

# NORTHERN NEWS



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

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

**JUNE 2016**

Winners announced  
for our 2016 Awards  
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East Bay cities and Dumbarton Bridge from East Palo Alto  
Photo: Jonathan Schuppert, AICP



# NORTHERN NEWS



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

JUNE 2016



American Planning Association  
California Chapter  
Northern

Making Great Communities Happen

## Let's plan our cities to house (not warehouse) our elderly

Naphtali H. Knox, FAICP

AS I WRITE THIS, it is just a few days since I finished reading "Being Mortal" by Atul Gawande.

Dr. Gawande is a surgeon at Brigham and Women's Hospital in Boston and a professor at Harvard Medical School and the Harvard School of Public Health. He is also a *New York Times* best-selling author.

In "Being Mortal," Dr. Gawande is principally concerned that only 3 percent of doctors today have any gerontological training, with the result that elderly patients are often over-medicated or over-treated. These elder patients are usually informed of the available medication or treatment choices for their ills and probably also have had someone interpret the risks and outcomes of the several alternatives. But what's most often lacking is guidance from the physician. Thus, "The elderly are left with a controlled and supervised institutional existence (nursing home), a medically designed answer to unfixable problems, and a life designed to be safe — but empty of anything they care about," writes Gawande.

Every life is a story, he writes, and every story has an ending. He hopes for better and more widespread gerontological training so that the story endings are less painful, more humane, and allow for patient and family to come peacefully to closure.

Full disclosure: I'm just weeks shy of 83, and I am indeed concerned about the prospects of facing many of the discomforts, indignities, and mistreatments Dr. Gawande describes in his book. Right about now, you're asking, where is the urban planning aspect to this? We already know we aren't building enough housing, and we know we need to build more housing for an increasing number of elderly, right? Well, beyond providing a smidgen of affordable housing,

and a smidgen of that for ambulatory seniors, we seem to be giving no thought to providing huge numbers of assisted living units for the frail elderly. How are we planning to physically and humanely accommodate them?

"In 1950, the U.S. population, which numbered 152 million persons, was relatively young and its population pyramid generally resembled a Christmas tree. ("The changing demographic profile of United States," Congressional Research Service, March 31, 2011, <http://bit.ly/26syFc6>, Figure 4, page 15) The widest portion, representing the most populous age group, was at the base. The only significant departure from a pyramidal shape is notches representing persons aged 10–24 years. Unusual bulges or bites in population pyramids are usually caused by short-term fluctuations in birth and death rates, in this case persons born during the economic depression of the 1930s."

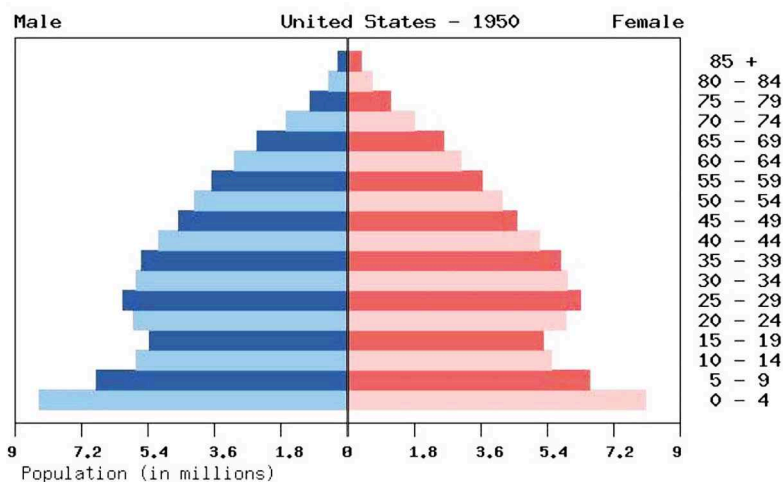


Image: Congressional Research Service, March 31, 2011, <http://bit.ly/26syFc6>, Figure 4, page 15.

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

# This year's best

## Northern Section Award Winners Announced

Congratulations to our 2016 award winners! This year, APA California–Northern is proud to award a variety of innovative plans, programs, and people. Awards will be presented at the **Awards Gala on Friday, June 10, 2016** (1.5 CM Pending).

Come support your fellow planners while enjoying great food in a wonderful setting. For more information or to purchase tickets, visit <http://bit.ly/1Nf1mxe>.



### Public Outreach

#### *Award of Excellence*

City of Eureka Pedestrian Safety Education and Outreach Campaign (“Heads Up”),  
<http://bit.ly/1T7FfeX>

#### *Award of Merit*

City of Salinas 2014–2015 Housing Initiatives

### Best Practices

#### *Award of Excellence*

Redwood City Community Benefits Program,  
<http://bit.ly/1T7Fjeo>

#### *Award of Merit*

California Department of Food and Agriculture  
Statewide Plant Pest Prevention and Management  
Program, <http://bit.ly/27fKfaQ>

### Planning Agency Award

#### *Award of Excellence*

GIS Team, Santa Clara County Planning Office

### Hard Won Victories

#### *Award of Excellence*

City of Vacaville General Plan,  
<http://bit.ly/1T7F7vK>

### Economic Planning and Development

#### *Award of Excellence*

Alameda County Ashland and Cherryland Business  
District Specific Plan and Code Update,  
<http://bit.ly/27fKBOH>

### Comprehensive Plan, Small Jurisdiction

#### *Award of Excellence*

City of Mountain View El Camino Real Precise Plan,  
<http://bit.ly/27fKoLn>

#### *Award of Merit*

South San Francisco Downtown Station Area  
Specific Plan, <http://bit.ly/27fKxhQ>

### Innovation in Green Community Planning

#### *Award of Excellence*

Vallco Town Center Specific Plan

#### *Award of Merit*

San Jose/Santa Clara Water Pollution Control Plant  
Master Plan, <http://bit.ly/27fKG4X>

### Academic Award

#### *Award of Excellence*

San José State University Department of Urban and  
Regional Planning – Greater Washington: Voices of  
the Community Report, <http://bit.ly/27fKLp7>

**“Fifty minutes a day.** That’s the average amount of time that users spend each day on Facebook, Instagram, and Messenger (and not counting WhatsApp). That’s more than any other leisure activity except watching television programs and movies (an average per day of 2.8 hours). It’s more time than people spend reading (19 minutes) or participating in sports or exercise (17 minutes); and almost as much time as people spend eating and drinking (1.07 hours).”

—James B. Stewart, *The New York Times, Business Day*, <http://nyti.ms/1Wf2ObQ>

# One-third of residents surveyed: Bye-bye, Bay Area

Jen Kinney, Next City

More than one-third of Bay Area residents say they are prepared to leave the region in the next few years due to high and rising housing costs, worsening traffic, widening income inequality, and other concerns, reports the *Mercury News* (<http://bayareane.ws/1SV9jtX>). In a poll of 1,000 residents conducted by the Bay Area Council (<http://bit.ly/1q4GZx7>), 34 percent said they are considering leaving. Residents who are spending more of their income on housing, and those who have lived in the region for fewer than five years were the most likely to say they want to depart.

“This is our canary in a coal mine,” Jim Wunderman, president of the Bay Area Council, told the paper. “Residents are screaming for solutions.” Among the most proposed and demanded solutions is more housing stock close to jobs and transit corridors.

The number of residents who believe the region is headed in the wrong direction also increased dramatically this year. Last year, only 28 percent of residents polled by the council felt the Bay Area was on the wrong track, and 55 percent felt it was headed in the right direction. This year’s respondents were more equally split between optimism and pessimism.

Santa Clara County and San Francisco residents are feeling the least optimistic. Only 33 percent of San Francisco residents think the region is headed in the right direction; 52 percent say it’s on the wrong track.

Fifty-four percent of respondents said they have no plans to leave, but this isn’t the first survey to show a general dissatisfaction with Bay Area living recently. After polling 701 adults last year, the Urban Land Institute warned that the region is at risk of losing millennials who simply can’t afford to live there (<http://bit.ly/1q4H8Rb>).

The Bay Area Council, which is a membership organization for big business in the area, surveys residents annually. More data released last week focused on residents’ specific reactions to the current state of traffic and housing. Eighty-three percent of residents polled told surveyors they believe traffic is so bad it will never improve. The survey also found that only 10 percent of Gen Xers and Baby Boomers use some form of public transit as their primary commuting method, compared to 20 percent of millennials.

According to the results around housing questions, 60 percent said they support more housing being built outside of the Bay Area counties to reduce pressure inside the region, and 80 percent said they want stronger transportation connections with Sacramento and the Central Valley.

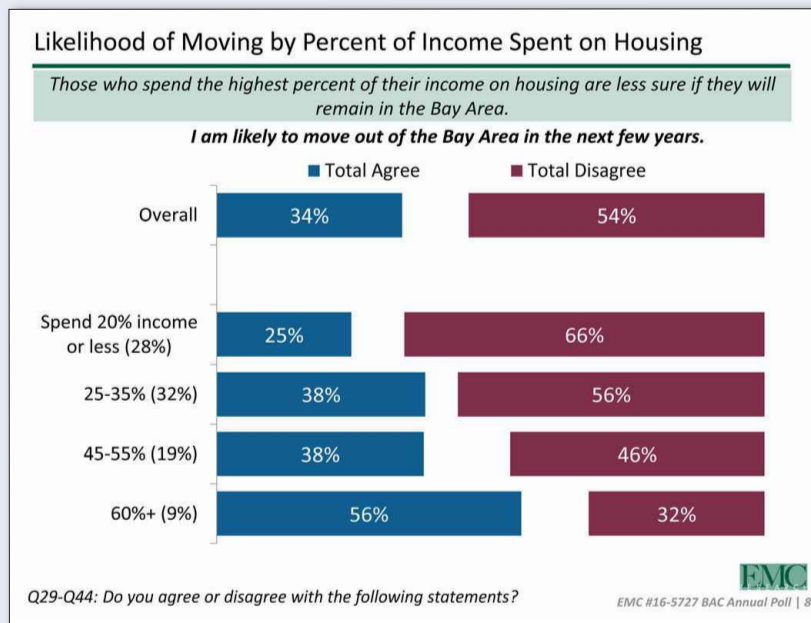
Wunderman said in a press release:

“This is an understandable reaction to decades of failing to keep pace even minimally with the Bay Area’s housing needs and the transportation to support it. ... There’s now an entrenched misperception that our region doesn’t have the capacity to add the housing we need.

What’s unfortunate is that pushing housing outside the region still doesn’t solve the problem of supply and affordability in the Bay Area. It simply means that fewer working families and workers in lower-income jobs can afford to live here. It hurts the diversity of our region and our economy. It also means workers are commuting longer and longer distances in their cars, which pushes up damaging carbon emissions.”

Data about respondents’ economic optimism will be released tomorrow (May 3, 2016).

A version of this article appeared in *Next City*, May 2, 2016, <http://bit.ly/1SV97ei>. Republished with permission. Jen Kinney is a freelance writer and documentary photographer. Her work has also appeared in *Satellite Magazine*, *High Country News* online, and the *Anchorage Press*. See her work at [www.jakinney.com](http://www.jakinney.com)



Source: Report of Survey Results, Bay Area Council 2016, <http://bit.ly/1rALLn8>

# Norcal roundup

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

## 'Quantifying the changing face of San Francisco'

*Priceonomics*, May 5, 2016

**Dan Kopf**, <http://bit.ly/1T8dC7F> • “Cities’ demographics are always changing, but many believe San Francisco’s transformation is uniquely extreme and damaging. Combine a booming economy with little housing development, and the increasing desire of young professionals to live in cities is a potent recipe for drastic movements of people. It has led to a city that some of its residents find unrecognizable.

“But how much of this is ‘sky is falling’ hyperbole? Does the reality match the perception? It’s impossible to quantify the cultural changes to the city. But it is possible — using Census data — to test how much San Francisco’s demographics have been altered by new arrivals.

From 2010 to 2014, an annual average of about 60,000 people migrated to San Francisco — about 7.5 percent of the population — and 60,000 left. The city grew only slightly during the period.

“The basic trends are that people moving in are more likely to have higher levels of formal education and tend to be younger, White, and Asian. Those moving out are less likely to have completed college and tend to be older, African American, and Hispanic.

**“From working class to ivory tower.** One of the most remarkable differences is how many more of the new arrivals have completed some higher education. Compared to the large manufacturers of the past, new high-growth tech companies have an unusual need for white-collar knowledge workers.

“This demand is the most likely explanation for San Francisco’s net increase of nearly 7,000 people per year — among those at least 22-years-old — with a college or postgraduate degree. This is in contrast to a net out migration of about 3,000 people without a college degree.

**“The great migration.** San Francisco has long been one of the country’s most diverse cities, with large Asian, Hispanic, White, and Black populations. Yet the city is in danger of almost entirely losing one of those groups. Unlike other groups, African Americans are not moving to the city. African Americans moving to the Bay Area may prefer local alternatives like Oakland with larger African American communities. And the tech industry is notoriously lacking in diversity.

“The Hispanic population is also declining, but not at quite the rate of the African American population. Both of these declines are particularly pronounced among 22- to 49-year-olds, the period when adults are most likely to migrate.

**“City of men.** San Francisco is particularly male. It is home to the Castro, a center of American gay male culture; and the tech industry is heavily male.

“The city was already unusually male in 2010, and the gender ratio skews more each year. Men make up about 75 percent of the city’s computer and math workers, a ratio that has been stable for years and has contributed to a growing wage gap between men and women in the city.

**“The kids are coming.** San Francisco is getting younger. After years of aging — the city was still getting older in the 2000s — San Francisco is getting younger in the 2010s. This is, in part, a manifestation of what the writer Alan Ehrenhalt calls The Great Inversion. This refers to the movement of young professionals into cities that have become more appealing due to the disappearance of ‘factory and warehouse grime and noise,’ pricing out working class and lower income families.

**“Newcomers have more money.** Many of the changes in San Francisco are related to the increasing costs of housing. Newcomers have little access to rent control, and the median monthly rent for a one-bedroom apartment in San Francisco is north of \$3,000.

“Big changes are nothing new in San Francisco. But some residents feel that what is happening now is different — that the city is no longer accessible to all who love it, and is becoming a place primarily for the wealthy.

“One response is more housing. Subsidized housing, market-rate housing, big apartment buildings that obscure views or create wind tunnels: these all probably help the city to retain those who want to stay.

“Because of the relatively fixed housing supply, San Francisco is a zero sum game; if someone new comes to the city, they essentially must replace someone who already lives in the city. The result is a city that is younger, more educated, richer, and losing diversity at an alarming rate.”

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

# California roundup

Excerpts from around the state, linked to the original articles

## LA: First passenger train in 60 years from Downtown to Santa Monica

Gizmodo, May 9, 2016

**Alissa Walker**, <http://bit.ly/1TQRwql> • “The first half of the Expo Line opened in 2012 connecting downtown Los Angeles to Culver City, but the second part of the 15.2-mile route is being touted as a game-changer. This route (and another extension to the city’s eastward-reaching Gold Line that opened in March) will allow Angelenos to travel on the city’s rail system from Santa Monica to Azusa 40 miles away. That’s an impressive reach for any public transit system and especially for a nascent system like LA’s.

“Will Angelenos get out of their cars to ride the Expo Line? The biggest question I’ve heard from many potential passengers is where they might park their cars near the stations. The freshly paved, dedicated bike path that travels alongside the train, as well as new bike share systems in Santa Monica and downtown Los Angeles (coming this summer), might play an important role to help people get to and from the train.

“A frustrating part of LA’s car-centric reality is that, although the train travels on a dedicated right-of-way and above some busy streets, at several places the train makes crossings where it must stop for vehicular traffic.

“But to many Angelenos, it’s about having a cheaper, smarter, stress-free option to get to jobs, school, and family. In addition, these new rail lines are psychologically knitting the city back together.”

Ride the speeded-up 2:24 video at [https://youtu.be/Y8o\\_A5Ng7to](https://youtu.be/Y8o_A5Ng7to)

## Housing: California gets largest share of Trust Fund’s first allocation

HUD.gov, May 4, 2016

<http://1.usa.gov/1XdEndN> • For the first time ever, the U.S. Department of Housing and Urban Development has allocated nearly \$174 million through the nation’s Housing Trust Fund. (Fact sheet at <http://bit.ly/1XdEINt>.) The Housing Trust Fund is a new affordable housing production program to complement existing Federal, state, and local efforts to increase and preserve the supply of affordable housing for extremely low- and very low-income households, including families experiencing homelessness. California received the largest amount, \$10,128,143. By law, each state is allocated a minimum of \$3 million.

Eight years after it was authorized by the Housing and Economic Recovery Act of 2008 (HERA), the Housing Trust Fund is only now being capitalized through contributions made by Fannie Mae and Freddie Mac. In December 2014, the Federal Housing Finance Agency directed the two GSEs to begin setting aside and allocating funds to the Housing Trust. In January 2015, HUD issued interim rules to guide states on how to implement their Housing Trust Funds.

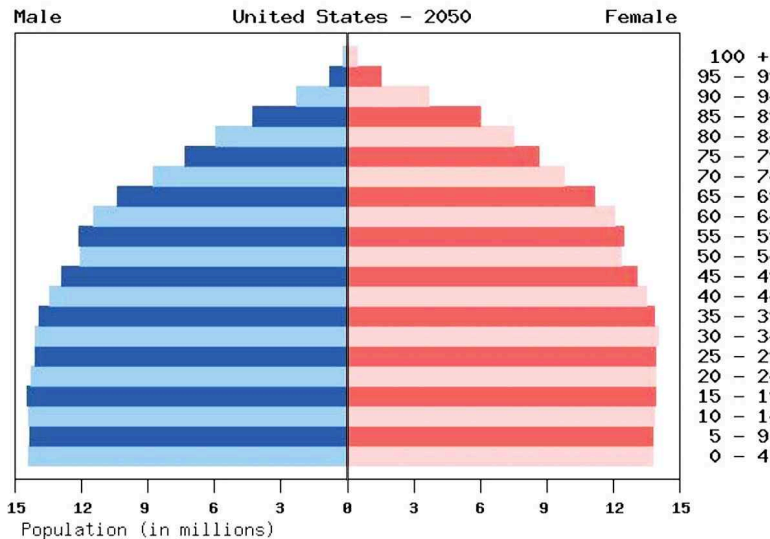
Housing planners may use the funds for:

- Property acquisition;
- Site improvements and development hard costs,
- Related soft costs,
- Demolition,
- Financing costs,
- Relocation assistance,
- Operating cost assistance for rental housing, and
- Reasonable administrative and planning costs.

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

**California, here I come.** SpareFoot, a Texas-based storage company locator website, used American Community Survey data from 2009–2013 to determine who is moving to San Francisco. The top five counties of origin for those moving from outside of California to San Francisco are New York (Manhattan), 3.5 percent (of all movers); King County, WA (Seattle), 2.2 percent; Cook County, IL (Chicago), 1.9 percent; Suffolk County, MA (Boston), 1.6 percent; and Middlesex County, MA (Cambridge), 1.2 percent. —*Caleb Persham in SFist*, <http://bit.ly/1Ud1Drt>

“By year 2050, projections of the U.S. population suggest that the population pyramid will be increasingly rectangular. In this population of 439 million persons, the most striking feature is the projected number of people who will be aged 65 and older — 88.5 million, just over one in every five persons in the total U.S. population.



As the United States experiences a demographic shift, the need for age-friendly design is becoming ever more critical. Image: Congressional Research Service, March 31, 2011, <http://bit.ly/26syFc6>, Figure 4, page 15.

**AFTER OVERCOMING OBSTACLES** including obtaining loans and getting a license from the State of Oregon, writes Gawande, Keren Brown Wilson and her husband opened Park Place in Portland, Oregon, “a new living center with assistance for the elderly.” Rather than “remake the nursing home, Karen Wilson wanted to do away with the need for nursing homes altogether and instead provide assisted-living facilities to help people in a state of dependence sustain the value of existence. ... The services were, in most ways, identical to the services that nursing homes provide.”

“[Park Place] was a major development with 112 units that filled up almost immediately. The concept was as appealing as it was radical. Although some of the residents had profound disabilities, none were called patients. They have private apartments and were treated as tenants.”...

“The concept was attacked immediately. Many long time advocates for the protection of the elderly saw the design as fundamentally dangerous. How was the staff

going to keep people safe behind closed doors? How could people with physical disabilities and memory problems be permitted to have cooktops, cutting knives, alcohol, and the like? Who was going to ensure that the pets they chose were safe? How was the carpeting going to be sanitized? How would the staff know if a tenant’s health condition had changed?”

Despite opposition from vested interests, the first assisted living center in the U.S. survived and a second was built. Their non-institutional formula was an answer to “what makes life worth living when we are old and frail and unable to care for ourselves.”

“Human beings have a need for both privacy and community, for flexible daily rhythms and patterns, and for the possibility of forming caring relationships with those around them, ... like living in your own home, said a 90-year-old great-grandmother at NewBridge on the Charles, a facility in the Boston suburbs. NewBridge shares its grounds with a private school for students in kindergarten through fifth grade, and the two places have become deeply intertwined.”

**IN CALIFORNIA**, assisted living communities are licensed as Residential Care Facilities for the Elderly (RCFEs). They are highly regulated with a robust body of laws and regulations designed to promote resident independence and self-direction to the greatest extent possible in a residential, nonmedical setting. (<http://bit.ly/24iKmQq>)

RCFEs come in a variety of forms, including family-owned-and-operated communities. There are RCFE providers who serve seniors in several communities within California, and some operate communities in California plus a number of other states. Services may include assistance with activities of daily living (eating, bathing, dressing, toileting, mobility), medication management, housekeeping, meals, social and recreational activities, and dementia care. The goal is a non-institutional, home-like setting that promotes maximum independence and dignity for each resident and encourages family and community involvement.

“Our most cruel failure in how we treat the sick and the aged,” writes Gawande, “is the failure to recognize that they have priorities beyond merely being safe and living longer. ... Does anyone sit down with you and try to figure out what living a life really means to you under

(continued on next page)

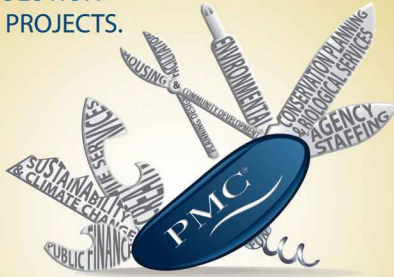


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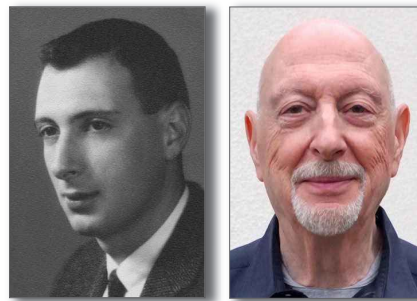
the circumstances, let alone help you make a home where that life becomes possible? This is the consequence of a society that faces the final phase of the human life cycle by trying not to think about it. We end up with institutions that address any number of societal goals — from freeing up hospital beds to taking burdens off families' hands to coping with poverty among the elderly — but never the goal that matters to the people who reside in them: how to make life worth living when we're weak and frail and can't fend for ourselves anymore. ... Having a place that genuinely feels like your home can seem as essential to a person as water to a fish."

IN EUROPE, "Susanne Clase, an architect who is designing flats for seniors in Gothenburg, Sweden, is rethinking traditional designs. The flats are designed to accommodate regular visits from professional caregivers who help with personal tasks. The public and private spaces are reversed: The bedroom and bathroom are by the front door so the caregiver can access them. The living room and kitchen are at the back and are the resident's private space. Clase believes 'It's important to help people live independently for as long as possible, and to design that in from the beginning rather than make adaptations later on.' " (Alice Grahame, *The Guardian*, <http://bit.ly/24iVla>)

COLLEAGUES, if you are in your 70s or have close relatives that age or older, here are some questions you should be thinking about for them and for the good of your community.

How many assisted living units will your community need and by when? Where can you locate assisted living developments so that the residents won't feel isolated? One-fifth of our residents will be elderly and many of those will need assistance in their final years. How can you bring the wider community into a discussion of needs and solutions? Whom can you consult for information? Are there partners you can enlist in the effort?

You can start by reading "Being Mortal," an easy and worthwhile read.



Naphtali H. Knox, FAICP, 1957 and 2013.

**Naphtali H. Knox, FAICP**, is the editor of *Northern News*. He has been a professional planner for nearly six decades, joining AIP (now APA) in 1957. In 2005, the American Planning Association presented Knox with the Distinguished Leadership Award to a Professional Planner. You can reach him at [knoxnaph@gmail.com](mailto:knoxnaph@gmail.com) ■



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## JOIN US FOR THE AWARDS GALA

**Friday, June 10, 2016, 6:00 pm**

**MARRIOTT MARQUIS HOTEL**

**780 Mission St., San Francisco**

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.

Show your support by becoming an Awards Gala Sponsor! Sponsorship levels include Awards Gala tickets, display materials, and recognition throughout the program.

Tickets and sponsorship information here:

<http://bit.ly/1Nf1mxe>

**AICP | CM 1.5 pending**

## June means it's time to apply to take the AICP exam

*Don Bradley, AICP, PhD, Northern Section AICP Director*

The American Institute of Certified Planners requires that you pass a national comprehensive examination to become a member and put AICP after your name.

The deadline for applying to qualify to sit for the November exam is June 30. Early applications from June 2–9 allow for modifications just in case your first application is rejected.

Our Section (APA California–Northern) sponsors AICP exam prep study sessions. Over the past 27 years, our exam prep workshops have helped 650 planners pass the broad test with an overall 97 percent pass rate.

We meet at UC Berkeley every other Saturday from 10 AM to 3 PM to hear speakers cover all exam domains. We give our study groups the necessary study materials, saving you \$700 for CDs and materials. The 2016 sessions are tentatively planned for September 3, September 17, October 1 or 8, and October 29.

For more information, concerns, and to register, please contact me, [Dr.DonBradley@comcast.net](mailto:Dr.DonBradley@comcast.net), or call me at (650) 592-0915. I can also give you advice and helpful tips on filling out the national application.

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## Plan-it sustainably — A roundup of what's happened and what's in store

By Scott T. Edmondson, AICP

Much is afoot regarding society's expanding response to sustainability, from the UN to the APA to state and local organizations.

- **New global goals.** The World adopted new Sustainable Development 2030 Goals in September 2015, and initiatives are proliferating. Of particular note are the implications of Goal 11, Sustainable Cities and Communities.
- **UN Habitat III**, Innovation and Urban Solutions, will be held in Quito, Ecuador, October 17–20, 2016. This Third United Nations Conference on Housing and Sustainable Urban Development promises to generate a New Urban Agenda for the 21st century.
- **Plan Bay Area 2040.** ABAG and MTC are updating the Plan. Will it slow the regional increase in VMT and carbon emissions?
- **2017** marks the 20th anniversary of San Francisco's Sustainability Plan, the 25th anniversary of the UN Rio Conference, and the 50th anniversary of Earth Day. Will those anniversaries move us to deeper understandings, refresh our work, and enhance our effectiveness?
- **The International Society of Sustainability Professionals** offers a new certification based on a comprehensive, three-year assessment of the professional skills and knowledge required for successfully leading sustainability initiatives. You can sign up for certification.

Sustainability sessions overflowed the program at the **APA National conference** in April in Phoenix. The APA Sustainable Communities Division (SCD) featured in these conference activities:

- A forum, "Advancing Sustainability: An Evening with Sustainability & Resilience Leaders in Planning Practice, Policy, and Research," co-hosted with Arizona State University's Global Institute of Sustainability and local groups.
- The SCD's session on "Regenerative Urbanism Rising — A Platform for Next Generation Practice," addressed an emerging theme across the plan, design, and build professions to pivot from net negative business-as-usual to net positive regenerative sustainability.
- A session on *Biophilic Phoenix*, by Professor Timothy Beatley, founder of the Biophilic Cities Network.
- A facilitated discussion described the SCD's *Sustainability Champions Program*, invited new members to join, and held break-out discussions on how to strengthen a network, raise the bar with innovation, and use comprehensive plan standards for sustaining places.

(continued on next page)



## Plan-it sustainably — A roundup of what’s happened and what’s in store *(continued from previous page)*

- The APA presented an award to SCD’s Sustainability Champions Network.

It’s just three months to the deadline for submitting session proposals for **next year’s APA conference in New York City**. The Smart Cities conference theme provides an opportunity to link smart cities and sustainable communities.

**APA National’s Sustaining Places Initiative** is advancing its program with sustainability standards for comprehensive plans.

**The Sustainable Communities Division** continues to move forward on these sustainability initiatives:

- Bi-monthly newsletter (available to anyone who signs up) and a quarterly newsletter available to members only.
- An active LinkedIn community.
- A webinar series.
- A revised *APA Sustainability Policy Guide*.
- The expanding Sustainability Champions Network.
- Co-leading APA’s Smart Cities and Sustainability Task Force in collaboration with the Technology and Transportation Planning Divisions.

**Your Northern Section Sustainability Committee** produced a workshop on *Urban Sustainability Assessment and Rating Tools* on February 7 with Eliot Allen, founder of TransformativeTools.org and principal of Criterion Planners of Portland, Oregon. Such tools are increasingly required for urban project and program grants. At the APA California Conference this past October, your Sustainability Committee presented two conference sessions: *Integrated Utility Systems for Advancing Restorative City Goals* (with the Ecala Group), and *Bay Area Sustainability: Wicked Planning and Conflict Identification at Local and Regional Scales* (with Professors Charisma Acey and Karen Trapenberg Frick of UC Berkeley).

**Society’s sustainability response is accelerating and deepening.** If you’d like to advance sustainability planning with your colleagues in the Northern Section or the California Chapter, please sign up for our newsletter and join the Northern Section Sustainability Committee and/or the SCD Sustainability Champions California program. Email us at [SustCommAPA@gmail.com](mailto:SustCommAPA@gmail.com).

*Plan-it sustainably* is a project of Northern Section’s Sustainability Committee (<http://bit.ly/11XGsBj>). Scott T. Edmondson, AICP, is founder and former co-director of Northern Section’s Sustainability Committee. He is the committee’s Research Program Lead and is a strategic sustainability planner-economist with the San Francisco Planning Department. ■



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**“If you’re not at the table, then you’re on the menu.”** —Reno Vice Mayor Oscar Delgado, as told to Next City’s Oscar Perry Abello.

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



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## Letters

I just wanted to say that I love the page links you provide. I wish the national magazine did the same. Thanks!

**Cynthia Eliason, AICP**  
San Leandro

## Who's where



**Gian Paolo Martire** was promoted to associate planner at the City of Cupertino. He joined Cupertino's Community Development Department in March 2014 as an assistant planner after working for the cities of San Pablo and Santa Clara. He holds a master of urban and regional planning from San Jose State University, and a BA in business administration from Saint

Mary's College of California. Prior to 2008, Martire taught high school social studies in the Bay Area for 10 years. He lives in Saratoga with his wife Sabrina and their two daughters, Calista and Liliana. In his free time, Martire enjoys golf, soccer, and spending time spoiling his kids.



**Alexander Quinn** recently joined Hatch as the director of sustainable economics, after having led the sustainable economics team at AECOM for the last nine years. Before AECOM, Quinn was a senior associate at Bay Area Economics. At Hatch, he directs economic planning, real estate consulting, triple bottom line assessment, economic policy analysis, resource

economics, and public finance services. Hatch's bay area team offers urban solutions for private and public clients, with analytics services and decision support for urban development, infrastructure, and public policy issues. Quinn holds a master of city and regional planning from UC Berkeley and a BA in politics from UC Santa Cruz.



**Erick Serrano** was promoted to associate planner at the City of Cupertino. He began his planning career at King City as a planning intern and rose to assistant planner there. Serrano holds a master of city and regional planning from Cal Poly San Luis Obispo, and bachelor degrees in history, and urban studies and planning, from UC San Diego.

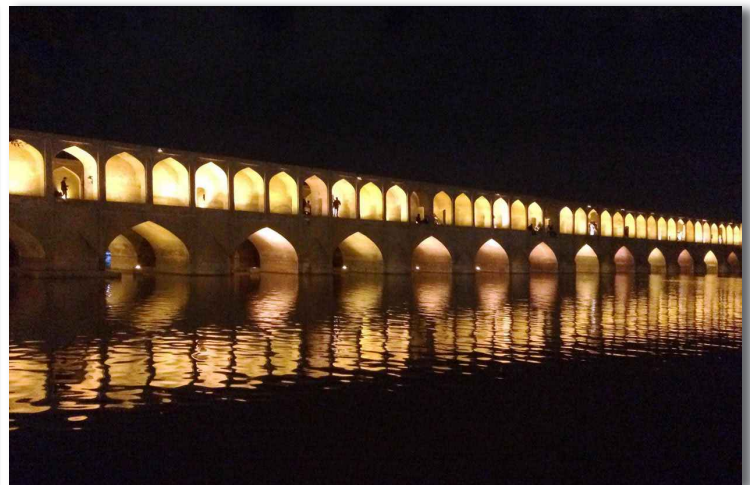
When not working, Serrano enjoys hiking and finding new places to visit.



**Adam Turréy** recently joined SOLDATA as a green building consultant. He continues to serve as the director of Eco Citizen, an organization that uses citizen science to advocate for sustainable solutions in low-income communities. Prior to these roles, Turréy taught environmental STEM education courses with the Lawrence Hall of Science for two years

and participated in zero waste programs for over five years with local governments, nonprofits, and private organizations. He holds a master of urban and regional planning and a BA in global studies from San Jose State University. Turréy enjoys living in the open space of Santa Rosa with his wife, Dana Turréy, and their nine-month old daughter Paloma. ■

## Where in the world



Photos: Miroo Desai, AICP (Answers on [page 17.](#))

# From the archives, 35 years ago this month

Naphtali H. Knox, FAICP

## Where were you in June 1981?

I know where I was. In October 1980 I had given notice that in six months I would be resigning my position as director of planning and community environment for the city of Palo Alto. I left in March 1981 as promised, hoping to try my hand as a developer of affordable housing.

For a planner, my future vision wasn't very good. The newly elected president Ronald Reagan was cutting federal programs in earnest. Inflation was averaging 10 percent. Interest rates were out of sight — the Prime Rate in June 1981 was 20.0 percent! A recession that would begin in July 1981 would last until November 1982. The May–June 1981 unemployment rate was 7.5 percent and would climb to 10.8 percent by the end of the recession.

The times were not auspicious for many workers, but were particularly bad for planners and developers. With that for context, I offer this editorial by **Kim Vogl** from the June 1981 issue of the *Northern Section Newsletter*, one of the very earliest in our archives. **Craig Parada** was the editor.

### Planning under siege

There is no need to mention that our avocation/profession is under attack. It's obvious in budget hearings, program changes, and editorial columns. There is a distinct shift from long-term to short-term thinking, a continuing obsession with the quarterly report and "productivity" at the expense of durability and possibly livability.

But we are not alone in this. One need only look back to Chrysler Corporation's dismissal of the bulk of their engineering and R&D staff in the 60s, or the similar actions of American consumer electronics manufacturers to see the inevitable results. What we "save" in red tape and cash flow now by cutting back on urban and rural planning, environmental protection, and countless areas of long term planning, we will pay dearly for in the future. Chrysler, Harley-Davidson, Zenith, U.S. Steel, and others may be paying with their corporate lives. In the British Isles, the entire social system is severely damaged. Lack of personal savings, under-capitalization of industry, elimination of social investment, reduction of environmental protection and urban/rural planning

will have an effect that snowballs into an unmanageable and very possibly disastrous situation.

There are three paradoxes for planners. The first is that we now have more evidence than ever of the value of our work (and the dangers of not planning), yet budgets, programs, and contracts are vanishing. There is widespread self-doubt and resignation at a time when strong words and action are crucial. This is no time to be meek or timid. There is no reason to doubt our purposes.

The second paradox is that our approach to planning is rarely integrated or coordinated or comprehensive; which is to say we're subject to the same forces we oppose. The regulations with which we work are cumbersome patchworks that perfectly illustrate the inherent efficiency possible if we had done them right in the first place, yet we allocate more time to operating than overhauling them. Our long-range general plans are revised annually and are far from general in nature, providing us with dual zoning and reduced predictability rather than a comprehensive approach to dealing with the future. Rather than develop the process into one tied into capital improvement programs and proportional development, we spend our energy on site-specific battles. There are other examples, of course, too numerous to cover in a single article, but there is ample evidence that there is internal erosion of our purposes.

The third incongruity is that virtually all aspects of the attack on planning are in the name of economics. While this may not be the real purpose, it is a tactical error to claim it as one. Whether in education, health, crime prevention, industry, or land-use decisions, long-term programs are the most cost-effective. What is cheap is rarely that which is inexpensive.

As advocates, officials, or professionals in planning, rationality is on our side. We have ample evidence of the necessity of our function from every period of history in every part of the world for every human endeavor. There is a cause for concern, a need for action, but no reason for doubt.

You can read the entire June 1981 newsletter at <http://bit.ly/1QWVeKk>. ■

## Campbell: City wants more with Dell Avenue plan

*Silicon Valley Community Newspapers, May 10, 2016*

**Jasmine Leyva**, <http://bit.ly/1rGiSq1> • “A plan by the city of Campbell to provide room for startup companies to grow is on the back burner for now. The plan would guide the future development of 112 acres bordered by Hacienda Avenue, Winchester Boulevard, Dell Avenue, and Knowles Drive near the Los Gatos Creek Park. The city council voted unanimously May 3 to temporarily shelve the plan. The city could consider including the plan as part of a broader general plan update that city staff is preparing to undertake.

“The council wants to see whether talk of extending VTA light rail to Los Gatos becomes clearer before moving forward with the area plan. Mayor Jason Baker said during the council meeting that his time on the Valley Transportation Authority Board of Directors and VTA’s Envision Silicon Valley committee have led him to believe it is important to keep transportation in mind when considering the addition of more and denser housing to the Dell Avenue area.

“A goal of the Dell Avenue Plan is to attract and retain tech businesses in what staff is characterizing as an underutilized industrial area of the city. The plan calls for office buildings, housing units for employees, open space, and pedestrian pathways to light rail stations within the city.”

## Oakland: Building a Black cultural zone

*East Bay Times, May 10, 2016*

**Sara Rowley**, <http://bit.ly/1TA2u0w> • “The 16th Annual Malcolm X Jazz Festival, organized by the Eastside Arts Alliance, is expected to draw the usual large crowds to East Oakland’s San Antonio Park on May 21st. This year’s event celebrates the 50th anniversary of the formation of the Black Panther Party social activist group.

“In addition, Eastside, a political arts collective in the San Antonio district, will present its vision of a ‘Black Cultural Zone’ in East Oakland where African-American communities can flourish. ‘We want communities of color to know this is a time to get plugged in and claim your neighborhood,’ said Elena Serrano, director of Eastside Arts Alliance. With a massive redevelopment of the International Boulevard corridor by AC Transit, Serrano sees the Black Cultural Zone as an opportunity to create a thriving, healthy, creative environment for those who have lived in Oakland for generations, specifically from 57th Avenue to the San Leandro border.

“The Oakland Sustainable Neighborhood Initiative, a collaboration between developers, citizens, and the city, has identified Eastside’s ‘culture forward’ agenda as critical to East Oakland’s growth. Serrano points to the Fruitvale BART station area as a cultural plaza for the Latino community and the Asian Cultural Center in Chinatown as examples. She said there is a definite need for something comparable for the African-American residents of East Oakland.”

## Alameda: City Council to consider new dams

*Alameda Sun, Letters, May 5, 2016*

**Heinrich Albert**, <http://bit.ly/1NqCp7F> • “On May 17, the Alameda City Council will consider a request to Secretary of the Interior Sally Jewell asking her not to build the new dams proposed for California.

“This is a statewide issue, but it affects Alameda in a very direct way. The health of the Sacramento-San Joaquin Delta and the entire San Francisco Bay is under severe stress due to ever-reduced freshwater flows into the Delta.

“Building new dams that divert still more water from the major Delta tributaries [potentially impact] native freshwater fish and other wildlife in these riparian ecosystems. The value of Alameda’s existing waterfront parks and the new parklands proposed for Alameda Point depends on a healthy bay environment.

“California already has more than 1,400 dams. All but two of our major rivers are dammed, and most are dammed multiple times. The history of the large water projects in California shows that the major beneficiaries, agricultural companies, have always received water at greatly subsidized prices.

“Projected operating costs (borne by the public) for one new dam works out to \$1,300/acre foot, while today central valley irrigation districts receive water for as low as \$20/acre foot. Water priced like that creates its own demand. California acreage of crops requiring irrigation has increased even during the recent drought years. Building new dams does not solve water shortages.”

(Norcal continues on next page)



### Marin: Four medical marijuana dispensaries will be allowed

*San Rafael Patch*, May 4, 2016

**Renee Schiavone**, <http://bit.ly/1qdVFdh> • “Marin’s board of supervisors will allow up to four dispensaries in unincorporated areas of the county. A medical cannabis dispensary program received unanimous support from the Board on May 3, clearing the way for prospective business owners to start submitting applications by July. The program, patterned after one adopted in Berkeley, includes publication of an application guide, an application form, and a fee schedule.

“The application approval process is expected to take four to eight months. A new medical cannabis advisory committee would review applications in November, then present recommendations to the county administrator in December or early 2017.

“Under an ordinance approved in December 2015, the County will allow no more than two dispensaries

in the highly populated Highway 101 corridor in eastern Marin and no more than two in the more rural central and western parts of the county.

“Cannabis dispensaries previously had been prohibited in unincorporated Marin, and none are open or permitted in any of the county’s towns or cities. The ordinance establishes a regulatory framework to license nonprofit patient collectives to meet the medical needs of local patients, many of whom have voiced the need for local dispensaries before the Board of Supervisors.

“Although cannabis is considered an illegal drug by the federal government, Proposition 215 ensures that seriously ill Californians have the right to obtain and use cannabis for medical purposes upon recommendation from a physician.”

### Gilroy: Group seeks urban growth boundary

*Gilroy Dispatch*, May 4, 2016

**Roseann Hernandez Cattani**, <http://bit.ly/1XdDWQN>

“Wearing t-shirts with ‘Stomp out Sprawl’ emblazoned across their chests and carrying two large file boxes filled with more than 3,500 signed petitions in support of an urban growth boundary (UGB) for Gilroy, the folks of Gilroy Growing Smarter were in a celebratory mood at City Hall.

“‘This ought to send a message,’ said a volunteer signature gatherer.

“The UGB initiative would place a boundary around Gilroy in an effort to limit sprawl and concentrate future development in the downtown core. If the signatures are correct and the group meets its target, the city council can either adopt the UGB initiative as an ordinance or place the measure on the November ballot for Gilroy voters to decide.

“If passed in November, ‘the UGB would provide enough land for Gilroy to grow from its center outwards at historical rates for 25 years, while establishing a surrounding belt of open space and agricultural land free of most kinds of development,’ according to Gilroy Growing Smarter.

“The initiative provides exceptions for certain kinds of development, including schools, water projects, affordable housing, and industrial projects. The City Council has approved up to \$150,000 for an impartial analysis of the potential impacts an urban growth boundary would have on the city. The Gilroy Chamber of Commerce and the Gilroy Economic Development Corporation have publicly come out against the UGB initiative.”

### Scotts Valley: UCSC will move 500 workers to old Borland campus

*Silicon Valley Business Journal*, May 2, 2016

**Nathan Donato-Weinstein**, <http://bit.ly/1Tidr6y>

“UC Santa Cruz has signed a 20-year lease to occupy nearly 130,000 square feet at Enterprise Tech Center, the sprawling Scotts Valley campus that was constructed in 1993 for the once-high-flying database software company.

“The university will consolidate four offices filled with administrative staff on Santa Cruz’s west side into the Scotts Valley campus located off Highway 17, said Sarah Latham, vice chancellor for business and administrative services, in an interview. The consolidation will bring 500 workers — who work in divisions of Business and Administrative Services, Information Technology Services, and University Relations — to the city of 11,755.

“The transaction is the largest Santa Cruz-area lease in years, said Matt Shelton, a broker in the Santa Cruz area who was not involved in the UCSC deal. ‘No one’s taken this much space in one sweep,’ he said. ‘It’ll be good for that community.’”

(Norcal continues on next page)

## San Francisco: Colleges and universities struggle to house students

KQED News, April 28, 2016

**Ericka Cruz Guevarra**, <http://bit.ly/24MI5OJ> • “At a recent Board of Supervisors committee meeting, Supervisor Scott Wiener asked San Francisco’s colleges and universities what they are doing to provide more on-campus housing for those attending the 30 or so colleges and universities in the city — a population estimated to be at least 80,000.

“Wiener said, ‘Our lack of student housing production has tossed these students into our general housing pool to compete against the broader population, which drives up housing costs. It’s not good for the students. It’s not good for San Francisco.’

“The Planning Department says there are about 9,000 on-campus beds available to students across campuses citywide. Even though colleges have built more housing and have plans to build more, the city would need 28,000 more beds to house just half of those attending school here.

“Those beds won’t appear any time soon. The process of building in the city is expensive and slow. In addition, there is no state funding to support student housing. Under the Master Plan for Higher Education, such projects must be self-supporting.

“The student housing shortage is particularly acute at San Francisco State University, where changing enrollment patterns have increased the demand for local housing. S.F. State now houses about 4,000 of its nearly 30,000 students. Last year, 50 percent of freshmen came from counties outside the Bay Area. Those students generally don’t have family nearby they can live with.”

## Answer to Where in the world (Page 13)

**Tehran, Iran**, with Alborz Mountain Range in the background.

**Allāhverdi Khan Bridge**, popularly known as Si-o-seh pol (The bridge of thirty-three spans), is one of 11 bridges in **Isfahan, Iran**. At 977 ft., it is the longest bridge on the Zayandeh River.

**Photos: Miroo Desai, AICP**

## Healdsburg: Voters to decide on growth cap in November

The Press democrat, April 18, 2016

**Clark Mason**, <http://bit.ly/23Khi7y> • “After 16 years of strict growth control, Healdsburg is trying to balance its small-town charm with a need to create more housing for families and the less affluent. Following years of studies, workshops, and meetings, the city is proposing to eliminate a cap that currently restricts the number of new housing units to an average of 30 per year.

“Critics of the rigid growth cap say it’s had unintended consequences, shutting out new apartments and multi-family projects, restricting supply, and inflating property values. But defenders of the cap believe that without one, it opens the door to rampant development.

Ultimately, it’s going to be up to Healdsburg voters to settle the argument. A divided City Council voted 3–2 to put the issue on the November ballot, asking voters to lift the growth cap entirely. To make it more palatable, the city’s ordinance would also be modified so that builders of market-rate projects have to double the percentage of units they include for low- to moderate-income persons — from the current 15 percent to 30 percent.

“Before the growth ordinance took effect in 2000, from 1998 to 2000, the city issued an average of 156 residential building permits a year. Over the next 14 years, the city would issue an average of 24 permits annually. In recent years, during the recession and its aftermath, the growth cap hasn’t been reached.” ■

### Businesses and people are moving back to the city.

“Ultimately, the study finds that inner-city employment growth was faster in neighborhoods in the most central, functional, and desirable areas of cities — those that are close to downtown, have the best access to nearby transit, and are adjacent to areas with lots of population growth. This suggests that the urban revival may be increasingly limited to more advantaged areas of the city, while high-poverty neighborhoods face ongoing limitations to economic improvement. —Richard Florida, in *CityLab*, <http://bit.ly/1SQgBiB>

**“Governor Jerry Brown just released the May Revise budget**, <http://bit.ly/1Tb0y2y>. Included in the Revise is APA’s by-right language: ‘Local land use permitting and review processes have lengthened the approval process and increased production costs. The May Revision proposes additional legislation requiring ministerial (by right) land use entitlements for multifamily infill housing developments that include affordable housing. This would help constrain development costs, improve the pace of housing production, and encourage an increase in housing supply.’ Details on the May Revision can be found at [www.ebudget.ca.gov](http://www.ebudget.ca.gov).” —Stefan/George Associates, Sacramento

## Fresno: Grand vision for technology

*Fresno Bee*, May 3, 2016

**Tim Sheehan, John Ellis**, <http://bit.ly/1TQSuTg>

• “Bitwise Industries has grown from a fledgling tech startup at the northern fringe of downtown Fresno to a renovated, 50,000-square-foot technology hub in a century-old building south of Chukchansi Park.

“Bitwise CEO Jake Soberal is pitching a grand and audacious vision for downtown Fresno over the next decade:

- “Developing a master-planned, 2.5 million-square-foot campus for technology and innovation education in the South Stadium area that eventually would host a couple of hundred thousand new jobs in downtown.
- “Building a light-rail system spanning Fresno County to ease the inevitable traffic and parking issues that accompany the creation of those new jobs in downtown.

“The cornerstone of Soberal’s vision is expanding the footprint of Fresno’s burgeoning technology industry in downtown. It’s all with an eye toward keeping 20-some-things here where they can enjoy an urban-living scene rather than losing them to places such as San Francisco, Silicon Valley, or Los Angeles.

“While the technology/education campus is Soberal’s immediate focus, Soberal said he visited with representatives of Austin, Texas, where a technology boom has fueled the city’s growth over the past few decades. He asked if there was anything they would do differently. Their answer was building a train from the suburbs to the city because of the congestion that resulted from the surge in business.

“Fresno Mayor Ashley Swearengin said that it wouldn’t take 250,000 jobs for the Bitwise efforts to be considered a success. The city has in recent years celebrated projects that brought 50 tech jobs downtown.”

## Density Bonus Law: It’s working, but can’t do the job alone

*Voice of San Diego*, May 2, 2016

**Stephen Russell**, <http://bit.ly/1Tw7Fi7> • “Throughout our state, residents are grappling with a housing crisis, even as we have fewer resources to address the problem. California’s investment in affordable housing production has been reduced by more than \$1.7 billion annually since 2008. The median rent in California has increased 24 percent since 2000, while median renter household income has declined 7 percent.

“Density bonus programs are working:

- “The density bonus brings private capital investment to build affordable housing.
- “An incentive for private investment — the opportunity to build more market-rate housing — is what makes it possible for some of the homes in a new development to be rented at below-market prices.
- “The additional market-rate and affordable housing produced by density bonus helps the severe supply/demand imbalance that exists across California.

“Critics use the false argument that because production under the density bonus program has failed to solve the affordability problem, the program must not work. Yet, it is intended to only be one of many sources of affordable housing. In the absence of redevelopment agency funds we need this program.

“Every density bonus home produced has a profound impact on the lives of individuals and families who otherwise would struggle to make ends meet.

“And our environment benefits when homes for lower-income workers are built near their jobs. They take cars off the road, which reduces greenhouse gas emissions.”

*Stephen Russell is the executive director of the San Diego Housing Federation.*

## Redevelopment: The effect of RDA dissolutions on affordable housing developers

*Land Use Prof Blog*, April 26, 2016

**Stephen R. Miller**, <http://bit.ly/1TEVnXt> • “A survey of affordable housing developers released in December 2015 by the Federal Reserve Bank of San Francisco provides significant insight on the effects of the loss of State redevelopment agencies on affordable housing developers. The responses, from 71 development organizations across the state, found that 83 percent of respondents must pursue more funding sources than they did under RDA,

74 percent have projects that have been postponed or jeopardized, 80 percent of the projects have been negatively impacted by rising cost of lands, and 61 percent have had to reduce staff because of funding reductions. Only 26 percent say their jurisdictions have developed post-RDA regulatory reforms for affordable housing.” (See page 6 of Housing California Affordable Housing Developer Survey, 2015, FRBSF. PDF at <http://bit.ly/1W8PD88>.) ■

# U.S. roundup

Excerpts from around the country, linked to the original articles

## Miami: From gloom into residential and commercial sunlight

*The New York Times*, May 10, 2016

**Nick Madigan**, <http://nyti.ms/1sf8rKB> • “Unlike Miami Beach just four miles away, Miami has suffered for years, its scruffy downtown largely devoid of life after offices close for the day. ‘A ghost town with an amazing view,’ said the managing director of a local commercial real estate investment management company.

“Now, a wave of commercial and residential development is altering the city’s skyline. And in providing options for the less affluent, it is challenging the perception that Miami is not where a middle-class person can live well and raise a family.

“In tandem with new retail stores, restaurants, supermarkets, a mass transit hub, and cultural institutions, rental construction is ‘very active,’ with around 13,000 units proposed or under construction. While there is evidence of saturation in the market for high-end condominiums, developers see profit in redirecting toward lower income buyers.

“For years, there was little to attract outsiders to downtown except the Miami Heat’s home court and the Adrienne Arsht Center for the Performing Arts. In the last few years, the Pérez Art Museum Miami arrived, and a science museum is under construction.



Downtown Miami in 2007. Photo: Juan Borrelli, AICP.

“But [some think] it would take several years to absorb the apartments and condominiums that have already been built or are in the pipeline, and infrastructure improvements have not kept pace with development. ‘We have doubled the number of people living in the urban area, but new roads, transportation, parking, sidewalks, and bridges haven’t appeared.’”

## FHWA Green Book: Feds make it easier to fit bike lanes on streets

*Streetsblog USA*, May 6, 2016

**Michael Anderson**, <http://bit.ly/1Tw6qQb> • “In the latest of a string of subtle but far-reaching progressive decisions over the last few years, the U.S. Department of Transportation sliced the list of ‘Controlling Criteria’ (<http://1.usa.gov/1Tw6xv3>) on lower-speed streets from 13 to two.

“For federally funded non-freeway streets with traffic speeds below 50 mph, only ‘design loading structural capacity’ (how much weight a bridge can bear) and ‘design speed’ (how fast traffic is expected to be able to move safely) are now tightly regulated. The change, which came after a months-long review and comment period, was effective immediately.

“Among other things, this will make it much easier and cheaper for cities to stripe safer, narrower auto lanes and add protected bike lanes on projects that use federal money.”

What once took an engineer at Toole Design Group four months and a 44-page document to gain approval for a five-foot bike lane with a 10.5-foot lane for cars on Massachusetts Avenue in Boston would now be close to automatic.

“A ‘huge big deal’ tweeted bike professional Jessica Roberts, a principal at Alta Planning + Design, Portland.”

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

## Boston: Land Trust Network launched

*Next City*, May 5, 2016

**Sandra Larson**, <http://bit.ly/1QVfVX4> • “Excitement and optimism were palpable at the public launch April 27 of the Greater Boston Community Land Trust Network, forged over the past year by a dozen local neighborhood groups looking to build strength in numbers by joining forces.

“This launch is coming at a critical moment in Boston history,’ said Harry Smith, director of Dudley Street Neighborhood Initiative’s widely acclaimed land trust (<http://dsni.org>). ‘As one of the fastest-gentrifying cities in the United States, we’re here to either claim the future of our neighborhoods ... or risk losing them to gentrification and displacement.’

“In the community land trust (CLT) model, a nonprofit acquires land with the intent of developing it for community benefit — often building affordable housing. A buyer of an affordable home purchases the building, but not the land beneath, helping keep the price low. Resale price is restricted, ensuring affordability for subsequent buyers, while also allowing homeowners to accumulate some equity.

A new report by Tufts University’s Urban and Environmental Policy and Planning Department (<http://bit.ly/1QVg78T>), released the same day as the CLT Network launch, calls land trusts a ‘proven solution.’

“But city support is crucial, said Penn Loh, the Tufts UEP professor who oversaw the report. ‘You’d be hard-pressed to find a successful land trust without some municipal support,’ he said.

“The first U.S. community land trust was formed to preserve land for African-American farmers in Georgia in 1969.”

## Atlantic City gambles on rising seas

*National Geographic*, May 4, 2016

**Michael Edison Hayden**, <http://bit.ly/24FFQM8>

“This city’s famous casinos are on high ground, while its poor are in the floodwaters’ path. Atlantic City is home to around 40,000 people, more than a third of whom live below the poverty line.

“Sea level rise could devastate Atlantic City in a kind of ‘slow death’ of sporadic super storms and routine nuisance flooding, crumbling infrastructure, and endemic poverty. Benjamin Strauss, a sea level expert at Climate Central, says that people in Atlantic City are uniquely vulnerable to rising seas because they inhabit a barrier island with extremely low and flat terrain.

“The creation of artificial sand dunes around the Jersey Shore was proposed in the aftermath of Sandy, but has not been implemented due to resistance from property owners. Ben Horton of Rutgers University, a leading researcher on sea level rise, is critical of the limited measures taken so far to preserve coastal cities.

“Atlantic City Director of Planning Elizabeth Terenik says that a large part of the city government’s financial woes relate directly to damage caused by sea level rise. When damaged homes are abandoned, they no longer provide tax revenue, but the shell that is left behind is often cared for by the city, which must either have it repaired or demolished. The end result is that money is typically flowing out of city coffers and not returning.

“‘The amount of blighted housing that you see is our main focus,’ Terenik says. ‘When you have this much blight, it decreases the property value and the situation spirals.’”

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

**Blame the feds (part 1).** “The withdrawal of federal involvement in the production of public housing created a ‘reality’ where the largest historical source of funding for affordable housing is absent. As a result, the responsibility has fallen on state and local governments. To backfill the hole, they are left with few tools other than impact fees and inclusionary housing requirements. While one could argue developers should play a role in providing affordable housing, structuring housing policy that relies on a profit-based industry delivering housing that is by definition unprofitable is fundamentally flawed. ...The federal government isn’t the sole cause of this crisis, but its withdrawal was a key contributor. It should be held in account to play a key role in the resolution.” —*Jonathan Fearn, VP of Development for SummerHill Housing, in StreetsBlog SF*, <http://bit.ly/1TtKQeD>

## Paratransit: Proposals to partner transit agencies with Uber and Lyft blasted

Next City, May 2, 2016

**Jen Kinney**, <http://bit.ly/1SInG8o> • “The Amalgamated Transit Union (ATU) has issued a blistering critique of recent calls for cash-strapped transit agencies to partner with Uber or Lyft to provide demand response paratransit services at a lower cost.

“Specifically calling out the Brookings paper (<http://brook.gs/1SIo6LY>), the ATU’s paper (<http://bit.ly/tncparatransit>) argues that Brookings failed to consider the specific requirements of paratransit vehicles and ‘unwittingly promotes the segregation of transportation for people with disabilities and the elimination of labor protections for an already devastated workforce.’

“Under the Americans with Disabilities Act, transit agencies must provide publicly funded, non-fixed-route demand-response service for people who can’t access existing transit options. ADA requires that paratransit drivers be specially trained in assisting passengers, securing certain

types of wheelchairs, and operating paratransit vehicles equipped with specialized lifts, doors, seating, GPS, and dispatch systems.

“All of this contributes to high costs, even as it ensures the safety and mobility of passengers with disabilities. Lyft and Uber, on the other hand, keep costs low through means the ATU argues aren’t applicable to demand-response paratransit: Drivers are independent contractors with few barriers to entry and no workplace training; they operate best in dense areas with high smartphone use; and they make use of idle, non-specialized vehicles. In order to serve disabled populations, drivers would need training and to retrofit their vehicles to be ADA accessible or purchase new cars. These are expenses that Uber and Lyft don’t pay today, so the ATU questions whether their models’ savings would truly translate to paratransit.”

## Millennials are fleeing these cities because they can’t afford housing

CityLab, April 28, 2016

**Richard Florida**, <http://bit.ly/1NtIY9K> • “A new report from Trulia tracks people by age, income, and occupation who are staying and leaving cities like New York, Los Angeles, San Francisco, Washington, D.C., and Boston as they become even more unaffordable. The report calculates ‘move-away rates relative to expectation’: the percentage of how many moved away compared to what we might expect based on the demographic representation of a group in a metro area.

“Positive figures indicate higher outmigration than one might expect; negative figures indicate higher stay-rates. Of all the age groups, Millennials were most likely to move away from these metros, and had the highest move-away rates relative to expectation. Americans ages 18-34 had a move-away rate relative to expectation of 105.6 percent, compared to negative rates for Americans ages 35 and up.

“Data for the 10 most expensive metros shows all have high shares of Millennials, but also surprisingly high shares of Millennials leaving (roughly 50 percent). Metro San

Diego (at 28.1 percent) and Metro San Francisco (27.4 percent) had the *current* highest percentage of Millennials. San Diego, Chicago, and San Francisco had the highest shares of Millennial households *leaving* (55.1, 54.5, and 52.3 percent). But in terms of ‘move-away rate relative to expectation for Millennials,’ Oakland Metro ranked No. 3 at 111.5 percent while the San Jose, San Diego, and San Francisco metros ranked 8, 9, and 10 at 98.3, 96.4, and 91.1 percent respectively.

“The study also measured ‘Move-away rates by income’ and ‘Move-away rates for low-income households.’ A higher percentage of the lower income are moving away from San Jose (77.2 percent) than from any of the other nine metros.”

The Trulia report (prepared by **Mark Uh**, <http://on.trulia.com/1Z4AypA>) has several graphics, including a pie chart showing which occupations are leaving America’s costliest cities. ■

**Blame the feds (part 2).** “Say what you will about public housing, the neighborhoods that have fared best against displacement are those where it exists. The failure of public housing was lack of funding, poor design, and discriminatory housing policies. Blaming tenants for the deterioration of a building they did not own or have the responsibility of maintaining is like blaming drivers for potholes in the streets.” —Jonathan Fearn, VP of Development for SummerHill Housing, <http://bit.ly/1TtKQeD>

# World roundup

Excerpts from around the world, linked to the original articles

## Ontario: Expand greenbelt and intensify infill

*The Globe and Mail*, May 10, 2016

**Jane Taber**, <http://bit.ly/1Tc3Ykm> • “The Ontario government is proposing to expand the greenbelt and force more infill development with new draft planning rules that will shape growth in the Greater Toronto and Hamilton Area.

“These proposed changes were released May 10 and are among 87 recommendations in a report — Planning for Health, Prosperity and Growth in the Greater Golden Horseshoe: 2015–2041— from an advisory council appointed by the province.

“The panel was asked to review four current land-use plans for the GTHA and chart a new way forward. It spent 14 months consulting with residents and other stakeholders.

“‘We need to revise the plans because the area’s prosperity is attracting more and more people,’ said Minister of Municipal Affairs and Housing Ted McMeekin. He said the proposed changes are based on public input and ‘very careful thought.’

The panel recommends increasing intensification rates from 40 percent to 60 percent, meaning most new residential building will occur in urban areas with infrastructure. Cities currently are allowed to plan for 50 residents and jobs per hectare (roughly 124/acre), but the panel proposes to increase this to 80 residents and jobs per hectare (roughly 198/acre).

“Jennifer Keesmaat, Toronto’s chief planner, says the important message from the report is the strong emphasis it puts on making the region more transit-oriented. ‘Reinforcing that direction is a critical part of fighting congestion. It’s a critical part of addressing climate change,’ she said.”

## Russia: Go east, young man

*PRI*, May 10, 2016

**Dan Peleschuk**, <http://bit.ly/1VTUqOq> • “Russia is giving away land for free. That’s the plan for the Far Eastern Federal District, a far-flung territory that juts out to the Pacific Ocean and borders China — and which is home to around two people per square mile.

“President Vladimir Putin signed a law in May granting 2.5 acres of land to any Russian citizen who wants it. If they can prove they’ve done something with it after five years, it’s all theirs.

“Officials hope the program will rejuvenate a region that researchers estimate has lost nearly 2 million people since the Soviet Union collapsed in 1991.

“The plan is a bit like the resettlement program enacted during the twilight years of the Russian Empire, which brought some 3 million people to the region. Back then — more than 100 years ago — the overwhelming majority of the population was composed of peasants. Today, urbanites make up about 70 percent, and they probably won’t be jumping at the opportunity to decamp east.

“Simple bureaucracy might get in the way. For instance, officials in Primorsky Krai, one of the nine administrative regions of Russia’s Far East, said most settlements there haven’t even provided information on their official boundaries.

“For now, Russians will only be able to apply for a handful of selected municipalities. Starting February 2017, they’ll be able to snatch up any plot of land in the Far Eastern Federal District so long as the respective provincial authorities approve.”

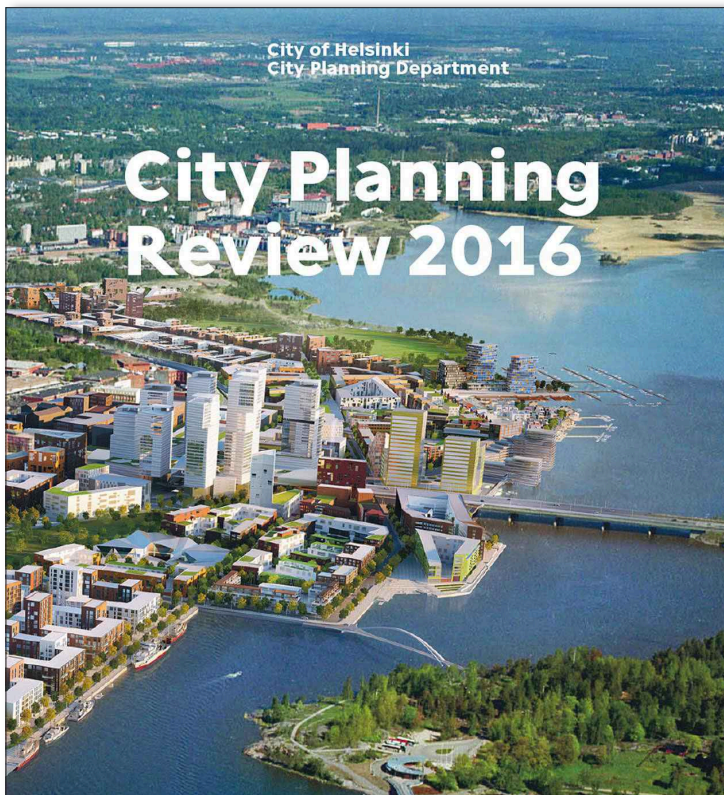
*(World continues on next page)*

**Summoning a driverless car.** “Partnering with ride-hailing services could expand the reach of transit lines without St. Louis County Metro needing to purchase new vehicles. It also could lead to changes in real-estate policies and transit-oriented development that could bring new riders to existing transit lines — a change that could substantially change Metro’s business model.”

—John Nations, president and chief executive officer of Bi-State Development, which oversees Metro Transit, as told to Leah Thorsen, *St. Louis Post-Dispatch*. <http://bit.ly/1SQge7M>.

## Helsinki: New city plan set for approval

“The Helsinki City Plan, which has been under preparation for a long time, will be presented for decision-making at the City Council this year. Helsinki is preparing for significant growth, [from its current 630,000] to 860,000 inhabitants in 2050. The plan provides opportunities for population growth and densification of the city.” You can read about the city’s plans in the planning department’s impressive 42-page document in English, “City Planning Review 2016,” at <http://bit.ly/1TtLPLO>.



## Wellington: City buses will use Wrightspeed power trains made in SJ

*Curbed*, April 29, 2016

**Patrick Sisson**, <http://bit.ly/1rrrE1e> • “Wrightspeed is outfitting Wellington, New Zealand, with a cutting-edge electric bus system. The city’s beloved trolley system relied on a system of overhead wires the city can’t afford to maintain, so it looked like municipal authorities would need to swap out the clean transport system for dirty diesel buses. But before the city revamped its mass transit system, a third way presented itself, a high-tech, more sustainable solution that may foreshadow a shift in how cities run their fleets of heavy vehicles, such as buses and garbage trucks.

“Enter Wrightspeed, a San Jose, California-based company that sells heavy-duty electric motors that can move oversized buses, delivery vans, and even garbage trucks more efficiently, with less fuel and much less noise.

“People assume mass transit is green, but to make those vehicles more efficient, you need a different technology,” says Ian Wright, Wrightspeed’s founder. “What works for a car won’t work for a transit bus or a garbage truck. It’s a whole different game.” A Prius motor works for a car or taxi but isn’t powerful enough for a bus.

“A former Tesla Motors founder, Wright started his company to apply the massive sustainability gains of electric motors to the least sustainable vehicles on the road. The New Zealand deal marks Wrightspeed’s first move beyond providing delivery vehicles, and as Wright sees it, a large new market for its sustainable technology.”

*(World continues on next page)*

“**One planner is not enough.** You become a jack-of-all trades.’ Engineers are also in short supply in local government.” — *Tabitha Kakuze, Jinja, Uganda’s only planner, sitting in her office near one of the town’s only maps, and interviewed by Amy Fallon for CityLab*, <http://bit.ly/1Y1RxZE>



## NASA: Earth gets greener as globe gets hotter

MSN.com, April 28, 2016

**Tia Ghose**, <http://bit.ly/1YgvCxO> • “The excess carbon dioxide in the atmosphere has created a greener planet, a NASA study shows.” (Video 0:52. See Global Warming Make Earth Greener, <https://youtu.be/zOwHT8yS1XI>.)

“Around the world, areas that were once icebound, barren, or sandy — an area about twice the size of the continental United States — are now covered in green foliage. Carbon emissions have primarily fueled the greening between 1982 and 2009, according to the study.

“While lush forests and verdant fields may sound good, the transformation could have long-term, unforeseen consequences. The radical greening ‘has the ability to fundamentally change the cycling of water and carbon in the climate system,’ lead author Zaichun Zhu, a researcher from Peking University in Beijing, said in a statement.

“However, it wasn’t clear whether the greening seen in satellite data over recent years could be explained by CO<sub>2</sub> concentrations in the atmosphere (the highest in 500,000 years). By comparing the models and the satellite data, the team concluded that about 70 percent of the greening could be attributed to atmospheric carbon dioxide. The second most important driver is nitrogen, at 9 percent. The full study is published in the journal *Nature Climate Change*,” <http://bit.ly/1YgvOxh>.

## Cambodia: The high cost of eco-activism

NPR, April 22, 2016

**Nurith Aizenman**, <http://n.pr/23gGUTZ> • “Some vital environmental work is being done by ordinary citizens with extraordinary courage. Subsistence farmers and tribal leaders in the poorest countries are standing up to some of the world’s most powerful industries. And a growing number of them have been attacked for trying to protect the environment.

“Billy Kyte of Global Witness tracks attacks on the people at the front lines of the battle to save the environment, and some are paying with their lives. In 2014, the most recent year for which his group has statistics, 116 people doing such work were killed (<http://bit.ly/23gH125>). They include lawyers, journalists, and leaders of NGOs. But, notes Kyte, ‘a shocking 40 percent of those killed were indigenous peoples — many living in remote communities in forests and mountain villages. They wouldn’t necessarily define themselves as eco-defenders. Often the first they learn of a project is a chainsaw in their forest or a bulldozer on their land.’

“Those are often areas which have been out of reach,’ says Kyte. ‘But as demands for natural resources intensify, companies are encroaching onto these lands,’ [fueled by] a spike in the prices of certain commodities found in places indigenous people live. They’re building vast open-pit mines to extract gold, massive dams to produce hydroelectric power, and clearing acres of forest for palm oil plantations.

“Kyte won’t be releasing the statistics on 2015 for a few more weeks, but it’s already clear it was the deadliest yet.”

## Climate change: What the world thinks, in seven charts

Pew Research Center, April 18, 2016

**Richard Wike**, <http://pewrsr.ch/1NN08C0> • “Pew Research Center’s spring 2015 survey (<http://pewrsr.ch/1NN0eJG>) found that people around the world are concerned about climate change and want their governments to take action.

Here are seven key findings from the poll:

- “1. Majorities in all 40 nations polled say climate change is a serious problem, and a global median of 54 percent believe it is a very serious problem. Latin Americans and sub-Saharan Africans are particularly worried about climate change.
- “2. People in countries with high per-capita levels of carbon emissions are less intensely concerned about climate change [e.g., U.S., Australia, Canada, and Russia].

- “3. A global median of 51 percent say climate change is already harming people around the world. ... Immediacy of climate change worries Latin Americans and Europeans most.
- “4. Drought tops the list of climate change concerns.
- “5. Most people in the countries surveyed say rich nations should do more than developing nations to address climate change [and] should bear more of the climate change cost.
- “6. To deal with climate change, most think changes in both policy and lifestyle will be necessary.
- “7. Americans’ views about climate issues divide sharply along partisan lines.” ■

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

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

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