

NORTHERN NEWS



American Planning Association
California Chapter
Northern
Making Great Communities Happen

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

September 2016



Preserving Napa's historic character

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East Road, Fort Baker. Photo: Juan Borrelli, AICP



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SEPTEMBER 2016



Preserving Napa's historic character

Catarina Kidd, Associate Editor, interviews Lilly Bianco, a historic preservation specialist and associate planner for M-Group

Northern News: You have worked with clients throughout the Bay Area to document, evaluate, and protect historic resources. What outcomes should we expect from historic preservation programs?

Lilly Bianco: An effective local preservation program encourages cities and townscapes that not only are resilient, but also responsive to contemporary life and exhibit a richness that provides a humanistic and enduring spirit of place.

NN: What are the needs and challenges for communities that want to preserve and maintain a distinct identity?

LB: A strong local preservation ordinance with well-defined policies is, second to resource identification, the most important element of an effective preservation program. Many preservation ordinances around the Bay Area are outdated and not as comprehensive and far-reaching as needed to protect the community's historic heritage.

For the city of Napa, the shortcomings of an outdated ordinance came to light following the 2014 West Napa Fault earthquake. Key considerations applied to updating the Napa Preservation ordinance included recognizing a greater variety of resource types (such as vernacular resources), streamlining processes, reflecting today's best practices, facilitating interdepartmental cooperation (e.g., between building and planning), and getting buy-in from policy makers and stakeholders — all with the overall goal of promoting a greater level of resiliency.

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Main Street looking south, 1908. Source: Napa City and County Portfolio and Directory.



Main Street looking south, 2016. Photo Lilly Bianco

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"Alaskan village votes to relocate. Residents of the small Alaskan village of Shishmaref have voted to relocate their entire community from a barrier island that has been steadily disappearing because of erosion and flooding attributed to climate change. In unofficial results, residents voted 89 to 78 for a plan to move the village to one of two sites on the mainland about five miles away. But the village needs an estimated \$180 million from a patchwork of sources to complete the move, according to a 2004 estimate. Shishmaref is not alone. In January, the federal government allocated \$48 million to relocate Isle de Jean Charles, La., an island that is sinking into the sea." —Daniel Victor and Christopher Mele, <http://nyti.ms/2bFKQMK>



On-line Registration is Open!

Pasadena in October: Get on Board!

Interested in **transit**?

The Connect US Plan: Planners from Metro will show us the unique Connect US ped/bike plan for the five historic neighborhoods surrounding Union Station north of downtown Los Angeles

Long Beach: If you want to travel farther afield, you can visit Long Beach, a dynamic city on the coast just south of LA, and see the advanced bike infrastructure in its downtown.

Exposition Light Rail Line/Goldline Foothill Extension: Don't miss a tour of the recently opened Exposition Line from downtown LA to the beach in Santa Monica, or the Goldline Foothill Extension taking in charming foothill communities.

Culver City: An opportunity to tour great TOD projects, in a cool small City along the Expo Line.

If transit isn't your thing, think the **Olympics**: tour the historic LA Coliseum and hear about past glory and the bid for the 2024 Olympics. Or how about a tour of **downtown Glendale**, a community just west of Pasadena, with a successful downtown, and an infill residential real estate market that's on fire. Finally, who could resist a **Bike Tour of the LA River**, or a chance to eat and drink their way through **the San Gabriel Valley**, home of a rich food culture driven by vibrant immigrant communities?

And don't forget the **Arroyos and Foothills Orientation Tour**, a **first for an APA State conference**, focusing on the past, present, and future of Pasadena and its neighboring communities.



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Where in the world



Photo: Fay Darmawi (Answer on [page 15](#).)

Norcal roundup

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

Oakland: Broadway's new growth

East Bay Times, August 14, 2016

Tamerlin Drummond, <http://bit.ly/2aVT8U5> • “A recent explosion in development is transforming Oakland’s main commercial street. New housing, shared working spaces, restaurants and bars, cafes, a bookstore, shops, art galleries, a jazz club, and theater spaces have all sprung up in the last two to three years. The changes are both physical and cultural.

“The historic Sears building — Uber’s future Uptown Station headquarters — is covered in a white plastic tarp as an extensive rehab occurs within. It may be the most heralded recent Broadway development. But there’s a lot more going on.

“Some of the most intense activity is concentrated from Grand Avenue to Interstate 580 in the Broadway-Valdez

corridor, which city planners have been trying for years to turn into a retail destination.

“The city has reaped the benefits in increased sales tax revenues, and local businesses are profiting from people spending money in Oakland. Yet those are the very same forces that have fueled fears of displacement among smaller businesses, nonprofits, and people whose incomes aren’t enough to afford rents that are among the highest in the country.

“The roots of the current boom began with the 10K Plan launched in 1999, when Gov. Jerry Brown was Oakland mayor. His goal was to bring 10,000 new residents downtown to create a lively, 24-hour downtown scene to replace the near ghost town that existed there after dark.”

Campbell: How to design a freeway underpass

Curbed, August 11, 2016

Alissa Walker, <http://bit.ly/2aPQdIk> • “Like most places in the U.S., the Silicon Valley city of Campbell made a big mistake a half-century ago. When California State Route 17 came plowing through town, transportation planners located it so close to Campbell’s historic downtown that it sheared the picturesque streets off from the surrounding neighborhoods. This was fine for cars, and awful for everyone else, who now had to duck into a dark, dirty, dangerous hole [to cross under the freeway]. Now a smart redesign of Campbell’s busiest underpass reveals a well-lit path fringed with public art, landscaping, and a sweeping 26-foot-wide sidewalk.

“The design uses the existing structural framework to keep key girders in place, then carves out more space for pedestrians, excavating 4,700 cubic yards of dirt from the sides. A second retaining wall creates a stunning 11,000 square feet of space for walkers to travel beneath the freeway.

Lighting, artwork that depicts locally grown produce, and wayfinding was also added, and new bike lanes now clearly demarcate the roadway.

“Since it improves upon a standard Caltrans underpass design, it could be easily deployed anywhere else in California — or beyond.” The article briefly covers similar proposals in other cities.



Dedication of East Campbell Avenue Portals, August 5, 2016. Photo: Sarah Syed.

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California roundup

Excerpts from around the state, linked to the original articles

Santa Monica: What downtown might look like in 2030

LAist, August 12, 2016

Tim Loc, <http://bit.ly/2bwJkzw> • “With all the development happening around the Southland, it often feels impossible to keep track of what’s coming and going. The city of Santa Monica, however, wants to keep its residents in the loop as it prepares to draft its ‘Downtown Community Plan,’ which will lay the groundwork for what developers can and can’t do for the next two decades. (PDF, 122 pp, February 2016, <http://bit.ly/2aX00MV>)

“As part of this effort, the city has unveiled two interactive maps on its community plan webpage, <http://bit.ly/2bwIqDn>. On one map, there is a 3-D rendering of what downtown Santa Monica should look like in 2030, as expected in the community plan.

“The second map provides a birds-eye view of what will (and probably will not) stay the same in the upcoming 20 years. This map is color coordinated, with the colors corresponding to the nature and purpose of the current structure, and thus the likelihood that they’ll be redeveloped. Blue-colored areas are ‘not considered to have buildout potential’ (meaning they’re the likeliest to stay the same). Green areas are ‘considered to have unlikely potential for change.’ Yellow areas, however, ‘have potential for change.’

“As noted by Santa Monica Next, it’s not often that we see city officials go through this kind of legwork to relay this type of information to its residents (and in such a digestible way).”

Take a closer look at <http://bit.ly/2bwI53r>. The yellow-colored structures signify new development.

Porterville: Few takers for drought relocation help

Porterville Recorder, August 12, 2016

Myles Barker, <http://bit.ly/2bpy1cn> • “There’s no end in sight regarding the drought and its negative effects on homes, businesses, and farmers, but the Drought Housing Relocation Assistance (DHRA) Program of Tulare County is one temporary solution for those living in a household with a dry well.

“The program, overseen by Tulare County Office of Emergency Services and funded through the California Department of Housing and Community Development, helps households with a dry well to relocate to a rental unit with water.

“The program, which started in November 2015, has helped 11 households relocate within Tulare County. The main factor why people haven’t taken interest is that families don’t want to abandon their homes.

“If a family wants to relocate but remain close to their previous residence to be near their job or schools, they can. Those wanting a fresh start can choose to move to Fresno, Yolo County, Kings or Tuolumne counties, all of which administer the DHRA program.

“The program provides assistance with the deposit, first and last month rent, a moving cost allowance, and a rental subsidy for 12 months, which is the difference between the Net Rent at the current residence and the replacement unit. Andrew Lockman, Emergency Services manager for Tulare County, hopes those who don’t have access to drinkable water and don’t have the means to relocate will take advantage of the program.”

(California continues on [page 16](#))

Pedestrian street for downtown SF? “The idea of turning lower Stockton Street into a permanent pedestrian space — possibly with a provision for buses — has been percolating since the city tore up the once heavily traveled link between Chinatown and Market Street five years ago to build the Central Subway. Now, Union Square merchants are calling for the city to make the mall permanent when the subway to Chinatown is completed in 2019. But even the idea of a preliminary study for a permanent mall is a nonstarter for Chinatown powerhouse Rose Pak. She says Stockton Street is a vital link in and out of Chinatown that needs to be restored to its old self as soon as possible.”

—Matier & Ross, *San Francisco Chronicle*, <http://bit.ly/2bDFncz>

Meet a local planner

By Siân Llewellyn, AICP

Kenya Wheeler, AICP, is a senior environmental planner with the San Francisco Municipal Transportation Agency. He served on the APA California–Northern Section Board as San Francisco Regional Activity Coordinator (RAC) from 2005 to 2009.



Tell us how you got to planning

I was always fascinated with cities. I started reading early, and one of my favorite books was about how cities were built. I remember carrying it around in elementary school. I used to take a big piece of butcher paper off a roll and draw out my own cities. From the very beginning, my imaginary cities were transit-friendly: they had train lines and development around transit stations, so from a young age it was cities and transit. I was born in the Bay Area, raised in Berkeley, and spent my summers in Louisiana — so I saw different kinds of cities and towns.

I am currently a senior environmental planner with the San Francisco Municipal Transportation Agency. Many folks who work in transit agencies have a bit of train geek thing going on, but I had an early appreciation for, and I am really into, all forms of transit: trains, shuttles, buses. That could have been from growing up in Berkeley, where we had all those transit modes. Basically, that early focus on cities and transportation made me wonder how they all fit together. In high school I had an interest in ecology and was president of the ecology club — a harbinger of my life in planning and politics.

I applied to several college programs, decided on UC Santa Cruz, and after a dalliance with civil engineering, ended up in Environmental Studies. There, I had the good fortune of studying with professors who were instrumental in my future practice:

- Paul Niebanck – planning theory and education
- Jim Pepper – planner and Landscape architect who brought a practitioner's approach to land use planning
- Patrick McGovern, PhD, MCP, and JD – lecturer and practitioner on environmental law and policy. I have used the information from his classes on environment

and regulatory law throughout my career. It was the kind of training many planners don't get until graduate school or even in practice.

I graduated in 1996 with a BA in Environmental Studies from UC Santa Cruz and followed that with a year of graduate studies in city and regional planning at UC Berkeley. The next year I was a planning intern at AC Transit. My first full planning job was with Parsons Brinkerhoff/PB Placemaking in San Francisco from 1998–2006.

Tell us about a favorite project, current or past

My first significant project was an update of the quick, broad 1980s feasibility study for bringing BART from Fremont to Santa Clara Valley. It was an awesome project because it was the first major report on BART to San Jose. It included a wide variety of disciplines and considered enhanced density and land use around the stations as well as BART's new facilities. It provided a background on making BART a backbone for transit connecting all of San Jose into the regional structure.

Another interesting one was the *Smart Growth Strategy/Regional Livability Footprint* project — a precursor to Plan Bay Area (and before SB 375). In it we used a customized GIS tool in real time. We went to counties with ABAG staff and it shifted the way we did regional forecasting and projections before the next iteration of regional planning came into play. Local uptake on the land use recommendations wasn't as robust as we had hoped.

Third is the Sacramento Light-rail Green Line project, which will ultimately connect the city to the airport. Its significance to me was that it was a long project, 2000–2006. I learned the nitty-gritty of implementing regional planning at the corridor and neighborhood levels, and especially the importance and sometimes-painful process of public participation. Let's just say that plenty of verbal tomatoes were thrown. Because it was such a long project — and I kept up the connection to the neighborhoods — we were able to give them some

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Meet a local planner (*continued from previous page*)

comfort on alignment and other neighborhood effects. It really taught me how to be calm in the face of pressure, how to be the neutral party presenting the options and getting feedback. The first phase opened in 2012 — the arc of planning can take a lot longer than we would like.

Tell us a bit more about your career

In 2006, I moved to the public sector to work for BART. I was attracted to the public sector because of the potential to engage more with the communities. I was part of the station area planning team in Oakland and Berkeley. To be a planner in my hometown was amazing. It offered a great opportunity to build on the infrastructure already in place. I really enjoyed my work on the MacArthur Transit Village, which took an 800-car parking lot and re-envisioned the land use. The first phase is 90 units of housing including affordable, and buildout envisions 700 units with retail.

Tell us something most people would not know about you: hobbies, volunteering?

In 2008, I was a volunteer for Obama's first campaign and part of the leadership team in San Francisco. It was an amazing experience. For the last couple of weeks of the campaign I was the volunteer San Francisco lead. When he won it almost seemed unreal. I made many new friends through my political volunteering.

After the volunteer stint, I left BART in June of 2009 to become California Deputy Field Director of Organizing for America. This was the follow-on organization spun out of the volunteers from the Obama campaign. My first task was to set up an Oakland office to continue the community organization in support of the Obama legislative agenda. I split my time in our two regions — Bay Area and Los Angeles. While I was only there for about a year, I worked hard enough for two years. Marshaling the volunteers was very rewarding and our greatest achievement was ensuring that every Democratic Member of Congress, including those initially opposed to the Affordable Care Act, voted for ACA.

I wanted to go back to grad school, so I took a temporary job down south in Compton as Deputy Director of long range planning, then came back and began graduate school at UC Berkeley in 2011.

I was diagnosed with CNS Lymphoma, a rare and aggressive form of brain cancer in my first year at Berkeley. I went through surgery and chemotherapy and had tremendous support from my friends in both the planning and political communities. It was doubly ironic that my organizational work had helped pass

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Meet a local planner (continued from previous page)

Obama's Affordable Care Act, but an allowable loophole capped my own coverage. [Read more about challenging and working around the insurance obstacle in "Obamacare loophole threatens UC students," Jan. 29, 2013, <http://bit.ly/2bMIyyx>. –Ed.]

Although my experience was very difficult, I was comforted and strengthened by friends and family. My oncologist in June 2015 said that I am in complete remission, which to me is something of a miracle.

I returned to work part time in 2013 and have been back full time at SFMTA since June 2014. In an interesting twist of fate, one of the cards I received while I was in treatment was made from a MUNI map and signed by planners at MTA, where one of my graduate school classmates went to work after graduating.

Any advice for planners starting out?

My advice to new planners is to get as much and as varied experience as you can. You don't know where you will end up and there are so many different places a planning career can take you. My career has been varied and more so than many others, and because of my illness and recovery, I know how supportive the planning community can be.

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

Un-American. "The people who bought their homes a long time ago lucked into a windfall and they resentfully lash out at anyone trying to cut in on that windfall. But notice how un-American these claims are. The current residents want to protect their gains by telling other people how they can use their property. When a new restaurant starts to take patrons from an old restaurant, we generally don't think that the old restaurant — the long-term resident — has the right to prevent the new restaurant from opening. The same is true, by and large, for new technologies and ways of doing business. Yet when it comes to residential land, we give the old residents a veto on the new. We have collectivized property in the United States — not fully, of course, but a person's land is subject to the dictates of the collective. That has produced inefficiency, high costs, and a politicization of choice that makes for ill-will and endless conflict."

—Alex Tabarock, *Marginal Revolution*, <http://bit.ly/2bAjp66>

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CPF seeks auction items for State Conference fundraiser

Juan Borrelli, AICP, CPF President

The California Planning Foundation (CPF) is a nonprofit, charitable corporation whose goal is to further the professional practice of planning in California. We need your help to ensure that young people drawn to the planning profession are able to fund their education.

Last year, CPF awarded some 34 scholarships totaling more than \$50,000 to planning students throughout California. Our primary fundraising activity is the annual Scholarship Auction held at the APA California Conference. This year the auction will be held on Sunday, October 23, in Pasadena in honor of planners Virginia Viado and Ted Holzem, each of whom passed away earlier this year.

We hope you will donate items such as the following for our live and silent auctions:

- gift cards or gift baskets
- restaurant gift certificates
- weekend stays at your cabin or beach house
- day of consulting services
- tickets to sporting events
- family heirloom you are ready to part with
- planning books
- art work
- movie tickets
- bottles of wine

Every APA member is also a member of CPF, so please help! To donate an item, please fill out the donation form at <http://bit.ly/2batfQ7> and send to Wendy Nowak, AICP, at wnowak@placeworks.com, or call her at (714) 966-9220.

"The shame of Palo Alto. We created the Stanford Research Park in 1951. We made room for tons of companies to come here and be next to Stanford; we created the environment that we're in now, where the population doubles during the day because there are so many people coming here to work. If your population doubles during the day, and more people are commuting in than out, you are in fact a city. It's hard to claim you're a suburb at this point."

—Kate Downing as told to Andrew Granato, *Stanford Political Journal*, <http://bit.ly/2b2M6sr>



Reminder: Northern Section's AICP exam workshops begin September 24

Don Bradley, AICP Director, Northern Section

APA California–Northern Section is again sponsoring a series of sessions to help candidates pass the national comprehensive AICP certification exam this November and next May. Each session covers a different domain of this diverse exam, augmented by a guest speaker to address that area. Recent test passers will relate their test study experiences.

The AICP exam is a broad and difficult test and requires serious studying.

This fall's workshops will be held from 10 AM to 4 PM, with an hour for lunch or group study, on September 24, October 8 and 29, and November 12 in Wurster Hall, UC Berkeley. National APA's Fall application deadline has passed, but a smart strategy is to start now for 2017.

Registration for Northern Section's exam prep series and all necessary study materials requires a \$100 fee. The fee is waived for the unemployed, full time planning students, and UC Berkeley employees. We reduce the fee by half for APA California Northern Section board members. The fee shows you are serious about studying and helps defray some of the expenses.

The Section and California Chapter offer generous scholarships to defray application and exam fees. We will provide you with a receipt if your employer will subsidize your fee and participation.

The Northern Section workshops save you approximately \$700 on study materials including APA's 3.0 and 2.0 CDs. No need to purchase any national, chapter, or commercially prepared materials. Once you join, you never have to pay again, and you will receive updated material until you pass. (Our overall pass rate for the past 30 years of workshops is 97 percent.)

For more information, call me at (650) 592-0915 or email Dr.DonBradley@comcast.net. To register and receive materials early, send a check to Dr. Don Bradley, 2995 Woodside Road, Suite 400, Woodside, CA 94062. I look forward to helping you pass the exam and becoming AICP. (Note: I will be out of the country and without email or phone contact from August 19 to Sept. 11th.) ■



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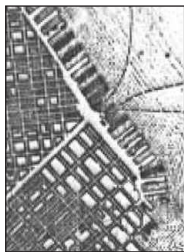
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Preserving Napa's historic character (continued from page 1)

NN: What did it take to get the Napa preservation program off the ground?

LB: First, promoting resiliency and removing ineffective policies requires reconciling the current guidelines and code regulations with actual practice. This necessitated input from key stakeholders who included city policy makers, the City's legal team, and state and local preservation advocacy groups. That discussion led to a needs assessment to understand the strengths and shortcomings of current policies.

NN: Who were the constituents for this process?

LB: Key constituents that contributed to the process included the Napa Planning Department and legal team and Napa's local advocacy group. The cooperation and buy-in of various constituents were of particular importance, as they encouraged a well-rounded policy document that integrates the needs of Napa's historic fabric while balancing the competing needs of a contemporary evolving cityscape.

NN: From what you say, it seems as though the collaborative process helped alleviate any concerns or overcome myths surrounding historic preservation, such as the common but unfounded fear that historic designation will prevent owners from making changes to their property. Can you comment on the value of historic preservation in general?

LB: Historic preservation is important given its ability to tangibly connect communities to a time and place far removed from the one experienced today. Historic resources can tell a story of who we are and where we come from in a way that no other single mechanism can accomplish.

NN: In general, then, these connections maintain Napa's overall community character and its unique neighborhoods. Having clear, updated policies and supportive constituents can assure that valuable community resources continue to contribute cultural meaning while remaining economically relevant.

LB: Definitely.

Interview has been condensed and edited.

Lilly Bianco holds a master's degree in historic preservation from the University of Georgia and a bachelor of arts in international relations from UC Davis. She can be reached at lbianco@m-group.us. ■

The brown Sierra. "After five years of drought and insect infestation, more than 66 million trees have died across the state, many in the eastern Sierra. In tree-ringed communities such as Bass Lake and Shaver Lake, up to 80 percent of the pines and other conifers have died. Boating, fishing, camping, and hiking in the region's recreational communities have been affected. For homeowners, the widespread tree loss has pushed some to move and lowered values, and 'quite a number of homes are for sale because of that.'" —Julie Cart, *CALmatters*, <http://bit.ly/2bAOkmQ>

Who's where



Kristi Bascom, AICP, is a Principal at Metropolitan Planning Group (M-Group) and will be leading the firm's new East Bay office in Hayward. She was previously the principal planner for the City of Dublin and for Plan B Municipal Consulting. Bascom served on this year's California APA Awards Jury

and as a mentor in the Northern Section Mentorship Program in 2015. She holds a master of urban and regional planning from San Jose State University and a bachelor of arts in environmental studies/sociology from the University of California, Santa Barbara. When not working, Bascom is likely to be found at one of her sons' baseball games.



Andrew Crabtree, AICP, is the new Community Development Director at City of Santa Clara. He previously served as community development director for the city of Morgan Hill and in leadership roles in San Jose, including the Envision San Jose 2040 General Plan and Vision North San Jose. Crabtree

holds a master's degree in city planning from MIT, a master's in urban design from the University of Tokyo, and a bachelor's degree in architecture from MIT. He lives with his wife and six kids in a surprisingly walkable San Jose neighborhood.



Afshan Hamid, AICP, was recently promoted from associate planner to senior planner for the City of Concord. Her work includes developing design guidelines for the Todos Santos District in the city's downtown and several large residential developments. Hamid previously worked for the City of Walnut Creek, Village of

Arlington Heights, and Skidmore Owings & Merrill. She holds a master's degree in architecture from MIT and a bachelor's degree in industrial design from the University of Illinois at Chicago. Hamid, her husband, and their two daughters live in Danville.



Grace Wu, AICP, recently joined the City of San Leandro's Planning Division as a project specialist. A Bay Area native, Wu will be assisting the city with current and long-range planning efforts. She has over 10 years of experience in the private sector and previously worked as a planner, designer, and project

manager in the San Francisco offices of SITELAB Urban Studio and Perkins+Will. Wu holds a master's in city planning from the University of Pennsylvania and a bachelor of science in urban and regional studies from Cornell University. ■

"Land use regulations are zoning out the low-income. Social and geographical mobility have historically [allowed people] in America to move to places with greater opportunity. Such moves have become steadily more difficult, in part because of the growing regulation of land use. Zoning ordinances that limit density are a particular problem, reducing the availability of affordable housing. Peter Ganong and Daniel Shoag show that the movement of less-skilled workers to higher-growth areas has not risen in recent years, a break with the historical pattern. [They argue that increasingly strict land use regulations boosted housing costs in richer states so that migration was no longer an attractive option for low-skill, low-wage workers, <http://brook.gs/2bDWG9U>.] Zoning is a form of 'opportunity hoarding' that sharpens the divisions between ordinary and upper middle class Americans. There are hopeful signs that state legislators are waking up to this problem. Two separate bills in the Massachusetts state legislature, for example, would have required towns to create more multifamily zoning districts, though both died in the session that ended this July. Given the powerful vested interests involved in exclusionary zoning, reform will require some serious political determination."

—Richard V. Reeves and Dimitrios Halikias, *Brookings*, <http://brook.gs/2bDW0S8>

Establishing a clearly defined path to AICP

AICP members are asked to take short survey

AICP Commission

“Students and other emerging professionals represent the future of the planning profession. The AICP Commission recognizes that providing additional opportunities for them to establish and grow their careers will both strengthen the profession and further advance sound planning practice. The Commission also believes it is important to establish a more clearly defined path to AICP certification. The Commission is therefore seeking input on a proposed new **AICP Candidate Pilot Program**.

“The proposed AICP Candidate Pilot Program is designed to:

- Foster interest in planning as a career;
- Introduce students and other emerging professionals to the ethical and professional standards that are the foundation of the AICP credential;
- Provide professional development opportunities as students and other emerging professionals begin and progress in their careers;
- Establish a clearly defined path to AICP certification; and
- Maintain — and even enhance — the value and integrity of the AICP credential.

“Features of the proposed program include:

- Eligibility will be limited to students in and graduates of **Planning Accreditation Board**-accredited programs (graduate and undergraduate).
- AICP Candidates will be eligible to apply for the AICP Comprehensive Planning Exam one year earlier than non-AICP Candidates.

- AICP Candidates must participate in a modified **Certification Maintenance** program and log a minimum of 16 CM credits during their candidacy.
- AICP Candidates will commit to the **AICP Code of Ethics and Professional Conduct**.
- AICP Candidates will be authorized to use ‘AICP Candidate’ on correspondence, resumes, and other references.
- Participation in the AICP Candidate Pilot Program is limited to five years.
- AICP Candidates may be matched with a mentor to provide support in applying for and preparing to take the exam.
- The AICP exam application fee will be discounted (\$15 instead of \$70).
- AICP Candidates will receive an AICP exam application toolkit.

“You can help create an AICP Candidate Pilot Program that will achieve the Commission’s aforementioned goals. The Commission is asking AICP members to comment by completing a brief online survey by **Thursday, Sept. 1**.

“**Learn more** about the proposed AICP Candidate Pilot Program and take the survey at <http://svy.mk/2aKgACB>. The Commission will consider all comments and finalize the details of the AICP Candidate Pilot Program this fall. The Commission plans to launch the program in August 2017 and offer the first opportunity to apply for AICP Candidate status in November 2017. Direct any questions to APA at AICPCandidate@planning.org.” ■

Oslo, Norway, has approved a plan to remove cars from the central city by 2019. “Liv Jorun Andenes, who works on bike projects with Oslo’s agency for the environment, told Streetsblog via email that the city is planning to remove 1,300 spots over the next three years. In their place, eight bicycle routes will be added. In addition, 500 spaces will be eliminated to make room for pedestrians and transit. Ridding the central city of cars is part of a plan to reduce greenhouse gas emissions by 50 percent, according to the Guardian, <http://bit.ly/2bDZ9Bx>. The city hopes to reduce auto traffic by 20 percent by 2019 and 30 percent by 2030. Madrid (<http://bit.ly/2bE0R5A>) and a number of other places in Europe (<http://bit.ly/2bE01G8>) are considering similar plans aimed at returning central cities to people.”

—Angie Schmitt, USA Streetsblog, <http://bit.ly/2bE0U1e>

East Bay: Office market tops the world for rent growth

San Francisco Business Times, August 11, 2016

Blanca Torres, <http://bit.ly/2aWNQVc> • “With year-over-year rents shooting up by 35.4 percent, the Oakland and East Bay office market topped the world for rent growth during the second quarter, according to Jones Lang LaSalle’s Global Office Index report (<http://bit.ly/2bDKvgG>).

“Migration from San Francisco has fueled higher rents and greater occupancy in one of the hottest office leasing markets the East Bay has ever experienced. Even though rents are higher in San Francisco and other parts of the Bay Area, rents grew more in the last year in the East Bay.

“The Oakland-East Bay market beat out other areas rounding out the top 10: Stockholm, Dublin, Dubai, Sydney, Cairo, Los Angeles, Atlanta, Austin and Hong Kong.

“Vacancy for Class A office space in downtown Oakland has dropped to below 4 percent — a historically low level, according to JLL.

“Since 2010, the East Bay absorbed 1.7 million square feet of leasing from tenants that moved or expanded from other parts of the region.

“Some of the largest migrations include Uber Technologies Inc. taking 330,000 square feet in Oakland, Gap Inc. leasing 180,000 square feet in Pleasanton, the UCSF and Children’s Hospital Oakland leasing 125,000 square feet in Emeryville, Del Monte Foods grabbing 60,000 square feet near Pleasant Hill BART, and Brown & Toland taking 59,514 square feet in Oakland.”

Berkeley: Water taxi service looks to expand operations

The Daily Californian, August 3, 2016

Winston Cho, <http://bit.ly/2aYvv9d> • “Citing public transportation congestion in the Bay Area, Tideline Marine Group — a water taxi service operating out of the Port of San Francisco — is pushing the California Public Utilities Commission to allow the company to run its ferries from the Berkeley Marina to San Francisco on a regular schedule.

“Tideline currently operates a reservation-based system that ferries passengers across the bay when there is a minimum of 10 passengers. If the PUC awards Tideline a common carrier certificate, it will run at consistent times, regardless of the number of passengers.

“Taylor Lewis, Tideline’s founder and CEO, wants to integrate Tideline’s water transit services into the existing public transit infrastructure. He emphasized the Bay Area’s lack of an integrated transportation system. Other ports work with land-based services to create an easily navigable transportation scheme.

“Tideline has been met with opposition by existing ferry services, such as the San Francisco Bay Ferry and the Blue & Gold Fleet, that rely on government subsidies to operate and are concerned about how a new waterfront taxi service may cut into subsidies they receive.

“Lewis says Tideline, with only two boats and a maximum combined capacity of fewer than 100 passengers, does not expect to need government subsidies. He added that if the Water Emergency Transportation Authority allows Tideline to increase ferry access to Berkeley, other ferry services will soon follow once Tideline justifies the Berkeley market.”

San Jose sues Santa Clara over CityPlace project

Silicon Valley Business Journal, July 31, 2016

Bryce Druzin, <http://bit.ly/2aiEnpG> • “San Jose filed a lawsuit July 29 against Santa Clara over its \$6.5 billion CityPlace project, dramatically escalating a fight that’s been brewing between the neighboring cities for months.

“Santa Clara Mayor Lisa Gillmor called the lawsuit ‘disappointing and very shortsighted.’

“San Jose criticized the Related Companies’ mixed-use project for not including enough housing to offset the estimated 25,000 jobs it will create. City officials say the result will be increased housing demand in San Jose, lowering the city’s already dismal jobs-to-housing ratio and putting increased pressure on overstretched services and infrastructure.

“Gillmor dismissed the housing argument, saying her city was building thousands of units and had thousands more in the pipeline. She also implied that San Jose, not Santa Clara, was responsible for past development policies that have led to the jobs-housing imbalance in the Bay Area’s largest city.

“The battle between the two cities highlights the competition for regional economic development opportunities — and the burdens of housing the workforce — that come with those projects.”

(Norcal continues on next page)

San Francisco: Triumph of The City

City Observatory, July 28, 2016

Joe Cortright, <http://bit.ly/2amUOBq> • “For decades, the San Francisco Bay Area’s economy gave us the quintessential model of technological geography, Silicon Valley. And today, it’s showing us how that geography is changing — and shifting towards cities.

“As Silicon Valley grew, the City seemed quaint and dowdy by comparison. In the 1990s, it lost some of its corporate crown jewels, as Bank of America decamped its headquarters to — shudder — North Carolina.

“The technology wave, particularly the personal computer and the Internet, seemed to bypass San Francisco [as] the big new firms, the Ciscos, the Oracles, the Googles, got their start in Silicon Valley and grew there. Measured by gross domestic product per capita, San Jose blew by San Francisco in the 1990s, and never looked back.

“But for the past decade or so, and most notably since the end of the Great Recession, tech has been growing faster in the City than in the Valley. Lots of new firms

working on new Internet technology plays — the Ubers, the AirBnBs, the SalesForces — started up in San Francisco and grew there. At the same time, more and more young tech workers, not unlike the young workers nationally, had a growing preference for urban living. As Richard Florida has chronicled, venture capital investment, perhaps the best leading indicator of future technology growth, has shifted from the suburbs to the cities — nowhere more strikingly than in the San Francisco Bay Area.

“The miserable commute to Silicon Valley from San Francisco means that busy tech workers find it more desirable to work closer to where they live. Jobs are moving back into city centers.

“While we view the resurgence of city center economies as a positive development, it also poses important challenges, especially concerning housing supply and affordability.”

Bay Area: Transit agencies build on parking lots

StreetsBlog SF, July 15, 2016

Andrew Boone, <http://bit.ly/2bpPv4k> • “Caltrain is working with cities that have already completed station area redevelopment plans and adopted appropriate TOD zoning near stations to support mixed-use developments. The long-debated San Carlos Transit Village, now under construction, will bring 202 apartments to the former San Carlos Caltrain Station parking lot along with 26,000 square feet of commercial space. The project was scaled down in multiple iterations from a proposed 453 apartments.

“A long-term lease agreement is now being negotiated with Sares Regis Group to develop 100 to 150 apartments on the Hayward Park Station parking lot, along with at least 50 parking spaces available to Caltrain passengers, 29 electronic bike lockers, and space for six SamTrans buses.

“BART and VTA are developing real estate at their stations on a much larger scale than Caltrain. BART has recently completed major mixed-use developments at several East Bay stations, including Fruitvale, Richmond, Castro Valley, and Pleasant Hill. As the rail system is extended south towards San Jose, BART and VTA are planning for thousands of housing units and jobs within walking distance of the new stations.

“‘Our goal is to create mixed-use and mixed-income TOD,’ said VTA Deputy Director of Real Estate Ron Golem. ‘We are absolutely trying to generate as much revenue as we can from joint development because we see those revenues as a way of funding transit improvements.’”

■

Answer to Where in the world ([Page 3](#))

Dubai from Dubai Creek. Emirates NBD’s headquarters (1998) is one of Dubai’s first skyscrapers. To its right is the Dubai Chamber of Commerce. Photo: Fay Darmawi

Central Valley, SoCal cities can gain much by tracking air pollution

Next City, August 11, 2016

Jen Kinney, <http://bit.ly/2bvDyhT> • “According to a new study” (Health of the Air Report, American Thoracic Society [ATS] and Marron Institute, NYU, <http://bit.ly/2bvD2jN>) thousands of “lives could be saved by tightening up air quality regulations just a little bit. Researchers at the American Thoracic Society (ATS) and Marron Institute of Urban Management at New York University found that reducing two types of air pollution — ozone and particulate matter — to levels below the Environmental Protection Agency’s current standards would not only keep people alive, but also avoid the risk of serious health conditions.”

“One researcher said reductions will be most effective in places that have already made gains. Reducing air pollution by 5 micrograms in Los Angeles will go far, he said, since the city’s average hovers around 15.

“The best way to reduce pollution varies city to city, said lead author Kevin Cromar. ‘The solutions need to be city specific. Even small improvements in air quality can have a profound impact on public health.’

“In some cases, rural areas experience worse ozone pollution than urban areas. Ozone levels tend to be higher east of L.A., for example, where ‘pollutants pile up against the mountains.’”

According to the study, nine of the top 20 cities with the most to gain by attaining the ATS recommendations for O₃ and PM_{2.5} are in California. They are 1, Los Angeles (Long Beach-Glendale); 2, Riverside (San Bernardino-Ontario); 6, Fresno; 7, Bakersfield; 12, San Diego; (Carlsbad); 13, Sacramento (Roseville-Arden-Arcade); 14, Modesto; 17, Visalia (Porterville); and 19, Stockton (Lodi).

Growth limits have a downside

The Sacramento Bee, August 10, 2016

Joe Mathews, Zocalo Public Square, <http://bit.ly/2aSzg01>

“Ventura County is the most verdant of California kingdoms. The nearly 900,000 residents can pretend that they live in the country, with parks or farmland always nearby.

“Their secret? ‘No other county in the United States has more effective protections against urban sprawl,’ says the website of SOAR, aka Save Open Space and Agricultural Resources, a group of growth-controlling ballot measures.

“Those SOAR protections have been in the laws of the county and its cities for two decades. SOAR effectively permits development only within certain urban boundaries and makes no allowances for population growth. If you want to develop protected open space or change the boundaries, you need a vote of the people.

“In November, Venturans are expected to extend the SOAR protections through 2050.

“But smart growth strategies such as SOAR are not only supposed to preserve open space, they also must drive dense, transit-oriented development in urban areas where growth is still permitted.

“Yet the same citizens who back SOAR have opposed denser developments and resisted transit investments to connect their cities. The results are as obvious as the choking traffic on the 101 Freeway and housing prices that make Ventura County one of the country’s least affordable places.

“Of course, immaturity about growth is not limited to Ventura County. Local anti-growth bias is now a major statewide issue as California faces a housing shortage and legislation that would exempt many urban housing developments from local review.”

(California continues on next page)

Seattle developers have to start building or funding affordable housing. “A measure requiring apartment and condo developers to do that, starting later this year, was passed by the Seattle City Council August 15. The new rules won’t take effect until the council makes zoning changes to allow for more development and taller buildings. In 2014, Seattle Mayor Ed Murray set a goal of creating 50,000 new units of housing in 10 years, 20,000 of which would be rent-restricted affordable units, and created a committee to draft policy recommendations to help achieve that goal. The mandatory requirements for developers were one of the citizen panel’s 65 policy recommendations.”

—Kelsey E. Thomas, Next City, <http://bit.ly/2bDYIMO>

When cities say no to new housing

The Washington Post, August 10, 2016

Emily Badger, <http://wapo.st/2bmguY> • “The [Brisbane] story (<http://bayareane.ws/2bm6t>) reminded me of an insight I borrow from Luke Tate, a special assistant to the president for economic mobility. Part of the challenge throughout California and plenty of other communities is that we tend to make local policy — and housing policy in particular — as if the only people who matter in a community are the ones who go to bed there at night.

“We don’t think of people who work but don’t ‘live’ there, or who’d like to live there but can’t afford to, or who once lived there but had to leave, or who could access better jobs if only they could move there, or who commute through there as part of their daily lives.

“You may effectively live your life within [city X], going to school there, working there, dropping your children at day care there, spending your money and your waking time there. But if, at the end of the day, you sleep somewhere else, you are invisible to the process of how we decide what’s right for that city.

“So, why plan a place as if the only people invested in it are the ones who use it at night?

“This isn’t an argument for giving voting rights in Brisbane to anyone who passes through it on the train. But it raises the question of who we really make policy for. How would the decisions we reach in local communities change if we considered not just current home-owning voters, but also local firefighters who can’t afford to live in the communities they serve, and teachers whom school districts struggle to lure, and line cooks who’ve been priced out of town?

“Any functioning community needs all of these, and is composed of more than just ‘residents.’ But the simple distinction between who can vote and who cannot leaves plenty of people irrelevant to decisions about, for example, whether and where to build new housing.

“This simple distinction also allows communities to ignore the externalities they create — as Brisbane, for example, forces more housing burden onto surrounding communities, or forces workers (who’d like to live by the train if more housing existed there) to feed highway traffic instead.”

State unveils biological assessment for Delta tunnels

The Sacramento Bee, August 2, 2016

Dale Kasler, <http://bit.ly/2axOhns> • “California Department of Water Resources officials have released a detailed environmental blueprint for Gov. Brown’s Delta tunnels project, saying the \$15.5 billion plan ‘minimizes potential effects’ on endangered fish species following decades of water pumping.

“The proposed tunnels are designed to re-engineer the plumbing of the battered Sacramento-San Joaquin Delta to improve reliability of water deliveries to the San Joaquin Valley and Southern California. The project would divert a portion of the Sacramento River’s flow near Clarksburg, and send that water via twin tunnels 30 miles to the Delta pumping stations near Tracy.

“The ‘biological assessment’ is a necessary step in the lengthy planning process. Two federal agencies responsible

for overseeing the Delta’s fish population, the U.S. Fish and Wildlife Service and National Marine Fisheries Service, now have to take the document and decide whether the tunnels would violate the Endangered Species Act.

State officials are eager to secure a decision before President Obama leaves office in January. Otherwise, the process would essentially have to start over with a new administration.

“Planners say the new system would alter the Delta’s current flow patterns in a way that would protect the Chinook salmon and Delta smelt from harmful effects of the pumps. Critics say diverting the water would greatly diminish the amount of fresh water at critical points in the Delta, hurting agriculture and damaging water quality.”

(California continues on next page)

Santa Barbara: City council pushes multifamily, stalls retail

GlobeSt.com, July 28, 2016

Kelsi Maree Borland, <http://bit.ly/2aD6T8Z> • “Housing developments are getting a fast pass in Santa Barbara, a notoriously difficult city for development. With high demand for both multi- and single-family, the city has created a path for developers to expedite approvals. The result is more multifamily development than the market has seen in years.

“‘Right now it is much easier to get entitlements for housing than for retail,’ Clarice Clarke, the president of Lee & Associates Central Coast, told GlobeSt.com. ‘Average unit density does not require planning commission or City Council approval. Developers have only to pass the architectural board of review, and the projects are fast tracked. None of the developments underway has gone through public hearings in the traditional light.’

“Nearly 5,000 units are at some stage in the development cycle. Isla Vista, surrounding the UC Santa Barbara campus, has 1,500 units underway, Santa Barbara has 1,400, and Goleta 2,000. Explains Clarke, ‘By comparison, retail projects have spent decades securing entitlements and approval.’

“The idea to fast track was part of the city’s new master plan, but only covers housing, ‘to help bring housing into the main corridors of the city,’ says Clarke.

“Santa Barbara is one of the most expensive markets in the state, with the average single-family house running \$850,000. Isla Vista, because of the student housing, has the highest concentration of institutional ownership in the market.” ■

Parklets. Lafayette’s City Council approved the installation of two pilot parklets on Mt. Diablo Boulevard for a trial period of five months. The parklets are sidewalk extensions that take the place of one or more car parking spaces. Work required prior to installation included public outreach, location identification, and parking occupancy survey. According to the National Association of Transportation City Officials, parklet benefits may include traffic calming, meeting demand for public space, and increased sales for adjacent businesses.

—Adam Foster, Code Enforcement Officer/Assistant Planner, City of Lafayette.



Installed, unfurnished. Photo: Adam Foster.



Furnished, in use. Photo: Adam Foster.

U.S. roundup

Excerpts from around the country, linked to the original articles

St. Paul: Hotel and housing fill 17-story 1934 Art Deco post office/custom house

The New York Times, August 9, 2016

Joe Gose, <http://nyti.ms/2aMYqNt> • “On a bluff overlooking the Mississippi River, a 17-story landmark federal building is becoming a mixed-use project at a time of surging housing and entertainment development downtown. Renters began moving this spring into units at the 82-year-old Art Deco edifice, which a St. Paul developer bought in 2013 for \$5.25 million.

“The renovated building has 202 high-end units on floors six through 17, and a 149-room Hyatt Place hotel on floors two through five. The first-floor lobby will feature a restaurant.



US Post Office and Custom House in 2005.

Photo: Naphtali H. Knox, FAICP

“The restoration is one of the most ambitious historic preservation undertakings in downtown St. Paul, where a few years ago investors began adding apartments, hotel rooms, and restaurants. In particular, developers are turning brick-and-stone warehouses into mixed-use properties in the roughly 16-block Lowertown Historic District.

“Some 1,430 downtown apartments are under construction or in the planning stage in the district. The number of residential units there will climb to 8,100 over the next few years, compared with 5,500 units in 2010, according to the St. Paul Planning and Economic Development Department.

“Exeter Group would not have redeveloped Custom House without the two-year-old light rail line that connects the St. Paul and Minneapolis downtowns. It has generated renewed interest in downtown, and the train stops at the restored 102-year-old Union Depot building next door.”



Union Station, built 1917-1923. Classical revival by architect Charles Sumner Frost, who designed 127 buildings for the Chicago and North Western Railway. Photo: Naphtali H. Knox, FAICP, 2005

(U.S. continues on next page)

“Nearly one-in-five Americans lives in a multigenerational household. The most common type of multigenerational household — home to 29.7 million Americans in 2014 — consists of two adult generations, such as parents and their adult children. We define adult children as being ages 25 or older, so our multigenerational households do not include most college students who live at home. Three-generation households — for example, grandparents, parents, and grandchildren — housed 26.9 million people in 2014. —D’Vera Cohn and Jeffrey S. Passel, Pew Research Center, <http://pewrsr.ch/2b1XMvz>

Seattle, Portland, Austin, Denver: Better places for techies to work and live

BuzzFeed, August 11, 2016

Caroline O'Donovan, <http://bzfd.it/2blq3RP> • “A new report says over a quarter of San Francisco software engineers currently looking for jobs are looking outside California.”

“On August 10, Kate Downing, a corporate lawyer for an enterprise cloud company, resigned from the Palo Alto Planning and Transportation Commission because she and her husband could no longer afford to live there. As dozens of her friends have already done, Downing will be relocating outside of the Bay Area — a financial decision a new report says is becoming a trend.”

“Downing, one of Palo Alto’s most passionate advocates for building more affordable housing, announced her departure in a public letter that castigated city leaders for their failure to address the worsening housing crisis.” (*Palo Alto Weekly*, <http://bit.ly/2aPUz26>)

“‘Twenty six percent of software engineers in San Francisco are searching for jobs out of state,’ said Indeed’s Paul D’Arcy, who presented this research to San Francisco’s Chamber of Commerce on August 10. They’re looking in cities that have emerged as tech hubs, but where salaries go further.”

“According to Indeed, tech workers in San Francisco average \$113,497 a year. In Seattle, it’s \$98,215, and in Austin, \$94,025. When those salaries are adjusted for cost of living, the order is reversed. San Franciscan techies spend 37 percent of their income on housing, Austinites 23 percent. As a result, San Francisco has fallen behind Washington DC and Austin when it comes to desired destinations for people searching for jobs in tech. (San Jose is still in the lead, though.)”

Las Vegas: What Tony Hsieh regrets about his \$350 million downtown revitalization effort

CNBC, August 9, 2016

Zack Guzman, <http://cnb.cx/2aKTo3T> • “It was an ambitious gamble — even by Vegas standards.

“In 2013, Zappos CEO Tony Hsieh relocated his Amazon-owned shoe company to Las Vegas’ downtown district, taking over the building that was once city hall in the rundown area north of the Strip.

“A year earlier, Hsieh had launched the Downtown Project, a \$350 million revitalization effort to turn the neighborhood into a mecca for entrepreneurs. He invested his own money, hoping Vegas would become ‘the co-learning and co-working capital of the world.’

“Nearly five years into the project, results have been mixed. Critics point to a less-than-robust tech scene, layoffs, and shuttered businesses as major stumbling blocks, while others applaud the community’s transformation.

“Hsieh told CNBC he’s still invested in the project, but if he could go back, he’d do a few things differently.

‘Maybe we would have waited until year three to start the new apartment building instead of waiting until year four. [See article on the 231-unit ‘Fremont9’ at <http://bit.ly/2beA439>.] The other thing we would have done differently is make our goals much more explicit.’

“Hsieh’s Downtown Project will turn 5 years old in January, and there are signs of progress. Business owners independent of the project are moving into the neighborhood now famous for the project’s outdoor Container Park.

“‘To see kids and families walking around in a place that was previously pretty dangerous, that’s progress,’ Hsieh said, ‘and [I’m] pretty happy about that.’”

(U.S. continues on next page)

By 2030, there may be no glaciers in Glacier National Park. “In the mid-1800s, this Rocky Mountains enclave sheltered some 150 glaciers. That number plummeted to 83 by the 1960s, and today has hit a dismal low of 25. For the first decade of this millennium, the park endured a heat increase twice that of the global average.” See NASA image comparisons at <http://go.nasa.gov/2bAQMtC>. —John Metcalfe, CityLab, <http://bit.ly/2bAQJhw>

New Orleans: New houses overwhelmingly traditional

Common Edge, August 4, 2016

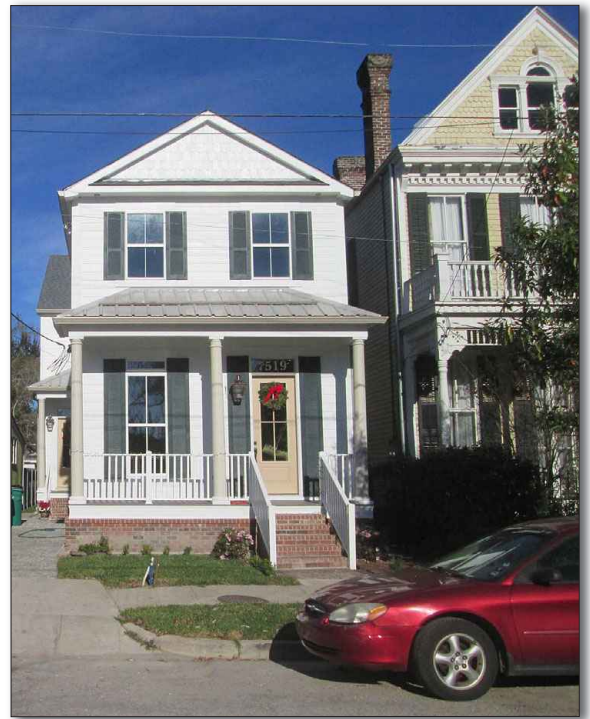
Martin C. Pedersen, <http://bit.ly/2aEUmid> • “New Orleanians faced with rebuilding their homes post-Katrina choose ‘traditional’ over ‘contemporary’ architecture by a margin of 14–1. (See <http://bit.ly/2aEXLxx>)

“Richard Campanella, a Tulane University-based geographer and his project collaborator, Cassidy Rosen, collected all of the [residential] construction permits issued in New Orleans between 2005 and 2012. He and Rosen then assembled a random sample of 333 homes and apartment houses and set out to document them visually.

“Initially they planned to characterize each house by a specific architectural style, but instead placed each house on a 1 to 10 scale, with a range of contemporary structures assigned to the lower numbers (1–4), and a contrasting range of historically-inspired houses occupying the higher ones (6–10). Houses with no discernible style were labeled 5. After eliminating the 5s, Campanella and Rosen tabulated 14 times as many traditional houses as contemporary ones.

“Campanella [says] the neotraditionalism of New Orleans predated Katrina by decades, as a nostalgic response to years of population loss, economic decline, and white (and black middle class) flight. ‘More lately, retro became reassurance for the bleak present of the immediate post-storm and its uncertain future.’

“Another important figure in the study: just 3 percent of the new homes were the work of commissioned architects, in line with other studies that conclude the practice of architecture is increasingly a boutique exercise. That’s bad news, regardless of where you stand in the aesthetic divide.”



“Newly constructed house trying to fit in to historic neighborhood, Maple Street, Carrollton, New Orleans.”
Cropped from original photo by Infrogmation of New Orleans, <http://bit.ly/2aEWztT>

Inclusionary Zoning: Getting it right

Urban Land, August 3, 2016

Claude Gruen, <http://bit.ly/2aXrR2s> • “More than 500 communities in the United States have adopted inclusionary zoning ordinances as at least a partial cure for their housing affordability deficits. [But] unless carefully structured, the ordinances may limit the supply of new housing, exacerbating the affordability problem they were intended to cure.

“[One] way this happens is when the ordinance sets the requirements for the number of below-market-rate units to be included so high — and the prices mandated for the units so low — that the returns to investors in market-rate housing are dropped to the point where building new residences is at best discouraged or made infeasible. A second counterproductive effect [of inclusionary zoning] restricts the process of neighborhood change [in an attempt] to avoid the displacement effect of gentrification.

“Instead of targeting gentrification, advocates of residential social justice should call for the enactment of laws that mitigate or prevent the displacement of long-term residents rather than to attempt to freeze the social and physical structure of neighborhoods. Local governments must avoid coupling the [inclusionary] rezoning with the vilification of gentrification [and the resulting] stultification of neighborhood change.

“Neighborhood change is not undesirable in itself unless it displaces long-term residents. Social justice can best be served by policies such as granting existing tenants priority occupancy of below-market-rate units built in response to inclusionary rules, or the right to remain in the neighborhood for as long they have already lived there.”

(U.S. continues on next page)

Iowa City: Creating a regenerative city

The Huffington Post, August 2, 2016

Jeff Biggers, <http://huff.to/2av7fLv> • “Should flood-prone river towns like Iowa City pursue incremental and piecemeal sustainability efforts or take the lead in setting out a ‘regenerative city’ climate action plan?”

“Iowa City advocates, experts, and innovators, have held public ‘Ecopolis Forums’ over the past two years on regenerative city initiatives (<http://bit.ly/2av96Qs>). It’s time for Iowa City to rethink, re-evaluate, and re-imagine the ways it deals with energy, food, transit, and biodiversity restoration — and turn its recently passed Regenerative City Proclamation (<http://huff.to/2avam66>) into a climate action plan.

“Eight years after the historic Iowa River flood swamped the city and left behind an estimated \$1 billion in area damages, the city of Iowa City is investing \$60 million in raising a ‘gateway’ transit route only one foot above the 100-year flood level.

Biggers calls for further action, starting with “Bringing Climate Action to the Public Commons ... in a process for public participation that brings together policy makers, entrepreneurs, and the civil society ... [using] Climate Action Partnerships, Incubating Green Jobs and Green Business, Soil Carbon Sequestration, Net Zero Energy Buildings, [and] 40 percent local food by 2020,” among other things.

West Coast: Coal glut and environmental pushback derail West Coast port plans

The Wall Street Journal, August 1, 2016

Timothy Puko and Erica E. Phillips,

<http://on.wsj.com/2axjSG4> • “Out of seven West Coast export terminals proposed in the past five years — which combined could have handled over 125 million tons of coal annually — not one has opened. [WSJ] map shows three proposed ports in Washington, three in Oregon, and one in California.] The coal industry is losing long-sought shipping outlets where local communities have blocked construction of coal terminals amid concerns about climate change and pollution.”

On June 27, “the Oakland city council approved a rule blocking coal exports through a new terminal on the decommissioned Oakland Army Base (<http://nyti.ms/2axmtQd>). The future of the \$500 million project — backed in part by \$53 million of Utah tax revenues — is uncertain.”

“Oregon denied a permit for a coal-export facility at Port of Morrow on the Columbia River in 2014, and another large terminal in Longview, Washington, has been under review by the Army Corps for four years.”

“As China’s growth slowed, U.S. producers were undercut by cheaper coal from Australia and Indonesia. But coal companies publicly say they haven’t given up on exports. An executive at one of the miners involved in one of the Washington terminals said the projects are ‘not dead, but barely on life support.’ Meanwhile, the biggest terminal on Canada’s West Coast [Westshore Terminal in Port Metro Vancouver] has spare capacity now that exports have slowed, and could handle an uptick.”

(U.S. continues on next page)

Which states have the least affordable housing opportunities for their populations? California is No.6 on EfficientGov’s list of the 10 worst states for affordable housing. “We took the total number of affordable housing units and total population to create a ratio, and looked at affordability factors like average wages and employment rates. California has the largest population and largest number of affordable housing complexes (1,768) on our list of the ‘Top 10 Worst States for Affordable Housing.’ However, its cities lack consistency in their offerings. For example, Palo Alto, a small city, has 10 affordable housing options whereas the far larger city of San Jose offers just 32.” The worst state is Nevada, with just 62 affordable housing complexes. Washington comes in at No. 10 with 448 affordable housing complexes. —Megan Wells, *EfficientGov*, <http://bit.ly/2aZnLE5>

Seattle will not become the next San Francisco

Seattle Times, July 28, 2016

Mike Rosenberg, <http://bit.ly/2axosEn> • “Sure, housing prices and rents are skyrocketing here, but Seattle is nowhere near catching up to San Francisco’s brutal housing market and is unlikely to get there anytime soon.

“Seattle’s housing is roughly half as expensive as San Francisco’s and has stayed that way through housing booms and busts of the last two decades. Based on historical cost increases, it will take Seattle nearly 20 years to reach San Francisco’s current average price of nearly \$1.2 million per home.

“Just 10 percent of families in the San Francisco metro area can afford to buy the median home, compared with 50 percent in the Greater Seattle area. And the typical San Franciscan spends about 60 percent of his or her income on housing, compared with about 35 percent in Seattle, Zillow says.

“Essentially, Seattle is a place where it’s difficult but still possible for the middle class to thrive. Seattle has been adding homes twice as fast as construction-averse San Francisco for the last decade. And there are still many affordable options in the suburbs for people priced out of the city here, unlike the greater San Francisco Bay Area, where several outlying counties are already among the priciest in the nation. Seattle is cheaper than nearly all the outlying suburbs across the San Francisco Peninsula and Silicon Valley, and is now even cheaper than Oakland, long an affordable refuge in the Bay Area.”

East Coast: 3000-mile bikeway, Maine to Florida

Condé Nast Traveler, July 25, 2016

Sebastian Modak, <http://bit.ly/2aSjeX8> • “You’d be forgiven for thinking the East Coast Greenway — a nearly 3,000-mile paved bike trail that would extend from Calais, Maine to Key West, Florida — is nothing but a pipe dream. But the nonprofit organization behind the initiative, the East Coast Greenway Alliance (ECGA), has been busy of late, and its 2016–2020 strategic plan (<http://bit.ly/2avm5F0>) shows an uptick in funding from community organizations and federal and local government institutions. (The project depends on local state governments building and maintaining their individual sections.)

“The ECGA’s end goal is to have the entire East Coast connected by a safe, designated, paved path for joggers, bikers, and other non-motorized adventurers. It also could be used in a more piecemeal way — commuters, children, and day-trippers riding on small sections at a time.

“Only 850 miles of trails (about 30 percent of the proposed path) are currently functional. But the ECGA plans on designating another 200 miles of paved paths as part of the greenway by 2020, and hopes that momentum will increase as biking becomes more popular around the country.

“The trail is not about simply getting from Point A to Point B as quickly as possible — it’s about enjoying the shifting landscape of the Eastern United States, from the dense forests of the North to the South’s beaches, at 10 miles per hour instead of 70.” ■

The Downing files. “The issue [that former planning commissioner Kate] Downing identifies in Palo Alto is part of a much broader national problem. There is now wide-ranging agreement among economists and land-use experts across the political spectrum that restrictive zoning is a major obstacle to affordable housing for the poor and lower-middle class in many parts of the country. The problem is partly mitigated by the ability of people to ‘vote with their feet’ in favor of jurisdictions where zoning is less restrictive, some of which also have good job markets. But there would be much greater scope for effective foot voting if there were more such areas.” —*Ilya Somin, The Washington Post*, <http://wapo.st/2aZoyVp>

World roundup

Excerpts from around the world, linked to the original articles

Beijing: Cutting the capital city down to size

Wall Street Journal, August 10, 2016

Liyan Qi, <http://on.wsj.com/2aT5050> • “China’s capital, suffering from growing pains following years of breakneck expansion, is embarking on a radical plan to rein in its population by kicking people out of the city’s center.

“Beijing’s government is shutting down businesses and moving others out of the central part of the metropolis in the hope that people will follow. Entire markets deemed unfit for the capital have been closed or moved and services shut down.

“The heavy-handed approach is a response to years of rapid urban growth that has brought worsening congestion, pollution, and water-supply problems.

“Despite the city’s efforts to keep a lid on population growth, greater Beijing now has almost 22 million people, an increase of some 6 million in a decade, official data shows.

The population of the central area, comprising six districts, grew at an average of 414,200 people a year over that time, to about 13 million.

“The strategy is to move low-end businesses, such as wholesale markets, to Hebei — the province surrounding Beijing where growth has flagged — and coax people to follow.

“Since starting the effort last year, the city government has closed more than 150 markets, meaning thousands of shops. It aims to close all wholesale or low-end markets within the city’s Fourth Ring Road by 2020. The government has also shut down or relocated 174 factories in the first half of this year, according to the city government.”

Jordan River: Once emblematic, now a polluted trickle

Pacific Standard, August 10, 2016

Mark Schapiro, <http://bit.ly/2biflpq> • “As environmental degradations accumulate [in the Middle east], a growing cadre of journalists is pursuing assertive reporting on the deterioration that they see and experience daily. The limits of impunity are being tested by conditions you can see and smell — and by ever-increasing access to international scientific source material.

“About an hour outside Amman is a 12th century hill-top castle in Aljoun. Nearby is the recorded birthplace of the Biblical figure Elijah. Looking down on the ochre-colored hills, just past the ridges in the distance, one can see the city of Hebron in the West Bank; not far from there, in the haze of sunset, are Bethlehem and Jerusalem. Here, within a hundred-mile radius, you have the birthplace and

key spawning ground of three major religions — Judaism, Christianity, Islam, each of them saturated in the soil and sweat of the rolling hills and olive orchards along the banks of the River Jordan.

“That river, a defining feature of the Middle East’s political troubles, is also central to our own iconography of salvation and deliverance — in the language of Martin Luther King and the civil rights movement — and a lyrical reference point for American blues musicians. Now, over the course of its 156 miles, the river is a polluted trickle, the victim of water diversions and a shrinking water supply. Today the River Jordan is more powerful as a metaphor of depletion than as an actual river.”

(World continues on next page)

Chiclet-sized water purifier. “Researchers at SLAC National Accelerator Laboratory and Stanford University have developed a tiny, Chiclet-sized device that uses solar energy to disinfect water. The tiny tab needs only sunlight, can be infinitely reused, and could prove to be a very big deal from impoverished countries to the Pacific Crest Trail. According to the United Nations, more than 780 million people around the world lack access to clean drinking water.”

—Lindsey Hoshaw, *KQED Science*, <http://bit.ly/2bAmCXj>

Toronto: An illustrated look at the city's most loved (and loathed) buildings

Maclean's, August 8, 2016

<http://bit.ly/2aSHoNT> • “The Art Gallery of Ontario’s present-day incarnation tells the architectural journey of an entire city: from brown brick mansions to schizophrenic additions; from elegant redesigns that pay homage to the past without sacrificing modern convenience or aesthetics.

AGO began in an 1817 Georgian manor that housed the original 1913 art collection. Four years later a Beaux Arts addition opened, followed within 10 years by yet another expansion. In the 1970s, the gallery added a sculpture wing and gift shop and in 1993 affixed a two-story concrete structure. A 2008 renovation by Toronto-born, L.A.-based architect Frank Gehry knitted the seven separate structures together into a post-modern masterpiece.

The AGO renovation coincided with spectacular and eye-catching transformations of the Royal Ontario Museum,

the Ontario College of Art and Design, and the Royal Conservatory of Music.

As a group, the work announced Toronto as a destination for architecture enthusiasts and shutterbugs. Toronto already had buildings from Ludwig Mies van der Rohe, I.M. Pei, and Santiago Calatrava, but suddenly Toronto’s dated and often dowdy streetscapes were reborn.

“Matthew Blackett, publisher of *Spacing*, a magazine that explores urbanism, notes the ease with which signature buildings from different eras coexist. ‘Toronto’s two city halls are beside each other; built 60 years apart, they represent two different eras,’ says Blackett. ‘New City Hall was about the city of the future and about moving forward. That building itself speaks so much of what this city once represented and still represents.’ ”

Vancouver: New chief planner previously served Portland and San Francisco

The Georgia Straight, August 3, 2016



Gil Kelley

Carlito Pablo, <http://bit.ly/2av4LwW> • “Brent Toderian thinks that **Gil Kelley** is an excellent planner and will do a good job as chief city planner of Vancouver.

“Toderian, now a consultant, was Vancouver’s planning director from 2006 to 2012. Kelley was Portland’s director of planning for 10

years until 2009, founded his own consulting company, and later served as director of city planning for San Francisco.

“On September 15, Kelley will start as Vancouver chief planner and general manager of the city’s new department

of planning, urban design, and sustainability. ‘It’s a very good choice,’ Toderian told the *Straight* in a phone interview August 3.

“According to Toderian, the new planning chief needs all the help he can get because of the many challenges of the job. ‘Vancouver needs to rebuild the intellectual independence of the planning department, and the planning department’s credibility and skills around urban design and public engagement,’ Toderian said. Toderian added he believes that an independent planning office is crucial. ‘Having an independent planning department means that the public and all stakeholders can trust that the advice being given is in the best interest of the city ... and that it’s not about partisan politics,’ he said.”

(World continues on next page)

“Innovative density. Ten projects — each illustrated and briefly described, and all completed over the past five years — model strategies for making micro housing more livable, minimizing the apparent density of new developments in low-rise areas, using modular construction to save costs, incorporating significant amounts of foliage and green space, and providing expansive communal areas.” The projects include two in Los Angeles, two in New York City, three in Singapore, and one each in Milan, London, and Seoul. —Ron Nyren in *Urban Land*, <http://bit.ly/2aT3eAJ>

Edinburgh: 20 mph speed limit imposed on majority of streets

Highways Magazine UK, July 29, 2016

<http://bit.ly/2aUC0gs> • “The multi-million pound Edinburgh Council scheme is the first of its kind in Scotland and affects more than 80 percent of the city’s roads.

“In becoming Scotland’s first 20 mph city, Edinburgh follows a growing number of European and UK cities (e.g., Bristol, Liverpool, Birmingham, Cambridge, and much of inner London) in introducing slower speeds.

“In preparation for the ‘go live’ on 31 July, large 20mph signs were erected over the past few weeks, marking the entrance and exit of a 20 mph area where the speed limit is changing. These are supplemented by smaller repeater signs or road markings with speed limit roundels.

“Neil Greig, IAM RoadSmart policy and research director, remains unconvinced: ‘On some streets, 20 mph is a speed that you might aspire to rather than need to limit yourself to. But there are others where it looks and feels safer to go over 20, and that’s potentially confusing because drivers take their cue from the environment. What seems to work are measures like speed bumps and narrower roads. Covering whole areas in one 20mph limit and putting up some signs is a cheap way to do it. We’d rather see investment made in dealing with the streets where there will be the most benefit.’”

Palestine: Architecture during the British Mandate

Israel21c.org, July 21, 2016

<http://bit.ly/2aAzrQn> • “‘Social Construction,’ a new exhibit at the Israel Museum in Jerusalem running through December 31, 2016, puts a spotlight on the ‘white architecture’ that early 20th century European modernists imported to pre-state Palestine — and the social values this style reflects.

“The exhibit shows how the development of urban centers ‘emerged from the influence of international modernism while forming a unique architectural language inspired by the ambitions to establish a new state and to create a new social order,’ according to the museum.

“‘The influx of immigration to Palestine following the Russian Revolution of 1905 and the concurrent political upheavals in eastern Europe brought a generation of architects who embraced modernism as a new beginning.’”

(World continues on next page)



Bauhaus building in Tel Aviv facing what is now Dizengoff Square. Built in 1937, it is now The Cinema Hotel. Source: Library of Congress, G. Eric and Edith Matson Photograph Collection, <http://bit.ly/2aXGpzz>. Photo: American Colony (Jerusalem), Photo Dept.



Cinema Hotel, Dizengoff Square, 2009. Photo: Naphtali H. Knox, FAICP

Words: Let's stop using 'gentrification' and 'regeneration'

CityMetric, July 26, 2016

Rachel Holdsworth, <http://bit.ly/2asXNeV>

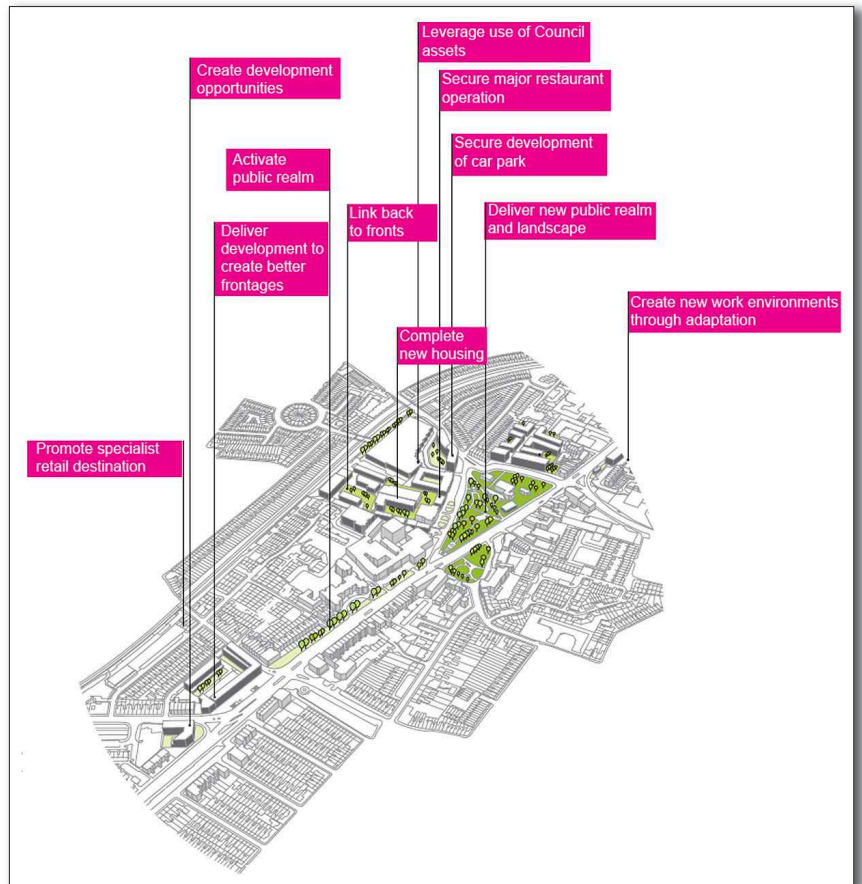
"Some words mean too many different things. Gentrification used to mean a relatively slow process of professionals and creative types, without vast pots of money, moving into a neglected neighbourhood and doing up their homes. It used to mean gentle waves of improved housing stock, independent shops and cafes, and gradually rising prices.

"This type of gentrification isn't to be sneered at. It brings better performing schools, lower crime, and communities where people of different income levels, class, and community live side by side.

"The 'regeneration' of a deprived area should be a good thing. In Tottenham, north London, a large post-riots redevelopment is underway. Millions are being spent refurbishing leisure centres, libraries, and green spaces. Up to 7,000 desperately needed new homes are being built.

"[But] residents have seen 'regeneration' in other areas and don't expect Tottenham to be different. National chains or 'posh' shops come in and displace existing businesses, or rents and house prices skyrocket — the effect on the longstanding community is the same. They feel rapidly encircled and pushed out. That's not gentrification as we used to know it, or regeneration in the positive sense that councils like to imply: it's too quick, too brutal.

"Some of these schemes are bloody awful and should be fought based on specific problems and issues that can be addressed. The all-compassing bogeyman 'gentrification' cannot [do the job]. We should throw it out and start again." ■



Tottenham Physical Development Framework, Tottenham Green & Seven Sisters: Change areas in the cultural heart of Tottenham, short to medium term priorities.

Source: <http://bit.ly/2aAy4Oz>

"Can Sydney remain a thriving cultural city?" Sydney is on the verge of 'losing its edge as a desirable city,' with badly-planned development and fast-paced gentrification leaving locals 'poorly catered for,' planning experts say. ... Without a close consideration of how new developments, such as highrises, impact local areas and without a focus on the community, you end up with a city where people are 'alienated in their houses.'" —Jennifer Duke, Domain, <http://bit.ly/2aT82pY>

"Make Auckland livable, not just affordable. Auckland may be able to accommodate a million extra people over the next 30 years, but at the current rate of vehicle ownership this will equate to around 700,000 more cars on the road network. Providing transit services that make car-free living a convenient and affordable option is non-negotiable to support the anticipated growth. Framing the city's future solely as a question of housing supply and property prices ignores the critical role public spaces and transit infrastructure play in creating viable growth, and ensuring that Auckland is livable for future generations." —Urbanist Jenny McArthur in The Spinoff, <http://bit.ly/2aT92dM>

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