

NORTHERN NEWS



American Planning Association
California Chapter
Northern
Making Great Communities Happen

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

July/August 2016

Bay Area housing markets and income inequality

Nina Gruen, Page 1

Brexit, a planner's view from London

Ellen Greenberg, FAICP, Page 12



Red Rock, looking south from San Rafael Bridge
Photo: Elizabeth Rynecki



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The future of Bay Area housing markets and income inequality

What the demographics tell us

Nina Gruen

Because U.S. birth and death rates are pretty stable, at least for the not too distant future, predicting demographic change is easier than predicting the future of the economy. The rate of immigration is basically the only unknown.

As shown in Table 1, the younger the generation, the greater the forecast growth. Conversely, the size of the older generations will decline. So for example, the Boomer generation, formerly the largest, will decrease substantially — its oldest members will be age 84 in 2030. The Millennials, at 84 million, are currently the country’s largest demographic. By 2030, this generation will be between the ages of 30 and 48, and will account for almost 91 million people. The largest generation, the recently named iGeneration, born after 2000 — will account for over 125 million by 2030, or 35 percent of the total U.S. population.

Hispanic populations, followed by Asians, will experience the largest percentage increase in U.S. population growth between 2016 and 2030. As shown in Table 2, the Hispanic population is forecast to increase by 55 percent and the Asian population by 19 percent. According to the 2014 U.S. Census and California Department of Finance, Hispanics are now the largest ethnic group in California. They account for 39 percent of the state’s population, followed by whites at 38 percent, Asians 14 percent, blacks 6 percent, and others 3 percent.

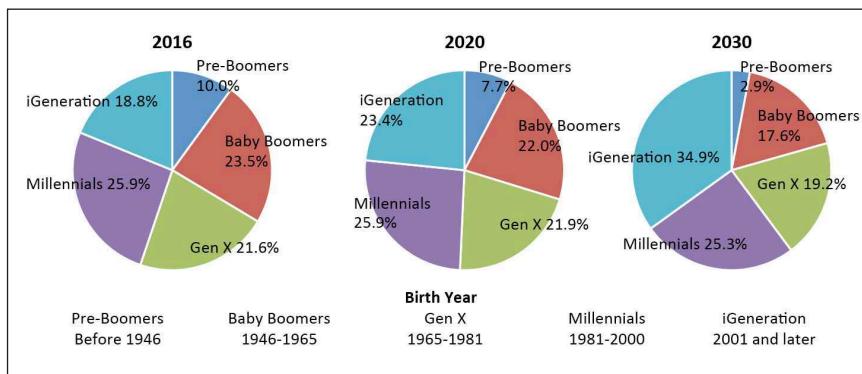


Table 1. Generations as a percent of total U.S. population projections, 2016–2030.
 Sources: U.S. Census Bureau, Population Division, 2014 National Population Projections; Gruen Gruen + Associates.

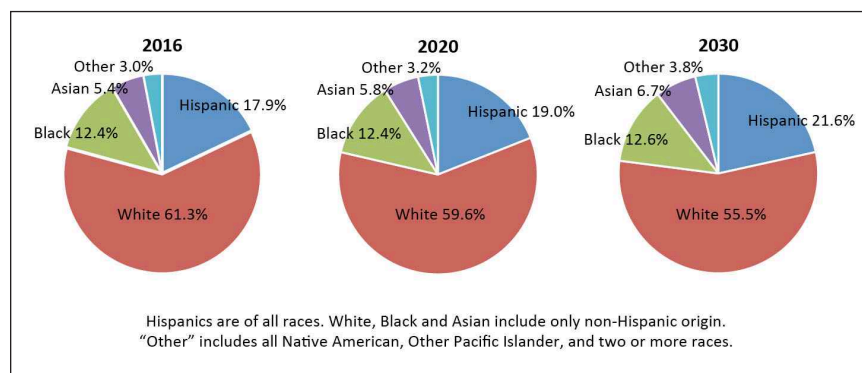


Table 2. U.S. population projections by race and Hispanic origin, 2016–2030.
 Sources: U.S. Census Bureau, Population Division, 2014 National Population Projections; Gruen Gruen + Associates.

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Cover Photo. *Elizabeth Rynecki.* Red Rock Island is an uninhabited, privately owned, 5.8-acre island in the San Francisco Bay just south of the Richmond–San Rafael Bridge.

The future of Bay Area housing markets and income inequality. *Nina Gruen.* Dramatic changes in America's ethnic and racial mix promise long term economic and real estate impacts. Our younger generations will need the education and skills to navigate an economy undergoing its greatest technological change since the Industrial Revolution. [Page 1](#)

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Community helps redesign transit network. *Jay Tyree and Adam Burger.* In redesigning its transit network, VTA

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Brexit: A planner's view from London. *Ellen Greenberg, FAICP.* What might be the knock-on effects on the environment, London, and planners' jobs, projects, and prospects?

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California Parks GIS data released

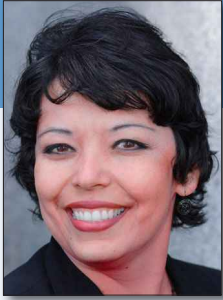
Semi-annual update to the California Protected Areas Database (CPAD) is available, version 2016a. [Page 23](#)

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Find JOBS and EVENTS CALENDAR at norcalapa.org



Director's note

By Andrea Ouse, AICP

All entities move and nothing remains still...

Plato's quote from the dialogue *Cratylus* still holds true today. In recognition of our many colleagues in transition, as noted in "Who's where" on [page 20](#), I can't help but think of the ebbs and flows of our professional and personal lives. Continual motion seems to define us, particularly with respect to our professional decisions. Our field relies on our abilities to navigate and (often) advance change. In many ways, our ability to promote change prepares us for the decisions we make in our professional lives.

A few of the notable changes acknowledged here include the departure of Northern Section Director-Elect **Erik Balsley, AICP**. Erik has worked tirelessly on the Board for many years, holding many key positions including Communications Director, Administrative Director, and Co-Chair of the 2015 APA California Conference in Oakland. Erik is leaving the Bay Area to join the University of Colorado, Denver, as a Senior Institutional Planner. I am thrilled for Erik as he takes a new and exciting path in his career. California's loss is Colorado's gain!

In keeping with this edition's theme of change, we welcomed three new members of the Board at our July meeting. **Liz Probst, AICP**, the Northern Section's new Mentorship Director, will be leading our effort to foster professional development through an exchange of professional ideas, networking, and guidance among experienced planners and young planning professionals. Liz successfully served in a similar role for APA's Arizona Chapter, and has a solid record of mentorship and leadership. This program relies on enthusiastic participation by both mentors and mentees to be successful. For details,

check out the Mentorship Program webpage at <http://bit.ly/2ak3LPd>.

Another new face on our Northern Section Board is **Eric Tuvel, AICP**, who was appointed as Webmaster. Erik comes to the Board with extensive graphic design experience and has been responsible for the redesign and launch of numerous websites. An accomplished professional planner, he is well positioned to contribute to the website's maintenance and refresh. We're excited to draw on his experience to keep our members informed!

We still have a Planning Commissioner Representative opening on the Board. It's time you consider getting involved in APA!

New topic: Let's help our colleagues in the APA California – Sacramento Valley Section and their partners by participating in a survey on the status of health and planning in California. Your knowledge is critical to identifying the good work that is already underway, as well as potential opportunities for planning and public health to support each other in our shared goal of creating vital and healthy communities.

I hope that you will participate and share your experience with us by completing this survey on the **status of health and planning in California**.

CLICK HERE TO TAKE THE SURVEY:

<http://bit.ly/2ak43Wm>

I expect you are enjoying the long days and beautiful sunsets of summer. But stay tuned to *Northern News* and our biweekly *eNews* for more news, information, and opportunities to get involved in APA! ■

"Renewable energy is blowing climate change off course. In what may be the most worrisome development in the combat against climate change, renewables are helping to push nuclear power, the main source of zero-carbon electricity in the United States, into bankruptcy. An analysis by Bloomberg New Energy Finance estimated that nuclear reactors that produce 56 percent of the country's nuclear power would be unprofitable over the next three years. If those were to go under and be replaced with gas-fired generators, an additional 200 million tons of carbon dioxide would be spewed into the atmosphere every year. Displacing nuclear energy clearly makes the battle against climate change more difficult. But what if the world discovers that renewables can't do the job alone? The climate doesn't have time for a do-over." —Eduardo Porter, <http://nyti.ms/2adVE45>

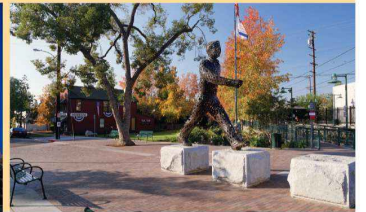


Last Day for the Early Registration Rate is July 31!

Soak Up History - Imagine the Future

Don't miss out on our **Conference Opening Reception** in the courtyard of the 1927 Pasadena City Hall. The Renaissance style building was designed by John Bakewell & Arthur Brown. For planners, the building might be even more famous as the City Hall for the fictional City of Pawnee, setting for the beloved NBC show Parks and Recreation. Be on the look-out for a special tribute to the show's stars.

The **Arroyos and Foothills Orientation Tour** promises to be a huge hit, led by local planners with a focus on the intriguing past, present, and future of Pasadena and its neighboring communities, including San Gabriel, Altadena, Highland Park, San Marino, and more.






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Check our website for more details www.APACalifornia-Conference.org

Keynote Speakers

Robert Egger, charismatic leader of L.A. Kitchen, will share with us his vision of fresh solutions to solvable demographic and social issues, by ensuring that neither food nor people ever go to waste.



World renowned seismologist, Dr. Lucy Jones will present information on her recent effort with the City of Los Angeles and the creation of their Resilience By Design initiative, which addressed building retrofits, water reliability, and communication systems. She will share ways that communities and leaders can work toward a more resilient future.



Where in the world



Photo: Jason Su (Answer on [page 25.](#))

Norcal roundup

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

San Francisco: Warriors win home-court advantage

San Francisco Business Times, July 18, 2016

Ron Leuty, <http://bit.ly/29TTTH9> • “The Golden State Warriors scored a key legal victory in the franchise’s shot to build a \$1 billion, 18,000-seat arena in San Francisco’s Mission Bay neighborhood. San Francisco Superior Court Judge Garrett Wong handed down a ruling in favor of the privately financed arena and office development, which a group with connections to UCSF challenged on the grounds that city officials didn’t undertake a comprehensive environmental review, didn’t account for potential traffic backups, and sidestepped planning protocol.

“The opposing Mission Bay Alliance, made up of several deep-pocketed UCSF benefactors and others, is considering an appeal. Under a state law signed last year and largely seen benefitting the Warriors project, an

appeal decision must be made within five days of a decision, rather than 60.

“The same state law narrows the process of challenging a project through CEQA to 270 days from when a suit is filed. That means the Warriors arena issue could be resolved one way or another by early October. The date of the team’s move from Oakland’s Oracle Arena to the Chase Center will remain fall 2019, according to spokesman P.J. Johnston.

“In addition to the arena, the Warriors plan to build two 11-story office buildings and a Union Square-size retail and food plaza on the site, across from UCSF’s Mission Bay campus on Third Street.”

Oakland: Lakeside Senior Apartments recognized with AIA/HUD Secretary Award

Slate, July 15, 2016

Kristin Hohenadel, <http://slate.me/29ZkNz0>

“A light, airy refuge for 91 low-income, special needs seniors has won the Excellence in Affordable Housing Design category in the AIA/HUD Secretary’s Awards.

“Demonstrating that housing for the homeless can and should include thoughtful, aesthetically pleasing design, the five-story apartment complex designed by David Baker Architects opened last year on the site of a former parking lot a block from the Lake Merritt waterfront.

“The complex supports independent living with extensive on-site services for its residents, many of whom were displaced in the gentrifying and wildly expensive local housing market. The apartments are within walking distance to parks, playgrounds, restaurants, and shops,

and have easy access to transportation to downtown Oakland and San Francisco.

“In response to feedback from the neighbors, the architects ‘ensured the building’s profile did not hinder the light and views appreciated by adjacent buildings,’ according to a project description, breaking the design into two individual volumes that step down toward the lake in order to fit in with the scale of nearby buildings.

“‘This project brings dignity and beauty to people in their twilight years, most of whom have had very difficult and stressful lives,’ the jury said in a statement. ‘There is great beauty here that is thoughtfully executed in a light and airy way that is echoed throughout the building.’”

(Norcal roundup *continues on* [page 24](#))

No tax increment? No problem! “Vallejo evidences the civic involvement described by James Fallows in ‘How America Is Putting Itself Back Together’ (*The Atlantic*, March 2016, <http://theatlantic.com/293qagb>) that is important to a sense of place and vitality in America’s second tier cities. As James and Deborah Fallows explored the nation in their single-engine airplane, they discovered much about ‘American reinvention and renewal.’ ... Fallows suggests 11 signs that a city will succeed, including local patriots, public-private partnerships, a civic story, a downtown, openness to new Americans, a cared-about community college, big plans, and, what he considers a most reliable sign, a craft brewery (see <http://bit.ly/293pV52>). Vallejo evidences many of these attributes, including big plans for reinvention and renewal.” —Former Cal Poly CRP professor Linda Day, on post-redevelopment revitalization efforts in Vallejo, <https://shar.es/1lbr57>

California roundup

Excerpts from around the state, linked to the original articles

SoCal wins round in water war over Delta islands

Los Angeles Times, July 15, 2016

Matt Stevens, <http://lat.ms/2a5bHnu> • “The State Supreme Court has cleared the way for Southern California’s Metropolitan Water District to buy five islands at the epicenter of the delta’s water system.

“Some officials and environmentalists in Northern California had fought to halt the sale, worried what MWD planned to do with the land.

“A cohort of counties, water agencies, and environmental advocacy groups had mounted a series of legal challenges aimed at postponing the sale. On July 14, the high court turned those back, allowing the MWD to proceed with its \$175-million purchase of the farm islands in the Sacramento-San Joaquin River Delta.

“An MWD spokesman reiterated that the agency has not proposed a project for the land. In the past, the district has said the 20,000 acres could be converted to fish and wildlife habitat or used to store materials for emergency levee repairs.

“MWD still faces several lawsuits connected to the island purchase. At least one of the suits claims a breach of contract, and others argue that MWD should have been required to prepare an environmental impact report before completing the purchase.

“The CEQA lawsuits seek to unwind the deal and ultimately force MWD to give the islands back to Delta Wetlands Properties.

“The Supreme Court order does not toss out the original lawsuit filed by San Joaquin County to block the sale. It simply allows the island purchase to move forward while that case and others play themselves out.”

Humboldt: County awarded \$250,000 to clean brownfields

Newsroom America, July 14, 2016

Soledad Calvino, <http://bit.ly/2aeGrIU> • “The U.S. EPA has awarded \$700,000 to clean up contaminated brownfield sites in economically disadvantaged communities in California. Approximately \$10.7 million was awarded to 33 agencies nationwide (list at <http://bit.ly/2aeHDWB>).

“The Brownfields Revolving Loan Fund (RLF) grants help to transform neighborhoods by cleaning up contaminated brownfield properties that have been sitting idle far too long, thus stimulating the economies of distressed communities and contributing to much-needed community projects and economic development.

“Humboldt County plans to use the RLF grant to expand ongoing lead abatement work in low income homes as part of a revitalization effort in a disadvantaged community. The funding may also be used to clean up an abandoned rail yard.

“EPA also granted \$450,000 to California’s Department of Toxic Substances Control (DTSC) to help communities carry out cleanup and redevelopment projects.

“For example, DTSC anticipates funding cleanups to enable the development of community parks in disadvantaged communities in Emeryville and in the Los Angeles area. The City of Emeryville is participating in a public/private partnership to revitalize the Emeryville Public Market into the nation’s first ‘LEED Platinum for Neighborhood Development’ community. The Los Angeles Neighborhood Land Trust proposes to clean up lead-impacted soil from the Holmes Avenue Community Garden property, located in Willowbrook, Calif.”

San Diego: New temporary park to be evicted

KPBS, San Diego State University, July 13, 2016

Claire Trageser, <http://bit.ly/2a3XBQg> • “A popular urban park and event space in downtown San Diego — open for just over a year — may be replaced by a high-rise condominium complex.

“Quartyard Park was designed by architecture students and funded through crowdsourcing and private investments. Built on an unused city-owned vacant lot at Park and Market streets, it was supposed to be temporary.

“The East Village park has been popular, sometimes attracting more than 1,000 people to concerts, markets,

and other events. It also has a coffee shop, restaurant and beer garden, and dog park.

“The city now plans to sell the space. Quartyard has a lease through next July, but could be ‘kicked off sooner.’ A developer has submitted a proposal to the city’s redevelopment nonprofit Civic San Diego to build a 34-story condo complex in the space. It would house more than 400 units and 600 parking spaces. Civic San Diego and the Downtown Community Planning Council (a community planning group of San Diego) are reviewing the plan.”

(California continues on [page 26](#))

Meet a local planner

By Siân Llewellyn, AICP

Sailesh Mehra is Chief City Planner for the city of South San Francisco.

How did you come to the planning profession?

I was in my second semester of college and working towards an architecture degree when one of my professors had a very frank conversation with me about what life was like as a practicing architect in 1991. Turns out my dreams of designing multi-million dollar homes on the peninsula was probably not a reality, so I looked around.

I was already the black sheep of my family for not focusing on business or tech, but I kept exploring my options that summer with two simultaneous internships — one for the San Francisco planning department and another with Webcor Builders. Both were amazing opportunities to look into the professions of construction and planning. With Webcor, I ran the usual intern chores, but I also took site photographs on construction projects all over the Bay Area. It was a great introduction to how things actually got out of the ground.

The San Francisco planning internship was also eye opening. This was during the Willie Brown era and city building was an exciting prospect with lots of deals happening. The grand plans for the Embarcadero were unveiling, the ballpark was taking shape, and Catullus had just taken on Mission Bay. I was hooked on planning. I did another internship with SF planning the following summer. When I graduated from San Francisco State University, the department offered me a job and I was happy to take it.

I spent several great years in San Francisco and learned so much. My first mentor was Bob Passmore who was assistant planning director and zoning administrator for 25 years. He had so much knowledge and history, he was like the emeritus professor of planning for us. We did a lot of major projects in those years, but by 2001 I was ready for a change. Planning is always affected by politics but things had gotten very political in San Francisco and I was ready to see what was happening in another city.



I was born in Nainital, India, and we immigrated to San Francisco in 1981. My family moved down the peninsula, to South San Francisco as it happens, when I was in elementary school. Then in 1992, we moved further south to San Carlos. So when I was looking for a change, I decided to search in the peninsula and I moved to the planning department in Redwood City. I stayed with them until February 2015. Then I moved to planning in South San Francisco, kind of a homecoming, and I was named chief planner in June 2015. I've just celebrated my first year in that job.

Tell us about some favorite projects

Helping Redwood City create a livable downtown was a highpoint. Watching it continue to evolve into a living neighborhood continues to be a rewarding part of my career. I was there over the weekend and was pleased to see it is not just a destination downtown but a living, breathing, functional neighborhood. Two specific and very different projects I worked on there come to mind. The first is 188 Franklin, a 302-unit, mixed-use catalyst project in the heart of downtown. It is five-story residential, with a two-story podium, commercial with proportionate density, Caltrain accessible. It opened in Summer 2015 and has been a successful addition to downtown.

The other project, not even a mile away, is the In & Out Burger on Veterans Boulevard. It may sound odd for a city planner to talk about an enjoyable experience working on a fast food place but it really was a nice partnership. In & Out took over a recently shuttered site. They were very efficient, yet respectful of what the city was trying to do, and civil and enjoyable to work with. At our request, they made some significant adjustments to the existing site plan, like moving the building closer to the sidewalk and tucking the parking behind. The project is a great success and continues to be a draw in the area. It just goes to prove that a wide range of uses and building types can be accommodated in a thriving downtown.

(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 is happening in South San Francisco?

We are seeing some real change as growth continues south out of San Francisco and up from the peninsula. We continue to focus on the neighborhoods and providing connections to all parts of the city. One big project coming up will be the relocation of the Caltrain station. With the electrification project, the station will move out from underneath the 101 overpass and connect more cleanly with our downtown core. We are using this transit change to create better connections by creating a new plaza at the foot of Grand Avenue.

We really would like to improve access from the east side of 101 — where there is a daytime population of over 14,000 — to the west side, where the traditional downtown civic and business center and other neighborhoods lie. My department just took a very revealing walking tour from City Hall out to the South San Francisco Ferry Landing. It is a one-and-a-half-mile walk and it's difficult to do now, but we will be working on making these connections better.

We are also starting to see some nicely thought out mixed-use projects coming online, including a new 69-unit mixed-use residential project with ground floor commercial on Airport Boulevard near Grand. Watch us change (for the better)!

Any words of advice to planners starting out?

Volunteer or intern in as many places as possible. Whether construction firms or nonprofit housing developers, either will give you a great view into the way things are built.

Learn about more than just your craft. Many planners know plenty about planning and zoning but they don't know the basics of how things are actually built. Understanding these things will help you in conversations with developers and constructors. And travel to great cities (and even not-so-great cities).

What are your three favorite cities?

- First is Paris because it's so walkable. I once had an 18-hour layover in Paris and walked around for 12 of those hours.
- Second is San Francisco, the smallest big city in the world. You could walk across it in a day, and the neighborhoods are so diverse.
- Third is a tie: Mumbai and New Delhi. Both are large cosmopolitan cities undergoing incredible change. The new metro in Delhi — only 10 years old — is having a major impact on the city.

Interviewer Siân Llewellyn, AICP, lives in San Francisco and recently joined Hatch as Director of Urban Development. ■



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Community helps to shape redesigned transit network

Jay Tyree and Adam Burger

“What are *your* transit priorities?” That is the question the Santa Clara Valley Transportation Authority (VTA) is asking the community as it undertakes a complete redesign of its bus and light rail network for 2017.

VTA's jurisdiction is Santa Clara County, the heart of Silicon Valley, which is fully recovered from the dot-com crash of the early 2000s and in the midst of an economic boom. Roads are heavily congested, housing prices continue to soar, and building is booming as construction cranes and new high-rises punctuate the skyline. Population is increasing rapidly — up 12 percent over the past 15 years — but public transportation ridership in the county is down 23 percent. At a time when VTA should expect more transit riders, ridership is not keeping pace with growth.

Learn About VTA's Next Network

LEARN THE BASICS	READ THE BUS CONCEPTS REPORT	BROWSE THE DOCUMENT LIBRARY
EXPLORE BUS NETWORK CONCEPTS	LEARN ABOUT THE LIGHT RAIL COMPONENT	FREQUENTLY ASKED QUESTIONS

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BOOK A PLANNER FOR YOUR MEETING	ATTEND AN EVENT	ASK A QUESTION OR LEAVE A COMMENT

Join the Conversation - Next Network Blog

Some of the flagging ridership is due to a decline in the amount of service VTA has been able to provide. Service hours are down 13 percent over the past 15 years, largely a result of the increasing cost of doing business in one of the most expensive labor markets in the country. In addition, as the county grows and evolves toward a more urban character, the community's transit expectations are changing as well. The Bay Area Rapid Transit (BART) extension into the county will open in the fall of 2017, with the potential to change the nature

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Community helps to shape redesigned transit network
(continued from previous page)

of the entire transit network as it pours tens of thousands of new riders from Oakland and San Francisco into the area. The county's economic growth, changing travel patterns, and new regional rail connections are increasing the demand for fast and frequent service in major corridors.

In redesigning its transit network, VTA is partnering with transit network design firm Jarrett Walker and Associates. Walker's assessment of VTA's transit service has shown that many of the assumptions built into the current network — for example that transit riders travel mostly on weekdays during commute hours — may be wrong. That's why VTA is starting its planning process at the community level, seeking to understand what customers and potential customers want their transit network to look like.

On the outreach front, VTA is meeting a tech savvy Silicon Valley audience with a language they speak. VTA is going beyond the traditional focus on public meetings, seeking to reach a broader audience through a sleek new project-specific interactive website, live-streamed public discussions, social media interaction, and a network design blog series that has elicited high-quality, detailed feedback. Online surveys that ask the public how they would balance tradeoffs between ridership and coverage, frequency and hours of operations, weekday and weekend service, among others, greet riders when they connect to VTA's onboard Wi-Fi network and have generated thousands of responses. Intensive four-hour workshops have brought elected officials, city staff, and community leaders together to discuss designing a better transit network. These innovative and personal connections are enhanced by maps and graphics that show how a better transit network increases mobility and accessibility. Through this array of outreach options and high-quality information, the project team's goal is to gather at least 10,000 points of input from the community during the planning process, which will help the project team ensure that VTA's Next Network reflects the values of the community it serves.

Learn more at <http://nextnetwork.vta.org>.

Jay Tyree, a transit planning specialist and senior project manager, and Adam Burger, senior transportation planner, are with the Santa Clara Valley Transportation Authority. Tyree and Burger are co-managing the Next Network project, utilizing Tyree's experience with short-term transit service planning and Burger's experience with long-range transportation planning projects. Both are California natives and are passionate about transit's role in a brighter future for the Bay Area. Tyree can be reached at Jay.Tyree@vta.org and Burger can be reached at Adam.Burger@vta.org. ■

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AICP EXAM preparation workshops begin September 24

If you are approved — or have applied to APA to qualify — to sit for the **national November 2016 AICP exam**, you best join our Northern Section AICP Exam workshops. The sessions will be held in Wurster Hall at UC Berkeley on four Saturdays, from 10 AM–4 PM. The fee for the seminars and all study materials is \$100, saving you more than \$500 for CDs and materials.

For more than 30 years, Northern Section has sponsored these workshops at UC Berkeley, Stanford, UC Davis, and San Jose State. Some 650 candidates have attended, and 97 percent have passed the exam.

AICP Director Don Bradley reports that the following APA California–Northern Section members passed the May 2016 national exam: Seema Adina, Jennifer Andersen, Amber Blizinski, Joo Cho, Diane Dohm, Mitaligan Ganguly, Sonja Kos, Emily Lipoma, Ezra Pincus, Christy Sabdo, Jesse Schofield, Laura Tolkoﬀ, Theresa Wallace, and Marc Wiener.

Register now and receive study materials to begin studying for this broad exam. The workshops will be held on Sept 24, Oct. 8, Oct. 29, and Nov. 12.

For more information or to register, contact Don Bradley, Ph.D., AICP Director, APA California–Northern, at (650) 592-0915 or dr.donbradley@comcast.net

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It seems Millennials don't need cars or private space.

"The [multi-unit housing] project is targeting millennials who want to live in dynamic urban areas at a price point that fits within the parameters of their budget. The preference among this demographic is to live in highly walkable areas where the neighborhood and surrounding amenities are readily available. They spend the majority of their time in public spaces and gathering with friends in common areas, thus making the need for large private space less of a priority."

—Josh Delk, vice president at Transwestern Development Co., as told to GlobeSt.com, <http://bit.ly/1qpt7Od>

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Cities and Brexit. "In general, the denser an electoral district, the more likely it was to vote to remain in the EU. All of the electoral districts with densities of 40 or more electors per hectare [99 or more per acre] voted to remain. The pattern for lower density districts was more diffuse, but on average those with the lowest levels of density cast their ballots for leaving." —*Joe Cortright, City Commentary, June 27, 2016, <http://bit.ly/293Jvko>*

Brexit: A planner's view from London

Ellen Greenberg, FAICP

We may all be feeling a bit battered by the speed and shock of the news cycles of the past three weeks. I certainly am. Many headlines ago, I blogged about Brexit from my perspective as a Bay Area planner nearing the end of a two-year stay in London. That morning we hadn't even begun to appreciate the stunning dysfunction of the UK governing and opposition parties that led to the installation of Theresa May as Prime Minister. We also hadn't begun in seriousness the soul searching about the referendum's outcome and its wider (perhaps global?) political implications. The term "wake up call" has been used over and over, and it rings true for me.

The article below was originally posted on 25 June on my blog, London Lens, at www.londonlensblog.wordpress.com. Like all of my blog posts, it reflects my personal perspective.

BRRR...

It's the morning after the morning after. After 21 months of residence in London I can in no way claim to understand the UK or even to have had a rational basis for my shock at the outcome of the EU referendum. But to write about anything else seems trivial, so I will set aside my post-in-process and try to write something coherent, and plannerly, about Brexit.



Evening Standard, June 24, 2016. Photo: Ellen Greenberg

My London colleagues were mostly stunned by the outcome, and upset to varying degrees. For many it was personal, emotional. For some there was outrage and a few seemed close to heartbreak.

(continued on next page)

The memo sent around by company leaders had soothing words about preparation and confidence, and a clear statement that there will be no immediate impact on the many continental Europeans working in UK offices, but uncertainty and disappointment dominated. I was reminded of the weirdest workdays ever in the US — the days between November 8 and December 12, 2000, when most of each day was spent obsessively watching the painful unfolding of the Bush-Gore saga.

Late in the day I talked with two younger colleagues, and one showed me the data on vote breakdown by age. The results are wildly imbalanced, and to them (and me) wildly unfair, with three quarters of British voters aged 24, and 56 percent of people 25-49 voting to remain. This is probably the brightest glimmer of hope in the results. But what have the 50-and-over voters done to the next generations?

The answer will play out over many years — that seems to be widely agreed. And there's abundant commentary in every medium from every angle. So just a few thoughts from my own particular angle — through my London lens — plannerly with a bit of the personal and reference to some of my professional experiences in the short time I've been part of the EU workforce.

What does Brexit mean for planning, and more importantly, for people and places? Just a few thoughts, and more questions:

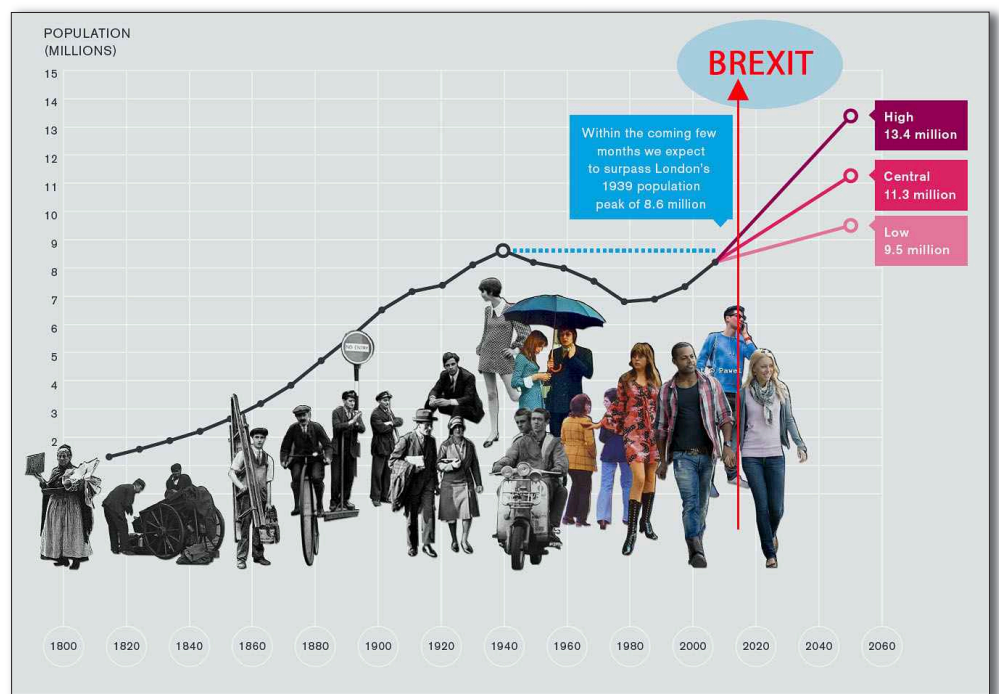
Environment

The very first project I contributed to after arriving in the London office was a highway project in Ireland, which later was expanded into a multimodal transportation strategy for the city of Galway. The project was driven by the EU habitat directive, which had been the basis for the rejection by the European Court of Justice of a previously-designed bypass around the city. EU regulations have spurred and focused environmental protection activities, from the proposed Galway bypass to London's air quality improvement strategies.

What now?

London

Forecasts of continued steep population growth in London and the wider southeast region have been driving policy and investment. Shortly after arriving in London, I had the opportunity to facilitate a workshop following up on then-mayor Boris Johnson's London Infrastructure Plan. The focus on needs for fixes, upgrades, extensions, innovation, new capacity, etc., etc., was predicated on continued dramatic growth (see graphic) and on London's continued role as "the greatest city in the world." I have to think that some serious re-forecasting is underway. What will the revised trend look like? What will be the knock-on effects (UK lingo) on revenues, projects, and opportunities? In the short to medium term at least, it's difficult to imagine anything other than a chilling effect. On the question of "the greatest city in the world," I'm taking a wait and see position.



London's historic and projected population. What will Brexit-era adjustments look like?
Source: Greater London Authority (GLA) Intelligence Unit, London Infrastructure Plan 2050, January 6, 2015, page 8

Alongside questions about infrastructure projects at all scales is the enormous question of what the revised population trend line will do to housing demand. Will this mean a welcome easing of the housing crisis, a very unwelcome crash of the housing market, a chilling of investors' desires to try innovative strategies in funding and design, a backing away from major brownfield regeneration schemes, or some or all of the above?

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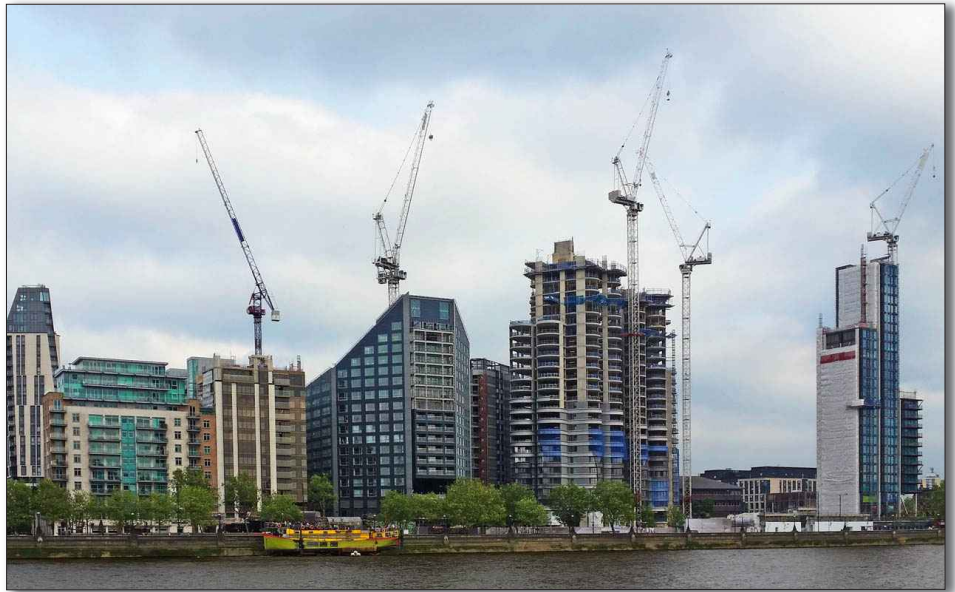
England's cities and towns

Outside of London, particularly in the north, there has been considerable recent energy around new governance models (“metro mayors”), “local enterprise partnerships,” and new brands (“the Northern Powerhouse”). In some of these areas, the fundamentals of the economy are much weaker than in London, so the peril appears greater if there is overall economic contraction. These are generally the places where voters strongly supported BREXIT.

A colleague commented last night that with very few exceptions (he thought perhaps one), the places that voted leave are the places that are net recipients of financial benefit from either the EU or from London — i.e., the redistribution of wealth within England moves money from London, which voted remain, to cities and towns that voted leave. These same places benefit from EU support. It's hard to make sense of a lot of this.

Above all

The morning after the morning after feels sober and sad. Personally, I'm struck by how little the public debate highlighted post-war European stability. My travels on the continent and the almost constant reminders of both World Wars in the UK and on the continent have made



What will Brexit mean for London's overheated commercial and housing markets?

Photo: Cranes over London, Ellen Greenberg

me view the EU as something of a miracle. Now we know it may be a fleeting one that cannot withstand the crises and pressures of the moment. The biggest takeaway seems to be about the fissures between groups and places, the differences between the bubbles and the hinterland, and what appears to be an ever-increasing chasm between people who all ultimately want the same things — stability, identity, opportunity, and prosperity — but who see the world through very different lenses.

Ellen Greenberg, FAICP, is a Principal at Arup. She will be returning to the Bay Area in October. ■

LETTERS

I just read your article on housing for the elderly (“*Let's plan our cities to house – not warehouse – our elderly*”, June 2016, <http://bit.ly/2amLtNm>) and I couldn't agree more.

The one aspect I'd add is to note the segment of the older population dealing with dementia. This is an added issue for someone who needs assistance, like my 89-year old aunt. She's a widow. Never had children. Grew up and lived primarily in Southern California. Moved up here in 2009 to live in a campus setting (Masonic Homes in Union City) because her husband (a Mason) told my Aunt that if anything happened to her, ‘they'd take care of her.’ Plus she's emotionally close to my brother, my two cousins, and me, and came here to be close to family rather than stay near San Diego.

Close except for dementia. No one wants to deal with that, and those who do charge an exorbitant monthly fee. While she has the

funds for this, my brother and I are already looking into other options, as at \$10,000 a month, her money will go quickly, and the cost will drain everything she and her husband worked for.

Then there's her dignity. She is a high functioning person with dementia, and the folks on her restricted floor have much more serious memory loss. She can't talk to them, and her anger comes out at us when we visit. It's been pretty ugly.

So, yes, before that rounded demographic chart on page 7 gets worse, let's see about helping the folks who are here now, and perhaps as we age we can still retain our dignity.

Thanks for an insightful article.

Elizabeth Dunn, AICP

San Pablo ■

Encore: Northern Section Award Winners (now with images)

On June 10, APA California–Northern proudly presented 12 awards in 8 categories to a variety of innovative plans, programs, and people. The awards were presented at the Marriott Marquis in Downtown San Francisco. Making the event possible were Gold level sponsor Arup and Silver level sponsor Page/BMS Design Group. About 90 people attended.



Public Outreach



Award of Excellence

City of Eureka Pedestrian Safety Education and Outreach Campaign (“Heads Up”),

<http://bit.ly/1T7FfeX>

Public agency: City of Eureka

Consultant team: Alta Planning + Design



Partnerships with local CBOs was essential in achieving a high-level of participation.

Award of Merit

City of Salinas 2014–2015 Housing Initiatives

Public Agency: City of Salinas

Consultant Team: Veronica Tam and Associates; MIG

(continued on next page)

Best Practices



Award of Excellence

Redwood City Community Benefits Program,
<http://bit.ly/1T7Fjeo>
Public Agency: City of Redwood City
Consultant Team: Dyett & Bhatia, Urban and
Regional Planners

Hard Won Victories



Award of Excellence

City of Vacaville General Plan, <http://bit.ly/1T7F7vK>
Public Agency: City of Vacaville
Consultant Team: PlaceWorks



Award of Merit

California Department of Food and Agriculture
Statewide Plant Pest Prevention and Management
Program, <http://bit.ly/27fKfaQ>
Consultant Team: Horizon Water and Environment;
Blankinship & Associates

Academic Award

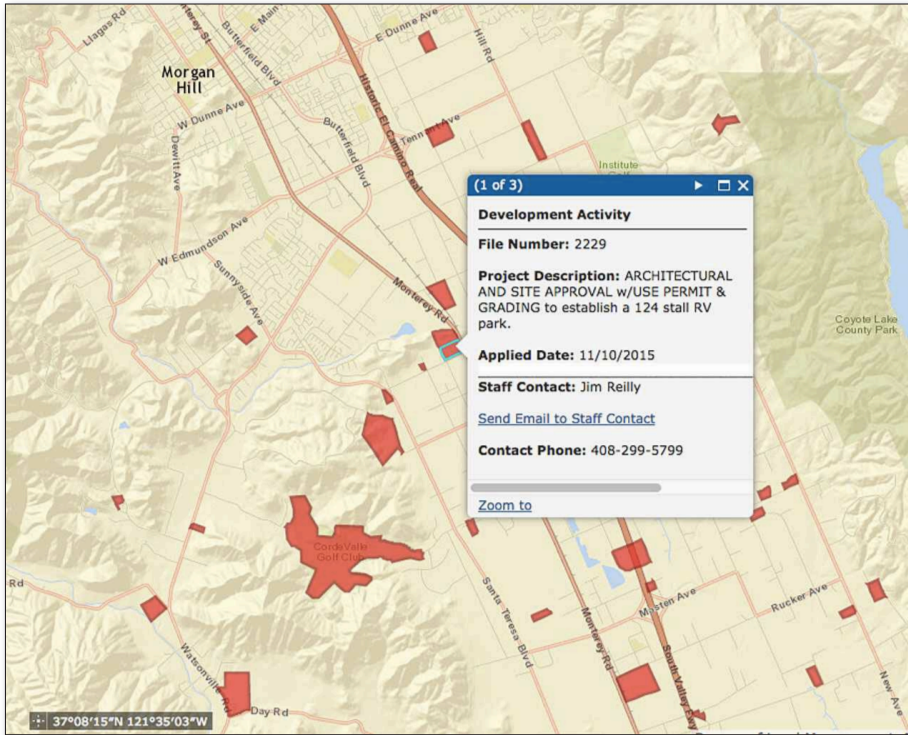


Award of Excellence

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

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Planning Agency Award



Award of Excellence
GIS Team, Santa Clara County
Planning Office
Public Agency: Santa Clara County
Planning Office

Economic Planning and Development



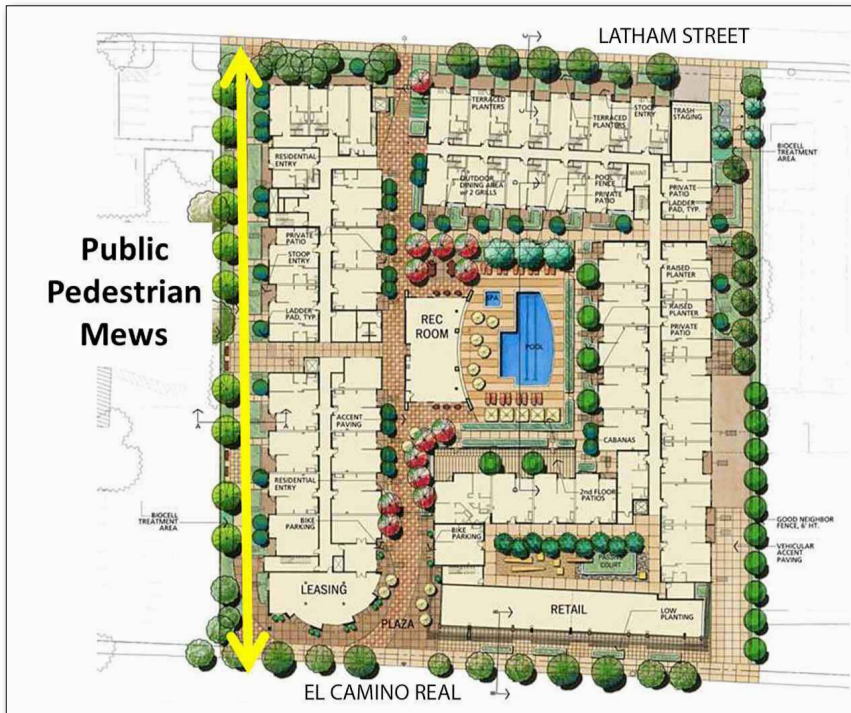
Vision for infill and road realignment, E. 14th Street/Ashland Avenue. Opticos Design, 2015

Award of Excellence

Alameda County Ashland and Cherryland Business District Specific Plan and Code Update, <http://bit.ly/29ZMB9y>
Public agency: Alameda County Community Development Agency Planning Department
Consultant Team: Lisa Wise Consulting

(continued on next page)

Comprehensive Plan, Small Jurisdiction



The Precise Plan proposes public pedestrian access to El Camino Real

Award of Excellence

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

Public Agency: City of Mountain View

Consultant Team: Raimi+Associates; Van Meter Williams Pollack; Strategic Economics



Award of Merit

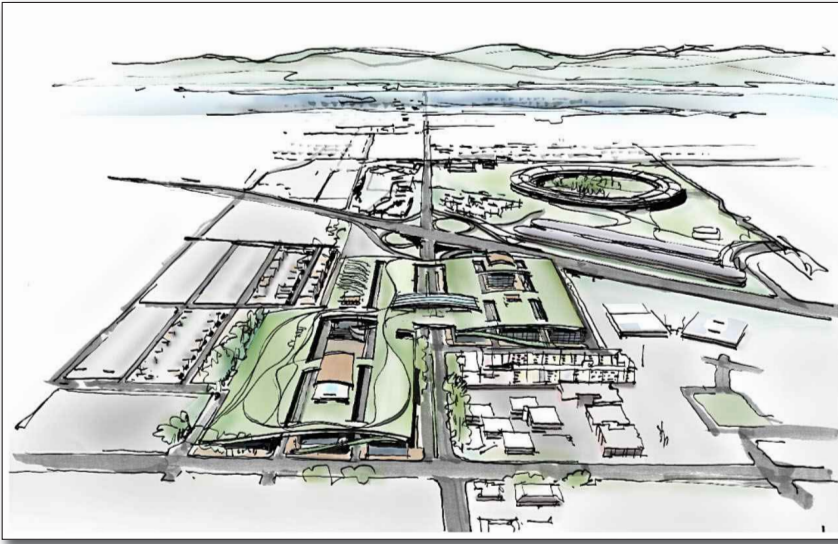
South San Francisco Downtown Station Area Specific Plan, <http://bit.ly/27fKxhQ>

Public Agency: City of South San Francisco

Consultant Team: Page/BMS Design Group

(continued on next page)

Innovation in Green Community Planning



Vallco Town Center concept by Rafael Viñoly Architects

Award of Excellence

Vallco Town Center Specific Plan (The Hills at Vallco), <http://bit.ly/29GIP1U>

Public Agency: City of Cupertino (application on hold pending initiatives)

Consultant Team: Sand Hill Property Company; Kimley-Horn & Associates;

Rafael Viñoly Architects; OLIN Landscape Architects



Effluent release strategy uses recycled water to restore bayfront landscape to a network of sloughs and vernal pools.

Award of Merit

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

Public agency: City of San Jose Dept. of Environmental Services,

San Jose-Santa Clara Regional Wastewater Facilities

Consultant Team: Skidmore, Owings & Merrill; Hargreaves Associates; Carollor Engineers ■

Who's where



Erik Balsley, AICP, is leaving his Northern Section Board position as Section Director Elect as he moves from the Bay Area to become a Senior Institutional Planner at the University of Colorado Denver | Anschutz Medical Center. Since 2007, Balsley has provided onsite planning services to the United States Coast Guard, Oakland, through three different

contractors: Michael Baker, Jr., Markon Solutions, and Gemini industries. He has served on the Northern Section Board since July 2011 as an associate editor of *Northern News*, Communications Director, and Co-Chair of the Conference Host Committee for the 2015 APA California Conference. Balsley received his master in city planning and bachelor of science in planning from MIT, and spent a year as a researcher at the University of Tokyo.



Marybeth Harasz, AICP, has been appointed Deputy Director of Parks, Recreation, and Neighborhood Services for the City of San Jose, where she oversees a \$300 million five-year capital improvement program. Harasz has been with the department in increasingly responsible positions since 2002 as landscape architect, division manager, and interim deputy director. Parks, Recreation,

and Neighborhood Services will be kicking off an update to "Greenprint," the department's Strategic Planning Document, this Fall. Harasz holds a bachelor of landscape architecture from the University of Florida.



Haleigh King recently joined the City of Cupertino as assistant planner. She previously worked in both Atherton and Millbrae for the planning firm Neal Martin and Associates. Prior to moving to the Bay Area, King worked in Arroyo Grande. She holds a master of city and regional planning from Cal Poly San Luis Obispo and a bachelor of science in environmental

policy and planning from UC Davis. When not working, King enjoys taking weekend road trips, cooking with vegetables from her garden, and biking.



Siân Llewellyn, AICP, recently joined Hatch as Director of Urban Development. She is one of three founding partners in Hatch's Bay Area practice. The new team offers urban solutions for private and public clients focusing on economics and decision support for urban development, infrastructure, and public policy issues. Llewellyn returned to the Bay Area four

years ago after managing EDAA's London office and most recently was a vice president at AECOM. She holds a master of city and regional planning from the Georgia Institute of Technology and a bachelor of science in finance from the University of Florida. Llewellyn has been *Northern News'* "Meet a local planner" columnist for the past two years.



Justin Meek, AICP, is the new principal planner for the City of Watsonville. He previously was senior planner for the City of Marina, City of Pacific Grove, and M-Group; environmental planner for RBF Consulting; and adjunct faculty at San José State University. Meek volunteers on the SJSU Urban and Regional Planning Department's alumni committee and

serves on the APA California – Northern Section Board as University Liaison and as Monterey Bay RAC Co-chair. He holds bachelor degrees in earth sciences and environmental studies from UC Santa Cruz, and a master of urban planning from SJSU. When not working, he enjoys chasing after his three young children.



Andrew Mogensen, AICP, is the new Planning Manager for the City of San Leandro. He has been the City of Concord's Principal Planner for over two years, supervising a number of planning division staff and taking the lead on the city's most complex planning projects. Most recently he was the project manager for the city's Bicycle, Pedestrian and Safe Routes to Transit

Master Plan. Mogensen is Northern Section's East Bay Regional Activity (RAC) Co-chair. He holds a master of arts in geography (planning program) from Western Illinois University and a bachelor of arts in geography from Valparaiso University.

(continued on next page)

This is what you do. "Unless you are in the business, it can often be hard to see the fingerprints of a planner's work. But when you visit a beautiful and desirable community, you can be sure it started with high quality planning."

—Development Services Director Jay Schlosser, City of Tehachapi, <http://bit.ly/2a3UVCa>



Liz Probst, AICP, has joined the Northern Section Board as Mentorship Director. She had served in a similar role for the Arizona Chapter, where she also led a national survey, "Career Advice for Emerging Planners" (available on APA's Career Development page or at <http://bit.ly/29APpa4>). Probst is with the East Bay Asian Local Development Corporation, where she

helps in acquiring, financing, and developing affordable housing and mixed-use projects. Before that she was a planning and urban design consultant with Kendig Keast Collaborative. Probst holds master's degrees in landscape architecture and in community and regional planning from Iowa State University, a bachelor of landscape architecture from Iowa State, and a BA from George Washington University.



Ali Skapyak is the new SJSU Representative on the Northern Section Board. She is pursuing her master of urban planning degree at San Jose State University and expects to graduate in Spring 2017 with a specialization in community design and development. Prior to graduate school, Ali worked in New York City with large-scale development firms,

as well as Friends of the High Line, where her passion for urban planning grew. Last semester, Ali was the Speaker Series Coordinator for the Urban Planning Coalition and managed the program's Résumé and Planning Skills workshops.



Jeffrey Tsumura recently joined the City of Cupertino as an assistant planner. He previously worked for the City of Rocklin as a planning technician and then as an assistant planner, and before that, he interned with the City of Auburn and Southern California Edison. Tsumura holds a bachelor of science in urban and regional planning from Cal Poly Pomona. His interests

include health and fitness, cycling, boxing, and traveling.



Eric Tuvel, AICP, who has had significant experience working on websites for other nonprofits, has joined the APA California – Northern Section Board as the Webmaster. Tuvel has worked with a variety of organizations on both the east and west coasts, including most recently at SFMTA where he worked in the Project Delivery group and the Livable Streets division. Before SFMTA, Tuvel

managed the education and safety programs and served as graphic designer at the San Francisco Bicycle Coalition. He holds master's degrees in city and regional planning and in public policy, and a bachelor of arts in graphic design, all from Rutgers University.



Hannah Young, AICP, is a principal planner at Urban Planning Partners, Oakland. She previously was project manager/senior environmental planner at URS/AECOM for nearly six years, and before that was a planner at LSA Associates, Inc. Young holds a master of regional planning from the University of North Carolina at Chapel Hill and a bachelor of science

in biology from Georgetown University. She served on the APA California – Northern Section Board from 2007–2011 as advertising director. ■

We spotted an award winner early on. In our November 2015 issue, page 24, <http://bit.ly/2a7hxSt>, *Northern News* devoted a page with photos to "The Great Wall of Western Australia": a rammed-earth wall, 750 feet long, encloses 12 earth-covered residences for musterers' quarters on a remote cattle station. The development was just named a TERRA Laureate at UNESCO World Heritage Foundation's Terra 2016: XIth World Congress on Earthen Architectures, July 11-14. The "Great Wall" received First prize, Collective Housing category; see <http://bit.ly/2a9zdzs>. Separately, the "Great Wall" also was named Archdaily Building of the Year 2016 – Housing Category.

Table 3 presents the educational attainment of the country's post-college age Millennials (age 25–34) and Xers (35–54) by racial and ethnic categorization. The long term economic and real estate impacts of these dramatic changes in America's ethnic and racial mix will depend upon whether we are able to provide the younger generations with the type of education that gives them the skills needed to be employed and enhance the productivity of an economy that is undergoing its greatest technological change since the Industrial Revolution.

While looking at the proportion of college graduates within a demographic segment is certainly not the only measure of progress in employment and productivity, this data suggests that we have not been making sufficient progress in providing our Hispanic and black populations with the skills required to enter the middle class. Unless we begin to do so within the next decade, it may be too late to save the middle class that our democracy depends upon. Statistically there is no question that college grads earn more income over their lifetimes, and not everyone needs to go to college to earn a livable wage. But successful workers will have to have the cognitive and perceptual skills needed by technologically innovative industries and services. We are living in a time when many of our manufacturing and logistics support companies cannot find enough workers with the training needed to operate the industries' new digital tools.

Many workers without the needed training who once held well-paying jobs, particularly those over 40, have given up on obtaining employment that will provide a living wage, while younger unskilled workers are limited to low-paying service jobs for the foreseeable future. To provide these two groups with the appropriate training, we need to adopt apprenticeship programs such as those Germany and other European countries have had for many years. Importantly, rather than focusing high school education exclusively on preparation for college, we should be offering technical training beginning when students are freshmen in high school. In 2014, approximately one-third of black and Hispanic students did not receive a high school diploma. If they had gained the requisite skills-training during their high school years, a higher rate would have graduated, and those who did not would still have possibilities for employment at more than the minimum wage.

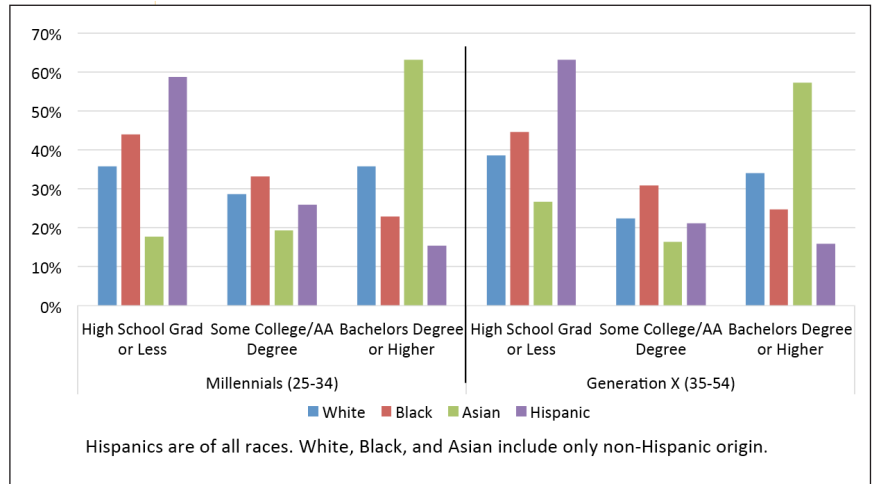


Table 3. Millennial and Gen X educational achievement in 2014 by percent of population group. Sources: U.S. Census Bureau, Current Population Survey, 2014 Annual Social and Economic Supplement, Gruen Gruen + Associates.

THE SHIFT from the majority of national and regional households residing in owner-occupied units to an even split between owner and rental housing will be America's new housing pattern. Between 2010 and 2020, it is estimated that half of all U.S. households will be renters. This is because foreign born and Hispanics will account for two-thirds of the growth in renter households, with Hispanic households accounting for the largest share.¹

The rationale behind the switch in preference from ownership to rental differs with the age and incomes of the households deciding whether to rent or buy, but is often linked to an increased preference for mobility. Younger households with \$100,000+ incomes often prefer to rent because it provides them job mobility. The over-60 often elect to rent to avoid maintenance tasks; and as they age, some older households will move to more accessible space, e.g., no stairs. However, because so many of the Millennials are employed in low paying service jobs, the sharpest drop in home ownership rates has been from those 19–35 years of age. Many of these households move to foreclosed single-family detached exurban houses that can accommodate multiple generations. This trend is not limited to high cost areas like the Bay Area, but also occurs in overbuilt, lower-priced markets like Phoenix and Las Vegas. In many instances, grandparents are able to babysit while both parents have one or more jobs.¹

Due to their high salaries, the impact of the Asian housing market — both condo and rental — should not be underestimated, particularly for those Asian Millennials working in STEM. All new high- and mid-rise multifamily

(continued on next page)

units built in San Francisco now attract approximately 50 percent Asian occupants. While the majority is Chinese, this 50 percent has a wide variety of country origins, including Pakistan, India, Vietnam, and South Korea. Many Asian households appear to have a strong motivation to own rather than rent, and often have a strong preference for the new rather than older housing stock.¹

While demography and housing demand preferences play important and interacting roles in the vigor and scale of the regional economy, the skills of the local labor base are critical. Some may disparage the “techies,” but the Bay Area’s innovation economy is one of the world’s strongest because a large number of very uniquely talented, technically advanced workers rub innovational ideas with each other in local agglomerations. As Enrico Moretti has pointed out in his book, *The New Geography of Jobs*, highly paid tech workers provide the consumer demand that fuels the jobs of less-skilled service workers.

The high price of housing places a burden on the less-well-paid and unemployed and contributes to income inequality. Over time, high housing prices also threaten the health of the regional economies, as they are less able to attract and hold tech workers. As that happens, we are likely to see today’s innovating high-tech economy go the way of finance, shipping, and other industries that once were the mainstay of the local economies.

As shown by the ongoing presidential campaign, narrowing the income gap and reopening the path to the

growth of the middle class are shared American goals. This review of current and likely future demographic and housing market conditions in high cost areas, including the San Francisco Bay Area, suggests the urgency of policy changes to achieve those goals. The question is, will we have the political will to successfully adopt the needed policies?

¹ Data in this report is derived from the Joint Center for Housing Studies of Harvard University report, “America’s Rental Housing: Expanding Options for Diverse and Growing Demand” (2015)



Nina J. Gruen has been the Principal Sociologist in charge of market research and analysis at Gruen Gruen + Associates (GG+A) since co-founding the firm in 1970. Ms. Gruen applies the analytical techniques of the social sciences to estimating the demand for real estate and to understanding the culture of the groups who

determine the success of development, planning, and public policy decisions. She has led market and community attitude evaluations and programming studies that resulted in the development and redevelopment of many retail, office, industrial, visitor, residential, and mixed-use projects. You can reach her at ngruen@ggassoc.com. ■

California Parks GIS data released

GreenInfo Network has just released its semi-annual update to the California Protected Areas Database (CPAD), version 2016a. CPAD is California’s authoritative parks and open space database, covering 14,000 parks and other protected areas held by 1,000 agencies and nonprofits. CPAD is ideal for regional or county-wide multi-jurisdictional parks analysis, and is also useful for individual jurisdictions. Download data, or access web services, through www.CALands.org.

GreenInfo hosts monthly introductory webinars on CPAD. You can sign up at www.CALands.org/news.

If you are interested in a custom webinar for your agency or organization, with a particular focus for planners, please contact CPAD Project Manager Maianna Voge, maianna@greeninfo.org.

The State of California Natural Resources Agency supports CPAD through the Department of Water Resources.

A companion database on conservation easements — the California Conservation Easement Database (CCED) — is also available through www.CALands.org. It will be updated significantly in November. ■

Caltrain to get wired

Next City, July 12, 2016

Sandy Smith, <http://bit.ly/29Xvu5o> • “The Peninsula Corridor Joint Powers Board, which operates the Caltrain commuter line between San Francisco and San Jose, has signed off on contracts totaling \$1.25 billion to electrify the route. The electrification project will allow faster and more frequent service to handle the line’s growing ridership, according to a *Railway Track & Structures* report on the contract, <http://bit.ly/29XvceQ>.

“The article notes that at present, peak-hour trains are operating at up to 125 percent of capacity as riders turn to public transit as an alternative to the peninsula’s congested freeways. The electrification will also benefit the environment by removing the equivalent of 176,000 metric tons of carbon dioxide from the air by 2040 via both elimination of diesel exhaust and removal of cars from the highways.”

Petaluma: Ranch preserved for agriculture

Argus Courier, July 10, 2016

Matt Brown, <http://bit.ly/2a7krFN> • “A 491-acre Chileno Valley ranch will forever be agricultural land after a \$2.23 million easement ensured that a large swath of Petaluma’s southern gateway will remain free from development.

“The Marin Agricultural Land Trust (MALT) announced last week that it had purchased the easement on the Wilson Hill Road ranch, nestled among the amber hills between Petaluma and Nicasio just south of the Sonoma-Marín county line. The ranch joins 16 other properties that MALT has protected in a corridor flanking western Petaluma, a traditional agricultural belt.

MALT, a nonprofit formed in 1980 as the nation’s first land trust dedicated solely to preserving ag land, operates exclusively in Marin County, though it has an outsize influence on Petaluma. Many of the protected properties have Petaluma addresses, and the property owners identify with Petaluma as their closest commercial hub.

“Petaluma natives Walt and Arleen Jacobsen, who have owned the ranch since 1950, are in their 90s and wanted to ensure that their land would not be subdivided and converted to estate homes, according to a press release.

“Strategic protection of large blocks of farmland and wildlife habitat is the surest way to counter the threats of loss and fragmentation,’ Jamison Watts, MALT’s executive director, said in a statement. ‘By protecting the Jacobsen’s beautiful ranch, we’re allowing both farming and wildlife to continue to thrive in our region.’”

Monterey Bay: New trust helps fund affordable housing

CAeconomy, July 12, 2016

Nadine Ono, <http://bit.ly/29PIA54> • “Funding affordable housing projects will now be easier in three California counties. The Monterey Bay Economic Partnership (MBEP) and Housing Trust Silicon Valley announced the establishment of the Monterey Bay Housing Trust, a \$10 million loan fund for the development of both affordable rental and ownership housing projects in Monterey, San Benito, and Santa Cruz counties.

“Like much of the state, the Monterey Bay region is an expensive place to live and housing costs are increasing. In recent years, the area has seen an increase of people who work in Silicon Valley, but who live in Santa Cruz and San Benito counties because they are more affordable compared to Santa Clara County.

“Last year, the median, market-rate two-bedroom rental in Santa Cruz County was \$3,132 a month (\$2,252 in San

Benito County and \$2,289 in Monterey County), which is not affordable to a wide array of residents from moderate-income earners to very-low income earners, many of whom work in agriculture and tourism, two of the region’s biggest industries.

“MBEP has committed to raise \$2 million in donations, which will be matched with funds from Housing Trust Silicon Valley lending capital in a four-to-one ratio. As the affordable housing developers repay the loans through construction financing, the Monterey Bay Housing Trust will re-invest the funds in other new projects within the three counties of the Monterey Bay region. The reinvestment will leverage the \$10 million fund many times.”

(Norcal continues on next page)

San Francisco: More tech workers drive solo after city cuts shuttle stops

San Francisco Chronicle, July 9, 2016

Wendy Lee, <http://bit.ly/29QBoIm> • “Bowing to residents’ outcries, San Francisco recently cut the number of places that buses can stop in the Mission District and other popular neighborhoods. The result: More employees appear to be driving.

“Last month, Facebook [said] it is seeing an increase in the number of employees commuting alone — a group that represents about 54 percent of Facebook commuters, according to Menlo Park’s data — considerably below the 75 percent figure for the city as a whole. About one-third of Facebook’s employees live in San Francisco.

“Some tech workers say that instead of the shuttle, they are finding other ways to get to work. One said he chose where he lived based on the original shuttle stop and now

is considering moving. Another talked about her half-mile walk from around the Duboce Triangle and said, “If it were farther, I would probably end up driving.”

“Traffic in and out of Facebook’s offices in Menlo Park has increased, according to data from the city. For example, on May 9, trips entering Facebook’s complex at One Hacker Way increased by about 16 percent to 12,400 compared with May 8 of last year. (Those numbers include cars, shuttles, and other vehicles.)

“‘We need these shuttles to work,’ Cupertino City Councilman Rod Sinks said. ‘It’s in everyone’s interest that they do. The roads would be one hell of a mess if they didn’t have all the private buses.’”

Hayward: ‘Holy Grail’ for earthquake scientists accidentally destroyed

Los Angeles Times, July 5, 2016

Rong-Gong Lin II, <http://lat.ms/29AJ0yg> • “For nearly half a century, thousands trekked to Rose and Prospect streets to behold a slice of sidewalk that, by conventional standards, had no curb appeal.

“Since at least the 1970s, scientists have painstakingly photographed the curb as the Hayward fault pushed it farther and farther out of alignment. It was a sharp reminder that someday, a magnitude 7 earthquake would strike directly beneath one of the most heavily populated areas in Northern California.

“Then, one early June day, a city crew decided to fix the faulty curb — pun intended. By doing what cities are supposed to do — fix streets — the city’s action stunned scientists, who said a wonderful curbside laboratory for studying earthquakes was destroyed.

“Kelly McAdoo, assistant city manager commented that the city might have acted differently had it known about the curb’s geological significance. She said the curb was replaced to install a wheelchair-accessible ramp at that intersection.

“U.S. Geological Survey research geologist David Schwartz said he would’ve liked it if Hayward had kept the offset curb there, ‘as a visual reminder to people about the Hayward fault.’

“But he said no matter how pristine the famous curb looked after the city fixed it, the Hayward fault will make sure it doesn’t stay that way.

“‘The fault,’ Schwartz said, ‘will have its revenge.’” ■

Answer to Where in the world (Page 4)

Toronto, Ontario, Canada. The financial District at sunset, seen from the northeast. Photo: Jason Su

Housing: Should cities charge flat fees, or adjust them by districts? “Impact fees and infrastructure charges must be based on localized costs, not averaged across the community. Otherwise, we undercharge costly sprawling but overcharge more efficient compact development, often penalizing renters.”

—Arthur C. Nelson, FAICP, in *Planning magazine*, June 2016, page 48, <http://bit.ly/2a2ngLV>

Los Banos: Winter rains bring back birds

NBC Bay Area, July 14, 2016

Joe Rosato Jr., <http://bit.ly/2a27HkN> • “Last summer, the Grassland Ecological Area — a sprawling wetland tucked into agricultural fields near Los Banos in the Central Valley — was bone dry. For the hundreds of thousands of traveling birds that stop over in the wetlands each year, it was as if someone had boarded up the last roadside Denny’s.

“The numbers of Mallard ducks began to plummet by 40 percent, much to the chagrin of the area’s numerous duck hunting clubs. Most of the other 270 avian species frequenting the area followed.

“But after several years of drought, last winter’s rains brought these wetlands back to the living — and with them — lots of birds.

“Though the wetlands are again teeming with life, researchers say the ongoing drought has delivered a wallop to bird populations, which have yet to recover. Over the past three years, the area, which hosts about 20 percent of the nation’s birds, has seen virtually no successful breeding occur.

“The Grassland Water District distributes water to around 200,000 acres of wetlands in the Central Valley. The acreage represents just about 5 percent of the vast wetlands that once dotted the valley.”

San Diego: Trolley line extension closer to reality

Los Angeles Times, July 14, 2016

Joshua Stewart, <http://lat.ms/2a3W2lu> • “The California Coastal Commission has approved a permit for the planned Mid-Coast Trolley, following action in Washington that passed from the Federal Transit Administration to the Office of Management and Budget. From there it will go to Congress for consideration.

“Coastal Commissioners voted unanimously to give the San Diego Association of Governments approval to build the new line through 3.5 miles of designated coastal zone. The 11-mile project to extend the existing Blue Line includes nine new stations and will link the county’s two largest job regions.

“Constructed within San Diego city limits, the line hugs Interstate 5. It runs from Santa Fe Depot downtown on existing tracks to the Old Town Transit Center just south of Interstate 8. From there it will head north on new tracks to University City. Once at University City, the tracks change from running at-grade to elevated rail.

“The project is expected to relieve traffic congestion, shorten travel times, improve reliability, and reduce transfers for people traveling to University City.

“SANDAG expects construction to begin this year and the new line will be open for service in 2021. The projected cost is \$2 billion. The regional planning organization expects the population on the trolley’s corridor to increase by 19 percent by 2030 and employment to rise 12 percent.”

Bakersfield: HSR is more than a statewide transportation project

Next City, June 22, 2016

Gunnar Hand, AICP, <http://bit.ly/28U7Iqx> • “Municipalities across the state have been using high-speed rail to plan their local economic development, transportation, and land use strategies. An unprecedented mode in America, high-speed rail opens a conversation about equality, multi-modal connectivity, and urban design. HSR offers an incredible opportunity to define what rail transit-oriented development should be in America.

“Seven station area plans are currently being developed across California: Burbank, Palmdale, Bakersfield, Tulare/Kings County, Fresno, Merced, and Gilroy. Each is exploring how California HSR will inform their respective futures. As the middle link in that HSR chain, Bakersfield is looking to transform its downtown, and in the process to set an example for a future HSR America.

“The Bakersfield project has just begun its public outreach. Over the summer, based on the information developed in the existing conditions report and from public input, several urban design alternative scenarios will be developed to define a new downtown Bakersfield. Add a nucleus like an HSR station, effectively dropping the equivalent of a small airport on the footprint of a full city block in downtown Bakersfield, and you can create a vision as big as you dare to dream.”

Gunnar Hand, AICP, leads the Los Angeles City Design Practice at Skidmore, Owings & Merrill, hired by the city of Bakersfield to develop its High-Speed Rail Station Area Plan.

(California continues on next page)

Carlsbad: City considers consequences of sea level rise

San Diego U-T, July 3, 2016

Phil Diehl, <http://bit.ly/2a9CtIx> • “Carlsbad city planners released a draft Sea Level Rise Vulnerability Assessment (<http://bit.ly/2a9BHez>) that looks at hazards through 2050 and 2100. For both, they discuss strategies to prevent flooding, erosion, and property damage.

“The report projects an average rise of up to 1.6 feet by 2050 and 6.6 feet by 2100. The majority of damage will occur to the city’s natural shoreline, as most man-made structures are not in affected areas. The sand has already been washing away, and will worsen in the next decades. This is detrimental to tourism, a main economic driver in the area.

“Other cities in the region such as Del Mar and National City have seen much worse results in their Sea Level Rise Assessments; both will experience significant flooding and erosion.”

Hat tip to Noemi Wyss and CP&DR News Briefs for this excerpt. Read more news briefs at <http://bit.ly/2a9DhwO>.

Anaheim: Disney Co. will get \$267 million in tax rebates from city to build new luxury hotel

Bloomberg, July 13, 2016

Christopher Palmeri, <http://bloom.bg/2a75bMR> • “The City Council has approved a deal to return 70 percent of the lodging tax generated by a new hotel to Disney as an incentive for the company to go forward with the project. The property will have an assessed value of \$411 million and will cost guests about \$450 a night, according to a summary of the proposal on the city’s website.

“Anaheim collects a tax equal to 15 percent of room revenues from operators in the city. The site, currently a parking lot, generates \$40,000 a year in property taxes. Under the life of the hotel deal, Anaheim would collect \$11.8 million in property taxes and \$7.2 million in sales taxes from the project, according to the summary of the plan. The hotel would employ roughly 1,150 people.

“The hotel is expected to generate \$750 million in new revenue to the city over 40 years.

“Disney has negotiated tax-saving deals with the city in the past, including an agreement last year that put a 30-year moratorium on ticket taxes in exchange for \$1 billion in new theme park investments.

“Disney operates three hotels in Anaheim currently. The new hotel, the first in the region for Disney in 20 years, is part of the company’s plans to invest more than \$2 billion in Anaheim over the next decade.”

Central Valley: 3x more freshwater underground than previously thought

KQED Science, June 27, 2016

Bobby Magill, *Climate Central*, <http://bit.ly/293ruQ9>

“California’s Central Valley has three times more freshwater in underground aquifers than previously thought, according to a new study, <http://bit.ly/293rShJ>, by Stanford University. But tapping that water, thousands of feet below ground, could cause the valley floor to sink, threatening roads, homes, and other infrastructure.

“Said study co-author Rob Jackson, an earth system science professor at Stanford, ‘California’s already using an increasing amount of groundwater from deeper than 1,000 feet.’ So much groundwater is being used that the water table has fallen by 50 feet in some places in the Central Valley, and the valley floor is sinking. Land subsidence, which has been occurring in the valley for decades because of groundwater pumping, has accelerated to two inches per month in some places, according to NASA, see <http://go.nasa.gov/293sC6A>.

“Farming in California consumes between 25 million and 33 million acre-feet of water annually, or between 31 and 40 cubic kilometers of water, according to a 2015 Congressional Research Service report,

<http://bit.ly/293sXGi>. A cubic kilometer of water is roughly equivalent to 1.3 times Los Angeles’ annual water use.

“Some of the water Jackson’s team found is brackish, but could be affordably desalinated, the study says. ‘Texas and Florida, and countries including China and Australia, are already desalinating brackish water to meet growing water demands,’ the study says.

“‘It’s a huge pool of water,’ Jackson said. ‘Remember, too, that private landholders often have few restrictions on what they can pump.’” ■

U.S. roundup

Excerpts from around the country, linked to the original articles

Denver: Gentrification in America's favorite city

The Guardian, July 14, 2016

Caroline Tracey, <http://bit.ly/2a4ZRcR> • “For the first time in its history, Denver is so desirable that its vast neighborhoods of bungalows are proving finite.

“Residents of northeast Denver are receiving stacks of postcards on their porches with offers to buy their homes. Yard signs that read ‘My community is not for sale’ dot the neighborhoods.

“Once described as having ‘endless neighborhoods of sweet old brick houses with peaked roofs and lawns shaded by huge maples,’ Denver also had some beautiful, historic stone buildings downtown and plentiful surface parking.

“That Denver is gone. The city is rebuilding a shinier, clogged Denver that is so crowded, so desirable, that the ‘endless’ bungalows are proving finite. The city government, cashing in on the boom, is leading the process.

“Individuals are one gentrifying force, as in northwest Denver where individual decisions snowballed into mass

displacement. But the northeast neighborhoods, built in the late 1800s as company towns for smelters and slaughterhouses, demonstrate the opposite.

“The city is focusing a string of urban renewal projects there under the North Denver Cornerstone Collaborative (NDCC), <http://bit.ly/2a50MtM>. NDCC is officially composed of six plans. Partially thanks to investment from the city, boutique restaurants and open plan tech workspaces already populate once industrial Brighton Boulevard.

“The current residents are neither part of the city’s nor the developers’ visions. The multitude of simultaneous plans, and the involvement of the private sector through public/private partnerships, obscures channels of effective appeal.”

Seattle: City will replace neighborhood councils

The C is for Crank, Opinion, July 13, 2016

Erica Barnett, <http://bit.ly/29ZWT6x> • “Mayor Ed Murray has delivered an unpleasant surprise to neighborhood activists, announcing that the city would sever its formal and financial ties with the 13 Neighborhood District Councils, which have advised the city on neighborhood planning since the 1990s. The city will create a Community Involvement Commission to come up with new outreach strategies to include more people of color and other ‘historically underrepresented’ communities in the planning process. Currently, eight city staffers serve as neighborhood coordinators for the district councils, at a cost of more than \$1.2 million a year.

“‘Our city has changed dramatically since the district councils were created three decades ago,’ Murray noted. ‘Three decades ago, we communicated by picking up the

phone or writing a letter. Today, we communicate dozens of different ways. Three decades ago, communities now part of the fabric of Seattle did not live here — for example, our large East African community.’ Those communities, Murray suggested, might not always find it easy to attend a meeting at 5:30 in the evening, if they even know it’s happening. Current outreach to neighborhood residents often consists of physical mail, or flyers left on front porches, which can exclude renters entirely.

“As Department of Neighborhoods director Kathy Nyland told the city council in a memo in May, ‘We have heard from residents active in the system that *District Councils work for us*. However, they don’t work for everyone.’”

(U.S. continues on next page)

“One step off the grid in AU. Less than six months after Australia received its first shipment of Tesla Powerwalls, plans for what could be the world’s first ‘Tesla town’ — a mini-suburb on the outskirts of the Melbourne CBD whose new-build homes will include rooftop solar and Tesla battery storage as standard design features — are being unveiled as the green development’s first 60 homes go on sale. Official contract signing for the houses is expected to begin in August, with move-in expected by late 2017.” —*Sophie Vorrath*, <http://bit.ly/2afOXhA>

Jersey City: Where trees tweet

Hyperallergic, May 5, 2016

Ben Valentine, <http://bit.ly/29L7AtS>

“#TreeSpeech, a new project by artist Anne Percoco, <http://annepercoco.com>, is a social media performance piece intended to give voice to some of the trees of Jersey City. Together with Sustainable Jersey City, a collaborative network of community groups and individuals working on environmental projects, Percoco is mapping the city’s trees and recruiting residents to tweet on behalf of the trees, in the first person.

“‘#TreeSpeech is a kind of whimsical experiment in empathy,’ said Percoco by email. ‘If we can converse with trees, how will our actions towards them and thoughts about them change?’

“With a final goal of having 50 tweeting trees by mid September, Percoco’s eight operational accounts already include [@ReginaldtheTree](#) — which shares remixed sounds from its street corner — as well as [@MoribundtheTree](#) and [@Arlene_the_Tree](#), which are spreading the word about the importance of trees for the city and the environment. Tweets range from soothing soundscapes, facts shared to raise environmental awareness, and quotidian observations.

“The project is in part a response to the Jersey City Environmental Commission’s Tree Canopy Study, July 2015, which recommended that Jersey City add 30,000 trees to its urban space. Thus far, the municipal government has only committed to planting 5,000 trees over the next five years. Percoco hopes the campaign will garner the attention of local residents who will then advocate for the planting of more trees.”

Austin, TX: Displacement, but “a great place for homeowners”

Architect’s Newspaper, June 27, 2016

Jason Sayer, <http://bit.ly/296o9jq> • “Amid rising rents, the Austin City Council set in motion a series of policies to increase affordable housing stock in poorer neighborhoods where new developments are being planned.

“The council voted to create a new fee on commercial developments to fund affordable housing; reexamine a developer incentive program; and lay the groundwork for requiring more affordable units in new developments.

“The moves come after high-end housing replaced units in poorer and middle-income neighborhoods, most notably East Austin. These neighborhoods are a flashpoint in the city’s housing debate, as soaring rents have displaced long-standing African-American and Latino communities there.

A recent University of Texas study, <http://atxne.ws/29ZT3dN>, found that 56 percent of African-American homeowners who left Austin for the suburbs said housing costs had forced them out of the city.” **See page 31**, “Five surprising cities where gentrification is displacing poor people.”

At the same time, Austin ranks second in the country as the housing market with the most stable growth. **Amanda Dixon** reports in *SmartAsset*, June 28, 2016, <http://bit.ly/296oO4g>.

“We pulled the home price index for single-family homes in the 358 largest urban markets for homebuyers who purchased homes between the first quarter of 1991 and the first quarter of 2016. While Austin-Round Rock home prices took a bit of a dive following the housing crisis, they’ve managed to recover and continue to rise: since 1991, they have increased 271 percent. And since Austin ranked as one of the best cities for new college grads (<http://bit.ly/296oQsS>), it looks like the area is a great place for homeowners *and* recent graduates.”

(U.S. continues on next page)

Empowering women in local public life. “As the principal structural inequality across the globe, gender must be a lens through which all urban and territorial policy-making is considered. Local governments have a pivotal role to play in tearing down barriers to equity and working actively so that women can harness their full potential and enhance development in cities, territories, and regional and global spheres. ... The direct involvement of women in city design and management has contributed greatly to the development of resilient communities.” —*Emilia Sáiz, deputy secretary general of United Cities and Local Government (Barcelona) in Next City*, <http://bit.ly/28MKjWD>

Seattle: New app is mapping the Accessible City

Next City, June 20, 2016

Josh Cohen, <http://bit.ly/28MKNvL> • “For Steve Lewis, board president of the Alliance of People with disAbilities, navigating downtown Seattle is an awful experience. He uses a wheelchair, and Seattle’s steep hills can be a significant barrier to access.

“Last week, Lewis had to go from a meeting at 3rd Avenue and Columbia Street over to City Hall, just a block south and one block east. Rather than head straight there, Lewis went away from City Hall for a block, entered a building with an elevator that took him from 3rd Avenue to 4th, then headed down 4th to his next meeting.

“Lewis has learned tricks like that from years of traversing downtown Seattle. But for someone less familiar with the area, the challenges [may be] insurmountable.

“It’s the sort of problem AccessMap Seattle hopes to address with its website and mobile apps. AccessMap shows street steepness (green for negligible slope, yellow for moderate, red for steep), curb ramp locations, elevators, bus stops, and construction sites. Beta testers including Lewis are using a more robust version of the app that includes end-to-end route finding and has an option for users to input problem areas such as broken sidewalks or missing curb ramps.

“One of their biggest challenges right now is good data. Sidewalk data is fairly limited. Someone with limited mobility may need to know if there are significant cracks in the sidewalk or if it’s uneven from tree roots or if the sidewalk slopes at a significant cross-angle that would tilt a wheelchair.”

New York: Calatrava on new World Trade Center Transportation Hub

CityLab, March 4, 2016

Mark Byrnes, <http://bit.ly/29Ex1wS> • “Compared to the new skyscrapers around it that can feel cold to strangers, Calatrava’s hub begs you to come inside, where its curved steel and manipulation of sunlight make for a rewarding architectural experience. From the outside, its steel ribs announce itself from blocks away in multiple directions — a helpful gesture for pedestrians.”

Santiago Calatrava: “One of the big satisfactions in doing a station is that it’s genuinely a public place. Everyone can go there. You don’t pay to go in and enjoy it. For an anonymous person who lives modestly and takes the train every day for work, they will have five or 10 minutes inside our project that tells them, ‘this building is here for you.’

“If I’ve learned that from any one place, it’s Grand Central. It’s a very generous space, a civic monument — a gift for New York and New Jersey, tourists, workers, and neighbors. European railway stations have very beautiful spaces. You have these enormous ceilings, originally because of the steam of the train engines like in Monet’s ‘La Gare St-Lazare.’

“People move according to a city’s transportation system. When they opened Grand Central, none of the skyscrapers there now — Chrysler, Seagram, Empire State Building — had been built. If you look for the center of gravity around these towers, it’s Grand Central. A hundred years from now, my station is going to precipitate the development of Lower Manhattan.”

(U.S. continues on next page)

Is gentrification making downtowns places for the rich? “One takeaway is that downtown areas haven’t always been of low status and low income. Another takeaway is that despite recent gentrification in downtown areas, they’re still a long way from being on average rich places.” —*Jeffrey Lin, economist, Federal Reserve Bank of Philadelphia, as told to Emily Badger, <http://wapo.st/2a2o7fj>*

Five surprising cities where gentrification is displacing poor people

AlterNet, June 16, 2016

Larry Schwartz, <http://bit.ly/290rS26> • “If there is a Ground Zero of American gentrification, [it’s] Portland, Oregon. Already the whitest city in the United States, almost 60 percent of Portland’s lower cost neighborhoods have experienced gentrification since the 2000 Census. Several formerly African-American neighborhoods have become whiter and more affluent, forcing former residents to the fringes of the city. Portland’s vacancy rate is only 3 percent.

“Washington, D.C., Minneapolis, Seattle, Atlanta, and Denver [are] routinely cited as major centers of gentrification, but there are some surprising urban centers where housing costs are also creating a crisis for poor residents.

“1. Austin, Texas. Between 2000 and 2010, the African-American population around the city’s historically black Huston Tillotson University has fallen by 60 percent. The Latino population has declined by 33 percent.

Meanwhile the white population has increased by a whopping 442 percent. Once literally known as the Negro District, the area is now 40 percent white, and black residents are being increasingly priced out. Rents in Austin are up by 7.5 percent year to year, averaging now around \$1200 a month.

“2. Sacramento, California. Thirty percent of Sacramento’s poor neighborhoods are gentrifying, and black neighborhoods like Oak Park are seeing the effects. A two-bedroom apartment can now cost \$1500 a month; and home sales are increasing (by 10 percent last year), with higher prices threatening to price out longtime residents. ‘If you stand on 35th and Broadway,’ former NBA star and current Sacramento mayor Kevin Johnson told the Sacramento Bee, ‘you see everything that signals this is a community in transition.’” ■

Can displacement be prevented? “A report from the Institute of Governmental Studies at UC Berkeley examines the relationship between housing production, affordability, and displacement in the San Francisco Bay Area. The report finds that subsidized housing production is more effective than market rate production at preventing displacement of low income households at the regional level, but neither subsidized nor market rate production prevents displacement at the neighborhood level.” —*Housing Production, Filtering, and Displacement: Untangling the Relationships*: Miriam Zuk, Karen Chapel, May 2016,” <http://bit.ly/25ixZED>

Portland Shoupistas. “Apartments in Northwest Portland need not include parking. Parking requirements were a battleground between neighborhood groups, concerned about the headache of finding a parking spot in Northwest, against public transit and affordable housing advocates vigilant against any moves that increase the price of housing.”

— Rachel Monahan, Willamette Week, <http://bit.ly/2afNcRL>

Shift toward a more senior-oriented society underway. “Thirty years ago, younger workers were twice as likely to have a college degree as people in their late 50s, which increased productivity as more educated people entered the work force. But now the opposite is the case. [College graduation rates are dropping.] People in their late 50s are more likely to have a college degree, and the educational attainment of the work force is falling as they retire.” To avoid vacancies, businesses will be forced to find ways to keep workers on past retirement age. —Richard Johnson, economist and senior fellow, Urban Institute, as told to Linda Marsa, <http://bit.ly/29XmQ71>

World roundup

Excerpts from around the world, linked to the original articles

Kobe: Two decades after the earthquake

The Philippine Star, July 18, 2016

Boo Chanco, <http://bit.ly/2a99J5l> • “I am traveling with a group to this Japanese city to taste Kobe beef. But the conversations couldn’t help going back to the disastrous earthquake that shook Kobe and shocked the world.

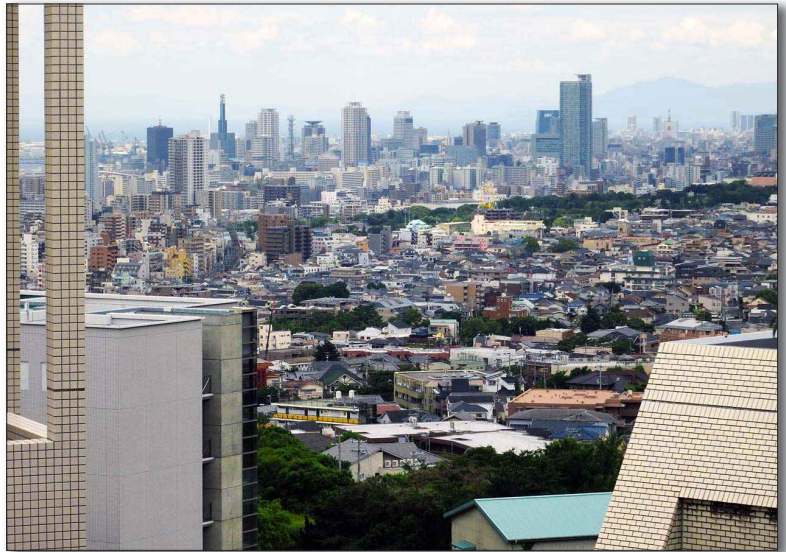
“The earthquake struck on Jan. 17, 1995, and measured 7.4 on the Richter scale. Many of the older buildings simply toppled over or collapsed. Buildings that survived the quake had been built to stricter regulations from 1981 onward. They were built farther apart to prevent a domino effect should they fall.

“A lot of the traditional wooden buildings survived the earthquake, but burned in fires caused by broken gas and electricity lines. More than 5000 people died; 300,000 were made homeless.

“Water, electricity, gas, and telephone services were fully working by July 1995; railways were back in service by August 1995. A year after the earthquake, 80 percent of the port was working. By January 1999, 134,000 housing units had been constructed, but many people were still living in temporary housing.

“Indeed, to see Kobe today gives little hint of the tragedy.

“I doubt the engineer’s offices in city halls in our country are enforcing the building code enough to protect us in case of



Looking south from Kobe University, June 2014. Photo: Naphtali H. Knox, FAICP

a similar quake. The lack of planning coupled with spotty enforcement of building standards will likely make our experience of a potential Kobe-like earthquake more devastating in terms of human anguish.

“As for the Kobe beef, it is as good as its reputation.”

Security: Making cities safer with anti-terror bollards

Quartz, July 17, 2016

Anne Quito, <http://qz.com/733374> • “What if cities could be secured against terror without looking like war zones? Yours might be, already.

“‘There are really effective methods to stop lorry attacks and to protect public spaces,’ wrote Dominic Casciani for the BBC following the attack in Nice. ‘The US, Israel, and the UK are among the nations that have led the thinking on protecting public spaces with measures ranging from in-your-face massive barriers to incredibly subtle changes in the street scene that people barely notice.’

“Since 9/11, urban planners and architects have learned to negotiate between aesthetics and public safety, creating double-duty structures that secure a city without changing

its character. One such ingenious protective detail is the humble bollard. The most common shape of modern bollards comes from the maritime history — the ubiquitous domed top references old-fashioned cannon balls.

“Bollards today take all kinds of shapes, and they’re everywhere — streets, airports, government buildings, highways, and side streets. Part of the US visual landscape for decades, most of us don’t even realize they’re there for our safety.”

You can see photos of streetscape security at Battery Park City, <http://bit.ly/2a8SKAl> and the New York Stock Exchange, <http://bit.ly/2a8TvJG>.

(World continues on next page)

China: Plan to build 3,500 new urban areas 'unrealistic'

China Daily, July 14, 2016

Huang Jin, <http://bit.ly/2aaxZ4v> • “Even as some large cities like Beijing and Shanghai are taking measures to limit their populations, certain middle-sized and small cities are eager to accelerate their development by increasing the population.

“As of May 2016, more than 3,500 new urban areas are slated to be built, with a total capacity of 3.4 billion people. That’s about 2.5 times the size of China’s current population. Many are asking: Who will live in these new urban areas that can hold nearly half the world’s population?”

“Wang Yukai, a professor at the National School of Administration, said China’s baby boom is very clearly in the country’s past. Even with the liberalization of the one-

child policy, the population growth rate will not rise very sharply. What’s more, Wang believes that population growth in cities will come mainly from emptying rural areas. Considering the desire of many rural dwellers to settle in cities, a population of 3.4 billion [in middle-sized and small cities] seems highly unlikely.

“Experts point out that cities built on the basis of administrative orders often have difficulty providing sufficient and satisfactory consumer services, and they cannot attract residents with the promise of stable jobs, all of which could potentially lead to a grave mismatch of space and resources.”

London: Oxford Street will be pedestrianized by 2020

BBC, July 14, 2016

<http://bbc.in/2amXsup> • “All traffic including buses and taxis will be banned from one of the most famous shopping streets in the world, as part of London Mayor Sadiq Khan’s plans to tackle air pollution, <http://bbc.in/2a8QGYZ>. More than 4 million people visit Oxford Street each week.

“City Hall said the project would be rolled out in two stages to reduce disruption on the 1.2-mile street. Cars are already banned on most of Oxford Street between 7 AM and 5 PM every day apart from Sunday.

“A spokesman said the project would contribute to the mayor’s aim of improving air quality and make Oxford

Street ‘a far safer and more pleasant place to visit.’ Traffic-free shopping days have been a feature on both Oxford Street and Regent Street since 2005.

“Tom Carney, who was struck by a bus on Oxford Street in 2009 and suffered serious injuries, has campaigned since recovering from his accident for the street to be pedestrianized. He told BBC London the difference that banning all traffic on the street would make would be huge.

“Siwan Puw, policy manager at the London Chambers of Commerce, said: “The huge increase in footfall will require clear planning to maximize pedestrian safety and minimize disruption to businesses.’”

Melbourne: Zaha Hadid tower approved

ArchitectureAU, July 11, 2016

Linda Cheng, <http://bit.ly/2a78uDL> • “The Victorian government has approved a \$300-million tower designed by Zaha Hadid Architects and Plus Architecture.

“The tower, located at 582–606 Collins Street in Melbourne’s CBD, will include 420 apartments, retail and office spaces, as well as a public domain comprising a plaza, a publicly accessible terrace, a ground floor art space, and a new pedestrian link.

“The tower has been designed as a series of stacked volumes which resemble vases. Each volume tapers towards its base, which serves to break down the verticality of the

tower while at the same time creating additional public space where the volumes meet.

“The project was assessed under the interim planning controls for Melbourne’s CBD, which stipulate a maximum plot ratio of 24:1. In April 2016, the government proposed new changes that would see the ratio dropped to 18:1.

“Through the assessment process, the height was reduced from 609 ft. to 577 ft. to prevent overshadowing of the Yarra River. The reduced height still exceeds the plot ratio limit at 25:1. But a statement released by the Acting Minister for Planning said the public realm benefits allowed the building to exceed the plot ratio requirements.”

(World continues on next page)

Paris: Squabble over replacing news kiosks

Next City, July 13, 2016

Emma Jacobs, <http://bit.ly/2a2Rizc>

“Paris’ classic news kiosks are threatened with replacement. The city proposed swapping all 400 kiosks with a newer, sleeker model. The more modern design will, in theory, attract younger customers and also allow kiosk operators to diversify their offerings.

“Paris’ news stalls are owned by the city but operated under contract by an advertising firm which rents the stalls to vendors. The company is holding a series of meetings with the city over the design and potential modifications.

“Paris’ iconic news kiosk was created amid a massive reconstruction of the city by Baron George-Eugene Haussmann in the mid-19th century for Napoleon III. Way before ‘complete streets’ became trendy, Haussmann held that the urban streetscape should be designed as a whole,

with infrastructure for wheeled vehicles and for pedestrians. Haussmann assigned the design of standard street furniture to architect Gabriel Davioud, who created not just the kiosks but the benches and fountains lining the wide avenues Haussmann had cut through the city.

“The first kiosks were put in place in 1857, said historian and professor Michael Carmona, who was once chair of urban planning at the Sorbonne. ‘The city of Paris is very attached to its image,’ he said. Carmona, who isn’t the strict traditionalist you might expect of a historian, is a bit more measured. He appreciates modernization, but he’s not convinced of the usefulness of the new design. ‘Why change just to change?’ he asks.”

This beautifully illustrated article is worth a look. —Ed.

West Bank: Palestinians move into new planned city

The Times of Israel, June 16, 2016

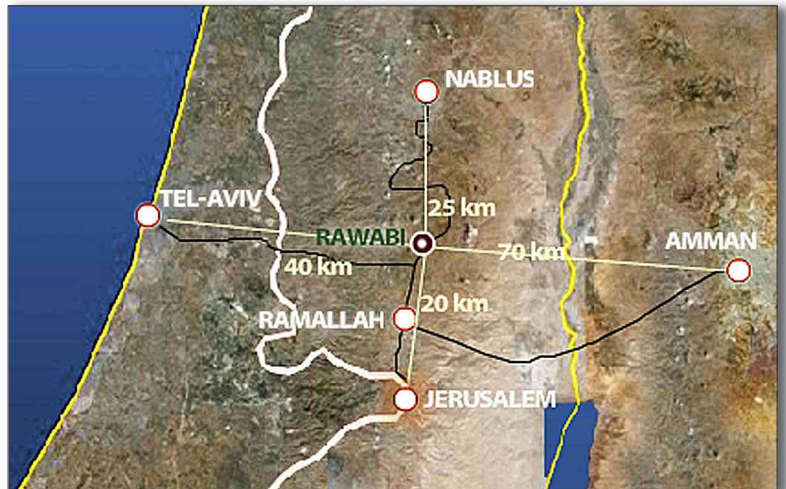
Mohammed Daraghmeh, <http://bit.ly/1Qc4qRt>

“Perched on a hilltop 25 miles north of Jerusalem, Rawabi (‘hills’ in Arabic) is the first Palestinian city being built in the West Bank to a modern urban design plan. Since January, 250 Palestinian families have moved in.

“Palestinian-American developer Bashar Masri dreamed up Rawabi in 2007, but construction repeatedly stalled due to political obstacles. Now glistening high-rises and shopping centers bring a rare sense of pride and excitement. When construction ends in about five years, a population of 60,000 is expected.

“One of Rawabi’s major hurdles was getting approval from Israel for an access road and water supply. The city now has a yearly renewable permit to use a narrow road that passes through an adjacent 1-kilometer (0.6-mile) stretch under Israeli control. A pipeline through the same area brings in 300 cubic meters (about 80,000 gallons) of water a day — insufficient for the current residents and the construction underway. Additional water comes in on tankers.

“Masri’s plan is to triple the width of the seven-meter (23-foot) road and the water supply. Israel’s Coordinator of Government Activities in the Territories blamed the delays on ‘unwillingness’ by Palestinian officials to convene a necessary Joint Water Committee. But a water connection



Location map. Source: Rawabi Foundation, <http://bit.ly/24X8Ygf>

was approved and work is underway to increase supplies and find solutions to the access road.

“Funding for Rawabi comes from a Palestinian company run by Masri and the Qatari holding company Diar. A three-bedroom apartment averages about \$100,000, about 25 percent less than in nearby Ramallah.”

You can see photos at <http://bit.ly/2amZg6C> and at <https://goo.gl/maps/4KMDTTfvb482>. ■

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