

NORTHERN NEWS



American Planning Association
California Chapter
Northern
Making Great Communities Happen

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

July/August 2018

Creating built environments for an aging population

Matt Raimi, AICP, Page 1

Reshaping the bay for sea-level rise

Debra Guenther, FASLA, Page 4

Making it easier to make ADUs

Joshua Abrams, Page 5



Lincoln Avenue, Calistoga. Huge Bear Wines occupies the former Calistoga National Bank

Photo: Naphtali H. Knox, FAICP



Creating built environments for an aging population

Matt Raimi, AICP

Planning — so important to improving our communities as our population changes — is all the more critical if we are to serve our society’s oldest members.

Each year, the average age of California residents continues to increase, as does the total number of residents over 65. By 2030, as the Baby Boom generation reaches retirement age, the over-65 population will grow by four million people, 87 percent higher than in 2012.¹ The oldest of our seniors — those age 80 and up — comprise the fastest growing age group within the senior population, and will more than double in size over the next two decades.

This growing senior population is increasingly vulnerable to economic hardship, housing cost burden, and reduced access to healthcare. Indeed, one out of four senior households faces a housing cost burden.²

Seniors are also at greater risk of social isolation, are more likely to be injured as pedestrians, and are more likely to have limited transportation and mobility options. Seniors also are more vulnerable to negative health impacts from environmental factors such as poor air quality or a lack of access to a park. While planning cannot solve all these problems, it does have a role to play in improving our communities for seniors, a steadily growing demographic.

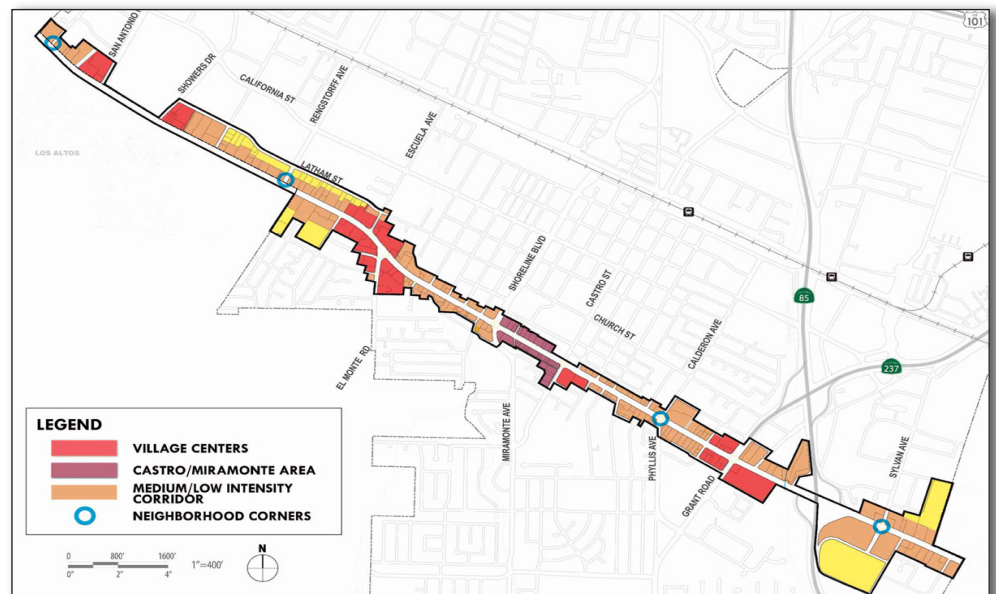
The May issue of *Northern News* included an article on page 5 (<http://bit.ly/2x7GsDw>) covering the second annual Livable Communities for All Ages Summit held on March 29, 2018. The summit — part of the American Society for Aging’s annual conference in San Francisco — was co-sponsored by APA California–Northern and AARP. It brought together planners, experts on aging, and designers to share ideas on how to plan for our aging population. The conversation

produced a number of specific ideas about how the built environment — our streets, homes, open spaces, and commercial areas — can best accommodate older people.

Salient concepts were addressed at the March Summit

Planners should understand how community design can support and address the special needs of aging Californians. Of course, their needs and desires must be balanced with those of our youth, millennials, families, and members of different races and ethnicities. Fortunately, many of the current advances in diverse, healthy, walkable, mixed-use communities will also support aging Californians.

So, what do busy planners need to think about and understand as we go about our day-to-day activities if we are to also plan for an aging California? Many of the concepts presented here are not new, but rather are modified applications of good urbanism that many of us practice daily.



Retrofitting the El Camino commercial corridor in Mountain View, CA.

¹ “Planning for California’s Growing Senior Population,” Public Policy Institute of California, <http://bit.ly/2x2KVYb>

² “Aging California’s Retirement Crisis: State and Local Indicators,” UC Berkeley Labor Center, <http://bit.ly/2x1NXMn>

(continues on page 15)

WHAT'S INSIDE

Creating built environments for an aging population

Matt Raimi, AICP. Planning — so important to improving our communities as our population changes — is all the more critical if we are to serve our society's oldest members. Fortunately, many of the current advances in diverse, healthy, walkable, mixed-use communities will also support aging Californians. [Page 1](#)

Director's note

Sharon Grewal, AICP. Ten from Northern Section awarded CPF scholarships • Photo: Northern Section Board at Facebook July 11. [Page 3](#)

Reshaping the bay for sea-level rise and creating affordable housing

Debra Guenther, FASLA. The Bay Area is projected to need more than \$85 billion of investment in climate change responses. When community members are part of directing benefits and leading the work, as in North Richmond, social benefits can emerge. [Page 4](#)

Making it easier to make ADUs

Joshua Abrams. San Mateo County's *Home for All* and *21 Elements* have spent the last 12 months building a suite of resources to promote the construction of ADUs. The tools include a Second Unit Workbook and an online Second Unit Calculator that can be adapted for other jurisdictions. [Page 5](#)

12 photos from Northern Section's 2018 Awards Gala

A sampling of photos by *Michael Axtell.* [Page 6](#)

Letters

ADUs and APA lobbyists. [Page 7](#)

17 from Northern Section pass AICP exam. [Page 7](#)

Planning news roundup

1% for art sparks public fight • Could this be a solution for Lombard Street? • How tech companies conquered America's cities • Scooters — fun and dangerous • The YIMBYs are coming • California beat its 2020 goals for cutting greenhouse gases, but ... • SF Supes update plan for Candlestick, Hunters Point • With a little help, Muir Woods reclaims its land • Aligning sustainable and affordable development in California • Denver to infuse downtown with dense housing • SF's Balboa Park Reservoir, built to store water, never did and never will. [Pages 8 and 24–26](#)

Students continue evaluating San Jose neighborhood

Kristin Moen. Delmas Park is a quarter-square-mile, mixed-use, urban neighborhood just west of downtown San Jose. Overall, it appears the neighborhood is cautiously optimistic about the changes that Google and related new development may bring. [Page 9](#)

Join APA at a discount. [Page 11](#)

Where in the world

Photo by *Elizabeth Rynecki.* [Page 12](#)

Who's where

Rosie Dudley; Dana Hoffman, AICP; Evan Kenward; Darcy Kremin, AICP; Melody Ann Lin; Bob Ulibarri, AICP. [Page 13](#)

Board directory and editorial information

[Page 27](#)

Santa Clara County will add housing for the homeless. In a new report, "Ending Homelessness, the State of the Supportive Housing System in Santa Clara County, 2017" (<http://bit.ly/2ujszyh>), the county's Office of Supportive Housing (<http://bit.ly/2zyQdMB>) notes that, "Since January 2015, the county added 1,449 new housing units for homeless persons. Of those, 946 are permanent supportive housing (with social, medical, and other services) and 503 are rapid rehousing, which gets people off the street quickly. In the pipeline are an additional 655 units of permanent supportive housing and 87 rapid-rehousing units. The report focuses on the \$950 million 2016 Measure A affordable-housing bond and progress toward the county's 2015–2020 Community Plan to End Homelessness. Voters approved Measure A to fund approximately 4,800 affordable-housing units. So far, the county has approved six housing developments for persons leaving homelessness — three in San Jose and one each in Cupertino, Gilroy, and Morgan Hill, all scheduled to open between May 2019 and February 2021." —*Sue Dremann, Palo Alto Weekly*, <http://bit.ly/2zAGXY7>



Director's note

Sharon Grewal, AICP

Ten from Northern Section awarded CPF scholarships. Each year, the California Planning Foundation offers scholarships to outstanding planning students entering their final year of an undergraduate or master's degree program. In addition, Section-funded scholarships are awarded using the same selection criteria and process. In total, \$60,000 was awarded this year to 36 recipients statewide. Congratulations to all! The Northern Section Awardees from **University of California, Berkeley** are:

Justine Marcus: Outstanding Student (Runner-up) \$3,000,
and Planners4Health Scholarship, \$1,000

Joel Mandella: Merit Scholarship, \$3,000

James Perez: Merit Scholarship, \$3,000

Jessie Wang: Merit Scholarship, \$3,000

Libby Nachman: Cal. Plng. Roundtable Memorial, \$1,000

Melody Gu: Northern Section Scholarship, \$1,000

Jeremy Halpern: Northern Section Scholarship, \$1,000

Julie Mendel: Northern Section Scholarship, \$1,000

Aline Tanielian: Northern Section Scholarship, \$1,000.

Frank Arellano, San Jose State University, also received a \$1,000 Northern Section Scholarship.



On July 11, your Northern Section Board met at Facebook HQ in Menlo Park. Here they are on the "main street" of the "classic campus" at 1 Hacker Way at 7 pm. Photo by Kristi Loui, AICP, Forward Development Manager, Facebook.

Reshaping the bay for sea-level rise *and* creating affordable housing

Debra Guenther, FASLA

One of the most powerful things to emerge from the Bay Area's *Resilient by Design* process is recognition that funding community-driven, pre-development integration of projects can make investments go further, more effectively, and in a way that directly benefits cities, neighborhoods, and people.

From September 2017 through the culminating presentations in May 2018, Resilient by Design (RbD, <http://bit.ly/2ucP1bA>) brought together teams of scientists, community members, local elected leaders, financial specialists, youth leaders, and some of the world's leading designers to translate advances in research into specific, place-based solutions for flood risk and sea level rise. These innovative ideas addressed current challenges and long-term threats, including the essential infrastructure needs of communities on the frontline of sea level rise.

The Mithun team is one of the 10 tackling different Bay Area shoreline challenges. The team took the name ouR-HOME to reflect the partnering approach with the community of North Richmond, and to focus on the people who are living these challenges every day, and who are providing active leadership in the neighborhood.



“We get to come together and strategically plan things so that we won’t get hit hard in the end; and so that we will have a future to look forward to.” —Princess Robinson, North Richmond resident, Urban Tilth Community Engagement Coordinator, and member of the North Richmond Community Advisory Board.

The Bay Area is projected to need more than \$85 billion of investment in climate change responses. When community members are part of directing benefits and leading the work, social benefits can emerge. Many of the projects proposed in this work will be led by local community organizations that hire locally, and the larger infrastructure investments can be a powerful social justice tool.

In North Richmond as with other RbD teams, an initial step was coalescing a local advisory group with the RbD designers and specialists.

“Sea level rise is coming, and anything we do today to get ready will pay off big-time. We’re facing much shorter time frames than we used to think we had about this problem.”

—Juliana Gonzales, Executive Director, The Watershed Project, Community Liaison and member of the North Richmond Community Advisory Board.

Mithun’s ouR-HOME group worked with a community advisory board of stakeholders and residents to create an equitable design process that would respond to the urgency of democratic representation in the context of climate change. The Resilient by Design Challenge (www.resilientbayarea.org) is an effort to get ahead of the policies and implementation strategies needed to respond effectively to sea level rise in the low-lying Bay Area. Each design team worked in one of the nine counties that touch the Bay to create an implementable set of resilience strategies from which the region can learn:



Registering for an RdB event at the Verde Elementary School

(continues on [page 17](#))

Making it easier to make ADUs

Joshua Abrams

San Mateo County faces an affordable housing challenge familiar to many in the Bay Area. The county's strong job market and amenities have pushed the median home price to over \$1.3 million. Over three-quarters of the land in the county is in agriculture or protected open space, and over two-thirds of homes in the residential areas are single-family units, and not likely to redevelop. Additionally, high land values and construction costs make affordable housing expensive to produce, often requiring a minimum local subsidy of more than \$200,000 per unit.

Challenges and assets

Luckily, many of the challenges that make it difficult to provide housing in unincorporated San Mateo County and its 20 cities, such as large single family lots and steadily increasing home prices, are ideal for one strategy: accessory dwelling units (ADUs). Also known as second units, granny flats, garage apartments, or backyard cottages, ADUs allow more housing to be built while not changing the character of a neighborhood. ADUs are also flexible, providing rental income, a retirement home, or more living space.

ADUs have other advantages as well. They tend to be naturally affordable. Research found that approximately one-quarter to one-half of all ADUs are made available by homeowners for free or little cost to family members



An attached ADU in Half Moon Bay

or in-home help (<http://bit.ly/2zt0J7R>). In addition, those ADUs that are rented tend to go for 20 percent below market.

San Mateo County has another important asset — a history of cooperation that promotes collaborative solutions to common challenges. Two efforts in particular have helped the 21 jurisdictions come up with solutions that have broad support. *Home for All* — a countywide group of decision-makers, major employers, transit providers, nonprofits, and others — focuses on housing strategies from a broad community perspective (<http://homeforallsmc.org>). In addition, *21 Elements*, formed 10 years ago to coordinate planning for housing and program implementation, helps jurisdictions by providing resources and a working group for city planners (<http://21elements.com>).

For all these reasons, *Home for All* and *21 Elements* decided to promote ADUs in San Mateo County, and have spent the last 12 months building a suite of resources.

Research

The two organizations teamed to conduct extensive market research involving interviews, surveys, and focus groups with

(continues on [page 19](#))



An ADU in Menlo Park by SDK Design.

Northern Section 2018 Awards reprise

Our professional photographer, **Michael Axtell**, took more than 200 photos at Northern Section's Awards Gala held June 1st at the Green Room in San Francisco's Veterans Building. We present here a soupçon to give the flavor of the event.



The 2018 "Award of Excellence, Transportation Planning," went to the **West Contra Costa High-Capacity Transit Study**, West Contra Costa Transportation Advisory Committee. L-r, Sharmila Mukherjee, AICP (WSP), Tam Tran (formerly WSP), Doris Lee (WSP), Cecilia Valdez (WCCTAC), Rebecca Kohlstrand, AICP (WSP), John Nemeth (WCCTAC).



Alta Planning + Design staff, thrilled about the "Award of Excellence for Transportation Planning" given to the **Berkeley Bicycle Plan** and "Award of Merit, Public Outreach" for the **San Leandro Bicycle and Pedestrian Master Plan Update 2018**, are (l-r) Chester Harvey, Lola Torney, Ben Frazier, Beth Martin, and Jeff Knowles, AICP.

(Continued on [page 21](#))

17 from Northern Section pass AICP Exam

More than 500 APA members passed the *May 2018 AICP Certification Exam* and 24 earned an *Advanced Specialty Certification* from the American Institute of Certified Planners.

These are Northern Section's new AICP members

Ricky Caperton, AICP
Jayapriya Cherukuru, AICP
Christine Gregory, AICP
William He, AICP
Tina Yi-Hsuan Hu, AICP
Lance Knox, AICP
Wendy Lao, AICP
Brynn McKiernan, AICP
Colette Metz, AICP
Graham Owen, AICP
Malahat Owrang, AICP
Nihal Oztek, AICP
Claire Raybould, AICP
David Sablan, AICP
Jessica Setiawan, AICP
Marnie Waffle, AICP
David Wasserman, AICP

CONGRATULATIONS TO ALL!

LETTERS

Editor:

"I'm delighted with your interview of Denise Pinkston "Reverse BANANA: Build all kinds of housing almost anywhere," <http://bit.ly/2wWCZHZ>), but disappointed that APA lobbyists in Sacramento opposed the recent ADU bills. I hope they can support the next round, coming very soon. To oppose ADU amendments because they limit local government's ability to impose impact fees is understandable but myopic. Homelessness and increased housing prices impose real costs on local governments. I believe reducing impact fees to encourage ADU construction will be a net positive for local government budgets, and I hope APA lobbyists can step back and see the big picture. ADUs are the fastest and cheapest way to add housing, and they provide numerous social benefits besides affordable housing."

"The confluence of high rents, limited housing supply, an aging population, and state mandated by-right ADU permits have created a tipping point, and we've hit standing room only at our workshops with up to 150–200 people of all ages. APA's leadership is critically needed and important right now. Without minimizing the value of your efforts, I want to strongly reinforce and encourage APA's current efforts supporting ADUs. We're still fighting those in power who value views and parking more than housing, but for the first time we have enough support to overcome this opposition."

Debra Sanderson, Berkeley

Sanderson, who was Berkeley's Planning Manager from 2007–2013, co-chairs the Berkeley ADU Task Force, an organization of professionals working to identify and remove obstacles to ADU construction.

(BANANA stands for Build Absolutely Nothing Anywhere Near Anyone.)

"It's time for scooter superhighways. Discarded scooters are an unsightly mess. Even with maximum scooter distribution and zero regulation, the real estate occupied by scooters (and bicycles) will only ever be a vanishingly tiny fraction of that occupied by roads and parking spaces. Think Turk, Sutter, Kearny in San Francisco, roads that have been dominated by cars and trucks for so long. Cars will still be able to cross, at lights synchronized for the reduced pace of two-wheelers. Bike lanes, instead of being strewn about in random and disconnected routes, will become feeders for the scooter/bicycle superhighways. If optimized correctly, the number of cars you'd get off the road because of reduced demand for Uber and Lyft should vastly outweigh the traffic displacement and reduced number of parking spaces. And streets not shared with cars will be vastly safer."

—Jon Evans, TechCrunch, <https://tcrn.ch/2uduOn5>

Planning news roundup

Excerpts linked to the original articles

1% for art sparks public fight

The New York Times, July 11, 2018

Daniel Grant, <https://nyti.ms/2ukcl88> • “A growing effort to make developers include public art in their private projects or contribute to a public art fund is meeting angry resistance. These laws typically require around 1 percent of construction and renovation costs for public buildings to be set aside for the purchase of artworks for the site.

“Cities in Florida and in California have been leaders in instituting percent-for-art requirements for private developers. But they are facing pushback.

“The Builders Association of South Florida and the Miami Downtown Development Authority are both battling a proposal before the Miami City Commission that would require developers whose construction projects cost more than \$3 million to spend up to 1.25 percent on publicly accessible art.

“In Oakland, Calif., the Building Industry Association of the Bay Area sued to block an amendment that added developers

of commercial and residential properties to the city’s percent-for-art statute. In February, the Federal District Court in San Francisco ruled in favor of the city.

“Despite the increased resistance, some municipalities have found ways to negotiate with builders to sweeten the requirement.

“In Portland, Ore., the building code states that developers may obtain ‘zoning bonuses,’ such as additional square footage, by incorporating public art into their projects.

“There is no enforcement mechanism within these ordinances, and city officials don’t want to irritate the developers who are putting resources into a community,’ said Sarah Conley Odenkirk, a Los Angeles lawyer specializing in transactional matters related to the arts in the private and public realms.”

Could this be a solution for Lombard Street?

The Los Angeles Times, July 10, 2018

Ryan Faughnder, <http://bit.ly/2ua4l9Q> • “Residents of the hilly neighborhoods surrounding the famed Hollywood sign — the symbol of Los Angeles’ signature industry — have long blamed the attraction for worsening traffic, parking nightmares, and disruptive tourists. Now Warner Bros. says it has a bold solution.

“The studio on July 9 told city officials it would foot the bill for an aerial tramway to transport visitors to and from the Hollywood sign, starting from a parking structure next to its Burbank lot.

“The ‘Hollywood Skyway’ would cost the studio an estimated \$100 million and would take visitors on a 6-minute ride more than 1 mile up the back of Mt. Lee to a new visitors center near the sign, with pathways to a viewing area.

“The purpose, the AT&T-owned company said, is to give selfie-seeking visitors a way to see the famed letters without driving and hiking through residential neighborhoods, such as Beachwood Canyon.

“The traffic problem has worsened in recent years with the rise of photo-sharing sites, ridesharing apps including Uber and Lyft, and navigation services such as Waze.

“The idea of an aerial tram to the Hollywood sign has been floated over the years. Mayor Eric Garcetti revived the concept in 2017, saying a gondola could come from the Universal Studios area. Investor and philanthropist Alex von Furstenberg is spearheading another effort to build a Hollywood sign gondola that would begin from a location yet to be determined.”

(The news roundup continues on [page 24](#))

“How tech companies conquered America’s cities. If you love the scooters, you see nothing wrong with [corporations operating every essential service and pulling every civic string]. But there was a time in America when the government paid for infrastructure and the public had a say in important local services. With Ubers ruling the roads, Birds ruling the sidewalks, Elon Musk running our subways, and Domino’s paving our roads, that age is gone.”
—Farhad Manjoo, *The New York Times*, <https://nyti.ms/2MMm2E5>

Students continue to document, evaluate San Jose neighborhood

Kristin Moen, SJSU

Big changes are coming to San Jose's Delmas Park neighborhood. They include Google's anticipated massive downtown San Jose complex, new BART and California High-Speed Rail service to Diridon Station (expected to become northern California's "Grand Central Station"), and related ancillary developments.

Over the last several months, urban planning graduate students from San Jose State University and CommUniverCity San Jose (CUC) have continued working with the Delmas Park community to assess existing conditions and help residents set their neighborhood planning priorities. In response to findings from earlier planning student work, spring semester 2018 students and CUC staff hosted a pop-up park event in May.

The neighborhood

Delmas Park is a quarter-square-mile, mixed-use, urban neighborhood just west of downtown San Jose.



The Delmas Park neighborhood

The southern part of the neighborhood contains single and multifamily homes, a centrally located commercial corridor along West San Carlos Street, and light industrial uses like auto repair and body shops. One of San Jose's oldest neighborhoods, Delmas Park also is home to the historic Lakehouse District with its Queen Anne style homes built between 1885 and 1925.

The northern part of the neighborhood comprises light industrial uses and parking lots — eyed by Google for redevelopment — adjacent to Diridon Station and the SAP Center arena.

The students' conversations in the community have centered on what the major developments on the horizon might mean for this small community. Its approximately 1,000 residents are diverse in race, ethnicity, and age. Most are working-class renters who earn an average of \$45,000 per year — half the citywide average.

Building on last year's student efforts, the most recent SJSU planning class continued to document the neighborhood, collecting field data on building and environmental conditions and evaluating neighborhood streets against Urban Street Design recommendations from the National Association of City Transportation Officials. The students interviewed residents and business owners about their hopes and concerns regarding the proposed developments, researched best practices for transit hub designs, and explored how the neighborhood might utilize a Community Benefit District or Property-Based Improvement Program.

Overall, it appears the neighborhood is cautiously optimistic about the changes that new development may bring.

Pop-up park

One of the recurring comments that planning students heard from the community is that, despite the neighborhood's name, it lacks a park. In response, the students and CUC hosted a pop-up park event on May 6 at the San Jose Learning Center (West San Carlos Street between Josefa and Gifford). Students and CUC staff covered parts of the center's parking lot with artificial turf and brought in lawn games, colorful Adirondack chairs, kids' activities, a caricature artist from a nearby collective, and food from neighborhood vendors. The students also shared their research results on a set of interactive information boards.

(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.

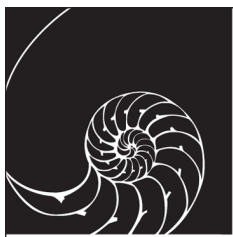
Michael Baker
INTERNATIONAL

We Make a Difference

Community Planning • Housing
Entitlement • Environmental
Landscape Architecture
Military & Federal • Transportation
Public Engagement • Resiliency
Public Finance • Agency Staffing
Urban Design

MBAKERINTL.COM

(916) 361-8384



LAMPHIER • GREGORY

URBAN PLANNING & ENVIRONMENTAL ANALYSIS

lamphier-gregory.com 510-535-6690

Page/BMS Design Group

PLANNING / URBAN DESIGN / LANDSCAPE ARCHITECTURE / ARCHITECTURE

414 Jackson Street, Suite 404 EMAIL sf@pagethink.com
San Francisco, California 94111 TEL 415 249 0130
pagethink.com FAX 415 249 0132

Austin / Dallas / Denver / Houston / San Francisco / Washington DC /
International Affiliate Offices

**DENISE DUFFY &
ASSOCIATES, INC.**



- Planning & Environment
- Natural Resources
- Water Resources
- CEQA/NEPA

www.ddaplaning.com

Monterey San Jose Truckee Santa Barbara

Students continue to document, evaluate San Jose neighborhood *(continued from previous page)*

Attendees included Kim Welsh, San Jose's Deputy City Manager and Director of Economic Development, and representatives from Google and other development interests.

The pop-up park —in existence for only a few hours — gave attendees the opportunity to meet their future neighbors while demonstrating how the community could utilize a park.



Poster boards at the pop-up park event. Photo: Spring 295 students



Artificial turf, lawn games, and colorful Adirondack chairs at the pop-up park event. Photo: Spring 295 students

Next Steps

Delmas Park's uncertain future has created a lot of buzz in the neighborhood. There still is work to be done. SJSU urban planning students will continue studying neighborhoods around the Diridon Station area in the 2018–19 school year. By involving residents in a planning process, and informing them of Google's plans early on, the students are helping current residents prepare for the changes ahead and potentially to realize some of their long-sought needs and visions for the places they call home.

Kristin Moen works for the San Francisco Recreation and Park Department's Capital and Planning Division. She received her master's degree in urban and regional planning from SJSU in May and holds a B.A. in environmental studies and geography from Gustavus Adolphus College, St. Peter, MN. You can reach her at Kristin.moen@sjsu.edu. ■



GHD is one of the world's leading engineering, architecture and environmental consulting companies. Our 6500 people serve clients in water, energy and resources, environment, property and buildings, and transportation.

www.ghd.com



Planning & Design

Wallace Roberts & Todd, LLC

444 Townsend Street | Suite 4

San Francisco, CA 94107

T 415.575.4722

F 415.436.9837

www.wrtdesign.com



EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

Community Planning ▪ Municipal Staff Support

Permitting & Regulatory Compliance

CEQA/NEPA Compliance ▪ Climate Change

Natural Resources Assessment

GIS/Mapping ▪ Visual Simulations ▪ Development Feasibility



301 Lighthouse Ave. Suite C • Monterey, CA
www.emcplanning.com • 831.649.1799

rincon

General Plans
Specific Plans + TODs
Environmental Site Assessment
Biological + Marine Resources
Open Space + Active Transportation Planning
Climate Action Plans
CEQA + NEPA Compliance
Cultural Resources

Rincon Consultants, Inc.

Offices in Oakland, Monterey + throughout California
www.rinconconsultants.com
Environmental Scientists Planners Engineers

Check out this special offer and join APA at a *discount*

New members can join the American Planning Association at a savings of up to 85 percent a year, for up to two years. If you've never been a member of APA, take advantage of all that our professional association offers:

- APA dues, \$75/year for two years.
- APA California Chapter dues, \$20/year for two years.

In addition to receiving all benefits of APA membership during the introductory period, new members can enjoy additional savings:

- Save nearly \$600 — **60 percent off** — on registration for National Planning Conferences and enjoy exclusive members-only early registration.
- \$70 annual membership in the American Institute of Certified Planners — **up to 63 percent off**.
- \$10 in dues to join any of APA's 21 divisions — a **60 percent savings**. (See *Divisions* info at <http://bit.ly/2tGbUVF>)
- **50 percent off** a subscription to the online edition of the *Journal of the American Planning Association*.
- **50 percent off** a subscription to the online edition of *Zoning Practice* — you save \$48.

The reduced rates are available to new members who are practicing planners, allied professionals, and engaged citizens in the United States. And learn more about APA's special membership programs for students, individuals outside the U.S., academics, and planning board members.

Learn all about APA membership at <http://bit.ly/2N3R1vm>

Writing in "the weasel voice. English and most other European languages have both an active voice (*Steve kicked John*) and a passive (*John was kicked by Steve*). Style manuals, including *The Economist's*, generally deprecate the passive voice. It is longer, for one thing. For another, it is often found in heavy academic and bureaucratic prose. Inexperienced writers tend to over-use it." —Johnson, *The Economist*, <http://bit.ly/2Ncz261>

LSA

ENVIRONMENTAL PLANNING & ANALYSIS

Berkeley
Point Richmond
Roseville
Fresno

Irvine
Riverside
Los Angeles

Carlsbad
Palm Springs
San Luis Obispo

www.lsa.net

bae

urban economics for
sustainable development

bae1.com

san francisco 510.547.9380

sacramento 530.750.2195

los angeles 213.471.2666

new york 212.683.4486

washington dc 202.588.8945

+ HATCH

Planning + Economics Infrastructure

Alexander.Quinn@hatch.com

Sian.Llewellyn@hatch.com

hatch.com



Building
Community

Community Planning • Urban Design
Landscape Architecture • Environmental Analysis
Community Involvement

Kimley»Horn

Expect More. Experience Better.

13 Offices throughout California | www.Kimley-Horn.com

Where in the world



Photo: Elizabeth Rynecki (Answer on [page 14](#))

“Bureaucratic headaches abound for ADUs. From lot sizes to parking, cities are ‘all over the map’ with their rules, fees, and interpretations of the new state laws governing in-law units, said Karen Chapple, a professor of city and regional planning at UC Berkeley. A proposal to further slash local fees and regulations on granny flats, SB 831, was stopped late last month in an Assembly policy committee — a victory for cities and counties that protested the proposal as an attack on local control. But the Legislature will soon take up AB 2890 which would require cities and counties to consider ADU permits within 60 days, rather than 120; prevent cities from banning backyard units on smaller lots; simplify approvals; and strengthen state oversight, among other changes to help homeowners. Also pending is SB 1226 to encourage the legalization of unpermitted units by authorizing local building officials to apply the standards that were in place when the unit was constructed.”

—Katy Murphy, Mercury News, <https://bayareane.ws/2ugreZe>



POLICY PLANNING

URBAN DESIGN

ENVIRONMENTAL REVIEW

HISTORIC PRESERVATION

COMMUNITY ENGAGEMENT

STAFFING SOLUTIONS

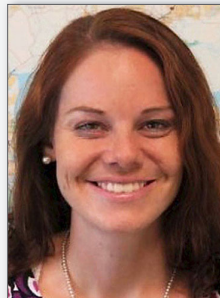
M-GROUP
a new design on urban planning
CAMPBELL | SANTA ROSA | NAPA | HAYWARD

M GROUP

Who's where



Rosie Dudley, who had been with PlaceWorks (Berkeley) for five years, most recently as a senior associate, is now senior planner and project manager at Sites Southwest, Albuquerque, NM. Dudley has worked in urban design, architecture, city planning, project management, interior renovation, writing, graphic production, product design, and community engagement — “all with an eye towards creative and sustainable innovation.” She holds a master of city planning from MIT and a B.A. in architecture from UC Berkeley.



Dana Hoffman, AICP, who until last month was a project manager for Michael Baker International, has joined the Denver Public Works Department as a Project Manager with their Mobility Team. Before MBI, 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 served on APA California Northern Section’s Board as East Bay regional activities coordinator (RAC) from December 2016 through June 2018.



Evan Kenward, a graduate student in urban and regional planning, has been appointed to the Northern Section board as the student representative from San Jose State University. Kenward helped *Motivate* launch *Ford GoBike* in the Bay Area as their field marketing manager. He currently works for the City of San Jose Bicycle and Pedestrian Program. In his spare time, Kenward works as a steering committee chair for the San Francisco chapter of Citizens’ Climate Lobby, a non-profit, non-partisan, grassroots organization aiming to pass national carbon pricing policy. He holds a B.A. in communication from the University of Massachusetts, Amherst.

(continues on next page)

DYETT & BHATIA
Urban and Regional Planners

www.dyettandbhatia.com

SAN FRANCISCO

General Plans • Urban Design
Environmental Planning • Zoning
Community Participation • GIS

415. 956. 4300
info@dyettandbhatia.com

755 Sansome St., Suite 400, San Francisco, CA 94111

M I G

www.migcom.com



Chandler W. Lee
Contract Planner

chandlerle@aol.com
940 Diamond Street
San Francisco, CA 94114
Phone: 415.282.4446



PLACEWORKS

Over 40 years of creating great places



ORANGE COUNTY | NORTHERN CALIFORNIA | LOS ANGELES | INLAND EMPIRE | SAN DIEGO

PLACEWORKS.COM



ESA

Environmental and Planning Consultants

Los Angeles	San Diego
Oakland	San Francisco
Orlando	Santa Cruz
Palm Springs	Seattle
Petaluma	Tampa
Portland	Woodland Hills
Sacramento	www.esassoc.com

Calling card advertisements support the *Northern News*. For more information on placing a calling card announcement and to receive format specifications, contact: advertising@norcalapa.org

Answer to Where in the world (Page 12)

Old Town Market Square, Warsaw, completely rebuilt after WW II. The Mermaid of Warsaw, designed in 1855 by sculptor Konstanty Hegel (1799–1896), is the symbol of the city. The original sculpture stood on this square from 1855–1928 and again from 2000–2008. In 2008 the sculpture was removed, repaired, and transferred to the Museum of Warsaw. This copy was made by a foundry in south central Poland. Photo: Elizabeth Rynecki

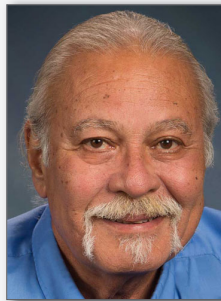
Who's where (continued from previous page)



Darcy Kremin, AICP, who was Bay Area Environmental Practice Leader at Michael Baker International, is now Environmental Practice Leader at Rincon Consultants, Inc. Kremin was Northern Section Director 2009–2010 and served until recently on the California Planning Foundation Board. She holds an M.A. in urban and environmental policy from Tufts University and a B.A. in geography (environmental studies and political science) from UCLA.



Melody Ann Lin, whose background is sustainability, policy planning, and air quality, is now a Planner at Urban Planning Partners in Oakland. She was previously an associate regional planner at the San Joaquin Council of Governments. Lin is pursuing a master's degree in sustainable transportation from the University of Washington. She holds a B.S. in environmental policy analysis and planning and a B.A. in international relations from UC Davis. In her spare time, Lin volunteers with JDRF Greater Bay Area to find a cure for Type 1 (insulin-dependent) diabetes.



L. Robert Ulibarri, AICP, after 42 years as both a professional planner and an environmental scientist, public and private, has stepped down as LACO Associates' Tribal Government Services Manager in Eureka. Before his nine years with LACO, he worked for a total of 12 years for Winzler & Kelly, RBF Consulting, and the Hoopa Valley Tribe in the far northwestern corner of California.

Ulibarri has served more than 185 tribal governments, 12 counties, and a dozen cities, preparing policy plans, wetland delineations (including Phase I Reports), and more than 600 CEQA/NEPA documents. A member of the Navajo Nation, he consulted with Tribal Governments in nine western states on culturally sensitive planning systems. Ulibarri will continue to assist LACO Associates on a project basis. He holds a B.A. in sociology from Cal State University, East Bay, and a B.S. in environmental science from Chadwick University. ■

- The first and overarching task is to retrofit suburbia to create walkable, mixed-use places. Many communities that were designed as auto-centric are now being rethought to include a diverse mix of uses and a more walkable environment. In the Bay Area, we are seeing the retrofitting of shopping centers, commercial corridors, downtowns, and neighborhoods with a mix of uses and a pedestrian-friendly design. Examples include the many Specific Plans being prepared along the Peninsula's El Camino Real Corridor — in Mountain View, Santa Clara, Redwood City, and Sunnyvale — and the retrofitting of San Leandro's Bay Fair district (<http://bit.ly/2ID19Zq>). In addition, planning for an aging population should consider providing benches, shorter street-crossings, and longer signal timing.
- Age-friendly communities also need lifecycle housing — a diversity of housing types within a community that allows residents to age in place. Strategies include
 - adding more multi-family housing so residents can move from a single-family home but stay within the community;
 - promoting accessory dwelling units; and
 - constructing more multi-generational housing.Other strategies to make housing more age-friendly include
 - using healthier building materials to protect all of us, but especially the frail;
 - anti-displacement ordinances to protect the elderly (and others) from evictions, and
 - senior affordable housing. Those on limited incomes are hit especially hard by increasing housing costs.
- Third, we should actively plan for a future transportation system that can offer seniors a high level of mobility. Implemented properly, the 10-year-old state requirement to create complete streets is highly supportive of more age-friendly communities. Looking further into the future, autonomous vehicles can bestow major benefits on an aging population in which the option to drive rapidly decreases.
- Fourth, we should create parks and open spaces accessible to residents of all ages. Park design, location,

and programming for seniors are critical. Examples of strategies used around the Bay Area are parklets (the conversion of parking spaces to parks), adding outdoor exercise equipment (for example, along the Ohlone Greenway in Albany, CA), and programming events for social interaction.

Achieving success

Once we have a better understanding of the co-benefits of good urbanism and age-friendly communities, how can we implement better planning in communities across northern California?

- First, we need to understand the trends in individual communities and the region: How much and in what way is City X going to grow, and how rapid is the trend toward an aging population? What percentages of the population will be over 65, 75, and 85? This background information will be critical in planning for the specific needs within a community, but too often the



Outreach is critical to learning what the community wants and needs.

specific demographic trends within communities are not known.

- A second way to achieve success is to build partnerships among different advocacy groups. Given the overlap in desired outcomes and the sought-after physical form of a city, advocates for age-friendly communities should be natural allies with the bicycle, smart growth, affordable

(continues on next page)

housing, transit, and parks advocates. And while advocacy approaches may differ, there is strength in numbers. All of these groups are trying to create affordable, pedestrian-friendly, transit-friendly, mixed-use places.

- A third implementation strategy is to encourage the senior population to participate in the planning process. I know what you are thinking: Isn't this the demographic that usually shows up at public meetings and often opposes change? We need to work with age-friendly advocacy groups such as AARP to educate their members on the benefits of modifying current development patterns and transportation systems. These individuals can then advocate for the changes needed to improve their own quality of life and safety as aging Californians.
- Fourth, we planners need to incorporate age-friendly policies into our planning documents — general plans, specific plans, community plans, and subdivision and zoning ordinances.

Summing up

Clearly we haven't covered all of the possible strategies that can be used to create age-friendly communities. Fortunately, such resources exist, and a few are listed here.

- Aging Well in Communities: A toolkit for Planning, Engagement, and Action, <http://bit.ly/2ID1fjK>

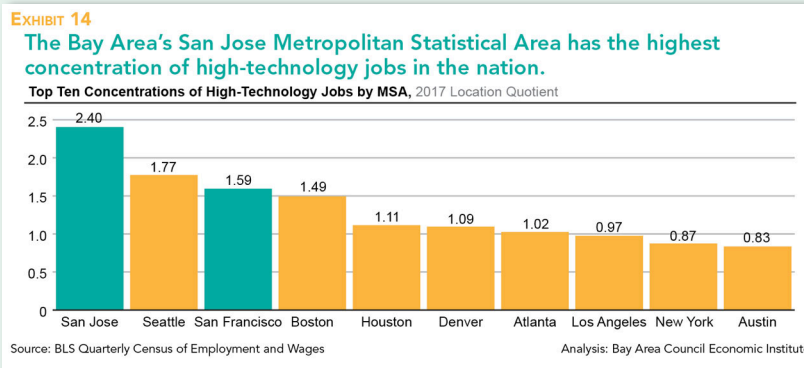
- Community Planning for Aging Well: An Overview, <http://bit.ly/2IEKSDm>
- Housing America's older adults — Meeting the needs of an aging population, <http://bit.ly/2IDoY3v>
- Design for Aging in Place, <http://bit.ly/2x0FU2r>

We urgently need to think about how the Bay Area and its cities can be better designed for an aging population. Right now, we have too few age-friendly places. Let's all spend some time researching the characteristics of age-friendly communities and thinking about which ideas and approaches we can incorporate into our profession and into the day-to-day work we do in our communities.

Matthew D. Raimi, AICP, founded Raimi + Associates in 2006. He has more than 20 years of experience in planning across the country, focusing on creating more livable and sustainable cities. Raimi co-authored a seminal toolkit for smart growth, "Once There Were Greenfields: How Urban Sprawl is Undermining America's Environment, Economy, and Social Fabric" (NRDC, 1999). He holds a master's degree in regional planning from the University of North Carolina at Chapel Hill and a B.A. from the University of Rochester. ■

Continuing Growth and Unparalleled Innovation: Bay Area Economic Profile is available at <http://bit.ly/2zFHE2C>.

The July 2018 report by the Bay Area Council "points to the Bay Area as a major economic power in not just the U.S., but the world. Also, compared with other parts of the state, job growth in the Silicon Valley region and San Francisco skewed far higher. Yet all is not rosy in the region. The report points out that traffic is highly correlated with economic activity, and that large numbers of people are commuting from increasingly faraway places. The region is also permitting fewer homes in relation to population increase than other national metro regions. Between 2003 and 2017, the Bay Area yielded about 312 new home permits per 1,000 new residents. During the same time, the Boston region permitted about 445 new homes per 1,000 new residents and the New York region permitted 404." —Kate Bradshaw, *The Almanac*, <http://bit.ly/2urRyib>



- How can designers grow trust in public process and community-driven design and, by doing so, contribute to building a stronger democracy?
- Can such an inclusive approach find mutual benefits in reshaping the Bay for sea-level rise, such as creating much-needed affordable housing?

The ouR-HOME team's detailed proposal accomplishes those objectives, and more.

Need and opportunity in North Richmond

When Ohlone tribes first arrived there in the 6th century, the area of unincorporated West Contra Costa County known as North Richmond was a place of tremendous ecological diversity. The Bay shoreline and marshlands provided critical resources for initial human settlers. Fertile soils provided good agricultural opportunities.

During the WWII labor surge, African Americans arrived in the Bay Area to settle in the low-lying and flood-prone topographic bowl adjacent to the Chevron refinery — the places where federal insurance policies allowed people of color to buy homes. Cut off physically from adjacent resources by railroads and other infrastructure, community members endured a lack of public services and had to travel long distances to their seat of government representation.

Having experienced trauma and chronic stress from the generational impacts of slavery, Jim Crow laws, predatory lending, and mass incarceration, this community derives strength from a long history of cultural, environmental, and social justice activism.

The demographics of North Richmond's 5,000-member community are changing, as Hispanic Americans find a home in the neighborhood. Still the spirit of advocacy and community organization continues to thrive through the work of neighborhood groups such as Urban Tilth, the Verde School, the Watershed Project, and other organizations.

The team's design principles acknowledged the community's racial history; focused on community strengths; identified projects that directly benefit North Richmond; maintained a sense of urgency; developed "adapt-in-place" strategies to slow displacement; prioritized multi-benefit solutions; were clear about how decisions were made; and consistently communicated the community's influence on the design.

Professionals on the team included landscape architects, architects, urban planners, coastal engineers, ecologists, artists, transportation and alternative mobility

planners, affordable housing finance experts, economic advisors, and community outreach facilitators.

Local community members were key participants: Juliana Gonzales of The Watershed Project and Robert Rogers of County Supervisor John Gioia's office were community liaisons. Key community organizations such as Urban Tilth, Community Housing Development Corporation, Safe Return Project, and the Council of Industries were represented on the advisory board. Public agencies included Contra Costa Flood Control District, West County Wastewater Facility, San Francisco Estuary Partnership, and Contra Costa Public Works. To ensure direct community benefits, one third of board members were North Richmond residents who reflected the community's racial diversity.

Thrive, filter, grow, relate —

Building on the previously developed North Richmond Shoreline Vision Plan, ouR-HOME's four-point strategy capitalizes on the multiple benefits of infrastructure investments and creates immediate pathways to health and wealth for local residents:

1) ThRive: Paths to home ownership

Adapting to change requires being able to respond. Health- and wealth-building is a foundation that supports the ability of people to make choices about how to respond to climate change as it arises.

Home ownership underlies the vision for a resilient North Richmond. Lowering the barriers to home ownership builds on the do-it-yourself resourcefulness of North Richmond. Housing on "small lot splits" can lower the entry cost to home ownership. Larger-lot housing redevelopments can stabilize home ownership through a community land trust that separates house costs from land and infrastructure costs.

"Home ownership is important because it's another way of building community. It's something to live for — something you can leave to your loved ones, your children." —Courtney Moore, Urban Tilth Watershed Program Manager, and member of the North Richmond Community Advisory Board.

2) FilteR: 20,000 trees of justice

The ouR-HOME team recommended major tree planting. What if 20,000 more trees were added

(continues on next page)



Before and after: A vacant lot in North Richmond holds the potential for affordable housing with green infrastructure.

in North Richmond? Asthma rates are higher in North Richmond than surrounding areas, and the refinery frequently exceeds recommended limits for airborne sulfide levels. Trees planted en masse can be a green “force field,” forming a natural air filter, storm-water filter, and habitat filter, and achieving greater health for people, flora, and fauna.

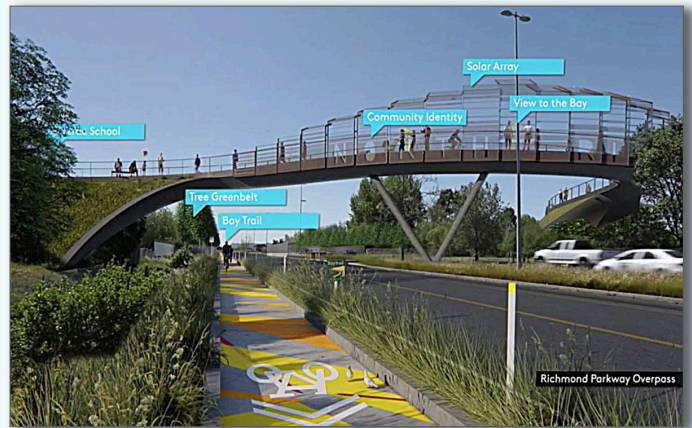
3) GRow: Marsh to Main Street

There are many ways to enjoy the Bay shore. The space between the creeks is currently zoned for industrial uses, many of which will provide area residents with much needed jobs. “Muted” marsh options can co-exist with industrial uses and breachable levees so that spaces between creeks can be adapted to bring the marsh closer to community activity.

Horizontal levees that protect arterials and include wastewater treatment processes can be place-makers. For example, a horizontal levee can minimize flooding in North Richmond, protect infrastructure assets, and enable marsh growth in an ecologically rich part of the Bay. Levee trails will offer different walking experiences and panoramic views, plus redundant trail connections during high tides.

4) Relate: A prescription for Wildcat Creek Trail and Overpass

How do a multi-use path and overpass relate to sea level rise? They offer a connection to nature that can be a healing path for people experiencing trauma and chronic stress and a foundation for being mentally prepared to adapt to change. Future “Walk with a Doctor” events (currently offered in nearby neighborhoods to encourage walking) are imagined for Wildcat Creek Trail and the North Richmond community.



Richmond Parkway Overpass

The takeaway

Community driven, pre-development collaboration is key to achieving multiple benefits. Infrastructure investment is one of the largest expenditures in the Bay Area. When historically disinvested communities participate in the decision-making process to direct that spending, residents can simultaneously build health and wealth, supporting self-determination and paths to housing ownership.



Debra Guenther, FASLA, is a partner and landscape architect at Mithun. She is a fellow of the Cascadia Region Green Building Council, serves as a board member of Ecodistricts, and is board emeritus of the Landscape Architecture Foundation. She was awarded the American Society of Landscape Architects’ Presidents Medal in 2010.

Guenther received a B.S. in Landscape Architecture from Michigan State University and completed graduate studies at the University of Denver. She can be reached at DebraG@Mithun.com. ■

homeowners, builders, architects, and others. The biggest insight from this work is that many people are interested but are hesitant — even “overwhelmed” by the process — and do not start. Further, the lack of useful and accurate information “paralyzed” many prospective homeowner-ADU builders. Homeowners do not want to start the process until they know more. They want the city to be “on (their) side” and not playing “gotcha.”

The team also approached the Silicon Valley Talent Partnership for assistance with marketing. The Partnership, a group that matches volunteer professionals with local governments and nonprofits for specific projects, paired them with Adobe Systems.

Among many recommendations, the Adobe professionals suggested that San Mateo County engage homeowners at all stages of the process, from those who had never heard of an ADU to those who have completed construction. The goal would be to assist homeowners to move from one stage to the next.

The County team also worked with the Center for Community Innovation at UC Berkeley to better understand the ADU market. The researchers identified a number of target groups: seniors looking to downsize, people needing housing for a family member (an aging relative, a graduating student, or someone with a disability), and those needing additional income.

From research to products

Utilizing this background research, San Mateo County — through *21 Elements*, *Home for All*, and its Department



A family in their Oakland backyard cottage. Photo: New Avenue Homes

of Housing — began working toward products that would address the observed barriers. The team interviewed people who own or live in ADUs, asking them to share their stories, many of which are inspirational. For example, the couple on the coast who planned on using their ADU to supplement their retirement income, but came to cherish the friendship they established with their tenants. Or the woman in Hillsborough who grew up in the county but can only live there now because she rents a moderately priced ADU.

- *Home for All* and *21 Elements* turned these case studies into a series of videos and print stories (<http://bit.ly/2zo4RpL>). The print version, called the Second Unit Inspiration Book (<http://bit.ly/2uhUy0s>), collects five of those stories, including floor plans and photos. It is available for free at planning counters throughout the county. The videos are hosted at the County’s Second Unit Center website, <http://bit.ly/2uorNzg>.

- To help people who are interested in building an ADU, the team produced a Second Unit Workbook (<http://bit.ly/2znycR4>) that guides homeowners through the process — from permitting, to hiring an architect, to managing construction, to being a landlord. Ideally, homeowners would visit their city’s offices very early in the process or hire a professional to guide them, but often they wait until they know more. The Workbook

(continues on next page)



A new backyard cottage in Berkeley. Photo: New Avenue Homes

serves as a user-friendly, full color, step-by-step guide to the complete process, and includes simple exercises to help homeowners work through their goals, budget, or timeline. It is meant to be a well-used document, with space for notes and dog-eared pages. The workbook is available at planning centers across the county, and in various forms on the Second Unit Center website, along with the relevant rules from each of the 21 jurisdictions.

- The team also developed an online Second Unit Calculator that can be found on its website (<http://bit.ly/2umSh4e>). Now in Beta, the calculator lets people see how much it might cost to build an ADU and how much rent the ADU might produce.

Users are guided through a series of choices: how many bedrooms do you want, where do you live, is the property on a slope, etc. They then receive an estimate of likely construction costs broken down by fees, potential rent, the effect on property taxes, etc. Homeowners can customize the information, even including what ADU rents would be affordable to a teacher.

All of these tools were presented at a half-day seminar that targeted elected officials, city managers, and planning professionals, and which was keynoted by Kol Peterson, an ADU expert and author of the *Backdoor Revolution: The Definitive Guide to ADU Development*, 2018.

Onward and upward

A number of additional projects are in the works. More resources are being added to the website. Several jurisdictions are studying what more they can do to facilitate the development of ADUs beyond simple compliance with recent changes in state laws. The County is expanding its marketing efforts. This fall, *21 Elements* will work with city staffs to reduce friction points that occur in the process once homeowners apply for permits. And thanks to a grant from the Metropolitan Transportation Commission (MTC)/ The Association of Bay Area Governments (ABAG) and the California Department of Housing and Community Development, the County team is able to make the calculator easier for other cities or counties to adapt to their locality.

Looking back, Heather Peters, Housing and Community Development Policy Specialist with the



A 376-square-foot backyard unit in Livermore. Photo: Valley Home Development

San Mateo County Department of Housing, said, “It was a lot of work, and we have only started, but even if one additional person builds a second unit and rents it at a moderate price, it is still a bargain.”

ABAG just released their ADU permit numbers for San Mateo County. Approximately 100 units were produced in 2016 and roughly 200 in 2017. If *Home for All* and *21 Elements*’ work was responsible for any part of that increase, the project was a success.



Joshua Abrams is a principal at Baird and Driskell Community Planning, a firm he joined 10 years ago. He had previously worked as a planner for MIG, and for FEMA Long Term Community Recovery before that. Abrams holds a master’s degree in city/urban, community, and regional planning from Cornell University and a B.A. in biology and environmental studies from Carleton College. You can reach him at abrams@bdplanning.com

All images not otherwise specified courtesy 21 Elements and San Mateo County Home for All.

Resources:

Home for All – <http://homeforallsmc.com>

21 Elements – <http://21elements.com>

Online Second Unit Center, including Idea Book, Workbook and Video – <http://secondunitcentersmc.org>

Portland Based Accessory Dwelling Unit Organization – <https://accessorydwellings.org>



The “Award of Merit, Planning and Health,” went to the **City of Vallejo Healthy Community General Plan Element**, prepared by the city and the Center for Sustainable Communities, Sonoma State University. Accepting are Andrea Ouse, AICP (former CED director), Alea Gage and son Avery, Afshan Hamid, AICP, Mark Hoffheimer, AICP, Marti Brown (former councilmember), and Alex Hinds (Center for Sustainable Communities).



The 2018 “Award of Merit, Comprehensive Plan, Small Jurisdiction,” went to the **Redwood City El Camino Real Corridor Plan**. Accepting for Redwood City are (l-r) Apollo Rojas, Lindy Chan, Sophie Martin, AICP, Kevin Bondonno (planning commissioner) Steven Turner, and Rajeev Bhatia, AICP (Dyett & Bhatia).

(Continued on next page)



Celebrating the “Award for Merit, Best Practices” for the **City of Mountain View’s Transfer of Development Rights Program** are (l-r) Clarissa Burke, Martin Alkire, Terry Blount, AICP (former assistant community development director), and Carly Panos (former associate planner).



High schoolers Milo Wetherall, Charlie Millenbah, and Zelda Zivny were recognized for having won APA’s 2018 “National Planning Achievement Award for a Grassroots Initiative — Gold” for their project, **StreetAir**. Read more at <http://bit.ly/2tEk68x>.



Checking the program in the Green Room loggia are Zelda Zivny (second from left) and Gregory Holisko, AICP (second from right). Greg is Northern section’s new Communications Director.



Pre-award refreshments on the Green Room loggia.

(Continued on next page)



SITELAB Urban Studio snagged two Awards of Excellence: “Emerging Planning and Design Firm,” and “Grassroots Initiative” for **Pop-up Care Village** (with Lava Mae). L-r, Eri Suzuki, Woody Hanson, Alyssa Garcia, Nicole Wagy, Amit Price Patel, AICP, Laura Crescimano, Northern Section Director Sharon Grewal, Michel St. Pierre, Guneet Anand, Jamie Ramirez (Lava Mae), Mu-Ping Cheng, and Parul Sharma.

2018 Special Recognition Awards



Emerging Planner, Melissa Ruhl (left). Transportation planner, Arup, San Francisco. Helps various agencies plan for improving community quality of life. Drafting an autonomous vehicles strategy for MTC. MUP, San Jose State University. Previously served as Communications Director for APA California–Northern.

Mid-career Planner, Jonathan Schuppert, AICP (center). Campus Connectivity Manager, Facebook, Menlo Park. Has prepared transportation and specific plans, downtown revitalization plans, form-based codes, general plan updates, and design guidelines and standards. Has facilitated community workshops and design charrettes. Treasurer, APA California–Northern. Trustee, Awesome Foundation, San Jose.

Accomplished Planner: Fay Darmawi (right). Film festival producer, community development banker, leader in affordable housing development and finance. Founder and executive producer of SF Urban Film Fest. Working on an interactive documentary series on affordable housing. MCP, MIT. Served on the Chinatown Community Development Center Board. ■



Joanna Jansen, AICP, PlaceWorks, accepts the “Award of Merit, Hard-Won Victory,” given for the **City of Palo Alto Comprehensive Plan**.

Scooters — fun and dangerous

The Los Angeles Times, July 6, 2018

Robin Abcarian, <https://lat.ms/2u6vOsW> • “The concept was so liberating: unlock the scooter with your phone, then zoom off, ditching it wherever you fancy.

“I often hear people claim electric scooters are just as safe as bicycles. I don’t think so. The Bird business model, created by former Lyft and Uber executive Travis VanderZanden, is bolstered by the absolutely transparent fiction that people will abide by the rules.

“Few riders don helmets, which are required. Lots of people ride double — even with small children — which is verboten. People ditch them on sidewalks, creating hazards for pedestrians. You’re supposed to be at least 18 and have a driver’s license to ride a Bird, a requirement that is routinely flouted.

“Now the California Legislature appears to be ready to sign off on AB 2989, a new law (<http://bit.ly/2u6vUAO>) that would allow anyone 18 and older to ride without helmets. Bird is the bill’s sponsor.

“Bird has also launched what it calls a pledge to “Save Our Sidewalks” (<http://bit.ly/2u7LNqR>) and has asked the CEOs of other similar companies — Limebike, Ofo, Mobike and Jump — to sign on. Each company would commit to reducing street clutter by putting their bikes and scooters only where they are used, to refrain from expanding unless vehicles are used three times a day, and to remitting \$1 per vehicle per day to cities for bike lanes and safety programs.

“So far, only Bird’s VanderZanden has signed on.”

The YIMBYs are coming

The Real Deal, June 29, 2018

Dennis Lynch, <http://bit.ly/2Nkwx1O> • “While pro-development organizations plow money into statewide initiatives to boost housing and expand existing zoning, a grassroots movement is growing. YIMBYs are staking out territory block by block, hoping to influence development one project, and one elected official, at a time.

“Part political platform, urbanism-philosophy, and futurism, YIMBY groups share a similar vision but have no official nationwide organization.

“The YIMBY movement is gaining ground in San Francisco. A group called California YIMBY received a \$1 million cash infusion from the online payment startup Stripe in May. Stripe said California YIMBY shares its goal of ‘[lowering] economic barriers.’

“California YIMBY is focused on enabling [local groups] to be more effective, executive director Brian Hanlon said, ‘providing organizer training, digital tools, and services.’

“Facebook groups GrowLA and DTLA Development intend to get involved in local elections, focusing on tight races where they can swing the vote.

“But YIMBYs can come across as out of touch with residents in lower-income communities. Some critics label them as stooges for developers, something Hanlon called a ‘conspiracy theory. The money we’ve raised from developers for California YIMBY is under 5 percent of what we’ve raised,’ he said. ‘A lot of people support YIMBYism and it’s not only planning academics.’

“‘Supply and demand applies to everything. YIMBYs make it simple because it is that simple,’ said Josh Albrektson, who founded the two Facebook groups. ‘We’ll end up being 5 percent of someone’s vote.’”

(The news roundup continues on next page)

“California has beaten its 2020 goals for cutting greenhouse gases.

Total statewide carbon emissions fell to 429 metric tons in 2016, a drop of 12 million tons from the year before. The decline means California met the Legislature’s goal of reducing emissions to 1990 levels, and did so a full four years before the target year of 2020.”

—Dale Kaiser, *Sacramento Bee*, <http://bit.ly/2uhKrd6>

The longer-term outlook is less rosy, however. The chart, right, is from *Continuing Growth and Unparalleled Innovation: Bay Area Economic Profile*, Bay Area Council, <http://bit.ly/2zFHE2C>

EXHIBIT 25

California is off track in the race to meet its 2030 and 2050 climate goals.

California Total Greenhouse Gas Emissions, MMtCO₂e per year



Note: MMtCO₂e = million metric tons of carbon dioxide equivalents
Source: California Air Resources Board

Analysis: Bay Area Council Economic Institute

SF Supes update plan for Candlestick, Hunters Point

San Francisco Examiner, June 27, 2018

Laura Waxmann, <http://bit.ly/2NfrVoL> • “The Hunters Point Shipyard Redevelopment Plan is to bring 10,500 residential units to the former naval base, though Phase II of that work has been slowed by a fraudulent radioactive cleanup there.

“On June 26, the supervisors approved the transfer of 118,500 square feet of space originally designated for research, distribution, and office use from the shipyard development to Candlestick Point for retail, commercial, and residential use.

“Nadia Sesay, Director of the Office of Community Investment and Infrastructure, lead agency on the project, said that the amendments were necessary because assumptions made over the last decade — such as the eventual relocation of the 49ers stadium to the Shipyard — did not materialize.

“‘Of course now we know that the 49ers have left us for Santa Clara. When the developer began to look at a non-stadium alternative, they found that it did not respond well to market conditions,’ said Sesay.

“The Navy has agreed to retest areas of the shipyard where soil samples are known to have been compromised, as well as Parcel A, which previously was declared safe by regulatory agencies.

“‘While the cleanup is going on, the work we are doing today will allow the developer to get entitlements to do pre-development work,’ said Supervisor Malia Cohen, whose district includes Bayview Hunters Point. She promised that the City would ‘remain vigilant about the safety of workers, residents at shipyard, and around shipyard.’”

With a little help, Muir Woods reclaims its land

California Today, The New York Times, June 21, 2018

Thomas Fuller and **Matt Stevens**, <https://nyti.ms/2u7Lj3W>

• “The Muir Woods National Monument, the grove of centuries-old coastal redwoods in Marin County, is undergoing a multimillion-dollar transformation. In January, the park instituted a mandatory parking reservation system to mitigate overcrowding. A shuttle bus from other parking areas also requires reservations.

“The result has been a 20 percent reduction in the number of visitors to Muir Woods: 72,790 in April this year compared with 92,589 during the same month last year, according to the Park Service.

“Next summer the park will begin tearing up parking lots, relocating and renovating them, possibly using a more natural material than asphalt.

“‘The goal is a smaller footprint, and more that is natural and vegetative,’ said Mia Monroe, a community liaison ranger at Muir Woods who has helped lead the restoration. ‘We are trying to move all of our infrastructure out of sensitive areas.’

“The park will relocate wastewater pipes, renovate paths and footbridges, help restore salmon populations in the Redwood Creek by removing boulders and replacing them with a more fish-friendly habitat.

“‘This isn’t a wilderness area that is way off the beaten path,’ said Emily Burns, science director for the Save the Redwoods League. ‘But the Park Service is figuring out innovative ways to provide as close to a wilderness experience as you could get this close to an urban center.’

(The news roundup continues on next page)

“Aligning sustainable and affordable development in California. Overall, our researchers found that SB 375 [The Sustainable Communities and Climate Protection Act, 2008] is an important and necessary step towards aligning housing and sustainability goals, and has deeply influenced the regional planning process in California. However, the law’s impact is limited by insufficient incentives and enforcement mechanisms. On its own, and without increased funding and facilitation, SB 375 cannot sufficiently impact development patterns to meaningfully meet California’s urgent affordable housing and sustainability needs.” —*Terner Center*, <http://bit.ly/2u8UtNx>. Full report: <http://bit.ly/2u6ghcv>

Denver to infuse downtown with dense housing

Curbed, June 14, 2018

Megan Barber, <http://bit.ly/2MuEctF> • “For a city that’s recorded both huge population gains and a booming real estate market, a dense, mixed-use neighborhood well-served by transit could alleviate some of the city’s recent growing pains. Despite increasing density and rapid population growth, there are still sections of the Mile High City where 1980s-style surface parking lots reign.

“City leaders have voted 11-0 for a new Denver neighborhood — tentatively ‘River Mile’ — that would drastically transform both the city’s urban center and its redeveloping riverfront.

“It would take about 20 years to redevelop an area on the west side of the city currently occupied by the 62-acre amusement park and event parking lots that serve the Pepsi Center,

the Downtown Aquarium, and the Children’s Museum. The new plan includes skyscrapers as tall as 59 stories with housing for as many as 15,000 residents. A revitalized South Platte riverfront is a key part of the proposal, with a focus on new public spaces, parks, and a mix of building sizes and land uses. River Mile would maximize connections to already existing light rail stations, and the plan proposes parking maximums rather than minimums to encourage residents to bike, walk, and use public transportation.

“The next step for the River Mile neighborhood is a rezoning approval that will take at least six months. The entire development will also be at the mercy of market forces over the coming two decades.”

SF’s Balboa Park Reservoir, built to store water, never did and never will

Streetsblog SF, May 31, 2018

Roger Rudick, <http://bit.ly/2LZJoWi> • “The plan is to build 1,100 units and a two-acre central park on the site. But why just 1,100 homes on such a huge site? Apparently higher structures would require steel and concrete construction, as opposed to wood, and would not pencil out financially, explained Avalon Bay’s Joe Kirchofer at a SPUR panel in San Francisco.

“The housing will be half market-rate and half affordable, with a mix of condos, apartments, and townhomes, surrounded by different residential neighborhoods that make the site attractive, but complicated. The college and the neighborhood have parking and traffic concerns. BART is close but

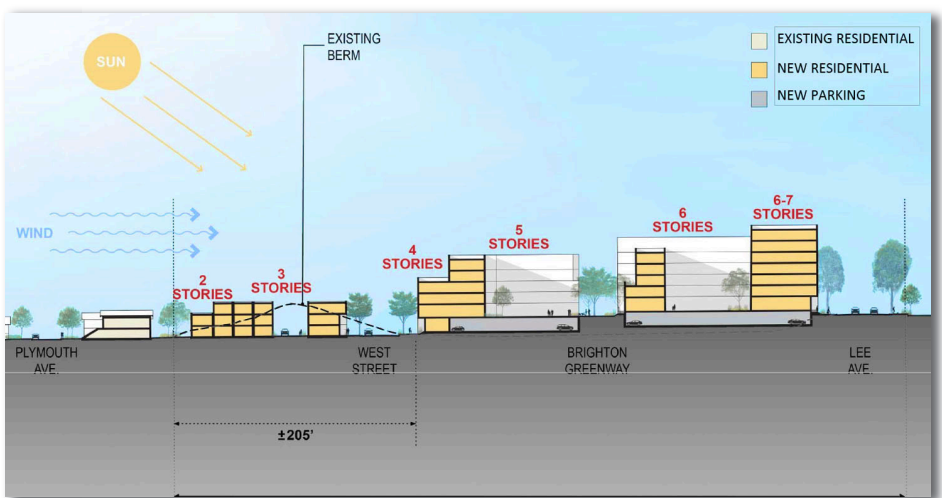
difficult and treacherous to access by bike or on foot.

“SF Planning’s Jeremy Shaw explained that a priority is to make sure there are easy pedestrian connections to the street, shopping, and transit. They are also planning to step the housing, starting with two stories on the west and stepping up to six to seven at the highest side to maintain ocean views, minimize shadows, and maintain a neighborhood feel.

“The plan includes 500 parking spots — one for every two units. They will be sold or rented separately from the units. The developers are apparently obliged to replace some of the surface parking now on the site and currently used by students and faculty at City College across the street.”



Base Plan. Image source: Balboa Reservoir CAC presentation, April 9, 2018



Building Heights. Balboa Reservoir CAC presentation, April 9, 2018

BOARD MEMBER DIRECTORY

Director Sharon Grewal, AICP	director@norcalapa.org
Director Elect James Castañeda, AICP	directorelect@norcalapa.org
Immediate Past Director Andrea Ouse, AICP	pastdirector@norcalapa.org
Administrative Director Sophie McGuinness	admin@norcalapa.org
Treasurer Jonathan Schuppert, AICP	treasurer@norcalapa.org
AICP Director Don Bradley, AICP	aicp@norcalapa.org
Awards Program Directors Florentina Craciun, AICP Carmela Campbell, AICP	awards@norcalapa.org awards@norcalapa.org
Communications Director Vacant	communications@norcalapa.org
CPF Liaison Terry Blount, AICP	cpfliaison@norcalapa.org
Ethics Review Director Vacant	ethics@norcalapa.org
International Directors Hing Wong, AICP Alex Hinds	international@norcalapa.org international@norcalapa.org
Legislative Director Stephen E. Velyvis	legislative@norcalapa.org
Membership Director Sandra Hamlat	membership@norcalapa.org
Mentorship Director Liz Probst, AICP	mentorship@norcalapa.org
Planning Commissioner Don Bradley, AICP	commissioner@norcalapa.org
Planning Diversity Directors Miroo Desai, AICP Cindy Ma, AICP	diversity@norcalapa.org diversity@norcalapa.org
Professional Development Director Afshan Hamid, AICP	professionaldevelopment@norcalapa.org
Section Historian Juan Borrelli, AICP	historian@norcalapa.org
Student Representatives Cody Aarons Evan Kenward	berkeleyrep@norcalapa.org sanjoserep@norcalapa.org
Sustainability Director Holly R. Pearson, AICP	sustainability@norcalapa.org
University Liaison Eric Tucker	universityliaison@norcalapa.org
Webmaster Eric Tuvel, AICP	webmaster@norcalapa.org
Young Planners Group Directors Veronica Flores Jason Su	ypg@norcalapa.org ypg@norcalapa.org

Regional Activity Coordinators (RACs)

East Bay Dana Hoffman, AICP Sarah Allen, AICP	eastbayrac@norcalapa.org eastbayrac@norcalapa.org
Monterey Bay Justin Meek, AICP John T. Doughy, AICP	montereybayrac@norcalapa.org montereybayrac@norcalapa.org
North Bay Kristine Gaspar	northbayrac@norcalapa.org
Peninsula Lindy Chan Laura C. Russell, AICP	peninsularac@norcalapa.org peninsularac@norcalapa.org
Redwood Coast Stephen Avis, AICP	redwoodcoastrac@norcalapa.org

San Francisco Rebecca Fleischer Yosef Yip	sfrac@norcalapa.org sfrac@norcalapa.org
South Bay Cherise Orange	southbayrac@norcalapa.org

NEWSLETTER INFORMATION

Editorial

Editor Naphtali H. Knox, FAICP	knoxnaph@gmail.com
Associate Editor Catarina Kidd, AICP	news@norcalapa.org

Advertising Director

Destiny Preston	advertising@norcalapa.org
-----------------	--

Newsletter Designer

Nancy Roberts	tproberts@sbcglobal.net
---------------	--

ADDRESS CHANGES

Membership Department
American Planning Association
205 North Michigan Ave, Suite 1200
Chicago, IL 60601
(312) 431-9100
www.planning.org

Our mailing lists come from APA National, updated every two months. To update your email address or other information, go to www.planning.org/myapa/ and login.

The American Planning Association, California Chapter Northern, offers membership to city and regional planners and associated professionals primarily living or working in California, from Monterey County to Del Norte County, including the nine county San Francisco Bay Area and Lake and San Benito Counties. APA California Northern promotes planning-related continuing education and social functions in order to:

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

APA California Northern publishes *Northern News* 10 times each year in PDF for the exchange of planning ideas and information. Current and back issues are available for download at <http://bit.ly/2uppFrX>. Entirely the effort of volunteers, the *News* is written and produced by and for urban planners in Northern California. Circulation (downloads per issue) 4,000.

Northern News welcomes comments. Letters to the editor require the author's first and last name, home or work street address and phone number (neither of which will be published), and professional affiliation or title (which will be published only with the author's permission). All letters are subject to editing. Letters over 250 words are not considered.

Deadlines for submitting materials for inclusion in *Northern News* range from the 8th to the 20th of the month prior to publication. You can download the latest schedule at <http://bit.ly/2oq8K5C>.

Permission to reprint is granted. Please credit "Northern News, APA California – Northern."