

NORTHERN NEWS

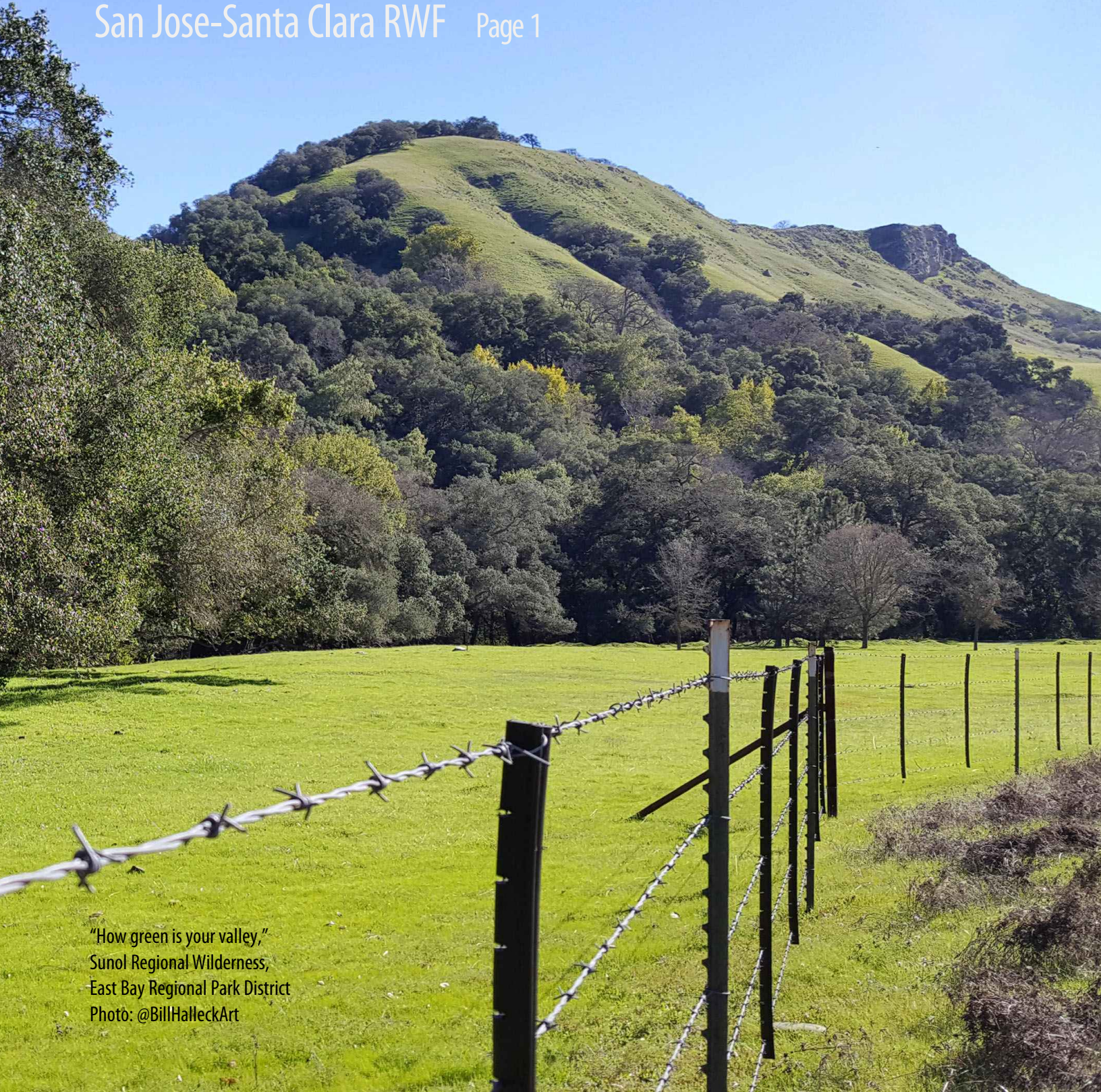


American Planning Association
California Chapter
Northern
Making Great Communities Happen

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

MAY 2016

APA National Achievement Award for Environmental Planning: San Jose-Santa Clara RWF Page 1



"How green is your valley,"
Sunol Regional Wilderness,
East Bay Regional Park District
Photo: @BillHalleckArt



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San Jose-Santa Clara RWF master plan wins APA's National Achievement Award for environmental planning

The National Planning Awards jury presented the San Jose-Santa Clara Water Pollution Control Plant with the Achievement Award for Environmental Planning at the APA National Conference in Phoenix, April 4. The award honors efforts to create greener communities that reduce the impact of development on the natural environment and improve environmental quality.

The San Jose-Santa Clara RWF (Regional Wastewater Facility) is the largest advanced wastewater treatment facility in the western U.S. It occupies 2,670 acres on the southern edge of the San Francisco Bay and serves over 1.4 million residents from eight cities. The Plant Master Plan provides a physical planning framework that leverages the site's most unique assets. It seeks to protect public health and the environment while creating an inspired vision for San Jose's South Bay shoreline. The plan has three goals: strengthen the region's economy; restore sensitive bay habitats and provide new opportunities for recreation and connection to the Bay; and protect against sea level rise.

"The plan demonstrates the principles and applications of sustainability," said Shedrick Coleman, AIA, 2016 APA Awards Jury Chair. "The awards jury applauds the plan for integrating environmental, economic, and social goals by leveraging the site's most unique assets."

"We're honored to receive this award as it validates our commitment to the extensive stakeholder engagement process, culminating in a stellar plan," said Kerrie Romanow, director of the San Jose Environmental Services Department. "The Plant Master Plan (PMP) will enable us to rebuild the 60-year-old facility to ensure environmental and economic sustainability, reliability, and resiliency for the South Bay."

The PMP was the result of a three-year planning effort that included a wide range of stakeholder input from cities, special districts, community members, and environmental groups that utilized sustainability principles to develop the plan. The city councils for the cities of San Jose and Santa Clara, which jointly own the RWF, adopted the PMP in November 2013.

The PMP also calls for increased restoration efforts to create an additional 1,170 acres of riparian, salt marsh, and wetland habitat for wildlife and plant species under special status. And the plan details new parklands, open spaces, and trails to support the needs of the local community for outdoor recreation opportunities.

In a letter of support for the award, Peter Bosselmann, Professor and Co-chair of the Master of Urban Design Program at UC Berkeley said, "The rebuilt and redeveloped water treatment plant will achieve community



Aerial view, San Jose-Santa Clara Regional Wastewater Facility.
Photo: City of San Jose.

(continued on [page 10](#))

WHAT'S INSIDE

Locals snag national environmental planning achievement award

Stakeholders from cities, special districts, and environmental groups worked three years to produce the San Jose-Santa Clara Regional Water Facility Master Plan. [Page 1](#)

Director's note

Andrea Ouse, AICP. Get thee to Northern Section's Annual Awards Program on June 10 (SF). A half-day course on April 30 will offer 1.5 AICP/CM credits each for ethics and law (Oakland). [Page 3](#)

Stanford approved for 1450 new student-housing units

Scott Lefaver, AICP. Projected occupancy is 2019 for a complete redevelopment of the university's 17-acre Escondido Village. [Page 4](#)

Specific Plans add development certainty

A commonly available planning tool can insure quality development consistent with general plan goals and policies. *Steve Matarazzo* describes his experience in Morgan Hill and San Luis Obispo. [Page 5](#)

Norcal roundup

250-word excerpts linked to the original articles: • Berkeley: First 'resilience strategy' in Bay Area • Eureka: Deal signed to remove Klamath River dams • Marina: Coastal Commission hits Cemex 30 with cease/desist order • Moss Landing: Desal environmental certifications expected this year • Petaluma: Support for mixed-use riverfront project • Salinas: Migrant farmworker housing will double Spreckels' population • San Francisco: Art store loss is Oakland's gain • San Jose: Inclusionary Housing moves forward • Lafayette: Dueling lawsuits over proposed housing. [Page 6](#)

California roundup

250-word excerpts linked to the original articles: • APA elevates five Californians to FAICP • Orange County: Oil and housing are a poor mix • Sunrise on the 110: Building a New Los Angeles (video link) • Los Angeles: Rents soaring along unopened Expo Line • Glendale: 44-unit veteran's housing received 4,500 applications • Energy: Calif. is 4th lowest among states in per capita consumption, 2nd in renewable energy production. [Page 7](#)

Meet a local planner

Siân Llewellyn, AICP, interviews *Kathy LéVeque, AICP,* supervising planner at San Jose's Parks, Recreation, and Neighborhood Services. [Page 8](#)

Who's where

David J. R. Mack, AICP, and *Steve Matarazzo.* [Page 9](#)

10 of the most commonly misused words

... and what they actually mean. [Page 11](#)

Green infrastructure for coastal resilience

All day session in Novato, May 19. 6 AICP/CM. [Page 13](#)

Where in the world?

Photo by *Hugh Graham.* [Page 13](#)

U.S. roundup

250-word excerpts linked to the original articles: • Florida: New floating pier for St. Petersburg • Midwest: Metro home-shortage hikes sale prices • New York: Cities for everyone • St. Paul: Residential boom transforming downtown • Rockville: 18-lane boulevard for Rockville Pike • New York: ZQA will reshape how housing is developed in NYC • "Will self-driving cars lead to grade-separated cities?" • Reston: Still inspiring planners after 50 years • Portland: Speedier process for affordable housing. [Page 19](#)

World roundup

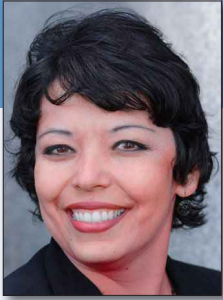
250-word excerpts linked to the original article: • Sydney: NSW government to move major museum from central city • Jakarta: 10 million people and 10 million cars • Perth: Elizabeth Quay redefines city's urban identity • Paris: City redesigning seven major intersections for people • Chile: Pritzker Prize winner makes low-cost housing designs available, free • Zaha Hadid: Trailblazer for women in architecture • Hong Kong: Elevated trails planned for waterfront • ICYMI: Paired photos of 'world's best street designs.'

[Page 23](#)

Board directory and editorial information

[Page 27](#) ■

Find JOBS and EVENTS CALENDAR at norcalapa.org



Director's note

By Andrea Ouse, AICP

Acknowledging the past, envisioning the future...

As planners, each of us has an inherent responsibility to society always to innovate and always to strive for the highest possible result in each endeavor. While we must be vigilant in all aspects of our work, these responsibilities are never more vivid than when we are contemplating how decisions made now will transform a community long into the future. We cannot determine the true long-term impact of the work we do now, but we can spotlight the truly innovative and dedicated professionals who propel our profession into the future.

In our corner of the world, the most prestigious means of acknowledging great planning work and devoted professionals is through Northern Section's Annual Awards Program. I always look forward to the awards gala, where we gather, network, and honor the best and brightest in our geographically diverse Section in a celebratory setting. Please consider attending to salute our colleagues and to applaud the awarding of scholarships by the California Planning Foundation (CPF, <http://bit.ly/1V2HuFB>) to the next generation of California planners.

This year's event will be held **Friday, June 10**, at the Marriott Marquis Hotel in **San Francisco**. Our Awards Program Co-Directors, **Carmela Campbell, AICP**, and **Florentina Craciun, AICP**, are working hard to assure an elegant and festive event. Tickets are available at <http://bit.ly/1Nf1mxe>. Please also take the opportunity to sponsor the Awards Gala at either the Bronze, Silver, or Gold Level. Visit the Awards Program page at <http://bit.ly/1qWIzgb> for more information.

For those members seeking to fill their **AICP Ethics and Law** Certification Maintenance (CM) requirements, and for others interested in the topics, our Ethics Director **Colette Meunier, AICP**, has organized a half-day of sessions offering 1.5 CM credits each in Ethics and Law. The sessions are **April 30** from **8:15 am–12:15 pm** at

MetroCenter, 101 Eighth Street, **Oakland**. The Ethics session will focus on the AICP 2015 Ethics Case of the Year, and the Law session will review recent California Supreme Court CEQA decisions, efforts under SB 743 to change CEQA transportation impact methodology from level of service to vehicle miles traveled, and new tribal consultation and tribal cultural resource impact analysis under AB 52. Learn more at <http://bit.ly/1V2Iycu>.

In addition, we have a couple of informative and exciting all-day events. On **Saturday, May 7**, TransForm is sponsoring the **"Let's Get Moving! 2016 Silicon Valley Transportation Choices and Healthy Communities Summit"** from **9 am–4:30 pm** at Microsoft, 1065 La Avenida Street, **Mountain View**. Join hundreds of community and business leaders, practitioners, policy makers, and advocates from Santa Clara and San Mateo Counties to discuss, learn, and influence the region's transportation, housing, and land use policies. Learn more at <http://bit.ly/1V2IYj0>.

On **Thursday, May 19**, we are offering, in conjunction with NOAA's Office for Coastal Management, **"Green Infrastructure for Coastal Resilience,"** a workshop in **Novato** from **8:30 am–4:30 pm**. The workshop, coordinated by North Bay RAC **Kristine Gaspar**, will introduce participants to fundamental green infrastructure concepts and practices critical to making coastal communities more resilient to natural hazards. The workshop includes group discussions and exercises. After lunch, a walking tour of the Hamilton Airfield Wetland Restoration (<http://1.usa.gov/1V2KtxN>) will keep us moving! To learn more, go to **page 13**, or go to <http://bit.ly/1UZgsP1> to register.

If you missed my last Director's note, we have openings on our Board for Webmaster, Mentorship Director, and Planning Commissioner Representative. Please consider getting involved in your local APA!

Stanford approved for 1,450 net new affordable housing units for graduate students

Scott Lefaver, AICP

Determined to address chronic affordable housing shortages for its students in the Palo Alto area, Stanford University recently received approval to build 1,450 new units for graduate students on its campus. This approval by the County of Santa Clara will allow Stanford to remove 566 existing units (built in the 1960s) from around the campus and add the same number to the just-approved 1,450 units in a complete redevelopment of the 17-acre Escondido Village at the northeast corner of the Stanford campus. The result will be just over 2,000 new graduate student beds.

The ongoing design of the new Escondido Village will be subject to additional approvals by the County's Architectural and Site Review Committee. The plan presented to the County Planning Commission at its March 24, 2016, meeting, anticipates mid-rise buildings of six to 10 stories clustered around landscaped courtyards, and 1,300 underground parking spaces. (The redevelopment of the areas containing the 566 older units will remove approximately 600 existing surface parking spaces.)

Development is expected to begin late this year. Site work and the underground parking structure will take approximately one year to complete, and the residential buildings will take another two years. Stanford is looking toward resident occupancy in Fall 2019.

Approximately 55 percent of Stanford's graduate students are currently housed on campus. When completed, the new Escondido Village will boost that number to over 75 percent. The new housing will accommodate both single and married students. Separate family housing (for those with children) will be available, but is not the focus of this development.

The City of Palo Alto and neighborhoods around Stanford

expressed concerns about the possibility of additional traffic on local roads and intersections, particularly along El Camino Real and its nearby intersections. An in-depth study by Fehr & Peers Transportation Consultants found that housing more graduate students on campus would decrease motor vehicle traffic to and from the campus and allow those students to take advantage of the university transportation system with its free shuttles and extensive bicycle and pedestrian paths. Given this information, the City of Palo Alto, the League of Women Voters of Palo Alto, and the Silicon Valley Leadership Group all expressed support for the project.

Development at Stanford University proceeds under the General Use Permit (GUP) adopted in 2000 by the County of Santa Clara (<http://stanford.io/1orDgsL>), and the Stanford University Community Plan (<http://stanford.io/1orDhgg>), which is part of the County's General Plan. Together, the plan and permit allowed Stanford to build 2,035,000 square feet of additional housing, academic, and administrative space. As of June 2015, the university had built new construction totaling 1,443,000 square feet and had received approval to build an additional 95,000 square feet.



Location of Escondido Village student housing project, Stanford.

Source: Stanford University. Base map: Google.

(continued on page 11)

Specific Plans add development certainty

Steve Matarazzo

San Luis Obispo is the nicest city you've never seen because it is so well screened by vegetation along the Highway 101 freeway. It is also the home to Cal Poly SLO, a university with one of the finest urban planning schools in the country.

San Luis Obispo (SLO) and other cities in California that utilize specific plans have virtually eliminated "bad developers," as we called them in professional planning circles. In the "old days" of local land use planning, bad developers were fairly common. I experienced some of them in Morgan Hill in the 1980s when that city was growing rapidly. From a community development director's view during that era, a "bad developer" was one who reviewed the town's general plan, zoning, and design review guidelines, and then proposed something antithetical to one or more of those. His or her philosophy seemed to be, "I don't care what the rules are, I will propose something that is so economically enticing to the city council that I will steamroll any recommendation from the community development department. At least that appeared to be the perspective of some developers during the 1980s. Most of those developers did not survive the Darwinian economics of costly development financing. In today's political and economic environment, most enlightened developers try to work with all of the parties in the land use entitlement equation, recognizing they need to or they won't survive.

Conversely, a good developer in the "old days" would generally review the history of community development department recommendations for several major projects, then tally up the score to determine how many of the staff recommendations were followed. A score of 90 percent or more (indicating that approved projects followed strict general plan principles and design standards), motivated the developer to schedule an

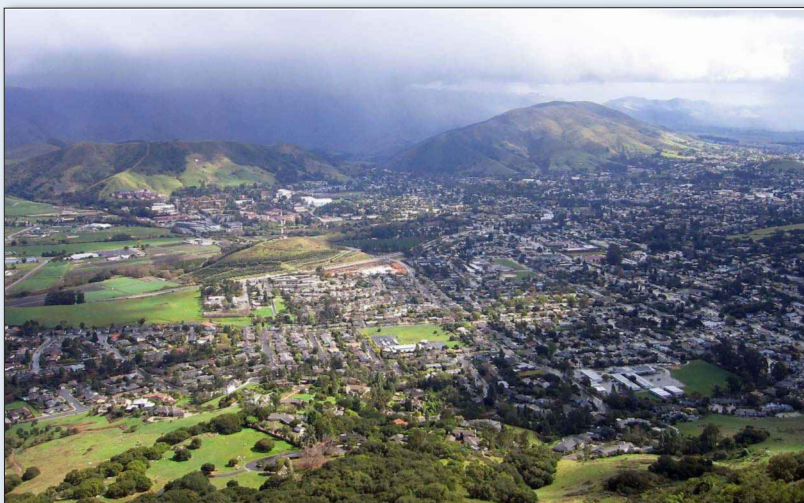
appointment with the community development director about proceeding with a high quality project consistent with all relevant city planning documents.

The developer also understood there might be community opposition. (There are always some who believe there is already enough development in town, or the town is just fine as it is; and nobody likes more traffic.) The developer only asked one thing from the community development director as a quid pro quo, generally stated as follows: If I give the city officials everything they want in terms of density, quality design, land use mix, and all applicable exactions required from the development regulations and any likely impacts, will you, as community development director, recommend approval of the project all the way down the line, even in the face of citizen opposition? My response, after seeing that the developers were keeping their side of the bargain, was "yes," and their projects were later approved.

In and after the 1990s, I was part of planning departments where growth was slower, and where the area available for growth was smaller than it had been in Morgan Hill, but the development paradigm was the same. If developers followed the rules and proposed high-quality projects respectful of the city's vision and plans, their projects were efficiently approved with little pushback.

More recently, I worked as a planning consultant in other communities in California as they were pulling out of the Great Recession. Among those, the city of San Luis Obispo

provides an excellent example of using a commonly available planning tool to insure quality development consistent with general plan goals and policies, virtually eliminating any "bad developer" syndrome. The city's general plan requires that many areas subject to annexation, and specifically demarcated on the



San Luis Obispo looking east from the top of Bishop Peak.

Photo: Basar CC-BY-SA-3.0, via Wikimedia Commons, <http://bit.ly/1oOF6y>

(continued on page 14)

Norcal roundup

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

Berkeley: First 'resilience strategy' in Bay Area

Berkeleyside, April 4, 2016

Emilie Raguso, <http://bit.ly/1V7wIxt> • “[Berkeley] has released its ‘Resilience Strategy,’ a 56-page document (PDF <http://bit.ly/1SxTCbc>) that looks at ‘some of Berkeley’s most pressing physical, social, and economic challenges, including earthquakes, wildfire, the impacts of climate change, and racial inequity.’

“The effort is work Berkeley is doing as part of The Rockefeller Foundation’s ‘100 Resilient Cities network,’ (100RC). The city was among the first 33 places in the world — along with San Francisco, Oakland and Alameda — chosen to participate in the network in 2013. More than 1,000 cities have applied to take part.

“Berkeley’s resilience strategy — the first in the Bay Area, the city says — was developed with ‘extensive community and expert input’ in collaboration with

The Rockefeller Foundation. It’s just the sixth resilience strategy in the world, according to the city.

“A key element of the strategy, said chief resilience officer Timothy Burroughs, is to create stronger connections between neighbors that can provide ‘critical support and lifelines in the event of a disaster.’ To help build these connections, the city has launched a new program to designate a handful of local institutions to serve as ‘community resilience centers.’

“Staff at those locations, which include faith-based groups, social services, and cultural centers, will get special training in disaster preparedness, public health, and climate action. The centers will also get free disaster supplies, as well as assistance with disaster planning.”

Eureka: Deal signed to remove Klamath River dams

Times-Standard, April 6, 2016

Will Houston, <http://bit.ly/1SgZm8Y> • “The governors of California and Oregon stood side-by-side with the U.S. Secretary of the Interior [Sally Jewell] to sign their commitment to remove four hydroelectric dams from the 236-mile Klamath River.

“But unlike the previous version of the agreement signed in 2010 that failed to gain traction in Congress, the new agreement signed Wednesday contained a new set of signatures, a new game plan, and a new federal entity to overcome — just the first of many steps needed to restore the water and the fisheries resources of the basin and the communities that rely upon them.

“California Gov. Jerry Brown, Oregon Gov. Kate Brown, and other state, federal, power, irrigator and environmental officials joined Jewell to sign the new

Klamath Hydroelectric Settlement Agreement (KHSA). The KHSA proposes to remove four Klamath River dams currently owned by PacifiCorp by 2020 to improve river flows and benefit fisheries and river communities.

“Several Pacific Northwest tribes have yet to sign the new agreement, but some tribal leaders stated that dam removal is a necessary step toward restoring habitat tied to their culture, economy, and heritage.

“The KHSA circumvents Congress by working to decommission the dams through the Federal Energy Regulatory Commission. The agreement requires Portland-based PacifiCorp to transfer ownership of the dams to the newly created nonprofit, Klamath River Renewal Corporation.”

(Norcal roundup *continues on* [page 15](#))

“America’s Most Endangered Rivers, 2016. This report identifies the 10 most threatened waterways in the country. **Ranked No. 2 is the San Joaquin**, Central California’s largest river, which supports one of the most productive agricultural regions in the world and provides water to local communities and habitat for endangered fish and wildlife. However, the river is so over-tapped that in some places it runs completely dry, threatening water quality, endangering fish and wildlife, creating uncertainty for farmers, and leaving communities vulnerable in the face of more frequent and severe droughts.” —*Jessie Thomas-Blake in American Rivers*, <http://bit.ly/1Mul8ZF>

California roundup

Excerpts from around the state, linked to the original articles

Five members of APA California elevated to FAICP

American Planning Association, April 5, 2016

<http://bit.ly/1Q8kCwo> • Congratulations to members of APA California who were among 61 members nationally to receive the planning profession's highest honor: induction into the College of Fellows of the American Institute of Certified Planners. The five inducted on April 3 at the APA National Conference in Phoenix:

Kurt Christiansen, FAICP (Economic and Community Development Director, City of Azusa).

Celia McAdam, FAICP (Executive Director, Placer County Transportation Agency).

Brian Mooney, FAICP (Adjunct Lecturer, UC San Diego).

Larry Morrison, FAICP (Founding Principal, The Arroyo Group, Pasadena).

Deborah Rosenthal, FAICP (Partner, FitzGerald Yap Kreditor, LLP, Irvine).



New AICP Fellows Kurt Christiansen, Deborah Rosenthal, Brian Mooney, Celia McAdam, Larry Morrison. Photo: Hing Wong, AICP, Chapter president.

Sunrise on the 110: Building a New Los Angeles

Federal Reserve Bank of San Francisco, February 8, 2016

https://youtu.be/h2_JnTI1cug • “How did a formerly abandoned downtown transform into a tourism and industry capital? Over the past 15 years, Los Angeles has seen remarkable transformations as hundreds of new businesses have opened, thousands of new apartment units have been created, and the population living in the city's center has tripled. This documentary explores the factors that led to these transformations and the triumphs and challenges of recent development.” 17:55

Orange County: Oil and housing are a poor mix

The Orange County Register, April 2, 2016

Aaron Orlowski, <http://bit.ly/1Ye6ho1> • “A hundred years ago, the oil industry built much of Southern California. Now, with real estate prices surging, and less undeveloped land available, builders and government agencies have placed more new houses, schools, and businesses atop or amid legacy oil fields, many of which still produce crude and natural gas.

“Recent events such as the evacuation of 8,000 families in the Porter Ranch neighborhood have heightened awareness of the ubiquitous oil and gas wells, storage fields, and pipelines that undergird the Southern California landscape. What was once thought to be a downwind consequence that would periodically generate protests is becoming substantially more noticeable to more people.

“Plummeting oil prices have caused new drilling to drop off in the region: Only a handful of wells were drilled in 2015 and none so far in 2016. But with legacy oil fields in urban areas still pumping, and the real estate industry surging, tension simmers. Many residents are uneasy with how tightly industrial operations are interwoven with the urban landscape. So, some oil operations are hidden and masked, put underground, and walled inside what look like nondescript office buildings.

“State air quality regulators are clamping down. Stricter requirements paired with low oil prices will encourage some drillers to re-evaluate whether continuing to operate in urban areas is worthwhile.”

You can see urban oil field maps and photos at <http://bit.ly/1Ye6ojh>.

(California continues on [page 18](#))

“Get used to skimpier snows in the Sierra. What we have to do is a combination of smarter storage and better management of reservoirs, and much more efficient water use. There is no one solution to California's water problems.” —Oakland-based hydrologist Peter Gleick as told to Craig Miller, KQED, <http://bit.ly/1RpkbiY>

Meet a local planner

By Siân Llewellyn, AICP



Kathy LéVeque, AICP, is Supervising Planner at City of San Jose's Parks, Recreation, and Neighborhood Services.

Tell us a bit about yourself.

I'm from Chicago where I lived most of my life. I met the man who would become my husband, who is from the North Bay and who also has a planning background, at

the 2009 APA National Conference in Minneapolis. We moved to the Bay Area in December 2014. Shortly after moving here, I joined a recently formed planning team at San Jose's Department of Parks, Recreation, and Neighborhood Services as a Supervising Planner. We are enjoying living and working in the South Bay.

How did you become interested in planning as a profession?

I discovered planning when I was an undergraduate at DePaul University studying sociology with a concentration in urban studies. For my capstone project, I conducted research for the civic leadership organization, Chicago Metropolitan 2020. During that project I discovered the planning profession and realized it was something I was very passionate about and that it could be an impactful way to make a difference in improving communities for people.

Tell us about your education, early career, and if you had a mentor.

After graduating college in 2004, I began interning for the Village of Deerfield, a northern Chicago suburb. I quickly became a full time employee in Deerfield's Planning Department. While working full time for Deerfield, I completed my masters in urban planning and policy at the University of Illinois, Chicago. I graduated in 2010, and six months later in 2011, I was accepted into the American Institute of Certified Planners (AICP).

My work at Deerfield included both current and long range planning. I provided support to the Plan Commission on a wide variety of zoning and entitlement applications. Deerfield was a fantastic place to begin my

career, and I had the opportunity to grow through three different positions there, each one allowing for deeper and more meaningful interactions with the public and increasing responsibility in project work. My mentor was my immediate supervisor, Jeff Ryckaert, who has been with Deerfield for 21 years. He provided me with great learning opportunities, encouraged me in building my career, supported me in developing professional connections through the American Planning Association and other venues, and encouraged me to volunteer with my local Alderman's office to learn more about the community.

What about your current position?

I'm currently a Supervising Planner at City of San Jose Department of Parks, Recreation, and Neighborhood Services. It was a career shift for me — to go from city planning to park planning — and one that I am really enjoying. It has less of a regulatory focus, with a lot of opportunity for creative ideas. San Jose is a built-out community and land is expensive, so it can be challenging to create new parkland, but providing expanded opportunities for recreation and services is an important need to fill for San Jose residents. The department is responsible for parks, trails, and community centers, and we want to be able to offer recreational opportunities for all ages, abilities, and income levels.

My current position also provided a career transition to team leader, which has been a positive experience and has made me very appreciative of the good leadership and guidance I received in the past.

Tell us about some favorite projects.

I am managing the Greenprint update, the Department's update of its 20-year strategic plan, which was last updated in 2009. We are preparing for the update, with the public kickoff anticipated in fall 2016. We're aiming for a high-level of community involvement, interaction, and feedback, from park users as well as non-users. We will have traditional community workshops and also pop-ups, intercept events, and online tools to collect feedback. We will be developing a strategic plan that will guide the department and help us meet the needs of local residents for years to come.

Do you have any advice for younger planners?

I encourage younger planners to take on projects that are both interesting and challenging. There is so much in planning that you can only learn by doing and experiencing first hand.

(continued on next page)

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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Meet a local planner (continued from previous page)

What do you like to do on the weekends in your new community?

On the weekends I typically go out and explore new places I have never been, particularly parks. Since I have been with the Department of Parks, Recreation, and Neighborhood Services I now explore spaces with a different lens, considering how the space functions and connects to its surroundings. I look at walkability and usability and how our community can meet the needs of different users.

Interviewer Siân Llewellyn, AICP, lives in San Francisco. ■

Who's where



David J. R. Mack, AICP, has been appointed senior planner at Monterey County Resource Management Agency–Planning after a competitive selection process. Mack started with the County in 2006 as a land use technician and was promoted to assistant planner in 2007 and associate planner in 2010. His free-time activities include hiking, camping/backpacking, and mountain biking. Mack is an avid fan of the New York Jets (NFL), San Jose Earthquakes, and San Jose Sharks. He was born and raised in Salinas, Monterey County, where he lives with his wife and 10-year old son. Mack holds a bachelor of arts in environmental studies from UC Santa Barbara and an associate of arts from Hartnell Community College.



Steve Matarazzo, who retired as Sand City Administrator (city manager) in 2014 — only to become an urban planner again — is now the planning director for UC MBEST (Monterey Bay Education, Science, and Technology Center). His employer is actually UC Santa Cruz, and his job is to assist in the planning, development, and disposition of lands owned by UCSC in FORA, the Former Fort Ord Area. After leaving Sand City, where he had been employed for 20 years, Matarazzo worked for six months as Pacific Grove's interim community development director, followed by two years as senior project manager with Michael Baker International, Monterey. Matarazzo holds a master's degree in urban and regional planning from San Jose State University and a bachelor's degree in environmental studies from UC Santa Barbara. ■



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San Jose-Santa Clara RWF master plan wins APA's National Achievement Award for environmental planning

(continued from page 1)



Treated effluent from the San Jose-Santa Clara Regional Wastewater Facility entering the Artesian Slough, which eventually flows to the South Bay. Photo: City of San Jose.

sustainability goals by maximizing the use of waste products, restoring habitats, and reconnecting communities to the South Bay.”

San Jose is the largest city in Northern California and the tenth largest city in the nation. In addition to San Jose and Santa Clara, the RWF serves the cities of Milpitas, Campbell, Cupertino, Los Gatos, Saratoga, and Monte Sereno.

The RWF also manages the South Bay Water Recycling program, delivering highly treated recycled water to 700 customers in San José, Santa Clara, and Milpitas. The RWF also provides 10 million gallons daily of treated wastewater to the Santa Clara Valley Water District Silicon Valley Water Purification Center as part of an innovative clean water demonstration project.



Accepting the award on behalf of the City of San Jose are Ashwini Kantak, assistant director of the Environmental Services Department, and Ken Davies, environmental compliance officer; with Ellen Lou, AICP, FAIA, Skidmore, Owings & Merrill LLP. Photo: Juan Borrelli, AICP. ■

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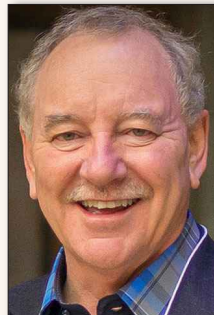
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Stanford approved for 1,450 net new affordable housing units for graduate students (continued from page 4)

To its benefit and the area's, Stanford continues to address the housing needs of its students, faculty, and administrative staff. The 2000 GUP allowed 3,018 housing units, of which 1,886 have been built. The current approval for 1,450 graduate student units is in addition to the allocation approved in the 2000 GUP. Further, the University contributes to the County's affordable housing fund based on the new square footage built on campus. According to the County's Office of Supportive Housing, Stanford had paid \$25,692,201 to the fund as of March 2016.



Scott Lefaver, AICP, is Chair of the Santa Clara County Planning Commission. For more information about the General Use Permit and planning at Stanford University see "Planning at Stanford – The General Use Permit" by Mr. Lefaver in APA's Practicing Planner, Summer 2014. A PDF of the article can be downloaded at <http://bit.ly/1orDYpJ>.

10 of the most commonly misused words and what they actually mean
Independent, UK, March 17, 2016

Roisin O'Connor, Paul Anthony Jones, <http://ind.pn/1LFnw0n> • "In his book *The Sense of Style*, Harvard cognitive scientist and linguist Steven Pinker explored the most common words and phrases on which people tend to trip up (<http://ind.pn/1LFnB4b>). Here are 10 of the most commonly misused, along with meanings and explanations from the author of the word origins guide *Haggard Hawks & Paltry Poltroons*, Paul Anthony Jones:

- Appraise** means to ascertain the value of and does not mean to apprise or to inform.
- Bemused** means bewildered and does not mean amused.
- Credible** means believable and does not mean credulous or gullible.
- Depreciate** means to decrease in value and does not mean to deprecate or to disparage.
- Disinterested** means unbiased and does not mean uninterested.
- Enervate** means to sap or to weaken and does not mean to energize.
- Fortuitous** means coincidental or unplanned and does not mean fortunate.
- Hone** means to sharpen and does not mean to home in on or to converge upon.
- Refute** means to *prove* to be false and does not mean to *allege* to be false, to try to refute. [i.e., it must be used only in factual cases.]
- Staunch** means loyal, sturdy and does not mean to stanch a flow.

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Come network and get energized by learning about what's innovative and exciting in Northern California planning. The evening will honor 2016 APA California–Northern award winners and California Planning Foundation student scholarship recipients.

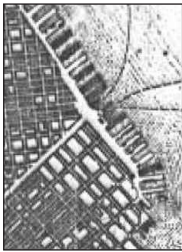
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AICP | CM 1.5

AICP | CM reporting period EXTENDED

The grace period for the two-year reporting period 2014–2015 has been extended to **May 31**. Because APA National is in the process of upgrading its website, they extended the grace period to ensure that all AICP members have sufficient time and opportunity to earn and log the credits they need. AICP members who have not yet logged the required number of credits should have received a letter from National.



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Intro to Green infrastructure for coastal resilience, 6 AICP|CM

APA California–Northern Section and the Association of Environmental Professionals, San Francisco Bay Area chapter, are hosting an all-day workshop on Thursday, May 19, at the Hamilton Community Center, West Wing, 503 B South Palm Drive, Novato. Sign-in at 8:30 AM, out by 4:30 PM; light breakfast and lunch included.

Training staff from NOAA’s Office for Coastal Management (<http://1.usa.gov/1Vi6rJI>) will introduce fundamental green infrastructure concepts and practices that can play a critical role in making coastal communities more resilient to natural hazards. The day will feature presentations on green infrastructure projects around the Bay Area (Bayland Goals science update, San Pablo Avenue green stormwater spine, Marin County living shoreline, Hamilton wetland restoration, East Bay Regional Park planning process) and group discussions and exercises.

Speakers include: John Rozum, NOAA Affiliate, Office for Coastal Management; Scott Dusterhoff, San Francisco Estuary Institute; Josh Bradt, San Francisco Estuary Partnership; Roger Leventhal, Marin County Public Works; Tony Williams, City of Novato; and Sandra Hamlat, East Bay Regional Park District.

For more details and to register, go to <http://bit.ly/1UZgsP1>. Early bird prices (by May 2) are \$20 for members, \$40 for nonmembers. Students may register by May 6 for a reduced price of \$5.

Questions? Please contact kristine.gaspar@ghd.com.

Where in the world

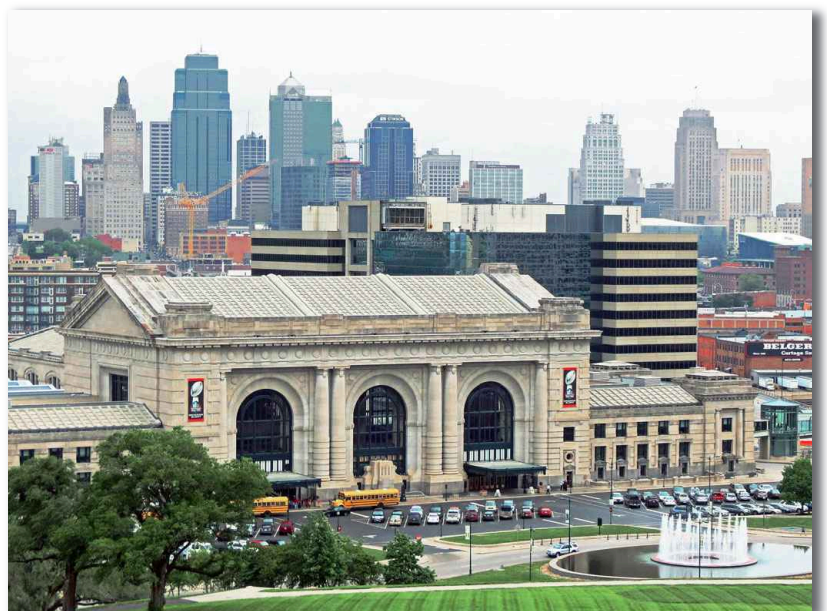


Photo: Hugh Graham (Answer on [page 17](#))

general plan map, must have a “specific plan” prepared and adopted prior to annexation. The general plan also calls out design and land use goals and standards to be attained within those specific plan areas. These areas are generally greater than 100 acres, with little development existing at the time of proposed annexation

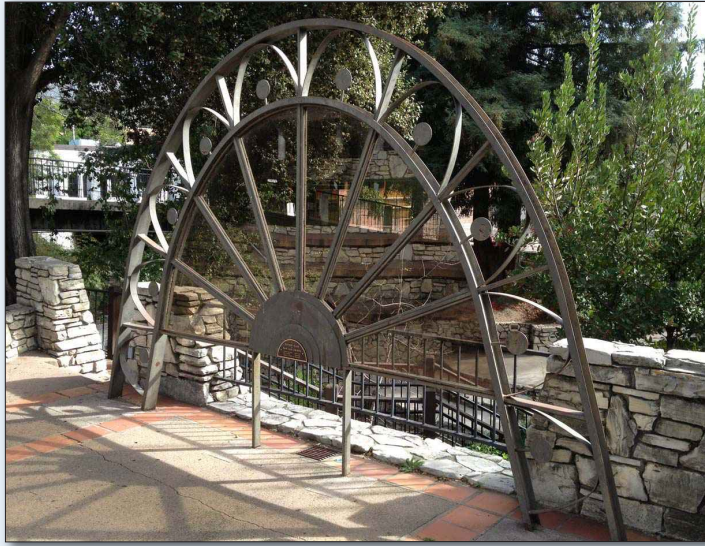
Cities and counties and their planning agencies have had the authority to prepare specific plans since at least 1974

(<http://bit.ly/23nnZfk>). Such plans are “authorized by Article 8 of the Government Code (Section 65450 *et seq.*) for the systematic implementation of the general plan for defined portions of a community’s planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.” (California General Plan Glossary, California Planning Roundtable, 2003; <http://bit.ly/1dzlh88>)

In short, this land use and development technique establishes more specific standards than those in the general plan, but they are not as detailed as subdivision proposals require. So even with a specific plan approval, some tweaks are likely to be needed before approving subdivisions based on a specific plan.

SLO’s specific plan process was also great from a planning implementation perspective for at least three reasons:

1. The property owners involved would agree on the land use types they would accept and allocate among themselves as part of the specific plan process.
2. The specific plan would be developed by a team of professional consultants — engineers, planners, landscape architects — and developers so the “vision” for that particular area of the city would be fleshed out more than is typical for any general plan designation.
3. By incorporating land use types plus design and infrastructure standards and guidelines in the specific plan,



Metal amphitheater backdrop in Mission Plaza, San Luis Obispo.

Sculptor: Jim Fickes. Source: City of San Luis Obispo.

current and future developers know exactly what the City expects in terms of land use and quality development.

All of this basically precludes any attempt by a prospective developer to try to steamroll the community development department: The developer has read the approved specific plan (and/or was directly involved in its preparation) and has determined up front whether the product articulated in the plan can be delivered. If the product isn’t marketable or is

not a good moneymaker, the developer can walk away before buying some of the property within the specific plan. In that case, the community development department never sees the application.

Conversely, if the developer is part of the specific plan process, or otherwise believes it can deliver on the products proposed in the specific plan, it usually will proceed to finalize purchase agreements with the property owners and submit an application to the community development department, fully understanding the vision for future development — a vision much clearer than can be gleaned from just a general plan designation for a large area of raw land.

A saying popular among savvy developers in the 1980s was, “go slow to go fast,” meaning, “if you take your time and develop a project consistent with the planning rules of the community, you will experience few hiccups to slow or even kill your project.” That saying still works in SLO because of the city’s specific plan process and the commitment to quality development that the process engenders.

San Luis Obispo’s specific plans may be accessed at <http://bit.ly/23n2RWP>.

Steve Matarazzo is the planning director for UC Santa Cruz properties at the former Fort Ord in Monterey County. He most recently worked for Michael Baker International and Pacific Municipal Consultants (now part of Michael Baker International) as a planning consultant. His last engagement during that tenure was for the City of San Luis Obispo, assisting the planning department’s development review section. You can reach him at matarazzos423@gmail.com. ■

Marina: Coastal Commission gives Cemex 30 days to respond to cease/desist order

Monterey County Weekly, April 6, 2016

Karen Loutzenheiser, <http://bit.ly/1Sh2f9S> • “The California Coastal Commission, after sending a notice March 17 of an intent to issue a cease and desist order to the Cemex sand mine in Marina, granted the company a one-month extension to respond with a statement of defense.

“The original deadline for the statement was April 6; the new deadline is May 6. This is not unusual in complex enforcement cases, and the deadline can be extended again.

“The commission’s March 17 letter outlined ways the sand mine is violating the Coastal Act and the Land Use Plan portion of Marina’s Local Coast Plan. Aspects of the operation are unpermitted ‘new development’ that is damaging coastal resources. The mine has long been assailed for its impact on coastal erosion, and is the primary reason south-

ern Monterey Bay has the highest coastal erosion rate in the state. The commission’s letter highlights that impact:

“‘The unpermitted development decreases the amount of sand on the Monterey Bay shoreline, and narrows beaches within Monterey Bay. Narrower beaches lead existing development to have a greater susceptibility to erosion by wave action, potentially impacting the stability of existing development.’

“In its defense, Cemex will have to specify which of the Coastal Commission’s allegations the company admits to. If a cease and desist order is ultimately issued, Cemex will face fines of several thousands of dollars for every day the mine remains in operation.”

Moss Landing: Desal environmental certifications expected this year

Monterey Herald, April 6, 2016

Jim Johnson, <http://bit.ly/1Sh0ZUa> • “Representatives from People’s Moss Landing Water Desalination Project and Deep Water Desal say they expect to release their draft environmental documents this year and hope to have them certified soon after. They also expect to be able to deliver water some time in 2019.

“Monterey Peninsula officials say the California Public Utilities Commission should expedite release of the draft environmental review document for Cal Am’s North Marina desal project, noting that a delay could violate milestones in a revised Carmel River cutback order still under review by the state water board, and possibly cause water rationing.

“Delay could open the door for a desal project to supply water sooner than Cal Am, though Peninsula officials remain supportive of Cal Am’s proposal. Cal Am is apparently well ahead on financing, design, and other prep work.

“People’s project attorney David Balch said their goal is to certify a final environmental impact report by the end of the year and begin environmental reviews and permitting shortly after. The \$230 million project, located at the Moss Landing Green Commercial Park, envisions using existing intake and outfall infrastructure to produce about 13,400 acre-feet of water per year for use in North Monterey County (and on the Peninsula, if Cal Am’s project fails).

“Balch acknowledged the People’s project still needs to attract public agencies’ backing, but noted how far the proposal has progressed in the past two years since Pacific Grove city officials withdrew and the Monterey Peninsula Water Management District chose Deep Water Desal’s proposal as a backup for Cal Am’s project.”

(Norcal continues on next page)

California may be in for greater weather extremes. “Frequent atmospheric patterns conducive to extreme drought in California are indeed increasing, but patterns conducive to very wet years may also be increasing. Climate models for 21st century California depict a much warmer future, likely accompanied by increasingly large swings between dry and wet conditions. Such large changes in the character of California precipitation are occurring despite little long-term change in average precipitation — which highlights the critical importance of considering changes in the most extreme years when planning for the future.”

— Stanford atmospheric scientist Daniel Swain on KQED, <http://bit.ly/1Y4VwV1>

Petaluma: Support for mixed-use riverfront project

Argus-Courier, April 6, 2016

Editorial board, <http://bit.ly/1Sh3gPf> • “The long-planned Riverfront project, soon to be under construction on Petaluma’s southern flank, is an example of the kind of quality infill development that the city should be looking to attract. The mixed-use project will contain 273 housing units, 47,000 square feet of commercial space, a 120-room hotel, sports fields, and a boat dock on the Petaluma River.

“The project, adjacent to the Highway 101 bridge over the river, will include space for a future bridge across the Petaluma River, creating another crosstown connector linking Lakeville Street with Petaluma Boulevard South.

“The 134 single-family homes, 39 townhomes, and apartments above commercial are significant in a city that has struggled with housing affordability and a lack of inventory.

“The development is transforming blighted, vacant property within the city into attractive development in line with voter-approved limits on expanding the city’s borders.

“Unlike some developments in Petaluma, the Riverfront project received very little opposition when the city in 2014 approved the environmental report, essentially green-lighting the project.

“There are not many infill properties of this size left in Petaluma with the potential to make a significant impact in terms of housing, commerce, and recreation. Of all the projects in the city’s pipeline, the Riverfront development certainly could have the biggest positive impact.”

Proving Jane Jacobs’ four urban conditions that create vibrant city life. “Marco De Nadai at the University of Trento and a few pals have developed a way to gather urban data that they use to test Jacobs’ conditions and how they relate to the vitality of city life. The new approach heralds a new age of city planning in which planners have an objective way of assessing city life and working out how it can be improved.” —MIT, *Emerging Technology from the arXiv*, <http://bit.ly/1UBkNII>

Salinas: Migrant farmworker housing will double Spreckels’ population

KSBW, ABC Central Coast, April 4, 2016

Bianca Beltran, <http://bit.ly/1Sh5tu6> • “Seasonal workers are just another group of people vying for a place to live. This year, agricultural company Tanimura & Antle is providing beds for 800 seasonal employees in Spreckels. After much controversy and six months of construction, an eight-building complex will open its doors April 15, just in time for peak season.

“The 100 units have two-bedroom, two-bathroom layouts with four beds in each room. Employees will pay \$125 per bed or \$500 for their own room, fully furnished, with cable and Wi-Fi. The fair market rent for a one-bedroom apartment is \$1,114 a month.

“So far 165 workers have reserved their spots by submitting an application and a \$50 deposit they will get back on their first day at work.”

San Francisco: Art store loss is Oakland’s gain

KQED News, April 1, 2016

Patricia Yollin, <http://bit.ly/1Y4WeBr> • “FLAX art & design, a venerable establishment displaced from Market Street in San Francisco by yet another condo project, has found new life in a spacious and light-drenched store in Oakland.

“The beloved family-owned business has been around for almost 100 years, starting out in New York City in 1918. Its first San Francisco shop opened in 1938 on Kearny Street. A few incarnations later, it moved to Market Street in 1981, but its lease expired last year. A Fort Mason store debuted in November.

“The 15,000-square-foot Oakland location, a former auto repair shop at 15th Street and Martin Luther King Jr. Way, offers storage, a back parking lot, and proximity to public transit — all things that FLAX was looking for.

“Devin Katayama, who covers Oakland for KQED, said the move by FLAX is symbolic of a massive shift of art and artists in the Bay Area. Many have been priced out of San Francisco, and now Oakland is also becoming unaffordable.

“FLAX ‘wasn’t the cheapest place to buy supplies in town, but the community supported it and loved it because it wasn’t a chain and had been around for so long,’ said Chloe Veltman, senior arts editor at KQED. It means fewer places in San Francisco to buy art supplies. Beyond that, it’s a sign of the ‘relentless displacement’ of the city’s arts community.”

(Norcal continues on next page)

San Jose: Inclusionary Housing moves forward

SV@Home, March 30, 2016

Leslye Corisglia, <http://bit.ly/1V7oRPI> • “Following the U.S. Supreme Court’s recent action, the San Jose City Council took steps on March 29 to implement the city’s inclusionary housing ordinance, which had been on hold because of a legal challenge. In order to give both developers and city staff time to prepare for the new rules, the council voted to begin implementation of the ordinance July 1, 2016. This timeline aligns with the implementation of the city’s Housing Impact Fee Ordinance, approved in 2014.”

From the Mercury News, March 29, 2016:

Ramona Giwargis, <http://bayareane.ws/1V7oq7q> • “The city’s inclusionary policy, adopted in 2010, requires developers of market-rate, for-sale developments of 20 or more units to set aside 15 percent of the units for moderate-income people. It does not apply to rental units.

“Housing is considered ‘affordable’ when a resident is paying no more than 30 percent of gross income for housing. In San Jose, ‘moderate-income housing’ targets households that earn \$74,000 to \$89,000 a year.

“The new policy will begin just as San Jose struggles to build affordable housing amid soaring rents and a staggering housing shortage. The city from 2007 to 2013 built only 2,956 affordable units. San Jose’s new goal is to build 20,849 affordable housing units by 2022.

“Requiring developers to put aside price-restricted units isn’t a new idea in San Jose. The city in 1988 adopted a similar policy, but it applied only to Redevelopment Agency properties.”

Answer to Where in the world (Page 13)

Kansas City Union Station and downtown skyline. Photo: Hugh Graham

Lafayette: Dueling lawsuits over proposed housing

ABC 7 News, March 28, 2016

<http://abc7ne.ws/233Iquq> • “Lafayette is being sued by one group that wants more housing built and another that wants to stop it.

“The owner of Deer Hill, a 22-acre property, teamed with O’Brien homes to develop the land. O’Brien Homes proposed a 315-unit apartment complex, but after major community opposition, the city worked with O’Brien to come up with a plan for 44 single-family homes.

“The San Francisco Bay Area Renters Federation sued, claiming Lafayette broke state law when it failed to approve the earlier apartment project, even though the property was zoned for high-density housing. The lawsuit also claims discrimination because the failure to put in apartments that would have rented at median rates for median income people will ‘disproportionately affect racial minorities.’

“But another group is pushing for a smaller project or none at all. The organization, Save Lafayette, believes the city is already overrun by traffic and has allowed too many developments.

“Save Lafayette circulated petitions demanding a vote on the project. They got enough legal signatures, but the city council decided not to put the measure on the ballot. City Manager Steven Falk said if the project did go to a vote and was rejected, it would violate state law.

“Members of Save Lafayette disagree and have asked a judge to either stop the project or let citizens vote.

“City officials say they have followed the law, and ‘unless and until a judge orders us to stop, the developer is going full speed ahead.’ ”

Ed. note: For a broader look at our NIMBY-YIMBY divide, check out *The New York Times Business* section, April 16, page 1. “Build, Baby, Build” was written by a UC grad who is a *Times* technology reporter based in San Francisco: <http://nyti.ms/1VbrVvo>. ■

“Bay Area home prices by transit stop. It’s no secret Bay Area home prices are among the highest in the country, but Estatefy wanted to show how those prices vary depending on which BART or Caltrain stop a home is near. To do this, Estatefy Real Estate Search analyzed the last six months of home sales for houses, townhouses, and condos that were within a one-mile radius of each BART and Caltrain transit stop. We then broke them down by price per square foot. At an average of \$1,630 per square foot, Caltrain’s California Avenue stop in Palo Alto is the Bay Area’s most expensive transit stop to buy a home near. Pittsburg/Bay Point BART stop, the farthest from downtown San Francisco, is the least expensive at \$219 per square foot on average.” Two maps and four tables. —Estatefy, <http://bit.ly/1Mlmk2J>

Los Angeles: Rents soaring along unopened Expo Line

Curbed LA, March 18, 2016

Elijah Chiland, <http://bit.ly/1Pzr8fg> • “The new Expo Line light rail extension from Culver City to Santa Monica doesn’t open until May, but rental prices are already way up along the new track. An analysis by RadPad shows that, on average, rents have risen nearly 15 percent in the neighborhoods around the forthcoming stations, with an increase of more than 45 percent at the Westwood Rancho Station. Both numbers far exceed the already sizable 11.6 percent jump in citywide rent prices that occurred in 2015.

“The data comes from a study of rental prices for one-bedroom apartments along each of Los Angeles’s future rail lines. In RadPad’s analysis (<http://bit.ly/1PzriTL>), rental prices along the Expo Line have jumped the most significantly in the past year, suggesting that the soon-to-be-operational rail system is luring renters to the area. Given the inaccessibility of homeownership for many Angelenos, and the nation-leading traffic woes, it is quite possible that some renters are willing to pay a premium for easy access to public transit.

“A notable exception to this trend is downtown Santa Monica. [Median rents] near the Expo Line’s final stop, just a few blocks from the beach, dropped more than 10 percent [since March 2015]. This is an area where mistrust of the new rail line runs deep. Then again, it would be hard for the price of rent in prime Santa Monica to get much higher.”

“There’s a lot of building going on in LA.

But the 2016 USC Casden Multifamily Forecast predicts that, for at least the next two years, vacancy rates will ‘continue their gradual decline’ and average rent in LA County will ‘soar’ from its 2015 average of \$1,307 to a countywide average of \$1,416. The vacancy rate will stay about the same, at 4.1 percent — just under its 2015 rate of 4.2 percent, says a press release from the USC Lusk Center for Real Estate.” —*Bianca Barragan in Curbed LA*, <http://bit.ly/1MuGNSN>

Glendale: Veterans Village offers housing and help

KPCC Southern California Public Radio, April 5, 2016

<http://bit.ly/1SAjrHn> • Glendale has “a new affordable housing complex for veterans with families. The facility is meant to help veterans at risk or struggling with homelessness.

“The complex was created in a \$20 million partnership between the developer, the city of Glendale, the Department of Housing and Urban Development, and veterans services organization New Directions, according to a press release from the developer.

“Veteran’s Village has 44 units ranging from one to three bedrooms, with rents for the one-bedroom apartments between \$400 and \$930 per month.

“There are more than 4,000 homeless veterans in Los Angeles County on any given night, many suffering from mental or physical medical issues. The complex is Glendale’s second affordable housing project for veterans. One difference with this complex is that it allows children, which many other veterans’ housing options don’t.”

Energy: Calif. 4th lowest among states in per capita consumption, 2nd in renewable energy production

NEXT 10, April 8, 2016

<http://bit.ly/1XrUAKd> • Next 10 reports “that California remains a leader in renewable energy production while its residents use less energy and have lower energy bills than other Americans.”

“Comparing production, consumption, and spending in all 50 states in 2013, California ranked:

- “1st in total renewable energy production exclusive of large hydropower.
- “2nd in total renewable energy production (after Washington, when including large hydropower).
- “California leads the nation in total solar projects at nearly 490,000, with the most megawatts installed at 3,868 MW.
- “1st in total population and state real GDP.
- “4th lowest in per-capita energy consumption.
- “4th lowest in per-capita energy expenditures.
- “2nd in total energy consumption and expenditures (after Texas).”

The 17-page report, “California Energy, Comparing Production, Consumption, and Spending in all 50 States,” can be downloaded at <http://bit.ly/1XrU9iZ>. ■

U.S. roundup

Excerpts from around the country, linked to the original articles

Florida: New floating pier for St. Petersburg

Gizmodo, April 8, 2016

Alissa Walker, <http://bit.ly/1SAfd2J>

“St. Petersburg is going through an exercise that many other oceanfront cities will be facing soon. A new pier has just been approved by the city that takes changing ocean conditions into consideration. This includes a lightweight structure that can float on rising seas and smart engineering that’s resilient in the face of potentially more powerful storms.

“The new angular pier tower shields visitors from the hot sun and bears the brunt of any off-shore weather. But if you look closely, the pier is built more like a house on stilts. Most of the pier is made up of a large lawn for programming that doesn’t require much maintenance and can be battered by high tides. Any amenities like restaurants, for example, are placed higher in the tower. And most of the pier itself, including a ‘wet’ classroom for students and a fishing deck, will float. The estimate from the US Army Corps of Engineers says that sea levels in St. Petersburg will rise 3.2 feet by 2100.”

Midwest: Metro home-shortage hikes sale prices

Bloomberg, April 5, 2016

Patricia Clark, <http://bloom.bg/1XrSmuz> • “Home buyers in hot housing markets from San Francisco to Brooklyn have grown accustomed to bidding wars, waived home inspections, and rapid-fire offers. While the country’s most competitive housing markets remain in the West, if you’re house-hunting in Omaha, Grand Rapids, Mich., or Indianapolis, you might want to brace yourself for similar tactics.

“It’s surprising to see Midwestern housing markets tightening. But stricter lending standards since the housing bust have made cities with strong job growth and cheaper home prices particularly attractive to buyers, said Nela Richardson, chief economist of real estate brokerage Redfin. That may be leading to tighter housing supply in such cities as Omaha and Minneapolis.

“A theory making the rounds at Redfin contends that trends in buyer behavior start out West and move eastward. In California, for example, parents are taking out home-equity loans on their own homes to help children muster all-cash offers on a property, Richardson said. Once the deed has transferred, the kids borrow against the home they just bought to repay their parents.

“‘As things become more competitive in the Midwest, you can expect to see some of the same things that buyers on the West Coast have been dealing with for a long time,’ she said.”

New York: Cities for everyone

The New York Times, Opinion, April 4, 2016

Paul Krugman, <http://nyti.ms/1RjcTa6> • “New York has never been a more desirable place to live. Unfortunately, ever fewer people can afford it, but New York’s government is trying to do something about it.

“In Manhattan, housing has moved out of the reach of ordinary working families as prices far outpace gains in family income. As in many of our major cities, the urban renaissance is very much a class-based story. Upper-income Americans are moving into high-density areas for city amenities; lower-income families are moving out, presumably because they can’t afford the real estate.

“The shortage of urban dwellings is mainly artificial. Our big cities could comfortably hold more families than they do. But rules and regulations block construction. Building policies in our major cities, especially on the coasts, are too restrictive.

“At a national level, workers are on average moving to low-wage areas that also have cheap housing. Within metropolitan areas, restrictions on new housing push workers away from the center, forcing them to engage in longer commutes and creating more traffic congestion.

“So how can higher density be sold politically? Package a loosening of building restrictions with other measures, as in New York [where] a new program will selectively loosen rules on density, height, and parking as long as developers include affordable and senior housing. The idea is to accommodate the rising demand of affluent families for an urban lifestyle, but harness that demand to make the city affordable for lower-income families.”

(U.S. continues on next page)

St. Paul: Residential boom transforming downtown

Pioneer Press, April 4, 2016

Tad Vezner, Sarah Horner, and Dan Bauman, <http://bit.ly/1RMH8wK> • “St. Paul is slated to attract residents at a higher rate over the next few years than Minneapolis, according to Metropolitan Council statistics.

“Some are anxious. With an ever-increasing amount of downtown office space converted to livable lofts, will the balance tilt too far? The vacancy rate for competitive office space is the lowest it’s been for 15 years, but still sits around 17 percent.

“When asked what downtown was missing, George Sherman — a developer who owns five hefty residential properties downtown — replied simply: ‘Jobs. It’s not a growth job market. That does have an impact on rental rates, but it’s livable. There’s the state government and hospitals, but major employers are more limited.’

“Andrea Cross, America’s head of office research for the CBRE Group, thinks people shouldn’t worry about the office space that’s been converted so far. ‘The type of space being converted is not the type that’s been in demand by employers.’

“And others are convinced that the residential surge will be the main driver for more retail and more jobs. ‘Downtown needs to expand its residential population as aggressively as it can,’ said Joe Spartz, president of the Greater St. Paul Building Owners and Managers Association. ‘It’s going to impact the demand for retail, which then affects the need for office space. Those things work in tandem.’”



This commercial building on the east edge of downtown St Paul is across the street from a full-block city park. Residential development fronts the two blocks on all sides. Photo (2005): Naphtali H. Knox, FAICP.

Rockville: 18-lane boulevard for Rockville Pike

Greater Greater Washington, March 24, 2016

Dan Malouff, <http://bit.ly/21PEATq> • “Rockville Pike is one the most important retail strip highways in the Washington DC region. Like most 20th Century retail roads, it’s designed for cars, and it carries a lot of them.

“Rockville wants to make it a more urban main street, so planners there are drawing up a redevelopment plan. It’s a laudable goal, and it’s not easy on a high-traffic state highway like Rockville Pike.

“At first glance, this 252-foot-wide mega boulevard with 12 car lanes, 4 bike lanes, 2 bus lanes, and over 50 feet of landscaping has all the components of a good complete street design: Tree-lined sidewalks, protected bikeways, a center-running dedicated busway. Every mode gets all the street width it could possibly want. But walkability loses, and it’s the most important factor.

“At 252 feet wide, the new Rockville Pike will be practically impossible for pedestrians to cross. It will take multiple traffic light cycles and multiple minutes for anyone to cross. Instead of a main street, Rockville will have a barrier. And that is a big problem.”

(U.S. continues on next page)

“Land-use regulation impacts inventory, rents, and roommates • Over the past five years, rents in cities with the most-restrictive land use regulations grew almost three times as quickly as in cities with the least-restrictive regulations. • Controlling for changes in demand, more-regulated cities experienced a larger drop in inventory than less-regulated cities. • Tightly regulated cities with higher rents and lower inventory have more adults living with roommates.” —Sarah Mikhitarian, an economic analyst at Zillow, <http://bit.ly/1Xshd1g>

New York: ZQA will reshape how housing is developed in NYC

NYC Dept. of City Planning, March 22, 2016

<http://on.nyc.gov/21Ju53R> • “On March 22, 2016, the city council approved the Zoning for Quality and Affordability text amendment (ZQA), one of the most significant updates to facilitate affordable housing in decades.

“ZQA made a long list of changes to the NYC Zoning Resolution, such as allowing buildings with affordable or senior housing to be taller, eliminating parking requirements for affordable or affordable senior housing located near subways, and changing rules which affect the shape of new and enlarged buildings.

“The city council’s policy goals focus on developing affordable housing and affordable senior housing; ensuring appropriate levels of public review; modulating parking changes in neighborhoods with poorest transit access; and protecting the fundamentals of neighborhood context.

“As part of a set of coordinated initiatives to align zoning regulations with the ‘Housing New York’ goals of promoting housing production and affordability and more livable neighborhoods, the ZQA changes:

- “Are designed to work with the Mandatory Inclusionary Housing program, and to aid the strategic use of City subsidies to create new affordable housing at a range of low- and moderate-incomes.
- “Do not allow any additional market-rate floor area, or encourage tear-downs.
- “Do not eliminate any contextual zoning district, or re-map any zoning district.
- “Do not reduce or alter the Landmarks Preservation Commission’s oversight of landmarked buildings or historic districts.
- “Do not change as-of-right residential rules in one- and two-family districts.
- “Do not reduce the amount of green or open space required for buildings.
- “Do not produce dramatic changes in development in any neighborhood.”

‘Will self-driving cars lead to grade-separated cities?’

Treehugger, March 24, 2016

Lloyd Alter, <http://bit.ly/1RBAngh> • What is “the future of the traffic light in the world of the self-driving car? People at MIT’s Senseable City Lab (see <http://bit.ly/1RBAPLv>) propose ‘slot-based intersections that could replace traditional traffic lights, significantly reducing delays, make traffic patterns more efficient, and lower fuel consumption.’ They also suggest that ‘slot-based intersections are flexible and can easily accommodate pedestrian and bicycle crossing with vehicular traffic.’

“I suspect we will more likely get grade-separated walkways like Norman Bel Geddes designed for General Motors in their ‘Futurama at the 1939 World’s Fair’ (<http://bit.ly/1RBAMzg>), and they have built in downtown Hong Kong. Our cities may turn into Hong Kong or Calgary with pedestrians banned from the streets.”



“City of the Future,” 1913, H. W. Corbett. Image: Public domain.

(U.S. continues on next page)

Reston: Still inspiring planners after 50 years

CityLab, March 23, 2016

Julian Spector, <http://bit.ly/25owIwH> • “It’s rare for a 1960s suburban development to exert a cultural pull distinct from its neighboring city, but Reston, Virginia, pulled it off. Robert E. Simon Jr.’s flagship project, 20 miles from Washington, D.C., has walkability, density, access to nature and green space, and diversity of races and income levels.

“At a time when ‘suburban’ meant rambling streets of single-family homes, Simon decided to build Reston as a series of dense village centers, each with its own architectural style, central plaza, and shops. The plan let Reston preserve surrounding woodlands.

“The villages offered a range of housing units for people of different incomes. Reston welcomed anyone who wanted to live there, at a time when racial housing covenants were plentiful.

“Sparing no expense, Simon had to choose between going it alone and preserving his vision at the risk of bankrupting it. In 1967 Gulf Oil stepped in to shore up the financing. They sent in their own consultant, and Simon had to leave. The team leading the development locked down key additions to fulfill the central plan.

The Reston Town Center opened in 1990: a dense cluster of offices, restaurants, and shops, centered on a wide-open plaza that serves as a community gathering spot.

“In 2014, the Metro opened a Silver Line station in Reston.

“A generation of urban planners who grew up in Reston or studied it in school are now practicing its philosophy around the world.”



Reston Town center. Source: Apple Maps

Portland: Speedier process for affordable housing

The Oregonian, March 9, 2016

Brad Schmidt, <http://bit.ly/1MBIygF> • “The Portland, Oregon, city council has unanimously approved less-stringent design regulations for some affordable housing projects. Developers can now expect quicker turn times and lower fees as they go through the city’s design review process. But the city council approved the changes on only a temporary basis, and only for affordable-housing projects in the central city or the Gateway area. Officials say just two projects are in the pipeline through this fall.

“Commissioner Dan Saltzman proposed cutting the city’s bureaucratic red tape because the city council last year declared a housing emergency. He said officials need to try various tweaks to policy to encourage more affordable housing. ‘This is one of those tries,’ he said. ‘Let’s give it a shot.’

“Eligible projects would include only those that receive city subsidies to serve people who earn up to 60 percent of the region’s median income. Affordable-housing developers would save time and money, which theoretically would help keep costs lower for renters.” ■

“The world’s longest floating bridge, connecting Seattle with Bellevue across Lake Washington, opened to westbound traffic April 11. The 7,710-foot-long span replaces a bridge built in 1963 and long understood to be seismically unsound. Because of the lake’s depth and silty bottom, solid supporting columns are nearly impossible, requiring bridges across it be supported by pontoons.”
—Jen Kinney in *Next City*, <http://bit.ly/1SAbIcC>

World roundup

Excerpts from around the world, linked to the original articles

Sydney: New South Wales government to move major museum from central city

ArchitectureAU, April 12, 2016

Linda Cheng, <http://bit.ly/25YVLGZ> • “The NSW Government has announced its preferred site for the relocation of the Powerhouse Museum, part of the Museum of Applied Arts and Sciences, from its current home in Ultimo — just south of Darling Harbour — to Parramatta in western Sydney. The current site of the Powerhouse Museum would be sold to developers for an estimated \$200 million. The proceeds would fund the construction of a new museum on the south bank of the Parramatta River.

“The government will now proceed with a detailed business case for the chosen site in an effort to work out a timeline and budget for the relocation project. The government estimates building the new museum will take five to seven years to complete.

“The announcement attracted a swathe of criticism, including an open letter urging the government to reconsider, which was signed by 178 prominent public figures. ‘Nowhere else in the world are governments

moving major museums away from the heart of their cities,’ the letter reads.

“The new Powerhouse Museum [is expected to] serve as an anchor for a new arts and cultural precinct.”



Proposed new Powerhouse Museum in Parramatta, Australia. Indicative render courtesy Government of New South Wales.

Jakarta: 10 million people and 10 million cars

The New York Times, April 10, 2016

Joe Cochrane, <http://nyti.ms/1ViZPy2> • “Even on the best of days, enormous, honking lines of buses, trucks, private cars, and taxis are locked in a crawling war of attrition on sclerotic highways. The traffic tie-ups are especially hellish in Jakarta, whose population of 10 million swells by some three million every workday.”

Traffic temporarily worsened, if that’s possible, early in April, “when Jakarta’s governor temporarily suspended a decades-old prohibition of private vehicles with fewer than three passengers from major roads around the city center during the morning and evening rush hours, largely because the system was contributing to the exploitation of children.”

“Car jockeys stand alongside roads leading into the restricted thoroughfares, offering lone motorists extra

passengers in return for money. The jockeys include boys and girls working alone, and mothers with infants.

“Traffic patterns in Jakarta are a legacy of the 1960s, when Indonesia’s founding president, Sukarno, dismantled the Dutch colonial-era trolley system and paved over the tracks. The city made a rapid advance southward, and within a generation, rural hamlets had been transformed into a new city center with soaring office towers.

“Although Jakarta began as a Dutch settlement, it does not have a street grid. It is one of the world’s few major cities without rapid transit. A train line from the city center to South Jakarta is under construction, but it is not expected to begin operating before 2020.”

(World continues on next page)

Connectivity — in flows of people, goods, capital and ideas — is the story of the 21st century. “Modern international law has existed for barely 100 years. Nations have been around only a couple hundred years. Cities, in fact, are much longer-standing modes of political organization — they’ve been around for 5,000 years. Today we have global capital markets and, in the form of the Internet, ubiquitous technological connectivity. You can’t possibly believe that sovereignty is more powerful than those.” —*Financial author Parag Khanna as told to Pooja Bhatia, OZY.com, <http://bit.ly/1RWJ9Zy>*

Perth: Elizabeth Quay redefines city's urban identity

ArchitectureAU, April 11, 2016

Nigel Westbrook, <http://bit.ly/1XrVhTS> • “The design of Perth’s waterfront has been one of the more contentious urban design issues the city has faced. An ambitious civic vision for the site began to take root in the early 1990s. The scheme was soon abandoned, but ideas raised by a 1991 competition were revived between 2001–2008. But the problem remained of how to reconnect Central Perth to its river.



Perth's Elizabeth Quay development. Image: Metropolitan Redevelopment Authority, Government of Western Australia, <http://bit.ly/1ov8GiA>

“Now that the development has finally been opened, how successful has it been in achieving its aims? There are no public institutions in the first stage of the development that might draw the community to the site. However, the core elements of the project are undeniably impressive.

“Walking through the now-completed hard landscape of Perth’s new waterfront is a revelation: Swirling eddies of cobblestones re-enact imagined fluvial watermarks and flow into heavy timber quays. Essential infrastructure like benches, buffers, and landscape, are transformed into abstract expressionist sculpture. A delightful swirl of variegated stone bands culminates in a water park. A sinuous pedestrian bridge follows the spirit of the original and is a beautiful thing. The central water basin has evolved substantially from circular to rectilinear form. And the many residential developments planned or realized nearby will contribute a local population to actively engage with the site, and fuel the development of street and waterfront life.”

Readers can experience a 2:38 flythrough at <https://youtu.be/57KAMNO0III>.

Paris: City redesigns seven major intersections for people (*illustrated*)

FastCoExist, April 8, 2016

Adele Peters, <http://bit.ly/25Z15du> • “Place de la Bastille is one of seven major squares that Paris is redesigning for pedestrians and cyclists. The shift started with the Place de la République. Until 2013, it was also a busy road, but now it’s a pedestrian plaza planted with trees, lined with benches, and filled with people. The transformation was so popular that the city decided to keep going.

“Each of the new designs gives pedestrians at least half of the space in the square, taking away lanes of traffic even though each of the streets is a major route in the city. At the

Place de la Bastille, the square will reconnect with a curb on one side, creating a new green space for people to sit. At the Place de la Madeleine, trees will mark off more pedestrian space and a new weekly market will be added.

“Cars may not ever completely disappear from the squares, or at least not for a long time. But the squares will be almost unrecognizable compared to the way that they are now. ‘Those plazas are giant vehicle messes, with all the noise and pollution that goes with it. You don’t want to spend too long in those chaotic Paris squares.’”

(World continues on next page)

“The Pritzker Prize after Zaha. Once a maker of celebrity architects, the Pritzker as an institution now appears to be more interested in the making of good buildings. Yet the prize is bound to remain, as it long has been, more capstone than catalyst. In the meantime, contemporary design has grown so radically diverse that any once-a-year award is bound to diminish in significance as time goes on.” —*Ian Volner in the New Republic*, <http://bit.ly/1qSSSYd>

Chile: Pritzker Prize winner makes low-cost housing designs available, free

World Architecture Community, April 6, 2016

<http://bit.ly/1WkUGoP> • “Pritzker Prize-winning architect Alejandro Aravena has made his social housing design strategies available to the public for free. His Chilean-based architecture studio Elemental has revealed their design strategies for low-cost housing in four projects completed in Chile: Monroy Housing, Monterrey Development, Villa Verde, and Colonia Lo Barnechea.

“Given the magnitude of the housing shortage, we won’t solve this problem unless we add people’s own resources and building capacity to that of governments and markets. That is why we put in place an open system able to channel all the available forces at play [so] people will be part of the solution and not part of the problem,” stated Elemental.

“The market tends to reduce the size of the houses, threatening the quality of life of its inhabitants, and to displace them to underserved peripheries where land costs nothing. This segregates people from the opportunities that attracted them to cities in the first place.

“To give you an idea of the problem, out of three billion people living in cities today, one billion are living under the poverty line. By 2030, we will have more than five billion people living in cities and two billion of them are going to be under the poverty line,” Aravena explained.”

You can download the four projects’ files in .dwg format at <http://bit.ly/1WkVbyY>.



Villa Verde incremental housing, Constitución, Chile, 2013.
Photo: ELEMENTAL.

Zaha Hadid: Trailblazer for women in architecture

Next City, April 5, 2016

Paola Aguirre, <http://bit.ly/1WkTcuy> • “After years of focusing my professional practice on urban design, I stopped looking up to ‘starchitects’ — which is how many would describe Zaha Hadid. I kept an eye on Hadid’s work though, because I think of her as a designer with a strong voice, and a trailblazer for women in architecture.

“Her designs always were visually compelling and unique — both her graphic style and the dynamic spaces that she was able to imagine. But understanding her work was never easy.

“When Hadid was awarded the Pritzker Architecture Prize in 2004, it was a game-changing moment for all women in the profession. I was fascinated by her background in mathematics, her design process that integrated paintings,

and her previous work (mostly unbuilt). At that moment, I had a strong desire, like many other females around the world, to become a Zaha.

“I will always be amazed by Hadid’s prolific production of architecture, her constant explorations of form, and [her] determination to push the boundaries of what architecture is ‘supposed to do.’ I enjoy her work the best at the human-centered scale where I can grasp the complexity and fluidity of elegant and bold forms. One of the greatest aspects of Hadid’s legacy has been her intellectual independence and relentless efforts to project her design work into the world — and to remind us that the future of architecture is always at the reach of our imagination.”

(World continues on next page)

Hong Kong: Elevated trails planned for waterfront

Building Design + Construction, April 5, 2016

Mike Chamernik, <http://bit.ly/1Yi2PIU> • A 14.3-mile long “Harbor Loop” is being proposed to “connect the territory’s main island to the Kowloon peninsula in a continuous circuit.”

“The 20-foot-wide track is designed to accommodate both leisurely walkers and people commuting to work.” A nearly mile-long cable car, perched 200 feet above the harbor, will carry pedestrians over the west end of the harbor, and users can cross the water in the east portion of the loop via a bridge.

“The goal is for the walking network to not only reduce emissions and pollution, but also stimulate the local economy. At 17,024 people per square mile, Hong Kong is one of the most densely populated regions in the world.

“Developers say that 1.7 million people will be able to reach the Harbor Loop within a 10-minute walk, so the network can offer commercial opportunities for nearby shops, restaurants, and cafes.”

ICYMI: Paired photos of ‘World’s best street designs’

CityLab, March 30, 2016

Feargus O’Sullivan, <http://bit.ly/1Yi1t0J> • “A newly updated resource created by the Brazilian urban design collective Urb-i allows you to view the widespread and profound street changes” made to enhance pedestrian and bicycle amenity.

“Since September, Urb-i’s archive has tripled and now contains over a thousand images. The archive comes with a map that lets you search and zoom in on urban transformations across the planet.”

“As a crowd-sourced resource derived from Google Street View images, the archive isn’t able to show urban transformations in cities that aren’t on Street View. Still, the archive makes for a compelling, increasingly comprehensive, and completely addictive overview of just how many cities are rethinking street plans that once prized car access above all else.”

The article includes a map and eight sets of before-and-after photos. You can view the more than 1,000 pairs of before/after photos on the Urb-i gallery at <http://bit.ly/1Yi0OMV>. You can contribute your own before/after examples to the gallery at <http://bit.ly/1NeXP> using any street view service (<http://bit.ly/1Nf0gBB>) or actual location photos. ■

“Pessimism sounds smart because humans respond more strongly to loss than to gain. Change to our communities is perceived as risky. And in the face of these uncertain situations, we tend to place more emphasis on the potential losses (traffic, congestion, shadowing, and so on) rather than the potential gains (increased vibrancy, improved streetscape, creation of more housing, and so on). It’s human nature.” —*Toronto developer Brandon G. Donnelly*, <http://bit.ly/1pJDz35>

A complete list of Zaha Hadid’s unbuilt designs, with photos and status. “After consulting with Zaha Hadid Architects and obtaining their latest project list, we’ve put together this gallery of the firm’s current list of outstanding and unrealized projects and proposals, in various stages of development, planning, or in some cases, stasis, with proposed completion dates where appropriate.” At least three are under construction. —*Curbed*, <http://bit.ly/23mZvDo>

HSR and value capture down under. “The real point of a high speed rail line between Sydney and Melbourne is to dramatically recast the population ‘imbalance’ along the eastern seaboard, according to MP John Alexander. Alexander, an advocate for fast rail since he entered Parliament in 2010, is leading the Turnbull government’s examination of the issue. The train line would spark the growth of six to eight [inland] cities along the route, using the resulting rise in land values to fund the project. While Sydney and Melbourne were straining to accommodate their growing populations, regional centers were ‘dying,’ he said, and high speed rail would potentially triple property prices and relieve housing pressure in the capital cities.” —*Michael Koziol in the Sydney Morning Herald*, <http://bit.ly/1SAa3nb>

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