guidance to the Conference Host Committee for over two years. I am blown away — you would be, too — by the amount and quality of the work done in advance of and during the conference by our dedicated volunteers. They made the conference a resounding success.

I also received universally positive feedback from conference attendees. They praised the high-quality programming, the joyous opening reception at the

Oakland Museum of California, and the inspiring keynote speakers. For those visiting the area, Oakland proved to be a stimulating example of a city in transformation — much as we on the Conference Host Committee expected. Keep in mind that the enrichment we all gained from the conference sessions will be there for us in the future: By the end of October, all session presentations received from moderators will be available on the APA Chapter website.

A registered near-record 1,900 people attended the conference. Its success will greatly augment your membership dues to fund programs, events, and services to Northern Section members for the next eight years. Now we move past the conference and communicate our experience and lessons to the Los Angeles Section as they prepare for the 2016 APA California Chapter Conference in Pasadena. You should have already received an email from the California chapter asking you to forward any comments for the 2016 conference planners to Betsy McCullough, APA California's Vice President of Conferences, at [betsy92106@gmail.com](mailto:betsy92106@gmail.com).

**It's time to focus on other Northern Section activities.** We are always looking for new members to attend our Board meetings and to get involved! Our 2015 Holiday Party, to be held on November 20 at the elegant City Club of San Francisco, is a great way to meet other members. (My first involvement with the Northern Section Board was to serve as chair of the Holiday Party Committee many years ago.) I invite all who may be interested in becoming active in the Section to contact our Holiday Party Chair Melissa Ruhl ([Melissa.ruhl@arup.com](mailto:Melissa.ruhl@arup.com)) for more information and to see how you can join in. ■

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

# Plan for Success — Take a course from UC Davis Extension this Fall

*APA Members: Get a 10 percent discount on UC Davis Extension courses*

**APA California members** receive a 10 percent discount on most Land Use and Natural Resources courses at UC Davis Extension. You can earn **AICP | CM** credits, stay up to date on the new policies, laws, and practices, and learn from experts in the field. *If you are registering online please use code: **APA2016**.*

## **Habitat Conservation Plan Implementation**

Examine the techniques and best practices for implementing Habitat Conservation Plans (HCPs), Natural Community Conservation Plans (NCCPs), and other types of regional conservation plans for endangered species. Learn how to address the challenges of implementing a plan. Instructors: David Zippin and Kathryn Gaffney. **AICP | CM 6.0**

## **Planning in California: An Overview**

Demonstrates concepts, structures, and processes of land use planning and development decisions. This course delivers an overview of general plans, zoning ordinances, subdivision regulation, permit processes, property rights, environmental review, public finance, natural resources, and urban design. Instructor: Peter Detwiler. **AICP | CM 28.0**

## **Rethinking Development Finance: Financing Development in a Post Redevelopment World**

Held in partnership with California Debt and Investment Advisory Commission (CDIAC), this seminar examines the current programs and strategies available for development finance in post-redevelopment California. It will address how

communities can achieve the goals of redevelopment with available authorities and financing opportunities. Moderators: Peter Detwiler, Dean Misczynski, Fred Silva, and Alan Gordon. **AICP | CM 6.0**

## **Streambank Assessment and Restoration**

Learn the concepts of natural channel form and function in streambanks, and how to determine which restoration methods are most suitable for different types of sites. Case studies and discussions will emphasize the importance of channel cross-section and landform geometry as they influence a stream's connectivity with its floodplain. Students will learn how to evaluate channel conditions and assess restoration potential. Instructors: Chris Bowles, Chris Hammersmark, and John McCullah. **AICP | CM 6.0**

## **The Intersection Between Transportation and Land Use**

Explore the inextricable link between transportation and land use in the development of general plans, community plans, site plans, and environmental impact analyses. Instructors: Ron Milam and Jeff Henderson. **AICP | CM 14.0**

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

**Berkeley students' creative housing.** "Berkeley is the most expensive U.S. college town according to Realtor.com. UC Berkeley researchers from the Urban Displacement Project revealed that West Berkeley is in the throes of gentrification, and parts of North Berkeley are at risk of gentrification or already in the process of displacement. For students, finding a place to live in a highly competitive rental market requires creativity. That means squeezing into packed apartments, docking illegally at the Berkeley marina, or renting out rooms through Airbnb. A former Berkeley student paid \$150/month to live on the roof of the Berkeley co-op. Other students have been living out of their cars or vans, showering with friends, getting used to awaking with stiff muscles, and trying to just hang in there." —Holly J. McDede, California Magazine, <http://bit.ly/1Rby2Ks>

# Call for papers: Sustainable, just cities and settlements

53rd International Making Cities Livable Conference, Rome, Italy, June 13–17, 2016

*Suzanne Lennard, Ph.D. (Arch.)*

“We must make our cities healthy, just, and sustainable for all humans and for the earth. We must adopt wiser strategies and practices — in planning, urban design, transportation planning, and architecture — that lead to genuine environmental, social, and economic sustainability, and a healthy environment for humans and for the earth. We can wait no longer.

“At this conference, we will share knowledge of the effects of the built environment on the health of humans and the earth; foster interdisciplinary collaboration on real sustainable and equitable practices; and define a universal charter (or road map) for improving the built environment.

“Paper proposals are invited from elected officials, scholars, and practitioners concerned with sustainability and caring for our common home. To present papers, please submit a 250-word abstract for consideration before December 20, 2015. Please submit online, following the *Call for Papers Guidelines* on the web at <http://bit.ly/1LkRxwk>.

The conference will take place at the Pontificia Università Urbaniana, close to the Vatican. For more about the conference, and to register, go to <http://bit.ly/1LkREbn>.



**Members of the APA California 2015 Conference Host Committee.** Shown here wearing their conference volunteer shirts are about a quarter of the dedicated members of the huge committee that made the conference such a success. Last row (l-r): Dana Hoffman; Bob Zimmerer, AICP; Erik Balsley, AICP; Brian Soland, Steven Spickard, AICP; James Castañeda, AICP. Middle row (l-r): Beth Greene, AICP; Carmela Campbell, AICP; Darcy Kremin, AICP; Syd Wayman; Don Bradley, AICP; Jonathan Schuppert, AICP. Front row (l-r): Hanson Hom, AICP; Vivian Kahn, FAICP; Manira Sandhir, AICP; Wynne Kwan, AICP; Veronica Flores; Jackie Yang, AICP. Photo: George Osner, AICP

# Norcal roundup

Excerpts from around our Northern Section, linked to the original articles

## Santa Clara County Housing Action Coalition closes shop

*Silicon Valley Leadership Group, October 8, 2015*

**Amanda Montez**, <http://bit.ly/1P2m3kx> • Sad but true: The HAC is closing down “after 22 years of meetings and dedicated housing advocacy.” Since 1993, the countywide coalition has supported affordable housing developments — usually in the face of organized opposition — in practically all Silicon Valley cities and “has served as a resource for housing and land use policy development.”

“The Silicon Valley Leadership Group, which has historically provided staff support for the HAC, will continue to make affordable housing a priority,” according to a recent email from the group.

But they will do so through a new membership organization, SV@Home, which will “advocate for policies, programs, land use, and funding that lead to an increased supply of affordable housing. SV@Home [will] also work to educate elected officials and the community about the need for housing, and the link between housing and other quality of life outcomes, including education, health, transportation, and the environment.”

## Restaurants blossom on Market Street

*The New York Times, October 5, 2015*

When I first emigrated from Des Moines to Mill Valley in 1960, San Francisco was the only place to go for good restaurants — “an essential food destination.”

But as **Kim Severson** reports, <http://nyti.ms/1ZC62Wl>, “For decades, as this city polished its reputation as an essential food destination, a stretch of Market Street just a short stroll from the groundbreaking Zuni Café remained stubbornly unchanged, an odd wasteland of check-cashing stores and weed dealers.

“A city survey last year (<http://bit.ly/1ZC6bsK>) declared that Market Street between Seventh and 11th Streets was San Francisco’s dirtiest commercial strip. While nearby Union Square and the South of Market blossomed, these half-dozen broad blocks remained something people rushed through on their way to more charming neighborhoods.

“But in a city consumed by a tech boom that has left no inch of its roughly 47 square miles unnoticed by developers, the neighborhood now called Mid-Market is undergoing a transformation that would render it nearly unrecognizable to anyone who hasn’t braved its sidewalks for a few years.

“A new culinary scene has been born seemingly overnight, the child of a three-way love affair among real estate developers, tech workers, and food professionals that many say is unprecedented.”

The article goes on to review four restaurants recently opened along Market Street. Worth a look — even if gentrification has you horrified.

## Housing costs, quality of life, may cost Bay Area its millennials

*Urban Land, October 7, 2015*

**Trisha Riggs**, <http://on.uli.org/1FX1MKA> • “A new report from the Urban Land Institute, *Bay Area in 2015* (<http://on.uli.org/1FX21VW>), suggests that the San Francisco metropolitan region is at risk of losing millennials in the years ahead because high housing costs are making them increasingly skeptical about their ability to eventually move into homes in neighborhoods with the high livability attributes they desire.

“The report finds that 74 percent of millennials living in the Greater Bay Area are considering moving over the next five years, although housing affordability concerns suggest that they will be more apt to move away from the area than within it. Just 24 percent are very confident that they will be able to own or rent their desired home in five years.

“*Bay Area in 2015* is based on a survey of 701 adults in the Greater San Francisco Bay Area conducted in February 2015 as a companion to a national survey released last spring. Survey responses are categorized by millennials, generation X, baby boomers, war babies, and the silent generation, and by ethnicity, income, and location (North Bay, the five-county Bay Area, and South Bay). The low expectations of Bay Area millennials in terms of moving up are in stark contrast with those of U.S. millennials as a whole, 52 percent of whom said they anticipate being able to purchase or rent their desired housing in five years.”

(Norcal roundup continues on [page 14](#))

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.

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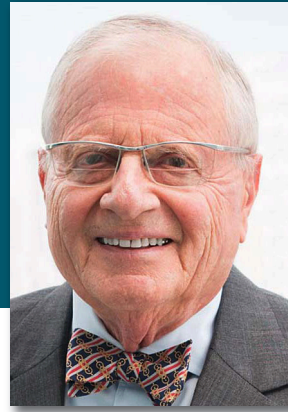
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# The economic consequences of housing supply constraints

By Claude Gruen, Ph.D.

## The Streets of San Francisco

Inhaling the aroma and observing the ragged homeless on the streets of San Francisco belies one's belief in the statistics that since 2010, employment of residents has increased 22 percent, the population has increased 5.9 percent, and total jobs are up 15.3 percent. However, the throngs of well off young people you'll see if you walk into the restaurants, clubs, and bars of the City by the Bay will support your trusting those statistics. You may or may not be surprised to know that the City spends over \$200 million per year on services to the homeless, but at least to date, that has not slowed the increase of people living on its streets.

San Francisco is a, if not the, premier gateway city drawing in the technically savvy Millennials who make up the shock troops of the Digital Revolution. The disruptions of that revolution rival, if not exceed, the degree of economic and social change wrought by the Industrial Revolution that began in mid-19th century England. The economic changes already induced by the Digital Revolution have directly caused the growth in employment and income evidenced by what you see in San Francisco's food, beverage, and entertainment venues. Indirectly, by pushing up housing demand in an already very tight market, the growth of well-paying jobs has made assisting the homeless more difficult and expensive and has increased the number of middle income households moving out of the City.

These members of the middle class leaving the City fall into the following three categories: 1) The cash-outs who sell their price inflated homes and move out of the region, and then write back about how much cheaper it is to live elsewhere; 2) renters with good jobs who still have not seen their incomes climb like those in the technical or financial/professional service sectors; and 3) middle income households who keep their jobs in the City but accept a commute as the price one pays to obtain less expensive housing in the East Bay or Valley. These escapees from San Francisco's living costs are a large part of the answer to those in the City who ask: "Whatever happened to our middle class of all races?"

*(continued on the next page)*





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## The economic consequences of housing supply constraints

(continued from previous page)

The schizophrenic belief of many citizens and politicians that they can have the benefit of increased jobs and incomes without the accompanying economic and social changes explains the ongoing turmoil about land use policies in the local body politic. The policy issues on the November 2015 ballot in San Francisco are symptomatic of the battles over what the City should do, if anything, about high housing costs.

### Growth-stunting housing costs are unintentional consequences

The housing cost-raising behavior seen in San Francisco and a few other early venues of the Digital Revolution may make those places seem like the Lotharios of bodice-ripping novellas who seduce and then abuse their conquests. But this is not a fair analogy, because the land use regulations that inevitably cause housing prices to increase with prosperity were usually adopted in order to make housing more affordable. This was certainly the intent in San Francisco when rent control and inclusionary zoning regulations were adopted. The most recent Census data suggests that 30,000 units remain vacant in the City because owners don't want to accept the restrictions imposed by rent control. Inclusionary zoning has made office development more profitable than residential development in many locations, and consistently increased the rental and condo price "hurdle rates" needed to induce profitable residential construction.

These regulatory restrictions, along with a Kafka-like planning and environmental review process that significantly increases the time and costs required to obtain approvals, have worked for decades to keep additions to the housing supply in San Francisco below increases in demand. But a review of the November ballot and legislative discussions suggest that, like the medieval doctor who increases the amount of blood-letting after his patient gets worse, San Francisco keeps implementing rules that lessen additions to the supply of market rate housing. The ballot includes a measure to place a moratorium on all market rate construction in the Mission neighborhood; its supporters argue new market construction causes prices to rise. Don't ask, I don't get it either.

*Dr. Claude Gruen is a consulting urban economist who specializes in the evaluation and implementation of real estate development and public policy opportunities and trade offs. His firm, Gruen Gruen + Associates has operated continuously in the San Francisco Bay Area since 1971. Dr. Gruen's most recent book, "New Urban Development: Looking Back to See Forward" (Rutgers University Press, 2010, ISBN 9780813547930) is available from Amazon. ■*

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## Who's where



**Alex Lantsberg, AICP**, has been appointed to the board of APA California – Northern Section as Sustainability Committee Co-chair. Since 2012, he has been a research analyst with Smart Cities Prevail, Sacramento, and since 2005, field representative and research analyst with the Northern California Carpenters Regional Council, Oakland. Lantsberg holds a master of city planning from UC Berkeley and a BS in finance from Northern Illinois University, DeKalb.



**Holly R. Pearson, AICP**, has been appointed to the board of APA California – Northern Section as Sustainability Committee Co-chair. From 2007–2015, she worked as a planner with local government agencies in the San Francisco Bay Area, including five-plus years at the City of Oakland planning and zoning division. Pearson currently is part time with Oakland-based Ecocity Builders, a nonprofit that works to promote sustainable cities worldwide. She is also transitioning to independent consulting part-time.



**Joanna Winter, AICP**, is now a Planner II, Strategic Planning, with the City of Oakland's planning and building department. She previously was a project planner at PlaceWorks (Berkeley). Her earlier postings were community planner for The Cohousing Company in Nevada City and a housing specialist for the City of Napa. Winter helped found the Napa County Local Food Advisory Council, and currently sits on the Northern California Land Trust board. She holds a master of city and regional planning from Cornell University and a BA in sociology from Grinnell College. ■

**“Seattle City Council to revisit idea of duplexes in single-family zones.** When the idea of allowing developers to build new duplexes and triplexes in single-family zones caused an uproar, Mayor Ed Murray dropped the plan. Now the Seattle City Council plans to take another look at the controversial idea of increasing density in single-family neighborhoods, this time with a plan that people may find more palatable. Instead of allowing development of new duplexes and triplexes, the new concept is to allow large houses to be divided into two or more residences. The council passed a resolution in early October to look into the new proposal next year. [There's no] guarantee this will happen because the council will have at least four new members next year.” —Marc Stiles, <http://bit.ly/1Ka4cR7>

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## In Memoriam



### Frank Lockfield, 1933–2015

*Northern News* has learned of the death of Frank Lockfield, a Santa Clara County planner and longtime director of the county's Center for Urban Analysis (1968–1999). Frank was born in New York City and raised on the East Coast. He received an architecture degree from the Carnegie Institute of Technology and a bachelor of architecture with graduate studies in urban planning from the University of Washington, 1963. He had been a resident of Palo Alto since 1969. ■

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## Where in the world



Photo by Caroline Teng (*Answer on page 11.*)

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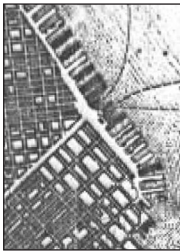
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**Providing affordable rents and ownership opportunities for less than \$2 million.** “Unless we do something to change the rules about housing, we will continue down the path of being home to long-time homeowners and — as older homeowners die — newcomers who can afford the \$2+ million median home price or corresponding rent. To buy a \$2 million home, the annual cost with a 20% down payment (\$400,000+) is about \$115,000 and with a 10% down payment is over \$135,000 a year. Think about whom that excludes. This is about make housing a priority and seeing how creative we can be in expanding choices within our city.” —Steve Levy, Center for Continuing Study of the California Economy, <http://bit.ly/1Rbx1lz>



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### Answer to Where in the world (Page 10)

**Bilbao, Spain.** Iglesia de San Antón (1510) sits above Ria del Nervión at the On Claudio Gallastegi Kalea bridge, a mile-and-a-half upriver from Guggenheim Museum Bilbao (1997). Photo by Caroline Teng, associate editor of *Northern News* from December 2008 to February 2011.

## Urban Planning Coalition annual fall symposium November 7

Issues of housing and equity through the lens of Silicon Valley will be the focus of this year's symposium, "Pathways to affordable housing in Silicon Valley." Presentations and panels will include:

- Housing for vulnerable communities: Solutions for the displaced and the homeless.
- Livable and affordable housing: Creative design solutions.
- Bridging the Gap: How tech companies can influence the Silicon Valley housing market.

The one-day event takes place in the Student Union Theater at San Jose State University, 1 Washington Square, San Jose, on Saturday, November 7, from 9 AM–3 PM. Admission is free and open to the public. Breakfast and lunch will be served. For more information and to RSVP, visit <http://bit.ly/1L4IVgI>.

Learn more about the Urban Planning Coalition at [www.sjsu.edu/urbanplanning/upc](http://www.sjsu.edu/urbanplanning/upc). ■



Sarah Bowab, Audrey Shiramizu, and Jaws Bowab at the 2014 UPC Symposium.  
Photo: Fahteen Khan

**Advice for ITE.** "An economic approach to solving traffic problems would vastly improve the traffic engineering profession. An understanding of urban design would be even better."

—Robert Steuteville, <http://bit.ly/1RAqEZP>

In addition, **Jim Laumann**, Project Executive/Campus Architect, Google Real Estate Development, addressed the workshop at the Googleplex.



**Jean Eisberg, AICP**, owner and principal of Lexington Planning, was the workshop moderator. She can be reached at [jean@lexingtonplanning.com](mailto:jean@lexingtonplanning.com).



**Charlie Knox, AICP**, a principal at Placeworks, was the speaker for APA. He can be reached at [cknox@placeworks.com](mailto:cknox@placeworks.com).



Facebook East Campus. Photo: Charlie Knox, AICP.

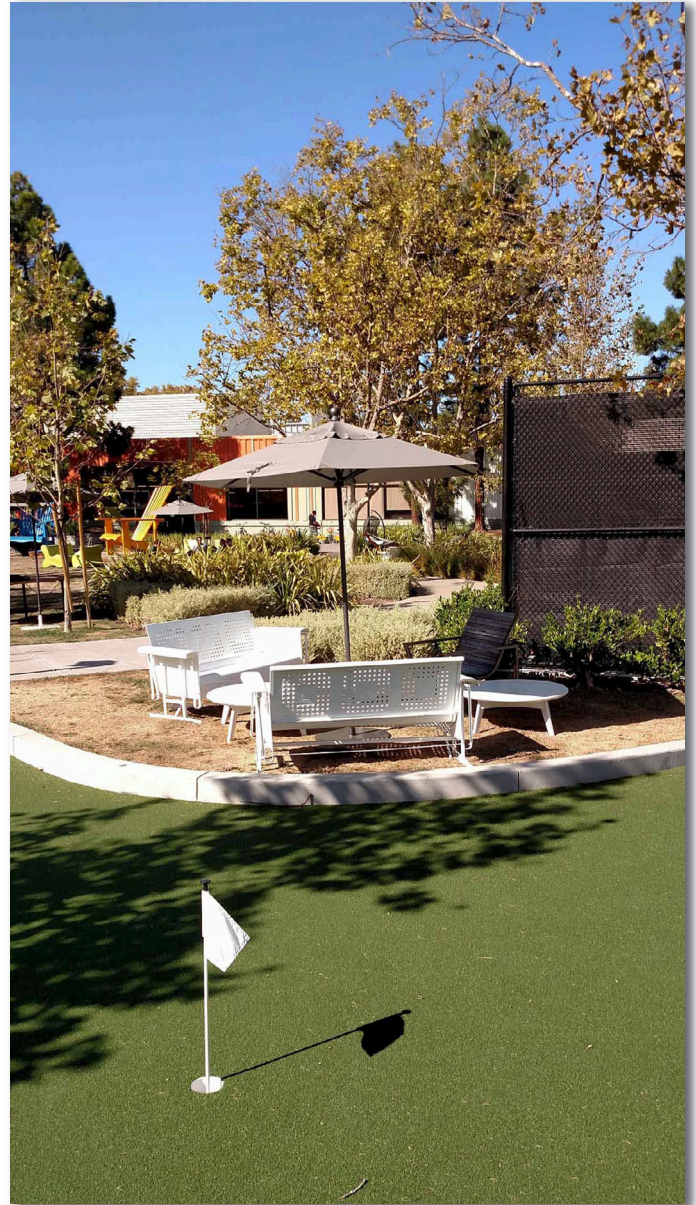


Tour guide talks to planners on Facebook's West Campus roof. Photo: Charlie Knox, AICP.

(continued on the next page)



Hacker Square at Facebook's East Campus, with campus site plan stenciled on sidewalk. Photo: Jean Eisberg, AICP.



Mini-golf at the Googleplex. Photo: Charlie Knox, AICP. ■

**Private companies want in on high-speed rail.** “The California High-Speed Rail Authority has received 35 responses from private companies interested in financing, building, and operating the first 300-mile segment of the rail project. Officials are reviewing the responses and plan to meet with the companies over the next two months. The authority provided a list of 35 firms that replied, including London-based Barclays Bank, the Chinese High Speed Rail Delivery Team, and several large international construction and engineering firms with offices in the United States, such as Bechtel Infrastructure Corporation, Siemens Industry Inc., and AECOM. Laura Mason, business development manager for Bechtel’s North America public infrastructure division, said [the project] will take a new model of contracting that hasn’t been seen.

—Juliet Williams, Associated Press, <http://abcn.ws/1L9Ha0B>

## Monumental housing bill will accelerate 3,300 housing units

San Francisco Business Times, September 30, 2015

**Ronald Li**, <http://bit.ly/1N2NBpK> • A new state bill [approved by the Governor September 22nd] will result in around \$500 million in additional funding for affordable housing and accelerate 3,300 units in affordable housing projects at San Francisco's Hunters Point Shipyard, Transbay Transit Center, and Mission Bay, according to city officials. The new law, SB 107, Chapter 325, [amended the State's Health and Safety Code to] give special authority to San Francisco to use bond financing to partially fund new affordable housing. The new funding tool helps to offset the closing of redevelopment agencies around the state.

"Without the new legislation, the process of funding thousands of new units would likely take 20 to 25 years. Now, the city is planning on completing the 3,300 afford-

able units with partners in the next five years, and the state law allows the city to issue bonds for all remaining affordable projects in the three neighborhoods.

"The revenue will provide about \$250,000 of funding per housing unit, or about 40 percent of the total cost of around \$600,000 per unit. The rest of the costs will be funded with a mix of state and federal sources and the low-income housing tax credit."

[Ed. note: On October 10, the governor vetoed AB 35. It would have increased by \$100 million the aggregate low-income housing tax credit dollar amount. The veto is a huge loss of dedicated funding for affordable housing. See "California roundup," [page 18](#).]

## Berkeley ZAB approves 18 stories with increased affordable housing

Berkeleyside, October 1, 2015

**Lance Knobel**, <http://bit.ly/1LULUJr> • "After over 30 meetings since an initial application in December 2012, the 18-story multi-use Berkeley Plaza project at 2211 Harold Way received its use permit from the Zoning Adjustments Board (ZAB) on September 30. [The building] is to include 302 residential units, 177 underground parking spots, and more than 10,000 square feet of commercial space, including a 10-screen movie theater to replace [the much beloved] Shattuck Cinemas.

"The approval, with a 6-3 vote of the board, came with significant amendments to the developer's proposed community benefits plan.

"The use permit approval came at the end of a nearly five-hour meeting, with over 80 commenters from the public, fairly evenly divided between opponents and proponents of the project. Opponents cited the scale

of the project, flaws in the approval process, concerns about earthquake safety, and worries about the impact of construction on nearby Berkeley High School. Advocates called for more housing in Berkeley and for increased activity downtown. To a remarkable extent, the divide in opinion was generational: older commenters were opposed; younger ones approved."

In discussion, zoning board members [discussed specifics but] also spoke more broadly about the project. 'I support the project because I think it's good urban design,' said [one. Another said,] 'I support this project because it is uniquely positioned to contribute substantial community benefits.'

"Project documents are posted on the city website, <http://bit.ly/1VNe5uO>."

(Norcal roundup continues on next page)

**Housing SF.** "Clearly the most overwhelming and critical issue facing San Francisco right now is affordable housing and, more broadly, the whole equity and inclusiveness issue. ... The city's population is growing at a rate that it hasn't seen since World War II. Ten thousand people per year are moving in, and there's some expectation that the rate of growth is actually going to increase. We have 7,000 units under construction, which, for us, is an awful lot, but it's not keeping up with demand." —John Rahaim, <http://bit.ly/1OsBoLg>

## Where Oakland plans to put 14,000 housing units now in pipeline

*San Francisco Business Times*, September 29, 2015

**Cory Weinberg**, <http://bit.ly/1LUMR4w> • “If you’re just now starting to pay attention to Oakland real estate because [Über] will set up shop there in a couple of years, this may be news to you: thousands of units are in Oakland’s residential pipeline and thousands more will be on the way. That may be a revelation considering the East Bay city has seen very little market-rate development since the economy started booming. Now that rents have risen in Oakland at one of the fastest rates in the country, new development has started to make financial sense for builders.

“A slideshow at <http://bit.ly/1L6P3Uy> shows Oakland’s 10 largest residential projects — 14,000 units in the city’s pipeline that will pop out of the ground between this year and next decade. Here are five of the 10:

- “Brooklyn Basin: 3,100 units and 200,000 square feet of retail.
- “The Jack: 330 units at 200 4th Street and 431 Madison Street.
- “Jack London Square towers: about 660 units on two sites on Oakland’s Embarcadero.
- “Oak Knoll: about 935 units built out in phases on a former Navy hospital site.
- “Broadway-Valdez corridor: about 435 units on a former Chevrolet dealership.”

## Will more technology companies follow Über to Oakland?

*Silicon Valley Business Journal*, September 23, 2015

**Cory Weinberg**, <http://bit.ly/1jg5HYI> • “Uber Technologies Inc. will open a large office in Oakland, taking a large swath of workspace in the refurbished Sears building that will open in two years. For Oakland, the deal may ignite a real estate market that hasn’t seen a new office building in over a decade and hasn’t gotten a bite of the region’s huge growth in \$1 billion technology companies. It could also give investors confidence to finance the construction of thousands of residential units that developers want to build.

“The former Sears building, which recently covered up its rooftop logo with a sign ‘Uptown Station,’ has room for 3,000 employees. If Uber fills that space, it would become Oakland’s largest employer that isn’t a government agency or medical center. In recent years, the neighborhood has seen the revitalization of landmarks like the Fox Theatre and new housing by real estate giants like Forest City. Major residential and hotel projects sit in the city’s pipeline, and real estate insiders have reported that investors are lukewarm about committing to Oakland projects. The presence of a globally known technology company will change that.

“Oakland has been successful in cultivating strong home-grown startups without huge venture funding. Design firms, law firms, and other companies have also trickled from San Francisco to Oakland. [But] SPUR cautioned in a recent report that Oakland can’t bank on a cascade of large companies coming across the bay.”

(Norcal roundup continues on next page)

**First mile/last mile driverless buses.** A year ago, “the Contra Costa Transportation Authority (CCTA) opened GoMentum Station, an autonomous vehicle testing ground at the former naval base in Concord. Now CCTA is launching a pilot program to test Shared Driverless Vehicles (SDVs) [which] may someday serve for first mile/last mile travel between transit hubs and short, intra-city trips. CCTA is partnering with EasyMile, a French driverless vehicle maker, to bring at least two of their EZ10 SDVs to Bishop Ranch in San Ramon after they’ve been tested at the GoMentum site. The SDVs are 13 feet long, seat six with room for six more to stand, and have a top speed of 25 mph. The shuttles use internal mapping software to plot their routes and external sensors to help them not hit people and things. The pilot will be first to bring SDVs to the U.S., but EasyMile’s EZ10s currently operate in France, Spain, Finland, Switzerland, and the Netherlands.” —Josh Cohen, Next City, <http://bit.ly/1Phki36>



## Bus lanes won't harm El Camino traffic

*Mercury News*, September 22, 2015

**Gary Richards**, <http://bayareane.ws/1jg749H> • “A plan to remove two lanes on El Camino Real and reserve them for high-speed buses would worsen traffic on two heavily traveled expressways, but not delay motorists on El Camino itself [says] an independent audit. A five-person outside review board examined the Santa Clara Valley Transportation Authority’s data and conclusions on narrowing the key roadway from San Jose to Palo Alto and agreed that the traffic impacts will not be dire.

“This means the VTA has cleared an early key hurdle, as the board’s conclusions show skeptical city officials and drivers that the VTA plan has merit. The VTA and its backers see the plan as a bold way to lure drivers onto sleek blue buses that can cover the 17-mile distance almost as fast as cars. The agency looked at 247 intersections along El Camino and nearby side streets and found that levels of delay for drivers would remain about the same as today — despite the change from three lanes to two lanes each way.

“At most intersections, the length of delays will remain the same as now. But worsening traffic is expected at Page Mill Road-Oregon Expressway and Alma Avenue in Palo Alto and at San Tomas Expressway in Santa Clara, as some cars divert to those routes to avoid El Camino. The audit concluded that 900 vehicles per lane would no longer use El Camino — the equivalent of one lane of traffic in one direction.”

## Samsung occupies its new North San Jose campus

**George Avalos**, <http://bayareane.ws/1jg7v3I> • “Samsung has just moved into a new, state-of-the-art campus that cements its commitment to North San Jose and becomes an iconic symbol of the efforts Silicon Valley tech leaders will undertake to retain and attract top talent. It’s a 1.1-million-square-foot complex featuring a 10-story structure that is becoming a landmark for that part of North San Jose. The 9.4-acre facility will house the headquarters of Samsung Electronics Device Solutions America — the components division of Samsung Electronics. Samsung now has about 700 employees at the site. But eventually, the tech company intends to employ 2,000 at the campus, located at North First Street and Tasman Drive next to a light-rail line.

“‘Chill zones’ for relaxation, gardens, and an environment with a great deal of glass and transparent sight lines are featured. Open areas and no offices will encourage innovation and spontaneous collaboration. Samsung also placed sales, marketing, and the research and development operations in one facility. That way, different groups of the company can encounter each other and collaborate easily.

“Some observers believe that the new office buildings being constructed in Santa Clara County, San Francisco, and other parts of the Bay Area are crucial in terms of creating the first-class amenities that local tech companies may need to dangle in front of up-and-coming tech engineers. This trend is likely to intensify as tech companies scout for more and more workers.” ■

**Housing California.** “This year’s [legislative] advancements were tempered by Governor Brown demonstrating once again [in his veto of AB 35] that he still does not recognize or simply does not care about the link between poverty and housing costs. Given the astronomical housing costs in our largest cities and the impact on social service programs, health outcomes, and the economy, I can’t help but wonder how bad it has to get before the governor starts to pay attention.” —Shamus Roller, <http://bit.ly/1jx6DHQ>

# California roundup

Excerpts from around the state, linked to the original articles

## OPR releases draft general plan guidelines for comment

October 12, 2015

More than half of California's local jurisdictions have general plans over 15 years old. To assist local governments in preparing general plans and the public in participating in that process, the Governor's Office of Planning and Research (OPR) periodically revises guidelines for the preparation and content of local general plans (Government Code §65040.2). The guidelines were last updated in 2003.

From the OPR Newsroom, <http://bit.ly/1jtYMuy>

• "The Governor's Office of Planning and Research has been engaged in an extensive update to the General Plan Guidelines, informed by extensive outreach, engagement, and collaboration with state agencies and stakeholders.

OPR is responsible for updating the General Plan Guidelines — the 'how to' resource for drafting a general plan. The guidelines are text only, in order to solicit feedback on content alone. The final document will include graphics, additional model policies with links, and additional data suggestions with links.

"A public draft of the update to the General Plan Guidelines for the State of California is available at <http://bit.ly/1jtZfwY>. We welcome any comments, questions, or other feedback you may have on this draft. The public comment period will last 60 days, and end at 5 PM on December 18th. Please send any comments to [info@opr.ca.gov](mailto:info@opr.ca.gov)."

## Reduced parking for affordable housing near transit

October 10, 2015

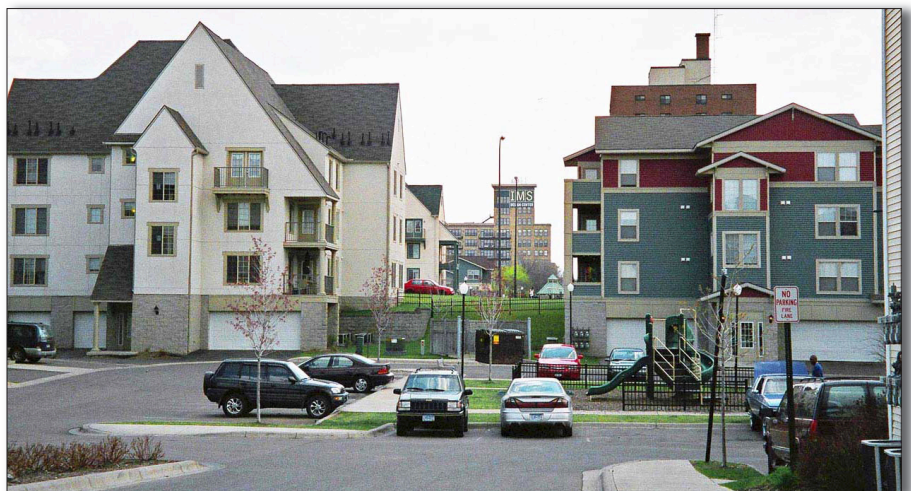
Gov. Jerry Brown, has signed into law a requirement for lower parking ratios in infill situations — a bill that had been vigorously opposed by the League of California Cities. The bill by Assembly member Ed Chau (D-Arcadia), AB 744 (Chapter 699, <http://bit.ly/1QmNIQb>), reduces parking requirements (if requested by the developer) for certain affordable housing developments, making them less expensive to build.

Melanie Curry (in *Streetsblog*

California, July 10, <http://bit.ly/1PbYejj>) noted the new law targets "housing for people who either cannot afford a car or are unlikely to drive. It reduces the number of required parking spaces in new housing developments that provide 100 percent affordable units and either:

- have unobstructed access to a major transit stop within a half mile
- are for seniors
- are for developmentally disabled adults."

Curry quoted the League's representative, Dan Carrigg, as saying at a Senate committee hearing, "We don't think seniors are giving up their cars. Potentially not having enough parking might put a senior in the position of deciding to get rid of a car in an area where they don't



Parking lot at affordable housing. Copyright American Planning Association. Photo: Carolyn Torma

have access.' Curry wrote that Carrigg "raised the specter of spillover parking taking up all the existing street space in neighborhoods surrounding new developments: "We want to test the thresholds against more practical reality."

"This last point could have been a good one," noted Curry, "except that current parking requirements — as explained repeatedly by UCLA Professor Donald Shoup — are based on arbitrary numbers backed by nonexistent data. In contrast, the parking ratios Chau used in his bill were based on the practical experience of sponsor Domus Development, an affordable housing developer, as well as on data collected by TransForm on parking in housing developments that sits unused."

(California continues on next page)

## SANDAG adopts its RTP

*CP&DR Report*, October 11, 2015

**Matthew Hose**, <http://bit.ly/1hCL9ba> • “The SANDAG Board of Directors [on Oct. 9] adopted the final version of its Regional Transportation Plan, called ‘San Diego Forward: The Regional Plan.’ The plan will invest \$204 billion into transportation infrastructure projects over the next 35 years, including provisions for 1 million more county residents and 300,000 more jobs. The RTP calls for investment in transit projects, bikeways, pedestrian improvements, and a Managed Lanes network between now and 2050. It designates half the region as open space, and exceeds greenhouse gas reduction targets set for the region by the California Air Resources Board.

“Some critics have said that the plan focuses too much on freeways [and doesn't go far enough in prioritizing mass transportation], while others say that some areas of the county will not benefit from the plan soon enough.” [According to KGTV, San Diego, ‘Supporters said the plan sets aside 75 percent of funding in the first five years to implement transit, bicycling, and walking strategies.’]

“The plan is linked to the 2011 regional Sustainable Communities Strategy [mandated by Senate Bill 375]. The SCS has been mired in lawsuits over its measurement of greenhouse gas emissions.”

## Shock and aw: Governor vetoes affordable housing bill

*Office of the Governor*, October 10, 2015

**Newsroom**, <http://bit.ly/1RAoeKC> • “Moving to maintain the state’s precariously balanced budget, Governor Edmund G. Brown Jr. has vetoed a package of bills that would have created new tax credits or expanded existing tax credits.” Among them were bills that would have provided new tax credits to benefit low-income housing, energy efficient appliances, and seismic retrofits. “‘Despite strong revenue performance over the past few years, the state’s budget has remained precariously balanced due to unexpected costs and the provision of new services,’ Governor Brown said in his veto message. ‘Given these financial uncertainties, I cannot support providing additional tax credits that will make balancing the state’s budget even more difficult.’”

The California Tax Credit Allocation Committee allocates corporation income tax credit amounts among low-income housing projects. For calendar years 2016 through 2021, AB 35 would have increased by \$100,000,000 the aggregate housing credit dollar amount that may be allocated.

“The governor’s unfortunate veto of AB 35 means that another year will pass without dedicated funding to deal with California’s growing housing crisis,” said *Housing California* Executive Director Shamus Roller in a press statement. “The governor has abdicated his responsibility to lead this state out of the housing crisis by vetoing legislation that will help create the affordable homes our state needs. The state has a role in addressing the crisis, and that includes dedicating funding and resources to address the problem.” (*Capitol Reporter*, <http://bit.ly/1RAqHVv>)

## Job growth will slow in California and housing will be even less affordable

*L.A. Biz*, September 29, 2015

<http://bit.ly/1WM3uCI> • “Economists at UCLA Anderson School of Management foresee healthy growth for the nation’s economy over the next two years, but California will likely experience a slowdown in employment growth. Senior Economist Jerry Nickelsburg estimates total employment will grow 2.7 percent in 2015, 2.2 percent in 2016, and 1.4 percent in 2017.

“In ‘*California Housing – Will it ever be affordable*,’ Nickelsburg says home prices in California will become increasingly less affordable over the next two years, as the amount of building will not meet new demand.

“He urges government to develop policies to tackle the affordable housing issue and make clear in affordable hous-

ing policies who the housing is for. ‘The economics are clear,’ he writes. ‘When affordable housing is provided, say by requiring developers to have a fixed percentage of their new units affordable, then the demand for that housing will be in excess of the supply.’

“Nickelsburg adds that the typical response of ‘just build more housing’ is unrealistic since such a move would require major changes in zoning codes, environmental requirements, and building regulations. ‘Certainly some of this is happening, particularly along mass transit corridors, but to make a significant impact the changes would have to be quite dramatic,’ he says. ‘Realistically, this is not going to happen in the coming few years.’”

(California continues on next page)

## New economic tool to replace redevelopment agencies

*Silicon Valley Business Journal*, September 23, 2015

**Allen Young**, <http://bit.ly/1jg8qRS> • “Gov. Jerry Brown has signed legislation giving local governments a new economic development tool — essentially a reduced version of the redevelopment agencies eliminated in 2011. The tool is a public entity ‘community revitalization investment authority.’ Like redevelopment agencies, the investment authorities will use property tax-increment financing to improve buildings and other infrastructure in low-income communities. Unlike redevelopment, the authorities cannot take funding that would otherwise go to schools — a primary reason redevelopment agencies were extinguished in the midst of the state’s fiscal crisis.

“Each authority would need to conduct an annual review, and local residents could take steps to stop the authority from

further actions. The authority could only operate within an area that meets the state’s criteria of a disadvantaged community: high crime rates, high unemployment, and an annual median household income less than 80 percent of the statewide median.

“The community revitalization investment authority tool is not as well-financed and far-reaching as the redevelopment agency was, but [used along with other] instruments, it can improve deteriorating infrastructure in poorer urban areas. Other tools include cap-and-trade dollars and enhanced infrastructure-financing districts.

“The authorizing legislation is Assembly Bill 2. The law will take effect in January.”

## Planner, planner in City Hall, who’s the snobbiest of them all?

*RoadSnacks*

**Carrie White**, <http://bit.ly/1jzSeuS> • “This article is an opinion based on facts and is meant as infotainment. Don’t freak out. After analyzing more than 500 cities, we decided these are the 10 snobbiest cities in California:

- |                  |                    |
|------------------|--------------------|
| 1. Mill Valley   | 6. Lafayette       |
| 2. Palo Alto     | 7. San Carlos      |
| 3. Malibu        | 8. San Anselmo     |
| 4. Los Gatos     | 9. Newport Beach   |
| 5. Beverly Hills | 10. Laguna Beach.” |

[Seems pretty even-handed: five from the north and five the south. Here’s how they chose.]

“We made a list of every place in California over 10,000 people based on the 2013 American community survey. We then looked at the following criteria for each place: Median home price, median household income, percent of population with a college degree, private schools per capita, theaters per capita, and art galleries per capita.”

In all cases, a higher number means a snobbier place. One city that made the list has “the most grandiose homes in the state and they know it.” Another has “all sorts of private schools, theaters, and artsy events and one of the most prestigious universities in the world.” Lafayette is on the list but is



**Downtown Palo Alto.** Photo: Naphtali H. Knox, FAICP.

“located in the central valley (Contra Costa County, near San Francisco).” A fourth gets special notice because “calling their town ‘The city of good living’ means they aren’t hiding the fact that they think they’re on a different level than other cities.”

“So sure, we call you ‘snobby’. But it’s only because we’re jealous.” ■

# U.S. roundup

Excerpts from around the country, linked to the original articles

## Building ON the streets of Salt Lake City

Gizmodo, October 12, 2015

**Alissa Walker**, <http://bit.ly/1k3SxhQ> • “Salt Lake City has insanely wide roads. Building skinny apartments in the medians of the city’s streets is already being prototyped there.

“For the past four years, Salt Lake City has been testing an idea of ‘median development,’ which is pretty much what it sounds like, proposed for an area of town called the Granary District.

“The Kentlands Initiative used shipping containers to build something called Granary Row, a pop-up version of temporary structures that’s meant to mimic the potential development in scale and use. The group is now working with the city to lease the median for 99 years to permanently build retail and residential space.

“Instead of trying to procure potentially expensive real estate to build housing or public space, medians already belong to the city. In essence you’d be taking land that was once allocated to cars and giving it back to the people.”



Wide streets. TRAX light rail uses the median of 400 West in front of The Gateway Mall, Salt Lake City. Photo: Your Dog Friendly Agent, <http://bit.ly/1k3Rkqh>

## Boston addresses transportation inequality

Next City, October 12, 2015

**Jenn Stanley**, <http://bit.ly/1LQRRbL> • “Boston is deferring to residents for help in their attempt to improve public transit. The city turned to more than 6,000 residents before drafting their [just released] transportation plan. The report is part of *Go Boston 2030*, <http://bit.ly/1LkUVYk>, an initiative to improve transportation by engaging the public to develop a plan. The plan calls for public transit options located within 10 minutes of every home, a reduction of traffic deaths in the city, and on-time service 90 percent of the time. According to radio station WBUR, the report highlights several transportation goals around access, quality, affordability, and innovation, including:

- “Ensuring there is affordable housing in areas where there are upgrades to the transit system

- “Quality maintenance of transit facilities, sidewalks, and roadways
- “Connecting low-income communities to ‘job-rich’ districts around the city
- “Reducing transportation costs for low-income residents
- “Tapping into the local startup community to create innovative transportation technology
- “Ensuring there are various modes of transit and an equal level of investment in transportation infrastructure in underserved communities

“The final action plan should be completed by next summer.”

## More big cities gaining white population

*Brookings*, October 1, 2015

**William H. Frey**, <http://brook.gs/1VE5BWI>

• “A surprisingly pervasive pattern of white population gains in the nation’s largest cities counters decades of white losses for many individual cities, and a two decade loss of whites for the combined populations of the nation’s 50 largest cities.

“New data from the American Community Survey show that between 2010 and 2014, 24 of the nation’s 50 largest cities experienced white gains, five sustained white losses, and 21 did not show a statistically significant change in their white populations. Some of these cities continued white gain patterns that started in the early 2000s (Oakland and Washington DC) or 1990s (Portland and Seattle).

“While whites are not leading that growth in most cities, they are clearly participating in it. Some of these gains are certainly related to the recent uptick in the attractiveness of cities to young adults and retirees.

“Despite this noteworthy phenomenon, it is not likely that the nation will see substantially whiter big cities in the future. Fully 32 of the nation’s 50 largest cities are ‘minority white’; and even factoring in the new shifts, only four cities — Denver, Detroit, New Orleans, and Washington DC — showed (small) statistically significant increases in their white population shares between 2010 and 2014.

“The new white city gains indicate that long term trends like city white flight are not irreversible, even if the current turnaround winds up being a short-lived phenomenon.”

## Microsoft offsets emissions with internal carbon tax

**David Gelles**, <http://nyti.ms/1O3K3DG> • “When Microsoft business unit managers calculate their profits or losses each quarter, they consider more than just sales and expenses. They also factor in the price of carbon. Even more radically, Microsoft charges the business units an internal tax based on their energy usage. The money goes into a common fund that invests in environmental sustainability projects.

“The company’s program is at the forefront of a fast-growing effort called carbon pricing. This year, 437 companies are calculating an internal price on carbon according to a new report by CDP, a nonprofit that monitors carbon disclosures for companies.

“‘Businesses do what’s in the interest of business,’ said Paula DiPerna, a special adviser to CDP who worked on the report. ‘If this many companies are pricing carbon internally, they know that climate change is a business risk.’

“Microsoft’s efforts remain modest in the grand scheme of things. But ahead of the United Nations Climate Change Conference in Paris this December, more companies are asking governments to act on climate change. This summer, six big European oil and gas companies called for governments to impose a tax on carbon emissions. And carbon pricing is, in effect, an effort by companies to regulate themselves when nations and states won’t.

“‘Companies are almost craving regulatory certainty,’ Ms. DiPerna said. ‘They understand it’s in their business interest to address these risks.’”

## Seattle DOT takes over bikeshare

*Next City*, October 6, 2015

**Josh Cohen**, <http://bit.ly/1L6ERsS> • “Tucked into Seattle’s proposed 2016 budget is a \$5 million item for Pronto bike-share expansion — the city’s first act as Pronto’s new owner. The Seattle Department of Transportation (SDOT) is taking over system management, and nonprofit Puget Sound Bike Share, the previous owner/manager, is being dissolved. The move will help Pronto more quickly expand to the size necessary to serve as a form of public transit.

“The city is also putting up the matching funds necessary to qualify for a \$25 million TIGER grant, \$10 million of which would be used to quintuple the number of stations and bikes and add electric-assisted bikes to the fleet. The TIGER grant would increase the number of stations from 50

to 500 and number of bikes from 500 to 2,500. SDOT also plans to purchase electric bikes that assist the rider while they pedal. The point of all this is to open the doors to commuting by Pronto to many more people.

“Seattle’s current system is small, clustered in the downtown core, and has seen relatively low ridership — just 70,700 trips after seven months of operation. [The objective] is having a big enough system to make bike-share as convenient to use as buses and trains [and] Seattle wants it to be seen as part of its transit network.

“Pronto’s major expansion hinges on the TIGER funding. There will be a much smaller expansion if they don’t get the grant.”

*(U.S. continues on next page)*

## California tech is moving to Bend

*The Bulletin*, September 27, 2015

**Stephen Hamway**, <http://bit.ly/1VnnM2O>

• “According to the U.S. Census, 1,833 people from California relocated to Deschutes County between 2009 and 2013, more than from any state outside Oregon. Seven California counties had more inbound migrants to Deschutes than Wasco County, 95 miles to the north.

“While Californians being drawn to Bend is not a new story, the new arrivals have had a profound impact on the tech scene in Central Oregon. Over the past five years, the number of high tech jobs in the county has grown by 36 percent, [compared to] 20 percent [for all jobs].

“While it’s difficult to say how much of Bend’s tech growth is coming from companies and employees formerly based in California, anecdotal accounts [indicate] a majority of CEOs in Bend’s tech industry spent time in Silicon Valley before coming to Central Oregon. In July, Kollektive, a Sunnyvale cloud-computing firm, relocated its headquarters to Bend in a large, capital-backed venture.

“It’s like waking up every day and feeling you’ve won the lottery because you’re living in Bend,” said Kollektive CEO Dan Vetras.

“As companies arrive and grow in Bend, it creates a ‘tech ecosystem’: Employees are more willing to move to Bend, knowing that if they lose their job or circumstances change, they can get another job in the industry without going elsewhere. Still, Bend’s tech scene faces challenges, from developing a pool of homegrown applicants ready for the workforce to building affordable housing for new employees.”

## Explaining America’s infrastructure crisis

*Streetsblog USA*, September 30, 2015

**Angie Schmitt**, <http://bit.ly/1LUMIUf> • “A new report by the Center for American Progress zeros in on an under-appreciated culprit in America’s much ballyhooed infrastructure crisis — all the money we waste on useless roads. These three projects represent about \$1 billion in frivolous spending — and that’s only a small fraction of what’s squandered on dubious road projects each year.

1. **“Gulf Coast Parkway, Panama City, Florida (\$420 million):** DOT predicts that traffic will increase 40 to 90 percent on US 98 — for which the Gulf Coast Parkway is held up as an alternative — in the next 20 years. It’s hard to understand where all that traffic will come from. Panama City only added about 450 people in the last 13 years — a growth rate of about one percent. And the larger metro region is growing at a similar pace.
2. **“West Bay Parkway, Bay City, Florida (\$556 million):** Again, the justification is congestion, despite the slow growth of traffic and population in the region.
3. **“Wisconsin State Highway 23 (\$145 million):** This is the conversion of a rural road from two lanes to a four-lane divided highway for 19 miles between Fond du Lac and Plymouth. The widening would terminate just before reaching downtown Plymouth. One of the stated reasons for widening the road is that it doesn’t meet a standard established by the state in a 1989 long-range plan called Corridors 2020.

“These snapshots illustrate why more money should be distributed on a competitive basis — where project sponsors must demonstrate value — and that states that build costly projects that underperform should receive less formula money in the future.”

**Networking.** A “given amount of vehicle trips is the result of decisions by actual people who want to get somewhere in order to do something. The question [is] not how to speed vehicles through a road most efficiently, but how best to connect people with the places they want to go.”

—Daniel Hertz, <http://bit.ly/1R6ccaY>

## Reversing downtown decline with buy-in incentives

*Next City*, September 24, 2015

**Malcolm Burnley**, <http://bit.ly/1O3M5nk>

• “When poor families are relocated to wealthier neighborhoods — say, through HUD’s housing voucher program — what transpires in the impoverished neighborhoods they leave behind?

“La Crosse, Wisconsin, is [instead] aiming to attract market-rate homes into [high-poverty] neighborhoods [and thus] not leave vacant homes [behind.]

“La Crosse Promise is offering \$25,000 and \$50,000 college scholarships to 30 families who move to two of La Crosse’s struggling neighborhoods adjacent to downtown. To qualify, a family must agree to invest enough money into a home to raise its value well above market rate (specifically, by putting \$50,000 worth of renovations into a home assessed at under \$150,000, or paying \$150,000 in construction costs on a brand-new home). The deployment of place-based scholarships links La Crosse, a city of 52,000 where 23 percent live in poverty, with dozens of ‘promise programs’ across the country.

“‘It’s not a jobs issue,’ says Karl Green of the La Crosse County-UW Extension. The unemployment rate in La Crosse beats the statewide average. ‘It’s about where people with jobs are deciding to live.’ The flight to the suburbs left concentrations of poverty in many of the neighborhoods surrounding downtown, high storefront vacancy rates, declining home values, a quickly rising tax burden for residents [who remained, and the impetus for] a continued exodus.

“The jury is out as to whether La Crosse Promise will be successful, as is the case for the entire promise program.”

## Making inclusionary housing work

*At Lincoln House*, September 24, 2015

<http://bit.ly/1Gd7ySO> • “From Seattle to San Francisco to Chicago to Portland, Maine, debates are raging over inclusionary housing. Some say the policy discourages development or threatens property rights. The Lincoln Institute has released a new report, ‘Inclusionary Housing: Creating and Maintaining Equitable Communities’ (<http://bit.ly/1Gd5CcZ>) that separates myth from fact, charting a path forward for policymakers and showing how inclusionary housing can be used effectively to reduce economic segregation.

“Through a review of literature and case studies, author Rick Jacobus of Cornerstone Partnership offers solutions for overcoming the major political, technical, legal, and practical barriers to successful inclusionary housing programs. ‘More than 500 communities have used inclusionary housing to help maintain neighborhoods in transition,’ Jacobus says. ‘If programs are thoughtfully designed and implemented, they can be a valuable tool at a time when affordable housing is desperately needed.’

“In particular, the report addresses the concern that inclusionary housing can impede new construction by making development less profitable. Many cities have avoided such impacts by allowing flexibility in how developers comply and by offering incentives, such as the ability to build at greater densities.

“Other key findings and recommendations in the report include:

- “Rapid construction of market rate housing actually fuels the need for more affordable housing by changing the character of neighborhoods.
- “Follow-up enforcement and stewardship is critical. Some communities have created thousands of affordable homes, only to see them disappear after subsequent sales.” ■

**Communicating with stakeholders.** “There’s always time to do CSS (context sensitive solutions, a process that involves extensive collaboration with community leaders and other stakeholders) if you want your project to get to the finish line. Especially when you deal with a situation like (high speed rail) where there’s a lot of complexity, you may have to change the process in order to make all the pieces fit together.”—Elizabeth Alexis, Californians Advocating for Responsible Rail Design, <http://bit.ly/1Rbwlas>



# World roundup

Excerpts from around the world, linked to the original articles

## The great wall of Western Australia

<http://bit.ly/1OpnUP2> • Luigi Rosselli Architects, Sydney, designed the longest rammed earth wall in Australia. At 250 yards long, the wall meanders along the edge of the sand dune at a cattle station and encloses 12 earth-covered residences to be used for short-term stay during roundups. Each residence has an 18-inch thick rammed-earth entry façade. A sand dune covers the rear wall and forms the roofs.

According to the architects, “The design of the accommodation represents a new approach to remote North Western Australia architecture, moving away from the sun baked, thin, corrugated-metal shelters to naturally-cooled architectural earth formations.”

Jaxon Construction, Perth, built the residences. The rammed earth contractor was Murchison Stabilised Earth, Geraldton, WA.



Rammed earth materials blend into the landscape. The pavilion (top) is a multi-functional meeting room and chapel. Courtesy Luigi Rosselli Architects © Edward Birch



The residences — contiguous but not internally linked — are stepped to maintain privacy on each covered veranda. The rear walls are buried under the sand dune. Courtesy Luigi Rosselli Architects © Edward Birch

*(World continues on next page)*

**“Driverless cars** don’t in and of themselves solve a transportation problem. I think they potentially help to solve the car storage problem. Driverless cars will only be really helpful if they effectively become part of a public transportation system.” —John Rahaim, <http://bit.ly/1OsBoLg>

## The eclectic architecture of Nahalat Binyamin

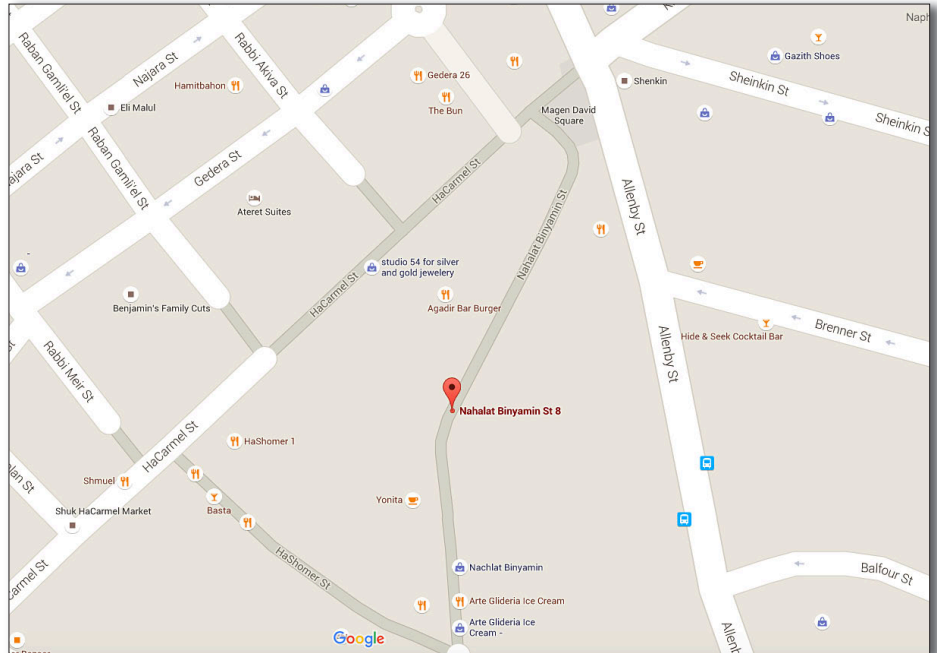
*Times of Israel*, October 3, 2015

Aviva and Shmuel, <http://bit.ly/1PZJit7>

• “Tel Aviv’s Nahalat Binyamin Street is a unique combination of simple structures, wild art-deco, eclectic buildings, and 1930s Bauhaus. It begins at Magen David Square, where six streets intersect: Sheinkin, King George, HaCarmel, Allenby (in two directions) and Nahalat Binyamin. The square gets its name from the Magen David Adom [Red Star of David, Israel’s ‘Red Cross’] ambulances that once raced noisily on their way to nearby Hadassah Hospital. Before Nahalat Binyamin was transformed into a pedestrian mall in the mid 1980s, as many as 60,000 vehicles passed through daily.

“One of the most extravagant structures (at #8 Nahalat Binyamin) is the 1922 ‘Palm Tree House,’ a fancy Art Nouveau design. Architect Y.Z. Tabachnik was intent on creating a unique architecture for buildings in the Land of Israel, and even asked for his style to be copyrighted. Indeed, when he sent his plan in for approval, he wrote: All rights reserved, Original Jewish Style.

“Tabachnik received permission for almost everything he wanted, with one exception: the municipality wouldn’t let him erect tablets on the roof bearing the Ten Commandments, insisting that these could be used only on public and religious buildings. So Tabachnik had to be satisfied with the horns of the altar, menorahs woven into the railings, and two Stars of David. There was a palm tree as well. It was stolen some years ago but replaced during the house’s recent restoration.”



**Palm Tree House, #8 Nahalat Binyamin, Tel Aviv.** Photo: Naphtali H. Knox, FAICP

*(World continues on next page)*

## 82 Montreal area municipalities begin to think and act as one

*Cityscope*, October 2, 2015

**Flavie Halais**, <http://bit.ly/1jl2QxW> • “Locals here sometimes have a hard time grasping what ‘Greater Montréal’ is all about. The core city, with its office towers and dense walkable neighborhoods, doesn’t have much in common with its sprawling suburbs and their car-based lifestyle. In the past, local leaders have been unable to collaborate on common projects, such as finding funds to build adequate transportation to the suburban airport — since closed and demolished.

“But for the first time, mayors of the entire region and civil society groups are working from a common plan to turn the metropolitan area into a thriving and sustainable urban center. They’re applying best practices from abroad and inventing their own tools for sound regional governance.

“About 1.7 million people live in Montréal, which is located on an island in the St. Lawrence River. But a total of 3.7 million people live in 82 municipalities, a territory roughly 3.5 times bigger than New York City.

“A 2002 move by the provincial government of Quebec to force all 28 municipalities on the island of Montréal to merge into one mega-city ended with a ‘de-merger’ in 2006. But adopted in 2011 was the Metropolitan Land Use and Development Plan (PMAD) centered on economic development, environmental protection, and transportation.

“The PMAD embraces the concept of transit-oriented development to channel urban growth. This might be overly ambitious. Data sharing is a challenge. Another hurdle is financing, particularly for transit.

“But a general consensus has emerged in the region around urban sustainability. And new reforms led by the government of Quebec could give a boost to Greater Montréal’s ambitions as of next year.”

[Ed. note: From our region to yours, good luck!]

## Climate change worries UK central banker

*The New York Times*, September 30, 2015

**Neil Irwin**, <http://nyti.ms/1YRGGDn> • “[In a] speech about climate change September 29, Mark Carney, the governor of the Bank of England, declared that the warming climate presented major risks for the global economy and global financial stability, and that businesses and regulators needed to move more quickly to try to contain the potential economic damage even though it may seem uncertain and far off.

“That is, the costs of a warming climate come on a time scale and with an uncertainty that go beyond the usual multiyear business cycle, beyond political cycles of presidential and parliamentary elections, or as he puts it, beyond ‘the horizon of technocratic authorities, like central banks, who are bound by their mandates.’

“Expensive efforts at remediation — spending to try to contain the damage of climate change — could crowd out other forms of investment. Think of it this way: Sorry, we can’t afford to repair this bridge in Kentucky because interest rates are too high because Florida is borrowing so much money to try to keep Miami inhabitable.

“Global insurers are already facing a higher frequency of large, expensive disasters from extreme weather, and in the future could face untold liabilities as the losers from a warming planet try to extract compensation from the (insured) companies that profited from fossil fuel production.

“Think of Mr. Carney’s speech as a call to begin work sooner, rather than later.”

## Capturing methane — a win for both air quality and climate change

*Pacific Standard*, September 29, 2015

**Brian Palmer**, <http://bit.ly/1N2P9zY> • “Capturing methane before it escapes into the atmosphere is a win for both air quality and climate change. A new study by scientists based in Europe and China, in the journal *Atmospheric Chemistry and Physics*, argues that air quality and climate change measures should be viewed as complementary rather than counterbalancing.” [A. Stohl et al.: Evaluating the climate and air quality impacts of short-lived pollutants,” <http://bit.ly/1OsHpaR>, 38pp.] “Methane isn’t just the world’s second-most prevalent

greenhouse gas — it’s also a potent air pollutant. Once in the atmosphere, methane reacts with other chemicals to produce ozone. Ozone in the troposphere — the part of the atmosphere where we live — can find its way into our lungs, where it irritates airway linings and can cause chronic respiratory disease. Capturing methane before it escapes into the atmosphere is therefore a win for both air quality and climate change.”

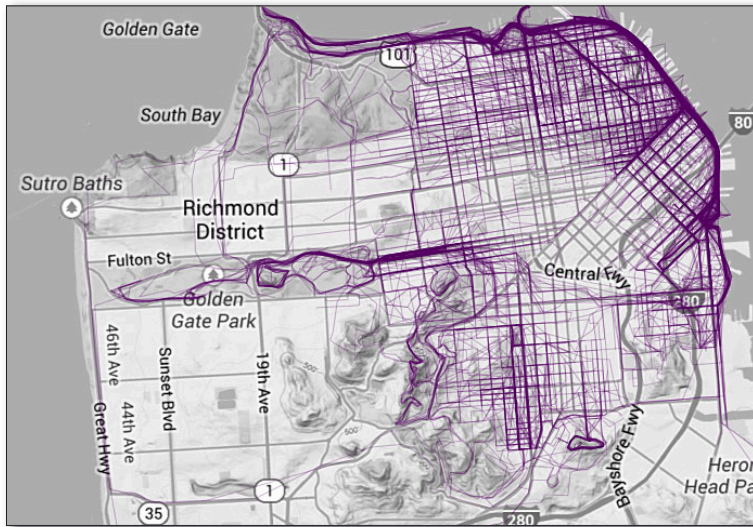
(World continues on next page)

## Most popular running routes in major cities

*The Washington Post*, September 26, 2015

Ana Swanson, <http://wapo.st/1WtYHph> • “As the number of smartphone apps to track your running and other physical activity have surged, so has the amount of data about how and where people exercise.

“Nathan Yau, who runs the blog Flowing Data, created a series of minimalist maps using data from the app RunKeeper of the routes people run most often in 20 major U.S. and world cities.



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

Yau cautions that this data is not complete. It doesn't show all of the running or cycling trips being taken in a city, just those tracked by RunKeeper, and there's also some 'noise' where, for example, it looks like someone is running on water.

Still, the maps reveal some interesting details. The lines get thicker near bodies of water and on scenic routes, indicating people prefer to run by the water and in parks, to avoid traffic and enjoy the fresh air and the scenery.

But the maps also give you a sense of how close a city is to scenic routes. In Miami, London, and elsewhere, people usually stick to running along the water, whereas in Philadelphia, Chicago, and San Francisco, far more people run on city streets. In Boise, Charlotte, and Minneapolis, you can see that people have fairly easy access to scenic trails nearby.

On his website, Yau writes, “Don't take these maps too literally. They simply cover the tip of a very interesting iceberg.”

<http://bit.ly/1WtZ6Iv>

## Ominous satellite images of the human condition

*CityLab*, September 24, 2015

John Metcalfe, <http://bit.ly/1JzcUIa> • At this link, “*The Daily Overview* presents [13 images] of refugee camps, environmental horror, and Florida housing projects.” You can see *Daily Overview* satellite images by visiting, for example, <http://dailyoverview.com/ten> (RV Park, Mesa AZ) or <http://dailyoverview.com/thirtyfour> (Manila, Philippines).

## ICYMI: How cities make us sick (19:01)

*CBC News, The National*, January 28, 2015

<https://youtu.be/jQfC6mKTErg> • Visit the escalators and cable cars of Medellin with Brent Toderian, Vancouver planning director from 2006 to 2012.

“Over the last century, cities have been designed to accommodate the automobile. So, how do we redesign them to benefit people? Instead of insisting, ‘We could never do that in our city,’ ‘Create more sociable spaces and change how we get around.’” ■

**Beijing to Hong Kong by rail: 1500 miles in 8 hours.** “Plans for a new Beijing-Kowloon high-speed railway have been basically approved.

The impact assessment for two segments of the track, Shangqiu-Hangzhou and Beijing-Bazhou, have been recently made public. They say that the train will reach a maximum speed of around 350 kilometers per hour [217 mph]. The planned end date for construction has not yet been announced” although preliminary estimates are 2020. (<http://bit.ly/1MBXjOL>)

—Alex Linder, <http://bit.ly/1Ka4EyF>

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