

NORTHERN NEWS



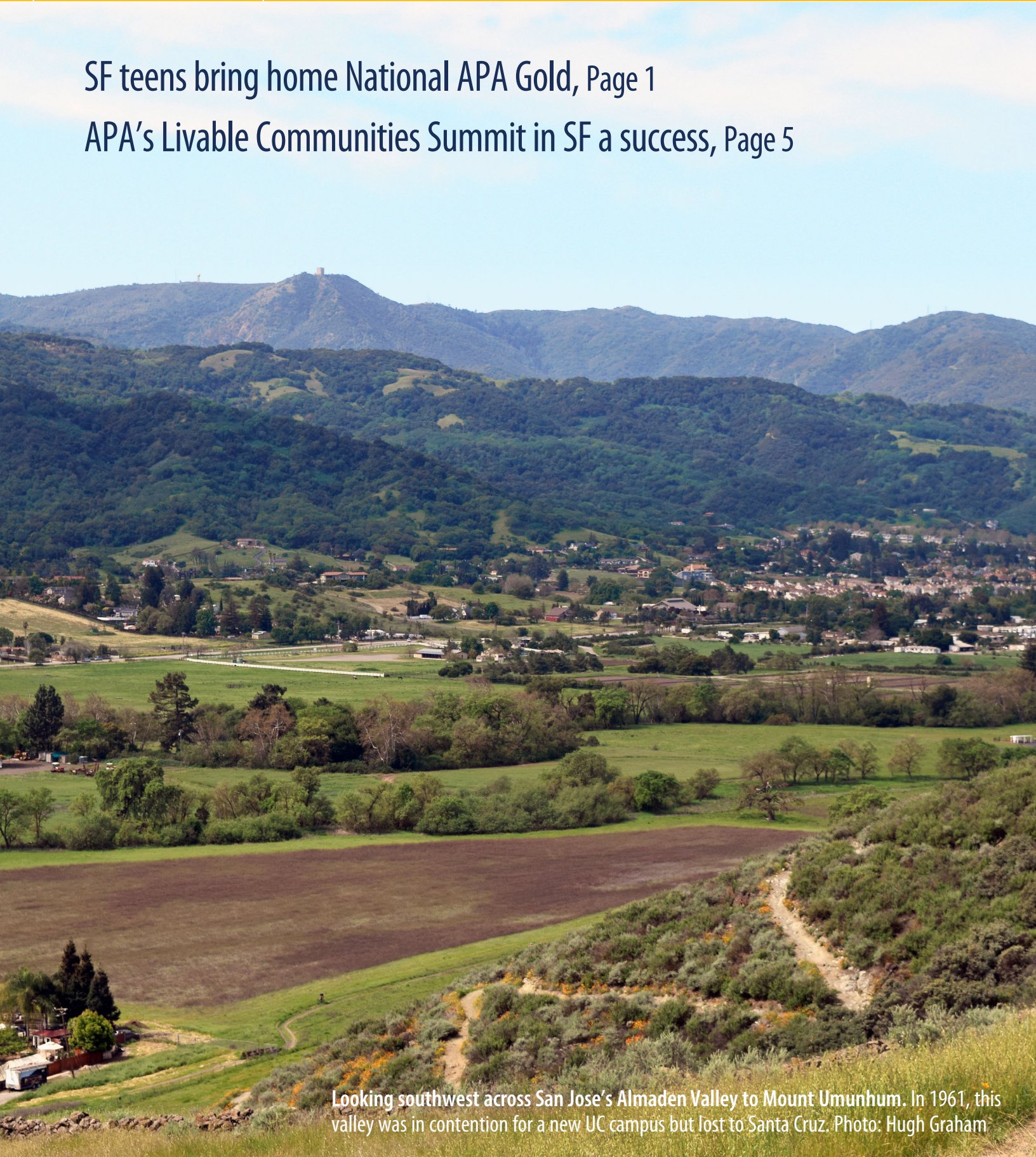
American Planning Association
California Chapter
Northern
Making Great Communities Happen

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

May 2018

SF teens bring home National APA Gold, Page 1

APA's Livable Communities Summit in SF a success, Page 5



Looking southwest across San Jose's Almaden Valley to Mount Umunhum. In 1961, this valley was in contention for a new UC campus but lost to Santa Cruz. Photo: Hugh Graham



SF teens bring home National APA Gold

Four northern California submittals receive 'achievement awards' at national conference

From APA

National Planning Achievement Gold Award for a Grassroots Initiative: StreetAir, San Francisco



High-schoolers Charlie Millenbah, Milo Wetherall, and Zelda Zivny are shown receiving an Award of Excellence for StreetAir from APA California-Northern Section, June 2, 2017. Photo: Jasmin Porter

When three high school students noticed an increase in traffic near a popular San Francisco parklet in 2014, they founded Street Air, a study of the street's design and air pollution measurements, to determine the busy thoroughfare's effects on nearby pedestrians. Now in its third year, the project has grown into a broad-scale investigation of street-level pollution, complete with an award-winning five-minute film (<http://bit.ly/2q3jWVK>) made by the students — Charlie Millenbah, Milo Wetherall, and Zelda Zivny — and a list of recommendations all cities can implement to protect public spaces near roads from pollution. The students are now collaborating with city planning staff on a redesign of the original subject of their experiment, Columbus Avenue.

The film has drawn widespread attention, including from the San Francisco Planning Department, which invited the students to do community outreach for a

redesign initiative for Columbus Avenue. The teens — who participated in Q&A sessions at film festivals — previously received awards from APA California and its Northern Section. Their groundbreaking research highlights pollution as an urban planning issue and shows how pollution-free outdoor dining areas can be designed for better health and safety.

National Planning Achievement Gold Award for Environmental Planning: Sea-level Adaptation Response Team, Marin County Community Development Agency

With more than 20 beaches in 828 square miles, Marin County, California, is invested in sea-level rise resiliency. In 2014, its community development agency launched *Collaboration: Sea-Level Marin Adaptation Response Team* — an intergovernmental partnership dedicated to understanding and preparing for sea-level rise. C-SMART offered several engagement efforts, including opportunities to speak to Federal Emergency Management Agency staff, and community workshops with gaming components. The project



Visitors at Stinson Beach participated in the Wheel of Floods game at a Sea Level Rise Awareness Day event. Credit: APA

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SF teens win APA National Gold achievement award

Marin County, San Francisco, and San Jose also received achievement awards at the APA national conference in New Orleans, April 23rd. [Page 1](#)

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Reserve now for Northern Section Awards Gala, June 1

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Successful APA/ASA/AARP Summit on Livable Communities for All Ages

Naphtali H. Knox, FAICP. Northern Section committed to collaborate with AARP and followed through. The Summit, held Thursday, March 29, provided an exceptional opportunity for urban planners to establish contacts with, and to work alongside, professionals in health and aging. Of 216 who attended, 50 were urban planners. [Page 5](#)

Where in the world

A photo by Ray Hashimoto, AICP. Old town, river city. [Page 7](#)

Higher-density future for Bay Fair BART Station area

Lars Halle and Tom Liao. San Leandro adopted a Specific Plan to make Bay Fair a prominent local and regional destination with an enhanced pedestrian experience. [Page 8](#)

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Catarina Kidd, AICP, interviews *Michael Smith, AICP.* [Page 10](#)

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"How might Uber and Lyft be creating more traffic?" Well, the first thing is the amount of time those cars are traveling without a passenger. When you drive your own car, that's just Point A to Point B. Lyft is going to take you from Point A to Point B and then drive around waiting for someone else to join. That looks like something that could add to miles traveled on the road. San Francisco was never a major taxi town. Even in 2012, before these services got big, taxis made up only around 1 percent of rides within San Francisco. Now a study by the county of San Francisco estimates 15 percent of trips inside the city are made through Uber and Lyft. That's huge. That's much bigger than taxis used to be." — KALW transportation reporter Eli Wirtschafter in response to Bay Curious Host Olivia Allen-Price, KQED News, <http://bit.ly/2GUQKY5>



Director's note

Sharon Grewal, AICP

It takes a village

The traditional African proverb, “It takes a village to raise a child,” means that child upbringing is a communal effort. So is urban planning. Planners know that communities are not built in planning departments. Successful planning endeavors come from partnering with all who have stakes in the outcomes.

When President Kennedy urged us to “ask not what your country can do for you, ask what you can do for your country,” he inspired millions to take action. I often think of his words when we ask our citizens and officials to provide people of all races, ages, and abilities with equitable accommodations and circumstances in which to live, learn, earn, and play.

In closing the March 29 **Summit on Livable Communities for All Ages**, I pledged creation of a Northern Section task force to continue the discussion of how we can promote age-friendly improvements in our region. Mission? Bring together all professions — planners, architects, engineers, professionals in aging — to make the sometime simple changes that will benefit all of our communities. You can read more about the LCA Summit and what's next with the task force in an article that begins on [page 5](#). Thanks to **Wendy Cosin** (Summit Co-chair), **Erin McAuliff** (Marin Transit), **Valarie Coleman** (Aging and Adult Services, San Francisco), and **Naphtali Knox, FAICP**, for their efforts on the committee that planned and hosted an engaging summit.

Related: California's older adults — Implications for housing

With the California Commission on Aging and Sutter Health Foundation, Northern Section is co-sponsoring “**The Changing Portrait of California's Older Adults: Implications for Housing and How We Live**,” in Sacramento on May 24, from 1–4 PM.

Moderator:

Sharon Grewal, AICP, APA Northern Section Director

Presenters:

Christopher Cabaldon, mayor, City of West Sacramento

Alicia H. Sebastian, Director, Housing and Community Development Programs, California Coalition for Rural Housing

Jennifer Ailshire, Ph.D., Leonard Davis School of Gerontology, USC

Planners4Health

To continue last year's Planners4Health initiative to make communities healthier and more equitable, Northern Section has appointed **Beth Altshuler** as our Planners4Health Chair. See [page 16](#).

Mid-career planners

We listen. To meet a growing desire for resources for mid-level planners who may be considering the next steps in their careers, Northern Section announces the Mid-career Planners Group. MPG programs could explore, for example, transitioning from current to long-range planning or moving into management. We begin on May 10 with *CityTalk: A Cross-Generational Planning Conversation*. Join APA California Northern Section, San Jose State Alumni, and the Planner Emeritus Network for a panel discussion on the challenges mid-career planners face today. Panelists will discuss their own career journeys, offer planners advice on navigating their careers, and discuss changes in planning practice, and the challenges for planning, in California. To register, go to <http://bit.ly/2HLYfC2>.

Moderators:

Sharon Grewal, AICP, Policy Planner and
APA Northern Section Director

Hanson Hom, AICP, Planning Consultant,
VP Conferences—APA California

Panelists:

Juan Borrelli, AICP, Development Services Small Business Ally,
City of San José

Carmela Campbell, AICP, Planning Manager,
City of Union City

Elaine Costello, FAICP, Planning Consultant

Jeanette Dinwiddie-Moore, FAICP, Planning Consultant

Guido Persicone, AICP, Planning Manager,
City of East Palo Alto

Larry Tong, AICP, Planning Consultant

2019 Local Host Committee

As we wrap the 2018 National Planning Conference in New Orleans, we move on to host the 2019 Conference in San Francisco next April. More than 6,000 people attended the National Planning Conference when it was last held in San Francisco in 2005. Our Local Host Committee will meet Saturday, May 12, 2018, from 10 AM to Noon in Jack London Square, Oakland. **Save the date!** Major changes have been made on how the National Conferences are put together, and we will talk about how you can help. ■

Join us

APA California–Northern Awards Gala

FRI, JUNE 1, 2018, 6:30 PM – 10:00 PM

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• 401 Van Ness Ave •
• San Francisco •
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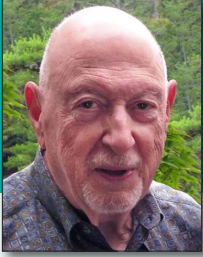
6:30 PM Networking Reception
7:30 PM Presentation of Awards
10:00 PM Close

Join us on this special night to honor innovative plans and projects, distinguished APA members, and future planners of the Northern Section.

INFO & TICKETS: APACchapternorthern.eventbrite.com



For questions or to SPONSOR, contact Florentina Craciun or Carmela Campbell, awards@norcalapa.org



March 29 Livable Communities Summit in San Francisco pronounced a success

Naphthali H. Knox, FAICP, editor, Northern News

The fact that APA California–Northern Section made a commitment to collaborate with AARP and then followed through with action made the second annual Summit on Livable Communities for All Ages a reality, according to **Stephanie Firestone**, MUP, senior strategic policy advisor, AARP Office of International Affairs, Washington, DC.

With local “ownership” and local people moving the program forward, this year’s three-hour summit “was extremely successful,” she said.

About three-quarters of the 216 attendees were “aging professionals” who were in San Francisco for the annual American Society on Aging (ASA) National Conference. But 50 were urban planners from the San Francisco Bay Area. Those planners made a difference in the conversation — and a significant contribution through which audiences were reached. Some 15 planners were also facilitators/hosts at the 10-person World Café tables. They made the process easier for participants to exchange ideas and develop partnerships in one of the three topic areas — Outdoor Spaces and the Built Environment, Housing, and Transportation.

Wendy Cosin, a former deputy planning director (Berkeley) and former Northern Section Director, was co-chair of the summit planning committee. Although “dragged out of blissful retirement to re-engage in planning issues,” she was “gratified by the response and the success of the event” and looks forward to “continued involvement with the issues of creating livable communities.”

Sharon Grewal, AICP, Northern Section’s current director, said she wasn’t amazed at all. “I have absolutely great faith in Northern Section.”



Opening the summit were **Jennifer Raitt**, director of planning and community development, Arlington, Massachusetts; **Stephanie Firestone**; and **Rodney Harrell**, director of livability thought leadership, AARP Public Policy Institute, Washington, DC. Photo: Shea McCaslin, AARP

The Summit, held on Thursday morning, March 29, provided an exceptional opportunity for urban planners to establish contacts with, and to work alongside, professionals in health and aging.



Local speakers **Matt Raimi**, **Denise Pinkston**, and **Naomi Armenta**. Photo: Shea McCaslin, AARP

(continues on next page)

With an assignment to recognize obstacles to and identify solutions for adapting cities to aging populations, three local speakers focused on their assigned subjects:

- Outdoor spaces and the built environment, **Matt Raimi**, AICP, LEED-NP AD, Raimi + Associates, Berkeley;
- Housing, **Denise Pinkston**, MCRP, partner, TMG Partners, San Francisco; and
- Transportation, **Naomi Armenta**, senior transportation planner, Nelson \Nygaard Consulting Associates, San Francisco.

Their 15-minute presentations kicked off an hour of interactive dialogue in the breakout sessions.



The World Café breakout tables. Photo: Naphtali H. Knox, FAICP

At the close of the summit we heard from the local speakers about their visits to the breakout tables. **Denise Pinkston**, after visiting the housing tables, reported, “There’s a lot of passion and a lot of suffering right now.”

- “We need more flexible models of housing to allow people to either move during their life cycle or to remain in a place: accessory dwelling units, but also group homes, and universal access design that allows people to physically change the way they use their space. Adult dorms and millennial dorms that we are building now are also possibilities.
- “In rolling out these models, we need to educate elected officials and others about the importance of housing flexibility, but also provide tangible support to seniors, like one-stop technical assistance, and something to make the job of being a landlord less fearful, like technology assistance to find a tenant.

- “And how can we provide more support to cities so they can adopt more types of housing flexibility?”

Naomi Armenta “heard a wide range of concerns” as she traveled among the transportation tables:

- “People were talking about walkability and the different levels of travel training resources in their communities, such as using technology for wayfinding and handling the ride-hailing apps.
- “Of course, economic differences affect how we use transportation and how some transportation modes end up serving different economic groups.
- “When we have different transportation modes in the same place, how do they interact? How do you make sure that the bike lane, for example, doesn’t block wheelchair access?
- “Communities and resources are different, so the solutions will also vary. Some people will need trips for medical care, others for recreation.
- “One of the challenges is who are the gatekeepers of the information? If you want to know about the different transportation options, it’s different everywhere you go. Maybe you need to talk to an aging and disability resource center or maybe you need to call 211 or AAA or the better living program. So we need mobility management, a place where you can find and talk to a mobility manager.

- “How do we talk to the missing people who may be isolated at home and can’t get out to a meeting — or maybe ‘the missing’ are our fellow planners or public works departments who are building stuff but aren’t checking with us about how it should be done.”

Identifying obstacles to mobility and safety

At one table focused on the built environment, conferee **Margaret (Peggy) Perkinson**, Director of the University of Hawaii-Manoa Center on Aging, offered that the Gerontological Society of America recently hosted charettes in Atlanta and Miami to plan for age-related design issues. Academics and students were included. They had great success with virtual (and actual) tours of obstacles.

(continues on page 12)

Where in the world



Photo: Ray Hashimoto, AICP (Answer on [page 15](#))

Shot down, six to four. “I can’t say for sure what a future SB 827 — or a package of bills designed to promote housing — might look like. But I will say this: In the last two years, [state Sen. Scott] Wiener has succeeded in transforming the entire policy debate about housing in California. He’s done it by taking a well-documented issue that nobody wanted to face and moving it forward with provocative bills that nevertheless seem to have a chance of passing. His SB 35 last year passed in part because it was part of a larger package of housing bills.” —Bill Fulton, CP&DR, <http://bit.ly/2HjYT8S>.

San Leandro sets higher-density future for Bay Fair BART Station area

Lars Halle and Tom Liao



Bayfair Center, with Bay Fair BART Station at lower right. Credit City of San Leandro/Raimi + Associates

Concluding a two-year public planning process with workshops and a 21-person Community Advisory Committee, the San Leandro city council in February adopted the 154-acre Bay Fair Transit-Oriented Development Specific Plan (<http://bit.ly/2HgSLJ1>, and amendment, <http://bit.ly/2Hj331J>).

The plan is the community's long-term vision for a vibrant and sustainable, higher density, mixed-use "transit village" in proximity to the Bay Fair BART station. It provides a new future for nearby local shopping centers and the 816,755-square-foot Bayfair regional shopping center. The plan covers allowable land uses, market-rate and affordable housing, anti-displacement measures, and multi-modal street improvements for pedestrians, bicyclists, vehicles, and infrastructure, and it includes standards, guidelines, and zoning recommendations for future development.



Bay Fair Station location map. Credit City of San Leandro/Raimi + Associates

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Planning news roundup

Excerpts linked to the original articles

Redwood City wants out of 'opportunity zone' designation

San Mateo Daily Journal, April 16, 2018

Zachary Clark, <http://bit.ly/2vmwIo4> • “Concerned that a new federal tax benefit designed to boost investment in low-income communities will displace local residents, the Redwood City Council has sent a letter to Gov. Jerry Brown requesting that two census tracts be removed from consideration. The governor has until April 22 to submit a revised list of opportunity zones to the U.S. Department of Treasury.

“The federal tax bill passed in December requires governors to nominate up to 25 percent of census tracts for opportunity zone designation. Those tracts must have 20 percent poverty rates or median family incomes of no more than 80 percent of statewide or metropolitan area family income.

“Under the law, individuals or corporations who invest in opportunity zones would qualify for capital gains tax breaks,

which grow the longer an investment is held and can be fully waived if an investment is held longer than 10 years.

“Opportunity zones could lead to higher rents, housing costs, or leases, and ultimately displacement, according to a staff report.

“Should the governor deny the council’s request, the letter also calls for developments in opportunity zones that generate federal tax deferrals to include 20 percent affordable housing and to provide relocation benefits for any displaced residents.

“Councilman Jeff Gee said the city could bump the affordable housing requirement up to 40 percent through an ordinance if the governor doesn’t remove Redwood City parcels from the list of opportunity zones.”

San Diego: Are master-planned communities the past?

The San Diego Union Tribune, April 16, 2018

Phillip Molnar, <http://bit.ly/2EYUBXf> • “Much of the history of San Diego County housing has been one of master-plans, including Rancho Bernardo and Mira Mesa. At 25,000 acres, Otay Ranch is nearly the size of San Francisco. More than 10,000 homes have been built there since the 1980s, with about 18,000 more to come.

“Real estate consultant Gary London said from the 1970s to 1990s, the bulk of new housing came in the form of master-planned communities. He said a lot of talk these days is about building dense developments that can accommodate a lot of people, but that is only a recent shift in thinking.

“The way most San Diegans still find themselves housed today are in master-planned communities,” London said, “where to accommodate our growth we built out instead of up.”

“He said the difference now is San Diego County is running out of land and voters don’t like new housing projects. A recent example was the proposed Lilac Hills Ranch project that would have included more than 1,700 homes in what is mostly farmland in Valley Center. The plan was soundly defeated by voters in November.

“Lack of land zoned for housing in San Diego County and lack of political will to build in undeveloped areas make it unlikely the region will ever get another community on the scale of Otay Ranch, said Alan Nevin, director of economic and market research at Xpera Group.”

(The news roundup continues on [page 19](#))

“Caltrain is identifying land for homes. As two residential developments on Caltrain property progress, the transit agency is taking stock of its developable land and forming a policy to encourage and guide similar efforts in the future. The San Carlos Transit Village is in the midst of construction — four of the six apartment buildings planned are underway — and officials are in the beginning stages of another development at the Hayward Park train station in San Mateo. A transit-oriented development policy will be included in Caltrain’s comprehensive business plan, slated to go before the Board of Directors later this year. The San Mateo County Housing Leadership Council has been lobbying Caltrain to adopt one with a 20 percent affordable housing requirement. The organization has identified 30 acres of developable Caltrain land, much of which is currently train station parking lots.” —Zachary Clark, *San Mateo County Daily Journal*, <http://bit.ly/2vqfQ01>

Meet a local planner

By Catarina Kidd, AICP

Michael Smith, AICP, is senior planner at the City of San Bruno Community Development Department. He volunteers as a member of his neighborhood design review board.

Tell us where you live, work, and attended school.

I live in San Francisco with my family and work for the City of San Bruno. I earned a master of city and regional planning at Cal Poly, San Luis Obispo, and a bachelor of arts in English from Chico State.

Your path to planning?

After college I started as a high school English teacher in East Oakland. It wasn't a good fit for me, but the experience propelled my interest in planning. I was curious about the environment outside the school, wondering who and what was responsible for shaping the neighborhood. In pivotal conversations with my cousin, who was also considering a career in planning, we talked a lot about these issues. That's when I decided to attend graduate school for planning. After grad school, I worked for the City and County of San Francisco for 15 years.

Tell us about differences between working in a large and small city.

San Francisco was a good training ground. I worked specifically in current planning. I went to San Bruno to get broader experience in a smaller city. As I had hoped, I definitely wear many different hats now. My work includes mentoring, supervising planners, and long range and current planning. The broader experience enriches my work.

How can planners gain skills as they work?

Skill and complexity don't necessarily relate to the size of the project. It's more in how many aspects of the project you touch. If you get exposed to what other departments care about, that's where the richness comes in. As far as going to a big city? If you are new to planning or not sure which aspect interests you most, you may want to start in a smaller city — get to see the whole picture and decide what interests you before becoming a specialist. Depending upon your role, large cities often operate in silos,



where departments are independent of each other. Your view of the possible specializations in planning is limited. If you're not passionate about what you choose, you might burn out.

Whom do you really admire?

Ed Blakely, an urban planning professor I had at UC Berkeley. When I was working and living in Oakland, he was in the mayoral race. I thought it was interesting that a planner was running to be mayor. His campaign office was next door. It inspired me and I looked into what he championed. I found he was about planning justice.

[Ed. Note: Professor Blakely was Chair of the Department of City and Regional Planning at UC Berkeley from 1986 through 1994. From 2006 to 2009, he was Executive Director of Recovery Management for the City of New Orleans.]

Are you talking about environmental justice?

It's more than that. It is about respect, representation, and inclusion for those who don't have a voice in the community.

Tell us about a favorite project.

I worked on 1150 Ocean Avenue just west of CCSF. It was a really interesting mixed-use, mid-rise project. I liked it because it included multiple issues and gave me an opportunity to negotiate a development agreement for what we were trying to achieve on the site. Access concerns were complex and competed with other needs of the public streets. When you hear things in the conversation like "truncated yellow domes" (ADA ramp pads), you learn a lot about how to review a site design and the intersecting concerns of other disciplines such as long-range and transportation planning.

What good advice have you applied to get great results?

Planning is a noble profession but unfortunately it has become more associated with the enforcement of code. That's something I heard in a session at the 2016 APA California Conference in Pasadena. It reminded me that, whatever I am trying to achieve in a project or plan, keep an eye on the bigger picture.

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

Your opinion: a great urban space in the Bay Area is _____.

Coit Tower, or Belden Place (off Bush Street next to Sam's Grill). These are two very different places for two very different reasons. Coit Tower has magnificent views, and the structure serves no other purpose than as a landmark and symbol of beauty. Civic beautification projects are too few and far between. The tight confines of Belden Alley promote a very convivial atmosphere, which we need more in our society.

Planners are asked to both give advice to, and take direction from, leaders. How do you balance this role?

(Laughs). A planner must understand his/her role in the planning process. It's more often an advisory role, making a recommendation to the decision makers who have to balance community interests that are at odds. I have witnessed planners undermine the department position because it was at odds with their planning worldview. Planners must either be OK with following direction that may conflict with their own planning values or be ready to move to a job where their vision and the organization's are aligned. Planners are most useful in helping to define the issues and provide workable solutions for decision makers.



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

Can this be done here? Barcelona is appropriating for public housing "five empty bank-owned properties that have been unoccupied for more than two years. There are more than 2,000 unoccupied homes across the city, much of it fallout from the 2007 financial crisis. Pending appeal, the homes will be overseen by the city for between four and 10 years as medium-term residences for people on the public housing list. The city estimates that up to 600 empty apartments in areas of high demand could ultimately be pressed into public service using the law, helping to ease Barcelona's affordable housing shortage. The plan was first voted through by Catalan regional politicians in December 2016. Since the law's first adoption, appropriation proceedings have been initiated for 16 homes. Banks found to be concealing empty properties for the purpose of avoiding the edict are liable for a small fine. Bankia, Spain's fourth largest bank, has already incurred a fine of €7,200." —Feargus O'Sullivan, *CityLab*, <http://bit.ly/2EYfaON>



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March 29 Livable Communities Summit in San Francisco pronounced a success *(continued from page 6)*

ADA requirements

At the same table, **Priscilla Rogers**, a low-vision guidance counselor with the American Foundation for the Blind, said leaning on ADA federal requirements to expedite projects like surface improvements can be a good approach, but ADA requirements completely overlook the needs of the vision-impaired — and sometimes work in conflict with their needs, such as the high-contrast environments needed by some of the vision-impaired. She recommended following the Design Guidelines for the Visual Environment prepared by the National Institute for Building Sciences. (May 2015, 80 pp., available at <http://bit.ly/2HIyuTI>)

What's next

Look for the June issue of *Northern News*. We'll have an article by **Matt Raimi, AICP**, covering age-friendly solutions for the built environment, and an interview with **Denise Pinkston**, planner and housing developer, about providing support for cities so they can foster flexibility with many different types of housing.

In addition, Northern Section is rolling out a **Livable Communities Task Force**. Towards the end of the summit, Northern Section Director **Sharon Grewal, AICP**, pledged the Section's support in creating a working group to continue the livable cities discussion and to promote implementation methods for the Bay Area and beyond. So this summer, Northern Section will host a brainstorming session that brings together planners, professionals in aging, and the community to brainstorm ideas and ways to make our communities age- and family-friendly.

If you're interested in joining the **Livable Communities Task Force**, please email **Wendy Cosin** (wendycosin@gmail.com) to be placed on the notification list for the upcoming session. ■

Finding ways to give developers more freedom to build.

"Palo Alto approved an ordinance that gives developers more freedom in what they can build — and with less conservative parking requirements — provided they build near transit. The 'Affordable Housing Combining District' applies to income-restricted multi-family housing projects within a half-mile of a major transit stop, or a quarter-mile of a transit corridor. 'Affordable,' in this case, means residents making up to 120 percent of the area median income, or \$102,000 for a two-person household. The Palo Alto ordinance doesn't give developers a free pass — and still mandates that they go through a design review process overseen by the city. But it does give them more flexibility, and tweaks local zoning to look a lot more like what [was] being proposed [in SB 827]."

—Rachel Dovey, *Next City* <http://bit.ly/2vl4omd>

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Judith McManus Price Scholarship available for women and minorities

Deadline June 1
From APA



Judith McManus Price, a planner for more than 30 years before her death in 2001, was an exceptional woman with extraordinary talents that she freely shared, not only with her family and friends, but also with her community, her colleagues, and her profession. She served the public sector in a variety of planning positions, facing challenges with strength and optimism — her trademark. Her husband, Thomas Price, continues her gift of sharing with a generous endowment to the Judith McManus Price Scholarship to help women and minority students enter the field of planning.

Eligibility: Women or minority (African American, Hispanic, or Native American) undergraduate or graduate students enrolled in an approved Planning Accreditation Board (PAB) planning program (see <http://bit.ly/2Gxvw6C>) and who are citizens of the United States.

This scholarship is awarded annually to students intending to pursue careers as practicing planners in the public sector and who are able to demonstrate a genuine financial need. Awards will range between \$2,000 and \$5,000.

Download the Judith McManus Price Scholarship **application at** <http://bit.ly/2HeEdQB>.

Send questions and applications to scholarships@planning.org.

“Aging is not a monolith.” —Rodney Harrell, director of livability thought leadership, AARP Public Policy Institute, Washington, DC., at the APA/ASA/AARP second annual Summit on Livable Cities for All Ages, San Francisco, March 29, 2018. [See page 5](#)



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Demand a fair and accurate CENSUS

APA InterACT, April 11, 2018

The U.S. Department of Commerce recently decided to include a new and untested citizenship question in the 2020 Census. Experts on both sides of the aisle have opposed the decision, as have APA and other organizations.

APA President Cynthia Bowen, AICP, recently wrote to Commerce Secretary Wilbur Ross and expressed our belief that adding the citizenship question threatens planners' ability to help citizens and policy makers in marginalized communities make choices necessary to address their biggest challenges: jobs, education, economic development, affordable housing, and poverty. Her letter (<http://bit.ly/2ILg7Mx>) urged the Secretary to reverse a decision that potentially undermines a full, fair, and comprehensive count.

"Not fully understanding the realities about where people actually live does not change that reality. It only undermines the ability of local leaders to make thoughtful, informed decisions," wrote Ms. Bowen.

Please join APA and the Planners' Advocacy Network (<http://planning.org/advocacy>) in advocating for access to high-quality data.

Urge your representatives to safeguard the 2020 Census so planners and policy makers have the data they need to make well-informed local decisions; complete APA's online form at <http://bit.ly/2GWEAOM>.

Enter now to compete for a state planning award

Submit your outstanding project, program, plan, or person for this year's APA California Planning Awards.

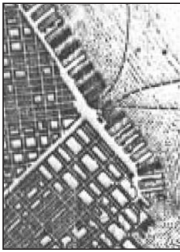
Nominations are due by Noon on Wednesday, May 23, 2018.

Note: Some nominations require a win at the Section level to be eligible for a Chapter award.

Refer to the APA California Chapter Awards Program Policy for more information at <http://bit.ly/2quUNFi>, or go directly to the application form at <http://bit.ly/2HI5meM>.

For questions, contact the Awards Program Coordinator (North) Chris Pahule at pahulec@saccounty.net.

If you are nominating for a Landmark or Pioneer Award, please contact your Chapter Historian (North), Larry Mintier, FAICP, at mintierassociates@gmail.com.



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Answer to Where in the world (Page 7)

Heidelberg, a city of 160,000 in southwestern Germany. In this view from Heidelberg castle, the Old Town is in the foreground. At center right is the Old Bridge over the river Neckar.

Photo: Ray Hashimoto, AICP

April 30 deadline to apply for CPF Scholarships

The California Planning Foundation has announced its 2018 scholarship awards program: More than \$60,000 in scholarships will be awarded to outstanding planning students in California.

Every year, CPF invites planning students to compete for scholarships ranging from \$1,000 to \$5,000. Scholarships are awarded, based on an application and selection process by the CPF Board, to students seeking to enter the planning profession. The scholarships are designed for *continuing students entering their final year of an eligible undergraduate or master's degree program.*

Award criteria include academic performance, financial need, a commitment to serve the planning profession in California after graduation, and increasing diversity in the planning profession.

For a list of eligible degree programs in California, please see <http://bit.ly/2FocmQe>. Some scholarships are limited to students from PAB-accredited planning programs, asterisked in the list.

For questions, contact:

Hilary Nixon, Ph.D., at hilary.nixon@sjsu.edu or
Kelly Main, Ph.D. at cpfapplications@gmail.com.

LETTERS

I enjoyed reading the article on affordable housing in Alameda (April 2018, <http://bit.ly/2HaR1Y9>). I helped the city adopt the Alameda Landing Master Plan and obtained the entitlements for all the affordable and market rate projects within the Master Plan area. We are now working on the last phase of the project; it will provide a 1400-foot long pedestrian promenade along the waterfront across from Jack London Square. We began these projects in 1998 and hope to complete entitlements by the end of 2018. I never thought I would spend 20 years of my career on a single project. I guess that's why they call it long range planning. Thanks for your excellent reporting!

Chandler Lee

San Francisco

I always enjoy getting *Northern News* — a great, engaging publication. Carry on!

Matt Taecker, AICP

Berkeley

Once again, phenomenal coverage of planning in the greater Bay Area!

H. Pike Oliver

Seattle ■

Who's where



Beth Altshuler has been appointed Chair of Northern Section's committee on Planners4Health. She is a Senior Associate and Public Health Planning Specialist at Raimi + Associates where she has worked since 2010. Before that, she was a project associate at MIG, Inc., and the program designer and director

for a pilot youth employment program through the San Francisco Department of Public Works. As committee chair, she will continue the work of last year's Planners4Health Initiative to support planners in creating healthier and more equitable communities. The new committee will expand this work with programing and resources focused on Health and Environmental Justice Elements, Health in All Policies, and partnerships with community groups and public health professionals. Altshuler holds master's degrees in both city planning and public health from UC Berkeley and a BA in sociology from Cornell University.



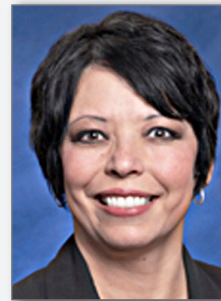
Hillary Gitelman, who as Palo Alto's director of planning and community environment had been at the center of many complex and demanding initiatives relevant to planning issues in Northern California, is stepping down May 11 to accept a position with ESA as Director of Environmental

Planning, Bay Area Community Development. Before taking the Palo Alto job in 2013, Gitelman was director of conservation, development, and planning for Napa County for eight years and planning director of the Presidio Trust for four years. She is an Oakland resident, and holds a master's in historic preservation from Columbia University and a bachelor's degree in art history from Yale University.



Licinia (McMorrow) Iberri is now Campus Planning Manager at San Francisco Municipal Transportation Agency, managing an ambitious plan to retool SFMTA's bus, rail, and support facilities, build capacity for fleet vehicle expansion, and optimize site development and land use mix.

This is a promotion from her former position as a project manager at SFMTA. Before that, Iberri worked in planning and economic development for the City of San Jose, the San Francisco Redevelopment Agency, and the Town of Woodside. She holds a master of planning from USC and a B.A. in urban studies from Macalester College (St. Paul). Iberri served on the board of APA California Chapter Northern Section as South Bay Regional Advisory Committee Chair (RAC), 2007–2009.



Andrea Ouse, AICP, Vallejo's Community and Economic Development Director, has been elected to the California Planning Roundtable. The Roundtable was formed in 1981 to advance the practice of planning in California through innovation and leadership.

Its membership is limited to 34 experienced planning professionals, balanced between northern and southern California, the public and private sectors, and academics and practitioners, all of whom are also members of APA California. Ouse was Northern Section's Director in 2015 and 2016. Other former Northern Section directors now on the Roundtable are Hanson Hom, AICP, who was section director in 2011–2012, and Mark Rhoades, who was section director 1999–2000.

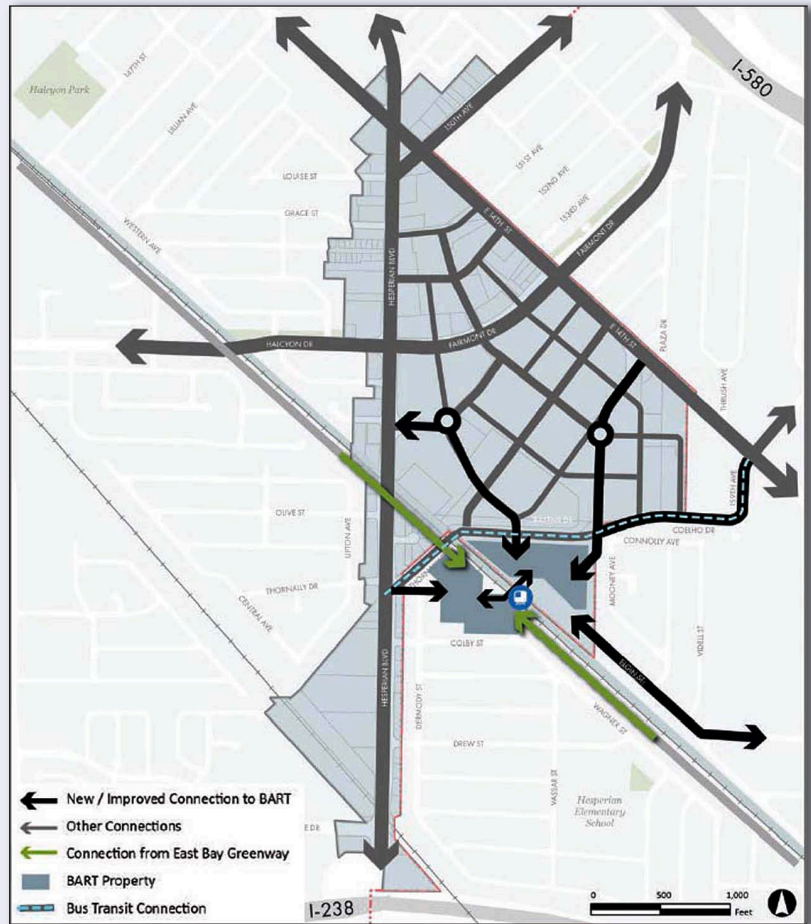
Under the plan, city staff and elected officials will be responsible for guiding property owners and developers in their development decisions and applications. The staff and officials will also use the plan to evaluate proposed public improvements and infrastructure to ensure consistency with the plan's overall vision and policies.

The plan is the final planning piece of the city's East 14th Street corridor, an area also covered by the East 14th Street South Area Development Strategy (2004) and the Downtown TOD Strategy (2007). The corridor connects to Alameda County's TOD planning efforts to the southeast in San Leandro and Hayward. In adopting the plan, the City became eligible for future infrastructure funding for the area from federal, State, and regional agencies that target and prioritize TOD areas.

Overarching goals of the plan are to make Bay Fair a prominent local and regional destination with an enhanced pedestrian experience. The outcomes envisioned include a more walkable environment, increased public and park space, improved pedestrian and bicycle connections, public safety, compatibility among adjacent neighborhoods, better community facilities, a diversity of uses, efficient and shared parking, and environmental sustainability.

More specifically, the plan aims to improve mobility for all modes along existing major streets, with new connections to BART, a grid of smaller blocks (including publicly-accessible mid-block connections for long blocks), and special, memorable public places and open spaces.

The Plan recommends short-term (2017–2019), medium-term (2019–2025), and continuing implementation actions. Short-term steps include amending the 2035 General Plan and zoning code based on the plan's recommendations, convening a roundtable of key landowners



Bay Fair Connections diagram. Credit City of San Leandro/Raimi + Associates

in the affected area, and creating a partnership with BART and Alameda County to address traffic, parking, and public safety.

The plan was funded by a \$440,000 competitive planning grant from the Metropolitan Transportation Commission in 2014 plus matching funds from the City and its project partners: BART, Alameda County, and Madison Marquette, owner of Bayfair Center.

Co-authors Lars Halle and Tom Liao are, respectively, San Leandro's development coordinator and acting community development director. ■

SB 827 is dead; time to fixate on SB 828. "The goal of all of my housing work is to lead to a lot more housing," said state Sen. Scott Wiener. The bill would be implemented through changes to the state's housing supply law [RHNA, by] setting aside more properties for apartments and condominiums [and] accounting for homes not built under production goals from the prior eight years." —Liam Dillon, *The Los Angeles Times*, <https://lat.ms/2IZGHSh>

also facilitated consideration of sea-level rise in the county's long-range and hazard mitigation planning, and partnerships with other agencies.

Also included in C-SMART are a Vulnerability Assessment that identifies near-, medium-, and long-term vulnerabilities to natural and built assets in seven coastal communities, and an Adaptation Report that evaluates resiliency alternatives using a decision-making matrix to consider public benefits, environmental impacts, and costs. C-SMART's Game of Floods (<http://bit.ly/2Ej7vdo>) is a public educational tool to help participants consider adaptation options.

National Planning Achievement Silver Award for Public Outreach: City of San Jose Video Tutorial

Planners can spend many hours interpreting zoning requirements and explaining the planning permit process and submittal requirements to customers. The most frequently asked question at San Jose's planning department is: "What are the requirements for a home addition?"

In response, the city produced a video tutorial, *Designing an Addition to Your Single-Family Residence* (<http://bit.ly/2E6Ez8q>), which has been available on the city's website since September 2016. Six minutes in length, in an easy-to-understand format, the video illustrates complex planning concepts and zoning code requirements for additions in the Single-Family Residence Zoning Districts.

The video provides permit instructions, identifies when additional development permits are needed, and includes

links to helpful resources. Additionally, the video enhances the department's customer service and serves as a valuable training tool for new staff. The information can be easily accessed by residents 24/7, is ADA compliant for the visually and hearing-impaired, and is translated into both Spanish and Vietnamese.

National Planning Achievement Silver Award for a Best Practice: San Francisco's Accessory Dwelling Unit and Unit Legalization Program

In 2014, with bipartisan support, the city passed legislation that legalized accessory dwelling units (ADUs), or in-law units, which were illegal in San Francisco despite the fact that many were being built without permits and exceeded the allowed density.

Simultaneously, the city adopted a pilot program in one neighborhood to allow new units to be built beyond the density requirement, which expanded to a citywide program in 2016.



A completed dwelling unit replaces the ground floor basement and garage. Credit: APA

The Accessory Dwelling Unit and Unit Legalization Program (<http://bit.ly/2Ej7hTA>) outlines requirements for building and maintaining these units safely and legally. Owners of existing illegal units can update them to current legal health and safety standards, and permit fees are waived. As of March 2018, 1,200 new ADUs were in the housing pipeline, compared to only 200 units added per year before 2014. An eight-minute educational video, "Are ADUs Right for You," is available to the public at <http://bit.ly/2HDgFF1>.

You can read about all of APA's national achievement awards for 2018 at <http://bit.ly/2H3UxCE>. ■



Aparna Ankola, Ned Thomas, AICP, Steve McHarris, AICP, Shelley Ha, Susan Walsh, AICP, Rhonda Buss, and Juan Borrelli, AICP are shown receiving an Award of Merit from APA California-Northern Section, June 2, 2017, for the video tutorial, "Designing an Addition to Your Single Family Residence." Photo: Jasmin Porter

SLO ZO draft proposes a denser downtown

The Tribune, April 14, 2018

Nick Wilson, <http://bit.ly/2J3PEu6> • “With the overarching theme of a more affordable, livable city for everyone, the city council has begun reviewing proposed new zoning laws” (<http://bit.ly/2HPaFZN>). The process began a year ago with community outreach. The goal is city council consideration in August.

“This would be San Luis Obispo’s first zoning update in 15 years as it moves toward its planned buildout to reach a population of about 57,000 by 2035. The city currently has about 46,000 people.

“The city is concentrating development to its interior areas while preserving green spaces on the outer edges [so] that more people would be living in San Luis Obispo rather than commuting in from out of town. Smaller, new homes would be affordable by design.

“But opponents of the proposed zoning regulations say the laws would gut the community of its charm and small-town feel. ‘We are fighting for the heart and soul of San Luis Obispo,’ said Allan Cooper, of the group Save Our Downtown, ‘[which] will be a thing of the past should the city continue to move aggressively toward stacking and packing more people into tighter quarters while making across-the-board reductions in parking requirements.’

“The city has adopted four major city goals that align with the zoning update. Among them:

- “Increase production of all housing types, especially for low-income, through higher density and closeness to transportation.
- “Prioritize a Bicycle Master Plan, pedestrian safety, and a short-range transit plan.”

North Bay: Rebuilding after a wildfire is harder than you think

The Los Angeles Times, April 13, 2018

Robin Abcarian, <https://lat.ms/2HFd4Xf> • “Nearly 6,000 homes and other structures burned down in the deadly wildfires that incinerated parts of Napa, Sonoma, and Mendocino counties in October. Entire neighborhoods were wiped out.

“To many, it seemed the reconstruction would be arduous but straightforward: Clear debris, get permits, start rebuilding. It has been anything but.

“Hazardous substances have been found in soils affected by the fire. Septic and water systems have been impacted. Utilities were destroyed. In Fountaingrove north of downtown Santa Rosa, the entire water system will have to be replaced after cancer-causing benzene from melted plastics contaminated it.

“As of the end of March, only 54 building permits had been granted in Sonoma County. About 200 vacant lots are on the market, and 72 others have been sold.

“The melted cars and charred chimneys that gave suburban neighborhoods like Fountaingrove and Coffey Park the look of burned-out hellscape are but memories. Foundations have been broken up and carted away.

“‘I don’t think one home here will have a saved foundation,’ said Sylvia West, a Santa Rosa real estate agent who has listings for three lots off Mark West Springs Road. ‘The intensity of this fire was so hot that it compromised the cement.’

“‘If we have 50 percent of the housing stock we lost rebuilt in five years,’ said Rick Laws, a Sonoma County real estate expert, ‘I will be surprised.’”

(The news roundup continues on next page)

“How the fires changed Northern California’s housing market. Data from the region suggest the number of lots for sale jumped, while the number of homes for sale fell sharply. Though residents of Sonoma and Napa counties are searching outside the area at a greater rate than a year ago, most are looking close to home. While prices have risen, in part, on decreased supply, much of this demand is coming from San Francisco and Oakland, where home prices are the highest in the country. In Sonoma County (including Santa Rosa), inventory is 13.9 percent lower than a year ago. In Napa County, inventory fell 22.2 percent. Conversely, the number of vacant lots — most left bare by fire — has soared in Sonoma County, where 443 lots were listed [in March] compared to 296 a year ago.” —Alexandra Lee and David Weidner, *Trulia*, <https://on.trulia.com/2GrZAfR>

Threatened, but Savannah Historic Landmark District not in danger of losing current status

Sourced from *Modern Cities*, April 16, 2018, <http://bit.ly/2HMWMvv>, and a news release from SavannahGa.gov, April 9, 2018, <http://bit.ly/2HJ0Exc>

Modern Cities: “The National Park Service (NPS) recently commissioned a study to assess the integrity and condition of the Savannah National Historic Landmark District. That report recommends the district be categorized as ‘threatened.’”

SavannahGa.gov: “According to Cynthia Walton, NPS Southeast Region Program Manager for National Historic Landmarks, ‘This year's report was commissioned to provide complete data about incompatible changes that had occurred and have been proposed. We will consider the recommendations of the report along with public input before making any changes to the condition category.’”

Modern Cities: The consultant’s report, prepared by New South Associates Inc. (a Stone Mountain firm) and Lominack Kolman Smith Architects (a Savannah firm), “identified hotel construction as a major contributor to a loss of historical integrity. Sixteen hotels have been built within, or bordering, Savannah’s Landmark District over the last 50 years, and 12 additional new hotel buildings are under construction or proposed within or bordering the district.”



Gingerbread house in Savannah Victorian Historic District. By Photoartel CC BY-SA 3.0 from Wikimedia Commons, <http://bit.ly/2HN5z0t>

“These new structures typically have a larger mass, height, and scale than their historic predecessors. The skyline ... and the human scale of the district have been affected.”

“Reacting to this report, city officials pointed to ... exhaustive efforts ... to strike a balance among preservation, development, tourism, and quality of life [including adopting] a hotel overlay district and restrictions on short-term vacation rentals.”

(The news roundup continues on next page)

Seems everyone wants to fix RHNA. “Between 2007 and 2014, the state found that the Bay Area met its goals for building homes for households earning more than 120 percent of the region’s median income, but permitted less than 30 percent of the recommended units for residents of middle-income or less. A Berkeley study also found racial disparities in the housing assessment. Cities with a higher percentage of white residents usually received lower targets for building affordable housing. Low targets for affluent communities sparked a Twitter feud between state Sen. Scott Wiener and former Beverly Hills Mayor John Mirisch. Beverly Hills was the rare city to meet its goal for low and moderate-income housing — three units. ‘No city should get a RHNA allocation of three,’ Wiener said. ‘It’s absurd.’”
—Louis Hansen, *Mercury News*, <https://bayareane.ws/2HH9s70>

Rohnert Park: Affordable housing fee will exempt downtown project

The Press Democrat, April 11, 2018

Kevin Fixler, <http://bit.ly/2J0389T> • “Rohnert Park will for the first time impose a fee on developers of rental housing to help spur creation of more affordable units, while exempting one of the single-largest projects in the city — redevelopment of a 32-acre downtown property to create a long coveted city center. The construction of the central downtown destination, near the city’s existing SMART train platform, is viewed as a priority among council members and played heavily to exempt San Francisco-based Laulima Development from the new housing fees.

“Laulima closed on the former site of the shuttered State Farm Insurance last December for \$13.5 million and now envisions a retail and dining hub that also includes 415 housing units, office space, and public amenities.

“Sonoma County’s third-largest city will require builders of rental housing to pay \$3.23 per square foot per project to help fund future affordable units — a fee level which city staff presented as the median cost for the region.

“‘We have to think of the long-term viability for the city for the downtown area,’ said Mayor Pam Stafford. ‘It’s not like we’re not doing our part or we’re not helping our community’ with affordable housing.”



Location map, former State Farm campus, Rohnert Park. Base map: Google Maps

California WaterFix: SoCal MWD will fund most of construction cost of two delta tunnels

The Los Angeles Times, April 10, 2018

Bettina Boxall, <https://lat.ms/2v3k4u8> • “Southern California’s biggest water agency has voted to commit nearly \$11 billion to the construction of two massive water tunnels in the Sacramento-San Joaquin delta.

“The vote [by the Southern California Metropolitan Water District] does not assure that [the tunnels] will be built. The project has yet to obtain key permits and faces years of legal challenges by opponents who argue that the twin tunnels would rob the delta of fresh water.

“But it partially removes a major stumbling block to a delta revamping that MWD’s influential staff has insisted is vital to sustaining deliveries that make up roughly a third of the Southland’s water supply.

“The original funding scheme fell apart last year when the big San Joaquin Valley agricultural districts — expected to pick up nearly half of the proposed \$17 billion bill — backed out.

“Two options emerged: Build a cheaper, one-tunnel version that would be financed by MWD and the mostly urban districts that get delta water deliveries from the State Water Project, or have MWD pay for roughly two-thirds of the twin tunnel project, with other districts supplying the rest.

“The board’s twin-tunnel proponents argued that building the full project would give water managers more flexibility in running delta operations, provide greater capacity to divert water during high flows, and do a better job of sustaining delta deliveries that the Southland can’t do without.”

(The news roundup continues on next page)

Mountain View: Study recommends routes, vehicles, for North Bayshore transit

Mountain View Voice, April 9, 2018

Mark Noack, <http://bit.ly/2HmPwWI> • “Building expressways for autonomous vehicles could be the best option for creating a new transit link to Mountain View’s North Bayshore neighborhood, according to a report by the Santa Clara Valley Transportation Authority (VTA).

“In 2015, Google paid the transit agency \$1 million to study extending VTA’s light-rail to the heavily congested North Bayshore tech hub. The study is now complete and available online (<http://bit.ly/2uZhzsS>). Originally, traffic engineers focused on building a light rail extension (expected to cost up to \$500 million), but they were asked to include other alternatives.

“[After examining] electric skateboards, Segways, motorcycles, helicopters, blimps, personal jets, hover bikes, and automated drones, autonomous vehicles rose to the top as one of the best options. The VTA study also plugged dedicated bus lanes and the agency’s own light-rail system.

“Any transit system would need to start at the Bayshore/NASA light rail station and go about 2.5 miles to the center of Google’s campus at Shoreline Boulevard and Charleston Road.

“Two routes were proposed: A dedicated expressway for autonomous vehicles could run west along Highway 101 from the Bayshore/NASA station, [then] turn into North Bayshore. Alternatively, a route for self-driving cars, buses, or light rail could run along the NASA Ames campus [and over] a new bridge to be built across Stevens Creek.

“The Mountain View City Council was scheduled to discuss the VTA report at their April 17 study session.”

Seattle: Parking requirements reduced to spur sustainability, affordability

Next City, April 6, 2018

Josh Cohen, <http://bit.ly/2HigFKj> • “The Seattle city council has passed a package of parking regulation reforms (<http://bit.ly/2HI9vVZ>) that eliminates parking minimums in some areas and uncouples rent from parking space cost. Councilmembers presented the reforms as a way to increase housing affordability and address greenhouse gas emissions.

“The bill increases the areas where developers are not required to provide any parking spaces for commercial or residential buildings. Buildings within a quarter mile of high-frequency bus stops and a half-mile of light rail stops [are exempted] from the city’s parking minimums. Parking requirements are eliminated for all nonprofit affordable housing developments in the city.

“The bill also allows shared-use of off-street parking facilities. Under previous regulations, residential buildings were prohibited from allowing non-residents from using parking in their lots. Now anyone will be able to pay to use excess off-street parking, allowing residents in new construction built without parking to take advantage of excess parking in a nearby building.

“The bill also requires commercial and residential buildings to unbundle rent from parking costs. In other words, parking will be an added charge and building managers can’t charge people for parking they don’t use. According to Sightline senior researcher Dan Bertolet, ‘Unbundling makes parking more transparent. When people realize they’re paying \$200 a month for parking, they might opt out or get by with one car instead of two, then the market builds less of it, which is what we want.’”

(The news roundup continues on next page)

“The supply and type of housing units available no longer match what many households want and need.

At present, only 22 percent of U.S. households are married couples with children, but 62 percent of the U.S. housing stock is composed of single-family homes. As demographic trends in the United States shift away from married couples with children to other types of households, and as consumers express a preference for walkable communities, suburban areas have the opportunity to respond to these changes through fostering walkability and connectivity, promoting mixed-use development, providing public spaces, and embracing what makes [these suburbs] unique. —HUD USER, PD&R EDGE, <http://bit.ly/2J816F4>

New South Wales: Pilot statewide design review panel named

Architecture AU, April 6, 2018

<http://bit.ly/2uUqKee> • “The Government Architect NSW has announced the 40 independent and expert members who will be called upon to advise on significant, large-scale developments.

“Although a number of design review panels already exist in the state, there hasn’t yet been a uniform process for evaluating the design of state-significant projects, with major projects often having discrete design review processes.

“The panelists, who are predominantly architects, were selected from more than 200 applicants following a call for applications in December 2017.

“The experts will form four-person, typology-specific panels chaired by the government architect or a nominated representative. The panels will provide feedback to the government or a project’s private proponents during the early stages of design to ‘promote improvements to the design quality of projects when changes can be made easily, rather than after a development application has been lodged.’

“Anthony Roberts, NSW planning minister, said, ‘Having a diverse group of expert and experienced voices guiding the decisions of the Department will not only ensure that we continue to have a strong assessment process, but also ensure the community has an even greater say on the future direction of planning and design.’

“At the end of the 12-month pilot period, the department will decide whether or not to continue with the program.”

Florida: Rebuild collapsed FIU pedestrian bridge?

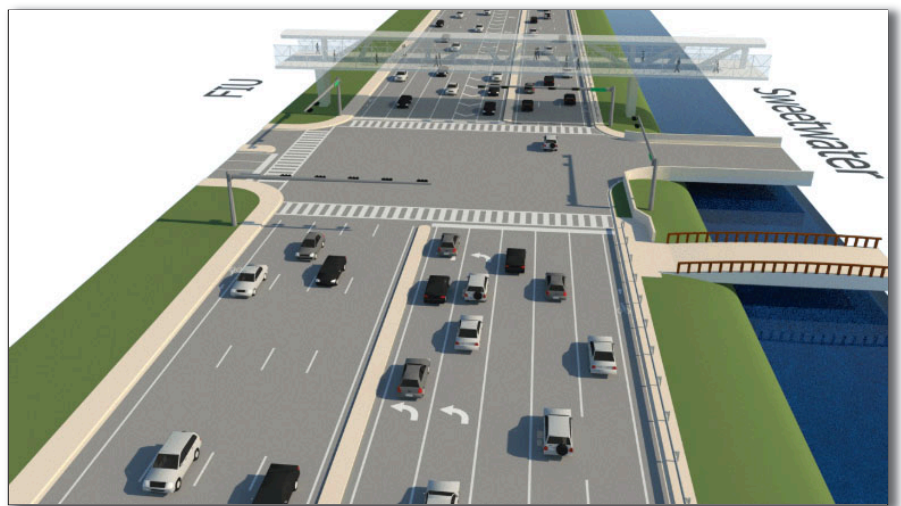
CityLab, April 4, 2018

Juan Pablo Garnham, <http://bit.ly/2EjRPqx> • The FIU-Sweetwater University City Bridge over Southwest Eighth Street collapsed in March, killing six motorists. “But beyond the technical reasons why the structure failed, there’s a deeper issue: Was a 174-foot bridge that spanned eight lanes of traffic ever the best solution in the first place?”

“Street planners Victor Dover and Kenneth García of the Miami firm Dover, Kohl & Partners published a proposal for redesigning the area (<http://bit.ly/2q7ZHGs>), writing: ‘Traffic flow eclipsed public safety long ago on Eighth Street — a monster highway with no meaningful provision for walking, biking, transit, or trees [in] its 130-foot right-of-way. In the last 4 years, more than 2,200 crashes occurred along this part of the corridor, and at least 12 people died in those collisions.’

“Dover and García propose to make the street safer and more appealing to residents and students, reducing it to five lanes for cars, with some form of public transportation; protected bike lanes and shady lines of trees run along the edges ... and multiple crossings for walkers at street level.

“With Florida’s dire pedestrian safety stats, <http://bit.ly/2HRglTn>, and the state’s love for asphalt, this scheme isn’t likely to be pursued further. ‘We produced it just as an educational artifact,’ said Dover. ‘If the idea takes off, we would love to help, but we did this because we see this problem recurring all over the region and all over the country.’” ■



“How could a strip like Eighth Street be reimagined?” Credit: Kenneth García, CNU-a and Victor Dover, FAICP

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