

NORTHERN NEWS



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California Chapter
Northern

Making Great Communities Happen

March 2018

Finding and supporting allies for Livable Communities

Erin McAuliff

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Planners and students visit Brazil to learn and plan

Mike Jacobson, with Alex Hinds, Tonya Veitch, and Hing Wong, AICP

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Alviso Marina County Park,
Santa Clara County
Photo: Juan Borrelli, AICP





The secret to finding and supporting allies for Livable Communities

Erin McAuliff

As planners and livable community advocates, we can always use help drumming up support for an important project or messaging proposed policies. While we know that engaging allies to assist can go a long way towards advancing these goals, more often than not we struggle to find these allusive supporters ready to get involved and make a difference.

I'm here to let you in on a little secret: If you're interested in amplifying and focusing your livable communities efforts where it counts, look no further than our burgeoning older adult population.

By 2030, more than 70 million Americans will be 65 or older. In just 12 years, older adults will comprise nearly one in five Americans. Our elder neighbors, colleagues, and friends are looking for opportunities to keep active and engaged in civic life, and many of them are invested in creating livable communities: The vast majority of older adults — 87 percent of adults 65 or over — want to stay in their current home and community as they age. But that requires safe, walkable streets; age-friendly housing and transportation options; access to needed services; and opportunities for residents of all ages to participate in community life.

How can planners connect with these allies to advance specific efforts? I asked a few experts to chime in:

Housing

One 'livable communities' solution to housing affordability is adding an accessory dwelling, such as an addition to a garage, an entirely new structure, or a basement or attic apartment in an existing single-family house. This solution is attracting the attention of many older adults.

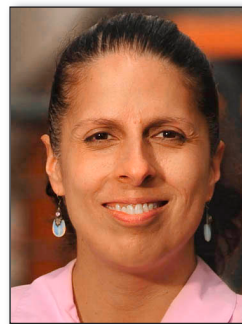


As **Denise Pinkston**, a housing expert and Partner at TMG Partners in San Francisco, explains, "Recent accessory dwelling rule changes in California have led to skyrocketing permit applications by owners who wish to add accessory dwellings — particularly older homeowners who

no longer have children in the house. Encouraging accessory dwellings creates tremendous opportunities for older adults living in too much house and allows them to share this resource with family and community members. In return, it combats loneliness and isolation, and supports aging in place near support centers and services."

Transportation

According to the American Public Transportation Association (APTA), many transit agencies are "embracing the concept of mobility management, which is a strategic approach to service coordination and customer service ... becoming a worldwide trend in the public transportation sector." APTA expects that this trend will move transit agencies "away from their roles as fixed-route operators and toward collaboration with other transportation providers."



Naomi Armenta, Senior Associate at Nelson \Nygaard, an international transportation planning consultancy, agrees and emphasizes that older adults are undeniably invested in seeing this pan out. "Transportation is a vital link to resources and supports for older adults and people with disabilities, many of whom cannot drive themselves and/or do not always have someone to ask for a ride. In addition to paratransit, a range of nonprofits and private companies traditionally outside the sphere of public transit has cropped up to support this population's mobility. Partnership and collaboration between aging and transportation professionals is critical for implementing a mobility management approach that matches riders with the most efficient and attractive option for both the rider and provider."

Built Environment and Open Spaces

Supportive built environments can strengthen individual relationships, ensure access to care, resources, and recreation, and reduce isolation across the lifespan.

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Planners and students visit Brazil for collaborative service and learning

Mike Jacobson, with Alex Hinds, Tonya Veitch, and Hing Wong, AICP. Members of a graduate planning class spent one week in Ouro Preto, Brazil, collecting data, talking to residents, and conducting several workshops. The workshops generated a list of opportunities and constraints, plus a prioritized list of community needs subsequently included in a grant application submitted by the residents' association to the Inter-American Foundation. [Pages 4](#) and [16–18](#)

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▶ Northern Section announces new WEBSITE ◀

APA California–Northern has launched a new website following months of work led by the Section webmaster **Eric Tuvel, AICP**, and contributions from Northern Section board member colleagues.

You can expect an entirely new experience navigating the website. It features a leading-edge **mobile responsive design** for clear and easy viewing on your favorite devices.

Features include:

- A new [Event Calendar](#) with different view options
- The ability to [Submit Events](#) directly online
- A consolidated [News Feed](#) with all the latest updates from [Northern News](#) to job listings
- And a revamped [Resource Library](#), with links to local, state, and national resources.

Make sure to have a look at <https://norcalapa.org>, and please let us know what you think.

Address your comments to webmaster@norcalapa.org.



Director's note

Sharon Grewal, AICP

Retreat and recalibration

After January's Northern Section and Chapter retreats, I went to Venice, Florence, and Rome for my own personal retreat. I spent some of the time contemplating what I personally want to accomplish this year as your Section Director, as a planner, and as a person. We get value from traveling and learning about cultures other than our own. (And on that point, be sure to read this month's article about our student planners in Brazil, [page 4](#).)

From my northern California perspective, it seems more attention is given to tweets than to the potential for connections within our communities. In Italy, people take the time to have an espresso in their neighborhood café rather than racing out with a take-away. And it seems that most people speak more than one language.

Venice has more than 100 islands. Venetians' dependency for transport on their vaporetti and other waterbuses increases interactions among neighbors, something that we have lost in our auto-centric United States, especially in our suburbs.

Venice is also forced to be mindful of Mother Nature and the way she limits the built environment. The Doge's Palace may be massive but it's not a reality — not for the average citizen and not for those who work in the tourist industry. I can't speculate on how comfortably Venetians live (or not). My small apartment is no gauge; it was just large enough for a full-sized bed and a shower that covered 24 square inches.

I've been asking myself for some time whether our built environment is constraining how we progress culturally or if our culture is influencing our built environment. Maybe it's some of both. On the ground here, I can't think of any

American cities that match the walkability of Italian cities. At the same time, European transportation systems give high priority to moving masses of people in their daily commutes while transporting casual tourists like me in the most effective manner possible.

For sure, there are things we do "bigger" if not "better": For example, a large latte in Venice is 10 to 12 ounces. Compare that to a Starbucks "venti" (20 ounces). Our sandwiches are footlongs, super burritos are the size of a human head, candy bars are king size, and bags of chips are family size. On calorie count, we win. We probably also win on the associated amount of waste and packaging we send to landfills. Our actions (and inactions) speak to the low priority we place on health and transportation.

These have been just some coffee-sipping musings about the extent to which we build our environment to promote the social well-being and wellness of our communities. At times I think many of us are recalibrating and rethinking how our actions affect how we build and live in our communities. At other times I'm not so sure.

Chapter retreat

In January, the Chapter Board met in San Diego for an intensive two-day retreat. We covered a number of business matters and important updates the first day. The second day, we took a deeper dive into our Chapter goals for the next two years, including offering more and enhanced resources for mid-level planners. Here in the Northern Section, we're moving ahead to cosponsor a spring session with the Planner Emeritus Network (PEN) and San Jose State's Urban and Regional Alumni Program. More to come on that later. ■

Will SB 827 (Weiner/Skinner) foster displacement? "Much of price growth is driven by scarcity. What the data show, when you look at the community as a whole, if you are not adding new units, then you are going to see existing units become more and more pricey and unable to sustain the current community members. Displacement is often more a product of rising prices and stale buildings than it is a block-by-block transformation." —Alex Casey, a policy analyst for Zillow Research, quoted by Janis Mara in *BerkeleySide*, <http://bit.ly/2BQUb3r>

Planners and students visit Brazil for collaborative service and learning

Mike Jacobson, with Alex Hinds, Tonya Veitch, and Hing Wong, AICP

The São Cristóvão neighborhood — more commonly referred to as Veloso — is an informal community in Ouro Preto, Brazil, a city of 70,000 recognized by UNESCO as a World Heritage Site. Sixteen of us (10 graduate students and two undergraduates from San José State University's planning program plus four Bay Area planners) traveled there in January to learn and to engage in community service.

The trip, during which we attended a number of planning meetings and community workshops, was a collaborative effort of the APA California–Northern Section, SJSU, the City of Ouro Preto, and the São Cristóvão Residents Association.

In addition to working with the Veloso community, our group learned about the social and economic by-products of the unique mix of Portuguese, African, and indigenous cultures and the influence of colonialism on Ouro Preto's built form. We also traveled to Rio de Janeiro where we met with local planners to learn about transit and land use projects implemented for the 2016 Olympic games.

The cultural exchange and new friendships made for an unforgettable trip for all.

Participants in the project

- Alex Hinds, Northern Section International Director, SJSU faculty member Rick Kos, and Maria Cândida Langbauer, a native of Ouro Preto, orchestrated the collaboration among APA, SJSU, the City of Ouro Preto, and the Veloso community group.
- The students mapped community assets, constraints, and related information.
- Bay Area residents Nels Langbauer (Maria's husband) and Hing Wong, Northern Section International Director and SJSU adjunct faculty, also assisted.
- São Paulo-based planning consultant Bruno Borges volunteered his services.
- Kathleen Walsh (former California Air Resource Board Chief Counsel and grandmother of two Brazilian children) participated in the workshops.

- Oregon-based sustainability planner Eliot Allen developed the Lead Up methodology we used.
- Northern Section Board member Holly Pearson, AICP, helped in researching and writing for potential grant funding.
- The Federal University of Ouro Preto (UFOP) provided technical assistance.

The class spent one week in Ouro Preto collecting data, talking to Veloso residents, and conducting several workshops. The students were warmly received (“a transformational love fest”) and loudly applauded after presenting their report to the community.

After the class left Ouro Preto, Sergio Neves, lead member of the São Cristóvão Residents Association Board of Directors, conducted three additional workshops in Portuguese.

Bruno Borges, Maria Cândida Langbauer, and Celso Carvalho (an Ouro Preto City Attorney) facilitated the community workshop breakout groups and recorded



Sergio Neves and Maria Candida Langbauer review maps with Veloso community members. Neves is the lead member of the São Cristóvão Residents Association Board of Directors. Maria Cândida Langbauer, a native of Ouro Preto, was a prime mover for the collaboration among APA, SJSU, the City of Ouro Preto, and the Veloso community group.

(continued on [page 16](#))

Save the Date: APA California–Northern Awards Gala

When: Friday June 1, 2018. Come celebrate the best of Northern California planning. The evening will include a video presentation, presentation of awards, and a cocktail reception. Ticket information to come.

Where: The Green Room in the Veterans Building at the San Francisco War Memorial, 401 Van Ness Avenue, San Francisco.

Time: 6:30 to 10 pm.

Questions? Contact Awards Program Directors Florentina Craciun or Carmela Campbell at awards@norcalapa.org.

Be a Sponsor of the Awards Gala

Sponsorship opportunities include tickets to the Awards Gala; advertising in the *Northern News* and eNews; and recognition during the Gala. To see the perks go to <http://bit.ly/1qWlzgb>. To sponsor, contact Florentina Craciun at (510) 379-1117 or awards@norcalapa.org. ■



The Green Room is known for its distinctive color, soaring ceiling, and russet tiled loggia. Renovated in 2015, the room complements the 1920s Beaux-Arts architecture of the Veterans Building. Photo: Joel Puliatti.

Where in the world



Photo by Ashley James (Answer on [page 14](#))

Cal Poly SLO City and Regional Planning Department to mark 50th Anniversary

Ray Hashimoto, AICP

The Department of City and Regional Planning (CRP) was established at Cal Poly State University, San Luis Obispo, in the fall of 1968. CRP's first classes and labs were held in Engineering West, Second floor — prime real estate among the School of Architecture, Business School, and Engineering School buildings. The location was predictive of how city planners would coordinate with design and business disciplines. After a number of moves on campus over many years, CRP now resides back in Engineering West, and the department continues to promote connections between the built environment and business.

A CRP faculty of six graduated its first class of 20 students (18 men and 2 women) in 1970. This spring, CRP will grant 39 Bachelor of Science degrees and 22 Master degrees. Reflecting the rise of women in city and regional planning, the combined classes have 29 women and 32 men. The department boasts a faculty and staff of 15.

The Cal Poly mantra, "Learn by Doing," prevails in the CRP curriculum. Front and center in the program are the urban design studios, the preparation of master, specific, and general plans, and transportation, sustainability, and CEQA studies. Cal Poly's CRP program, under the College of Architecture and Environmental Design, consistently ranks near the top of planning programs nationally. More than 1,500 Cal Poly SLO grads are practicing land use planning in the public and private sectors in California and across the country.

As a proud member of the class of 1981 and a member of the CRP Advisory Council, I invite all CRP alums to take part in our **50th Anniversary Celebration**. It will be held in San Luis Obispo and on the Cal Poly Campus **on April 27th and 28th**. Please visit <http://bit.ly/2BU1Jct> for information on scheduled events, sponsorships, and networking opportunities.

Ray Hashimoto is Principal and Land Development Manager for HMM, San Jose.

CAL POLY
City & Regional Planning

SAVE THE DATE!

**Friday, April 27 &
Saturday, April 28, 2018
San Luis Obispo**

**COME CELEBRATE
OUR 50TH ANNIVERSARY**

For more details regarding on-campus events, the celebration and dinner at Edna Valley Winery and sponsorship opportunities go to www.planning.calpoly.edu.

50 YEARS

1968-2018

Call for volunteers for the 2019 APA National Conference Local Committee

Northern Section is issuing this call for volunteers to serve as subcommittee members for the 2019 National Planning Conference to be held in **San Francisco, April 13–16, 2019**. We're reaching out to the entire Northern Section membership for volunteers for a range of subcommittees including Local Activities, Planner's Guide, Orientation Tour, and Mobile Workshops.

Subcommittees

Local Activities – Identify networking activities during the National Planning Conference (including the opening reception and other evening events).

Mobile Workshops – Work with others on identifying and submitting mobile workshop proposals on relevant projects in San Francisco and the region.

Orientation Tours – Create one or more high-quality planning tours of various geographic areas in San Francisco and the region.

Planner's Guide – Develop relevant planning information of interest to conference attendees to be incorporated into the APA app (and a printed document if funds are available).

Merchandise – Select items that will bear the conference theme and/or logo to be sold or used as promotional items.

Volunteers – Coordinate student and local conference volunteers to help assist at various sessions and activities.

Please sign-up at <http://bit.ly/2GdA2U1>. For more information, contact the 2019 Local Host Committee, at NPC19@norcalapa.org. ■



Planning news roundup

Excerpts linked to the original articles

Voters overwhelmingly back Google's San Jose plans

The Mercury News, February 19, 2018

George Avalos, <http://bayareane.ws/2ERjRhv> • “South Bay voters overwhelmingly back Google’s plans to bring 20,000 jobs to downtown San Jose and consider those jobs the most important part of the transit-oriented development, according to a new poll.

“When asked whether they ‘support or oppose Google’s plans to bring up to 20,000 jobs into downtown San Jose over a 10-year period’ rather than moving jobs out of the region or state, 79 percent said they supported the proposal, while 16 percent were opposed. Five percent of those surveyed expressed no opinion. The poll of 431 registered voters in Santa Clara County was conducted for the Silicon Valley Leadership Group and *The Mercury News*.

“Of those polled, 53 percent said the 20,000 Google jobs were more important to them than housing for new residents,

while 38 percent said providing housing was a higher priority. Nine percent had no opinion. Google has yet to reveal specific plans for any housing associated with the development.

“‘Downtown San Jose is exactly the right place to try to bring jobs, housing, and transit together on a big scale,’ said economist Stephen Levy, director of the Center for Continuing Study of the California Economy. ‘Diridon Station will be the center for Caltrain, BART, high-speed rail, light rail, and the ACE Train.’

“Of those surveyed, 79 percent said they support development that combines jobs, housing, and mass transit in an urban setting, while 16 percent oppose it and 5 percent had no opinion.”

The future of communities hangs along the Los Angeles River

CityLab, February 20, 2018

Jon Christensen, <http://bit.ly/2oIDMe7> • “Los Angeles is in its pre-High Line moment right now. The High Line sparked the gentrification in and around the Meatpacking District and Chelsea. Will Los Angeles suffer — or enjoy — the same fate?

“What happens on the banks of the Los Angeles River, as it takes a big turn into downtown on its journey to the Pacific Ocean, will set the stage for what comes along its banks.

“That’s a lot of weight to put on a small piece of land: The 42-acre G2 parcel at Taylor Yard was acquired by the City of Los Angeles to develop a new park and restore lost riparian ecosystems on the river in an area once dominated by industry. You could walk across the G2 parcel in 10 minutes. At the same

time, it’s a big chunk of open space in a prime location, right beside the river in the picturesque bowl of Elysian Valley, whose name says it all.

“Standing in the middle of the parcel, you understand why people have wanted to live here for centuries. This aspiration continues, despite the fact that the ground under your feet was poisoned over the past hundred years by the railroad, which is now history. ...

“The city wants the river and Taylor Yard to be an iconic centerpiece of the story it tells the world about itself. What if it were a true story about developing a model for an equitable and just greening of the city?”

(News roundup continues on [page 19](#))

“Spokane hopes tiny homes and cottages will spur infill density. Late in January, the Spokane city council took a step towards that goal. It unanimously adopted an ordinance that makes zoning changes and creates density bonuses for pocket residential development and cottage housing that they hope will make infill more financially attractive to developers. Like many western cities, Spokane has very suburban, single-family housing development outside the city core. The city has 3,700 vacant lots within city limits, according to a recent survey. Spokane city council president Ben Stuckart hopes that by making it more financially feasible for developers to build denser infill housing, it will increase the housing stock, improve affordability, and keep people from sprawling further into Spokane County.”

—Josh Cohen, *Next City*, <http://bit.ly/2ESLerf>

Meet a local planner

By Catarina Kidd, AICP

Liz Probst, AICP, is project manager of real estate development at East Bay Asian Local Development Corporation in Oakland. She serves on the Northern Section Board where she is Mentorship Director for APA California–Northern.

Tell us about your work and education.

I started my planning career at a consulting firm for seven years and then transitioned to working for a nonprofit developer. I received a liberal arts degree from George Washington University and returned to school to earn three degrees: a bachelor's and master's in landscape architecture and a master's in community and regional planning, all at Iowa State University.

What was your path to planning?

I first learned of planning while interning at NBC's Meet the Press and working toward a political science degree in Washington, D.C. My roommate's future husband was a landscape architecture grad student at Auburn University. When he'd visit, we would all talk a lot about planning and urban design, and I found that so much more interesting than the work I was doing at the time. I went back to school based on his influence.

How did you go from consulting to a nonprofit, and how has it influenced your thinking about professional growth?

As a consultant, I worked in 12 different states on a wide range of projects: traditional comprehensive plans, parks plans, and urban design for waterfronts and downtowns. I started thinking about new career opportunities when I was working on housing preservation issues in an Illinois community. For that project, I did some housing finance training that eventually propelled me into looking for development positions. While it was exciting to end that season with my final four projects receiving state awards, I burned out from travel and workload. You can get broad planning experience working around the country, but miss the fulfillment of seeing long-term change.



Now I'm with a community-based nonprofit that works almost exclusively in Oakland. It's the other side of the coin. All my projects are down the street, and I pass them every day. You feel the efforts building on each other. It has been rewarding to see the different sides of the development community.

Any advice for planners starting out?

Join the Northern Section mentorship program. It's a great opportunity for one-on-one conversation. It is something you can't get anywhere else to help make those early transitions that

will give you relevant job and technical skills. Work hard at acquiring the skills you need when you still have time to do it; it only gets harder as you get older.

Thinking about consulting and development, what can planners gain from both types of experience?

They are both equally challenging, complex, and rewarding. For me, consulting was working with a larger audience, but with fewer people. Development has meant working with teams of 100–150 folks on a project to house just 400 people. In development you gain the perspective of being the client and having to understand the perspectives of those around the table. It's fascinating to assess financial capacity and political constraints in the context of a single site. Being a developer has reframed my thinking around planning and design policies relating to density, parking, and design standards.

Was it a challenging transition?

I actually don't think it was. Common traits carry over — leading teams, motivating participants, garnering accountability and ownership among your own team members, playing nice with others. There is definitely a period of getting up to speed on technical skills, but developers are generalists with experienced teams backing us. We tap into those skills to make the project successful. Once you understand some fundamentals, it is a team effort to steer and guide partners at the table.

(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.

Michael Baker
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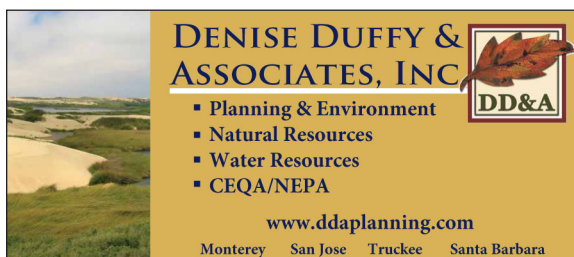
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Meet a local planner (continued from previous page)

How do you see your role in solving the housing crisis?

I see my role in two ways:

1. *New construction of affordable housing.*
I oversee development of construction projects, but it takes four to five years for a new Class A building.
2. *Preservation of existing housing.*
For the past three years, I have also been buying mid-century Class B and Class C underutilized market-rate properties and adding regulatory controls to maintain their affordability.

That is the fastest way to make an impact. We opened a new, 71-unit building in downtown Oakland. Over 12,000 people were on the wait list. There is an unlimited need for affordable housing, and organizations like ours are finding creative solutions to chip away at the demand.

Whom do you really admire?

My parents. They are loving, generous, and practical.

Who is your design hero, living or dead?

The late Lawrence Halprin. He integrated beauty and playfulness into his iconic urban plazas such as Ira Keller Fountain (Portland), Freeway Park (Seattle), Nicollet Mall (Minneapolis), and Ghirardelli Square (San Francisco).

Your opinion: A great urban space in the Bay Area is ____.

Downtown Oakland. The city has been experiencing a downtown renaissance, and there is a culture of respect for new and old.

Tell us about your favorite projects.

I was recruited to work on my favorite planning project by the same person who introduced me to the urban design profession two years earlier. In 2014, I was invited to his hometown, Thomasville, Georgia, to lead a design charrette to develop a master plan for a creative district and trailhead. It won a Georgia APA award for outstanding planning process, and with the support and mobilization of a sophisticated arts and planning community, the project was built in 2017.

(continued on next page)



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Environmental Scientists Planners Engineers

Meet a local planner (continued from previous page)



A rendering of the Fruitvale Transit Village Phase II-A as it will appear at completion, expected late 2019. East 12th St. crosses the rendering diagonally at lower left. Credit: Pyatok Architects; Al Forster, Architectural Illustrator.

My favorite development project just passed a major milestone this past Christmas. We closed construction financing on a \$60 million transit-oriented development (TOD), Fruitvale Transit Village Phase II-A. Over the previous four months we weathered tax reform unpredictability, a city strike, securing funding from nine different sources, getting a ground lease from the city and easements from BART, and so many other complexities. To close the Friday before Christmas was such a win for the community. It was a team effort from more than a hundred people to apply good urban design to an affordable housing development, and it was a great partnership among community-based organizations with a long history in Oakland and the East Bay. To be able to oversee an infill development in one of the nation's first TOD districts is a dream.



Interviewer Catarina Kidd, AICP, is Northern News' associate editor. All interviews are edited. ■

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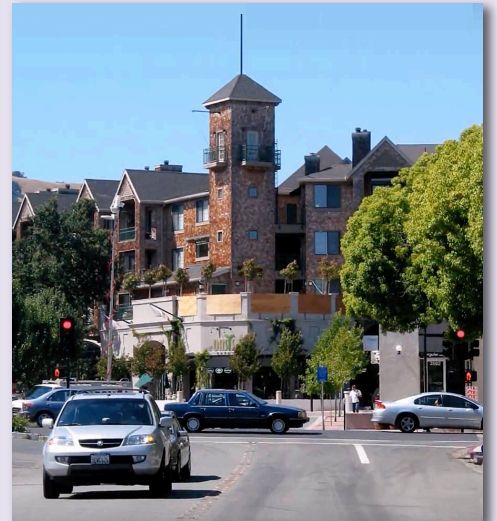
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2018 Great Places in California

Nominations accepted until midnight,
March 16

APA California has announced its fourth annual Great Places in California Awards. The nomination period, which opened February 5, 2018, closes on Friday, March 16.

Applications may be submitted online.



Lafayette was one of three California cities to win a "Great Place in California" award in 2017. Credit: APA California.

A Great Place —

- is memorable to the community and to individuals who use the space.
- contributes to the community's vibrancy or livability.
- contributes to a resident's day-to-day quality of living, encouraging human contact and social activities.
- incorporates a multi-modal transportation framework for pedestrians, bicyclists, transit, and vehicles.
- has a visually interesting design and architectural features, and may also be historic.
- should include a sustainable design and practices.
- is a safe environment that is welcoming for all.
- should be unique or have an inherent special character, e.g., a reflection of local culture or history.
- incorporates natural features, such as waterways, trails, and open space areas.

The application asks that you "List four or five important features or reasons that make this nomination outstanding and worthy of a Great Place in California. Please be as specific as possible and see accompanying list of characteristics and criteria to consider. Please also submit three photos showing the outstanding qualities of the nomination. Images must be in JPEG format."

You can find the online nomination form at

<http://bit.ly/2CDvww5> ■



Author! Author! PUT YOUR NAME ON THIS LIST

You, too, can write for *Northern News*. This publication would not be what it is without original content. We recognize and thank the following authors for their contributions to the news magazine in 2017, and we invite you to send us your article.

- Adam, Elizabeth and Serena Unger.** "Regional data for local benefit: The Bay Area Greenprint Tool," November.
- Bradley, Donald, PhD, AICP.** "Not AICP? We can help," September.
- CA Environmental Justice Alliance and Placeworks.** "Planning for Healthy Communities: Putting Environmental Justice into General Plans," October.
- Coleman, Rebecca.** "Lessons from New York City's High Line," July/August.
- Gomez, Charla, AICP.** "Is CEQA hurting the chance for sustainability in The Baylands project?" May.
- Hua, Lillian and Kyle Kryak.** "Assessing San Jose's Northside neighborhood," January/February.
- Ma, Cindy, AICP.** "Diversity program goes to school," April.
- Matarazzo, Steve.** "For downtown Morgan Hill, age is a good thing," March.
- Miller, Barry J., FAICP.** "Reining in the rents — Bay Area cities try new approaches to curb skyrocketing rents," July/August.
- Murphy, Alan.** "City does not have burden of showing reasonableness of housing fees," January/February. "Governor signs housing legislation, including Streamlining Bill," November.
- Panos, Carly.** "Planning students employ tactical urbanism to engage San Jose's Northside neighborhood," June.
- Parolek, Karen.** "How to get By-Right Zoning right," January/February.
- Pearson, Holly R., AICP.** "Greening Silicon Valley," March. "A new Environmental Sustainability Plan for San Jose," November.
- Phillips, Rick, AICP.** "San José tops in U.S. in pursuing Sustainable Development Goals; San Francisco fourth," September.
- Riggs, William, PhD, AICP.** "Teaching methods in urban planning using Planetizen Courses," March.
- Riggs, William, PhD, AICP, with Melissa Ruhl and Nico Larco.** "Designing for people in an era of self-driving cars," June.
- Rojas, James.** "Community outreach in a divided America," January/February.
- Su, Jason.** "From neglected alley to 'open gallery,' Work in progress in Downtown San Jose," April.
- Thanks also to Next City, which allows Northern News to republish its articles, for the following:**
- Cohen, Josh.** "How city planning can change an anti-aging culture," December.
- Dovey, Rachel.** "Silicon Valley has a plan for building a 'stress-free' bike network," April.
- Kinney, Jen.** "San Francisco is redesigning City Hall Plaza into a Space for All," May.
- Thomas, Kelsey E.** "Planners respond to new take on driving habits and density," April.
- White, Janine.** "Amazon will make room for homeless in Seattle headquarters," June. ■

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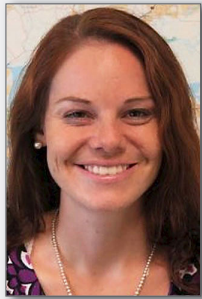
Answer to Where in the world (Page 5)

Lumphini Park, central Bangkok.
The 142-acre park was created in the 1920s on royal property. It offers rare public open space, trees, and playgrounds in the Thai capital and contains an artificial lake where visitors can rent boats. Photo: Ashley James

Who's where



Cody Aarons is the new UC Berkeley student representative to the APA California Northern Section Board. He holds a bachelor of science degree from the University of Texas (Austin) and is pursuing his master's degree in city and regional planning at Berkeley.



Dana Hoffman, AICP, is now project manager for Michael Baker International. She has worked for the firm for three years. Before that, Hoffman was an assistant planner at PMC and a research assistant at Cal Poly-San Luis Obispo. She holds a master's degree in city and regional planning from Cal Poly-San Luis Obispo and a bachelor's degree in political science and environmental policy from Rice University. Hoffman serves on APA California Northern Section's Board as East Bay regional activities coordinator (RAC).



Eric Tuvel, AICP, is now senior planner at Alta Planning + Design. Before joining Alta, he managed wayfinding as a planner for San Francisco International Airport, bicycle parking as a transportation planner with the San Francisco Municipal Transportation Agency, and education programs for the San Francisco Bicycle Coalition. Tuvel holds a master's degree in city and regional planning and public policy and a bachelor's degree in graphic design, both from Rutgers University. When not working, he enjoys biking, rock climbing, and live music. Ever since Tuvel started biking in his college town to get to class and around campus, biking has been his favorite way to get to work, visit friends, and explore new cities. He pursued a career in planning to help communities provide safe, healthy places for people to live, work, and play. Tuvel is APA California Northern Section's webmaster. ■



Matt Raimi, AICP, Principal of Raimi + Associates, is a leader in innovative planning solutions particularly in neighborhoods historically left out of the planning process. His plans, prepared with the communities, include an explicit focus on health, sustainable neighborhoods, and social equity.

According to Raimi, planning and aging professionals are already working together to promote policies and programs that support demographically diverse populations both inside the home and within public space. “Although balancing diverse interests is always challenging,” he notes, “we have found that most people — regardless of age or background — support creating safe, walkable places. This includes not only sidewalks and crosswalks, but also promoting mixed-use districts with shops, restaurants, and housing.”

In San Jose, the advocacy organization California Walks has worked with the Santa Clara County Department of Public Health and the Department of Aging and Adult Services to assess access to community centers and parks, encourage walking through the Walk San Jose loop project, and draft the recently published “Older Adult Transportation & Traffic Safety in Santa Clara County” report.

Your turn

Are you interested in hearing more from these experts and starting to engage with new allies right away? Then

the second annual Summit for Livable Communities for All Ages, taking place in San Francisco on March 29 at the San Francisco Hilton – Union Square, is right for you.

The fee for the three-hour summit is \$50, but **space is limited and going quickly. To register, go to <http://bit.ly/2FLZ24K>**, then continue to “2018 Aging in America Conference – Thursday Only, 2nd Annual Summit on Livable Communities March 29, 2018.” **AICP members will earn 3 CM credits.**

NOTE: The Summit is seeking volunteers to facilitate at breakout tables. If you are interested, please contact Summit co-chair Wendy Cosin, wendycosin@gmail.com. **Fees will be waived for the first 10 who contact Wendy to volunteer.**



Erin McAuliff is Senior Transportation and Mobility Planner for Marin Transit, an agency she has served for three years. She holds a master of urban planning from City University of New York–Hunter College and a B.A. in sociology from The George Washington University.

“The quiet rise of the downtown Tech Campus. Traditional tech campuses are known for their resort-style amenities, like video arcades, gourmet office commissaries, and various fitness facilities. But urban tech campuses already have all that — and much more — thanks to their proximity to bars, restaurants, high-end cycling studios, and all the other attractions of [what Richard Florida calls] winner-take-all cities, <http://theatln.tc/2pEHD4P>. Googlers of Manhattan can spend their lunch hours strolling Chelsea Market and the High Line; Salesforce and Facebook employees in downtown San Francisco will soon have access to Salesforce Park, which may become a High Line-esque destination. Ultimately, access to these epic urban spaces might be the deciding factor in Amazon’s HQ2 decision, rather than whoever hands them the lowest tax bill.” —Benjamin Schneider, CityLab, <http://bit.ly/2BCnSnJ>

their conclusions. The workshops generated a list of opportunities and constraints, plus a prioritized list of community needs subsequently included in a grant application the São Cristóvão Residents Association submitted to the Inter-American Foundation.

Working with the Veloso community

To prepare for the Veloso service learning project and our time in Ouro Preto, we took Portuguese lessons, researched the city's history, and pored over numerous resources to help us understand the social, environmental, and economic context of Brazilian favelas. The learning continued once we crossed the equator: We listened to several perceptive presentations by UFOP faculty and students.

Before we began collecting data, members of the São Cristóvão Residents Association welcomed us and led us on a walking tour of their community. As we hiked up the neighborhood's steep slopes, community members offered insights into their daily life. Neighbors invited us into their homes to get a break from the heat, enjoy refreshments, and take in breathtaking views of the valley and hillsides.



"We thought of a favela as an informal community. A community member of the favela Veloso said they were not a favela; they were a middle-class neighborhood. It's always a matter of perspective."
Laura Maurer

We spent the next two days in Veloso mapping key infrastructure and collecting data on mobility challenges. Data included the location of drainage systems, legal and informal trash accumulation, presence of sidewalks, and pedestrian counts at several high volume intersections. We synthesized the information on maps that we later presented to the community.

Our presentation was a humble attempt to give residents the quantifiable results of our collaborative data collection. More than 25 community members and local leaders, including Ouro Preto Mayor Julio Pimenta, attended. Even with limited resources and time, our work resonated with the audience. The feedback from the presentation will inform future developments and collaborations in Veloso.

Historic Ouro Preto

When not working directly with the Veloso community, we walked Ouro Preto's cobblestone streets and toured by van to learn about the city's physical, social, and cultural histories. There were many highlights, but a few experiences resonated deeply. One was a nighttime visit to the Igreja de Nossa Senhora do Pilar, completed in 1731. The interior of this baroque cathedral is adorned with 400 kilograms (882 lb.) of gold, second most of any church in Brazil. We were impressed by the elaborate design and the cathedral's myriad sculptures and paintings.

Ouro Preto — Portuguese for "black gold" — was once the capital of the State of Minas Gerais. At the height of the Brazilian gold rush in the 18th century, hordes of prospectors swelled the city's population to twice that of New York City. Ouro Preto's relatively unchanged form was shaped by its position in the Portuguese empire and the wealth created locally. Its physical landscape is decidedly European; its social and cultural institutions are considerably more diverse. Catholicism pervades much of society, and as a result of the massive importation of African slaves to work in the gold mines, so does African mysticism and a unique combination of the two.

Ouro Preto has rich traditions. During our five-day stay, we took part in a capoeira class to learn this traditional Afro-Brazilian martial art and music discipline. We watched a practice of the Club dos Lacaio's, the longest running carnival association in Brazil. The Veloso Samba School, winners of numerous carnival awards, performed in the street for the students, faculty, and anyone fortunate enough to be walking by. Nearly 50 drummers played in perfect unison, creating an infectious rhythm. We felt fortunate to be invited by the warm and hospitable locals to experience their beautiful culture.



"Brazil was one of my greatest experiences as an urban planner. Exploring different cultures and their practices was a major focus."
Sneha Parmar

(continued on next page)

Rio de Janeiro

After five days absorbing the culture and colonial architecture of Ouro Preto and working with the Veloso community, we took a one-hour flight from Belo Horizonte to Rio de Janeiro, a topographically and socially diverse city with more than 6 million people living and working in 486 square miles. Over the next five days, we toured the city's world famous attractions and studied current and future planning projects. One highlight was meeting with city planners in the Palacio de Cidade, an ornate Georgian building once home to the British embassy. Four informative lectures introduced us to the city's challenges and planning processes.

We learned about the city's preparation for the 2016 Olympics and the construction and monitoring of the many transformative projects needed for the Game's host city. These projects included the complete makeover of streets in the port (Porto Maravilha), the westward extension of a metro line, and the creation of the infrastructure for the city's three bus rapid transit (BRT) lines.

Our Olympic education was not limited to the classroom. Vasco Acioli, public policy advisor for the mayor's office, led us on a city tour that ended at the Olympic Village. Former Olympic swimmer Patricia Amorim and her staff greeted us. They explained the city's plan for converting the Olympic venues into community assets and the regulatory environment in which decisions were made. After visiting two of the three major arenas in the complex, we walked to the Parque Olimpica BRT station to ride the articulated bus, made a convenient transfer, and rode the metro extension back to the hotel.



"You'll never get this experience going to Brazil on your own. Being with faculty, students who become life-long friends, and Brazilian locals made this a once in a lifetime experience."
Shayal Kumar

We were impressed by Rio's transit infrastructure, strategy, and future goals. The city is aiming for a 60 percent mode share for rapid transit. Key to realizing that goal will be increasing rapid transit capacity, making connections between multi-leg journeys simpler and more convenient, and using a contactless payment card to make free transfers between modes.

Rio shares many of the challenges we face in the Bay Area, including a terrain that disrupts connectivity, the need to coordinate among dozens of independent transit operators, and equity concerns for an economically stratified populace.



SJSU students in front of Santiago Calatrava's Museum of Tomorrow, Rio de Janeiro.
Front: Shayal Kumar, Tonya Veitch, Mike Jacobson, Kally Yeung, Sneha Parmar, Melanie Erickson, Lacey Amodei. Rear: Laura Maurer, Hing Wong, AICP, Dale Nunn, Jerry Wilburn, Owen Lin, Rick Kos, AICP, Parin Patel.

(continued on next page)

Coming up

San José State's Rick Kos, AICP, is already making plans to take another class to Ouro Preto and Rio de Janeiro in January 2019. And APA California Northern Section is looking forward to continuing the dialog with our Rio colleagues.

Author

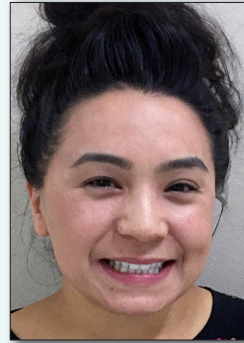


Mike Jacobson, a second-year urban planning graduate student, is San José State University's student representative to the Northern Section board of directors. When he is not studying or promoting curb equity as an intern for the SFMTA, you can find him disc golfing at Golden Gate Park or riding his bicycle around San Francisco.

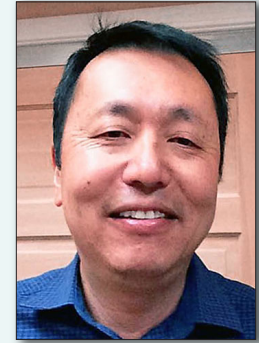
Contributing



Alex Hinds, senior consultant for Sonoma State University's Center for Sustainable Communities, directed community development for Marin, San Luis Obispo, and Lake counties. He led the award-winning 2007 Marin Countywide Plan Update. Hinds was a Fulbright recipient for studies in Ecuador, and he co-directs international planning programs for the Northern Section.



Tonya Veitch, a second-year urban planning graduate student at San José State University, is pursuing a concentration in transportation and land use planning. She is a sustainability analyst at Santa Clara County's Office of Sustainability. When not working or studying, Veitch is on a softball field or training for a marathon.



Hing Wong, AICP, teaches graduate courses on planning policies, mapping, and quantitative methodology at San José State University and leads international planning tours for the Northern Section. He worked on regional issues at the Association of Bay Area Governments for more than three decades. Wong served as the President of APA California, 2015–16.

Is public sentiment shifting in favor of building more housing? "A five-county poll of 900 registered voters left housing advocates hoping that. Fed up with soaring prices that are increasingly putting home ownership or decent rentals out of reach, Bay Area residents overwhelmingly said they want more housing built. Residents support everything from new single-family homes to housing for the homeless in their communities. But respondents balked at building anything that would cut into the Bay Area's cherished open spaces or funnel more people onto crowded local freeways and public transit. Laura Foote Clark, executive director of YIMBY Action, said that such support won't necessarily translate into more building permits. Saying you support housing in a survey is one thing, she said. It's quite another to show up at city meetings or email your local elected officials to voice that opinion." —Marisa Kendall, *The Mercury News*, <http://bayareane.ws/2C97NXL>

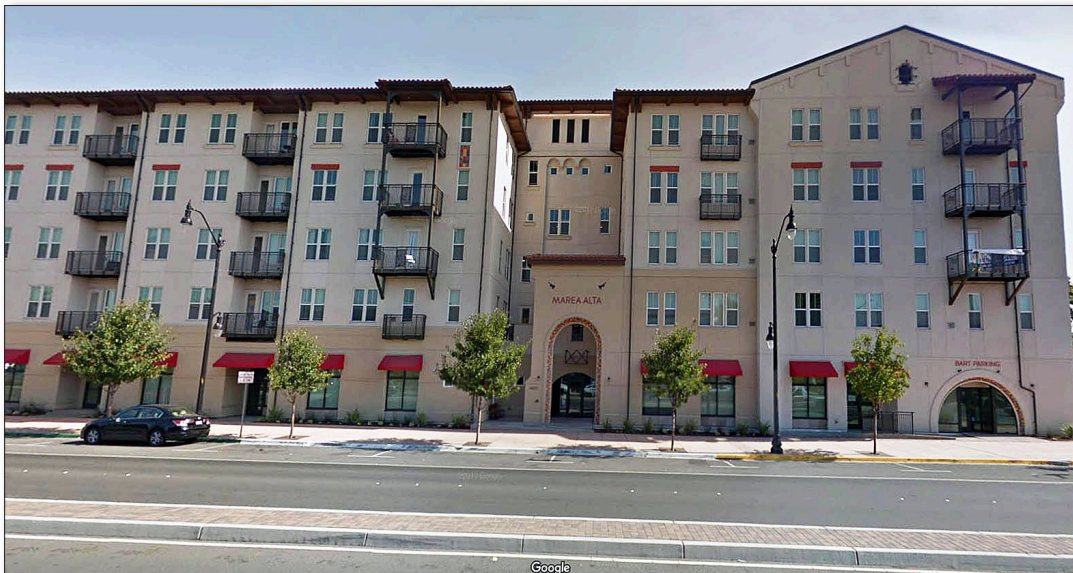
Check out Bay Area housing underway using modular construction (Slides, Video)

San Francisco Business Times, February 15, 2018

Blanca Torres, <http://bit.ly/2C3B9qu> • “Only a handful of developers have dived into building new housing using modular construction, which uses building components manufactured in a factory. That could change in the near future with more suppliers in the market, a burst of demand, and several projects already in the pipeline.

“Building housing in a factory can be cost effective and much faster than conventional construction. The modules run through an assembly line the way a car would with various pieces being added at stations. Factories also provide a controlled environment free from weather delays.

“While that all sounds great, the development community is barely beginning to embrace modular, and many developers have a steep learning curve ahead. Modular homes require a different design, infrastructure, and planning than site-built projects, so it’s best to start with modular in mind. As construction costs have exploded in recent years, many housing developers are turning to modular when a project is ready to break ground and then find they have to rework a project significantly.”



Marea Alta, 1400 San Leandro Blvd., across the street from the BART station. 115 units of affordable housing by BRIDGE, completed 2017. Manufacturer, Zeta Communities. Image: Google Maps Street View, Oct. 2017. Other modular housing developments in the slideshow include Waterbend Apts., 136 units at 5880 Third St. in the Bayview; 38 Harriet St, San Francisco, 23 units; 4801 Shattuck, Oakland, 47 units; 2201 Dwight Way, Berkeley, 77 units; Union Flats, 243 units at Union City BART; and San Leandro Senior Apts., 85 units at the BART station.

(Planning news roundup continues on next page)

“Largest debris clearance operation since the 1906 earthquake. California’s biggest disaster cleanup in a century is now three-quarters complete, according to the Army Corps of Engineers. And like the North Bay fires that caused it, this massive response is one for the record books. But unlike after the 1906 quake, when people dumped debris in the bay and took bricks home in wheelbarrows to shore up their own property, current laws require that debris be safely removed. A typical residential parcel yields 200 to 250 tons of material. By the time cleanup is complete, thousands of truck trips will have removed about 2 million tons of debris: that’s double the weight of the Golden Gate Bridge.”

—Molly Peterson, *KQED Science*, <http://bit.ly/2C9ZZ8d>

U.S. senior population trends by size of market

New Geography, February 13, 2018

Wendell Cox, <http://bit.ly/2BGpXiD> • “Around the world, including the United States, senior populations are rising much faster than those of other ages, as fertility rates have plummeted. Since the 2010 Census, the share of US population 65 years of age and older has risen 3.3 percent annually, more than four times the overall average of 0.7 percent and more than 10 times the 0.3 percent average growth rate for people under 65 years of age.

“The largest senior population percentage gains have been in areas considered prime retirement markets. Senior population is up the most, near 80 percent, in Steamboat Springs, Colorado.

“The strongest growth rates (2010–2016), for both seniors (65 and over) and overall, have been in metropolitan areas from 1 million to 5 million.”

Ed. note. A quick examination of the charts in the article shows that the Sacramento MSA registered 14th in this highest population category with more than a 30 percent increase in seniors, while Austin, Texas, was first, with more than a 50 percent increase.

In MSAs between 500,000 and 1,000,000, which had somewhat slower senior growth rates, Boise was first, with more than a 40 percent increase, while the Santa Rosa MSA was fifth, with more than 35 percent. In the 250,000 to 500,000 population category, the Santa Cruz MSA was sixth, with more than a 40 percent growth rate, while the Vallejo MSA was ninth.

Bay Area exodus continues

The Mercury News, February 8, 2018

Louis Hansen, <http://bayareane.ws/2BTrwuE> • “The most popular destination for Bay Area refugees remains Sacramento, followed by other tech hubs and California cities. ‘It’s pretty much in line with what we’ve seen for the past few years,’ said Taylor Marr, senior economist at Redfin. About 1 in 4 Bay Area residents looking to leave searched for homes in Sacramento, and nearly 1 in 10 browsed Seattle listings. The top five destinations for Bay Area movers were Sacramento, Los Angeles, Seattle, Portland, and San Diego.

“Redfin analysts combine sales data and searches on their website to determine where users are moving. For the past nine months, San Francisco, New York, and Los Angeles have had the highest number of residents moving out.

“Overall, the bay region’s population continues to grow. But the number of outgoing residents has hit its highest point in more than a decade, according to a report released by Joint Venture Silicon Valley.

“People are leaving Silicon Valley nearly as quickly as they are coming in. Between July 2015 and July 2017, the region gained 44,732 immigrants but lost 44,102 residents to other parts of California and the country, according to the regional think tank. The population drops have been most notable for residents between the ages of 18 and 24, and between 45 and 64.

“The Bay Area migration also ripples through other housing markets. Relatively wealthy Silicon Valley residents bid up home prices in other cities, lifting values in their new regions.”

San Diego fears losing Qualcomm

The New York Times, February 11, 2018

Conor Dougherty, <http://nyti.ms/2BXS1bm> • “People here are so accustomed to everything that comes with being Qualcomm’s home that they’re having a hard time imagining the city without that distinction. But suddenly that’s the prospect they are confronting.

“With its profits sagging and a growing thicket of legal and regulatory disputes, Qualcomm has gone from a lion of the cellphone industry to a plum takeover target.

“With 13,000 local employees whose salaries average about \$105,000, Qualcomm generates about \$7.4 billion, or 3.6 percent, of the region’s annual economic output.

“Despite the anxiety here, it helps to remember that industrial development is more alchemy than science. Aside from a few basic ingredients — an educated populace, a good

university, and a reputation as a nice place to live — economists have almost no idea why industries coalesce around some cities instead of others, at least until they have done so.

“Big companies certainly have their benefits. They are generous philanthropists and tend to have more stable employment, so they help cities weather downturns. But over the past 50 years economists have shown that urban growth is much more highly correlated with the prevalence of small companies, suggesting that entrepreneurship is more important than big employers for a city’s long-run prosperity, according to Edward Glaeser, an economics professor at Harvard who studies cities. ‘The important thing is that San Diego keeps on churning out new success stories and never becomes too dependent on any one company.’”

(Planning news roundup continues on next page)

California is considering a 'radical' statewide upzone

Next City, February 8, 2018

Josh Cohen, <http://bit.ly/2BkTt1Q> • “While there’s widespread agreement on the fact of the [statewide housing shortfall and] crisis, there is very little agreement on how to address it. California State Senator Scott Wiener has proposed a radical solution: removing density limits and parking requirements and up-zoning every transit-oriented neighborhood in the state. The controversial bill (SB-827, transit-rich housing bonus, <http://bit.ly/2BklkdT>) has drawn support from YIMBYs, the tech industry, and others who say bold action that spurs lots of new housing construction is the only thing that will make a dent in the problem. It has garnered opposition from some mayors, neighborhood councils, low-income community groups, and the Sierra Club California chapter who oppose the loss of local control, oppose new housing in general, and worry the bill could accelerate

gentrification and displacement in low-income communities and communities of color.

“Wiener points out that his bill does not override local rent control or inclusionary zoning requirements or limits on demolition. (In San Francisco, for example, there are strict rules limiting the demolition of affordable housing.) He is also working to expand the bill to include stronger language about displacement and possibly expand San Francisco’s demolition controls to other cities.

“But, Wiener says, ‘Displacement pressure comes from a lack of housing and people with means pushing out lower income people. ... To be clear, we need housing at all income levels — market rate housing and low-income housing. But shutting down development or stopping increased transit density is not how you stop displacement.’”

Diridon Station Area Advisory Group named

Silicon Valley at Home, February 7, 2018

Leslye Corsiglia, leslye@siliconvalleyathome.org

• “The San Jose City Council finalized its Station Area Advisory Group (SAAG) as part of the community engagement for the proposed Google development and Diridon Station area.

“San Jose City Administration put the group together from a long list of organizations that had expressed interest in participating. [SAAG now comprises some 40] organizations representing the business community, labor, local neighborhood associations, homeowner groups, public agencies, school districts, community advocates, People Acting in Community Together (PACT), the Law Foundation of Silicon Valley, the Minority Business Consortium, and a constituent of District 3 representing the perspective of those who are homeless.

“According to the administration’s memo to the city council, the initial purpose of the SAAG is to provide input to shape the Administration’s recommendations to the city council, including the principles and terms of a future Memorandum of Understanding between the City and Google and feedback on Google’s development concepts. The SAAG is expected to meet every three weeks [for at least four months beginning Feb. 28] to discuss planning decisions in the broader Diridon Station area and beyond.”

[The city manager’s office entered into an exclusive negotiation agreement with Google last summer, starting a long-term planning process. The Delmas Park neighborhood, featured in February’s *Northern News*, is in the SAAG study area. —Ed.]

(Planning news roundup continues on next page)

San Francisco’s “massive Balboa Reservoir project, with a projected \$560 million cost that doesn’t include the price of the land or community benefits which have yet to be negotiated, could break ground ‘as early as 2021.’ The first wave of the 1,100-ish residential units could be ready for occupancy as early as 2023, with a second wave following two years later, ‘depending on market conditions.’ Of the 1,100-ish units, 50 percent will be offered at below market rates to households with income limits ranging from 55 to 120 percent of the area median income.” —*SocketSite*, <http://bit.ly/2EWDbtu>

North Bay: SMART rail service exceeds expectations in first six months

San Francisco Chronicle, February 7, 2018

Michael Cabanatuan, <http://bit.ly/2BH6tv3>

• “Since starting service in August, the North Bay’s new commuter rail service has survived a fire that stopped at its tracks. Yet the service has met or exceeded ridership and revenue projections.

“It’s biggest achievement may be that the passenger rail service, the first in the North Bay in 60 years, seems to have won over skeptics and critics, who are now calling for more service and more stations.

“SMART’s trains (most consist of two cars) make 17 round trips between San Rafael and Santa Rosa on weekdays and five on weekends and holidays. The trains are diesel-fueled and self-powered, meaning they aren’t pulled by locomotives. Higher-than-anticipated ridership

prompted SMART to add a third car to 14 weekday trains, mostly during the morning and evening commutes.

“SMART has carried more than 310,000 passengers since its start, slightly ahead of projections despite the steep drop in the days after the North Bay fires and fluctuations that vary with the weather.

“SMART is also running ahead of revenue projections.

“The busiest stations are Petaluma, downtown Santa Rosa, downtown San Rafael, and Sonoma County Airport. The most popular destinations are downtown San Rafael, downtown Santa Rosa, Marin Civic Center, and Petaluma.

“SMART expects to run trains to Larkspur by the end of 2019, bringing riders to within a short walk to the Golden Gate Ferry to San Francisco.” ■

Sydney’s automated Metro moves along.

“Sydney’s first driverless metro train has undergone testing ahead of the start of services in the first half of 2019. The first of 22 metro trains was delivered in 2017. The \$8.3 billion Sydney Metro Northwest project is stage 1 of the Sydney Metro and will be the first fully-automated metro rail system in Australia once it is complete. It will be 36 km (22.4 mi.) long, with eight new stations and five upgraded existing stations. Trains will run every four minutes during peak hours.” —*Global Rail News*,

<http://bit.ly/2C885hy>



Photo: Sydney Metro

“Palo Alto adopts plan to build more housing. The Housing Work Plan, (18 pp., <http://bit.ly/2BXr1zl>) which the council adopted Feb. 12, lists initiatives that city planners will be undertaking over the next two years to address one of the council’s most urgent priorities. Its programs include changing the zoning code to provide more incentives for residential development; requiring housing projects to provide more below-market-rate units; and relaxing density requirements for housing projects in downtown, around the California Avenue business district, and along El Camino Real. The goal of the plan is to produce about 300 units per year, thereby meeting the housing targets identified in the city’s new Comprehensive Plan. The council voted 9-0 to adopt the new plan, which also calls for the city to explore residential uses at Stanford Research Park, Stanford University Medical Center, and Stanford Shopping Center, and to eliminate limits on housing-dwelling densities.”

—*Gennady Sheyner, Palo Alto Weekly*, <http://bit.ly/2BXiexM>

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