

# NORTHERN NEWS



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*Making Great Communities Happen*

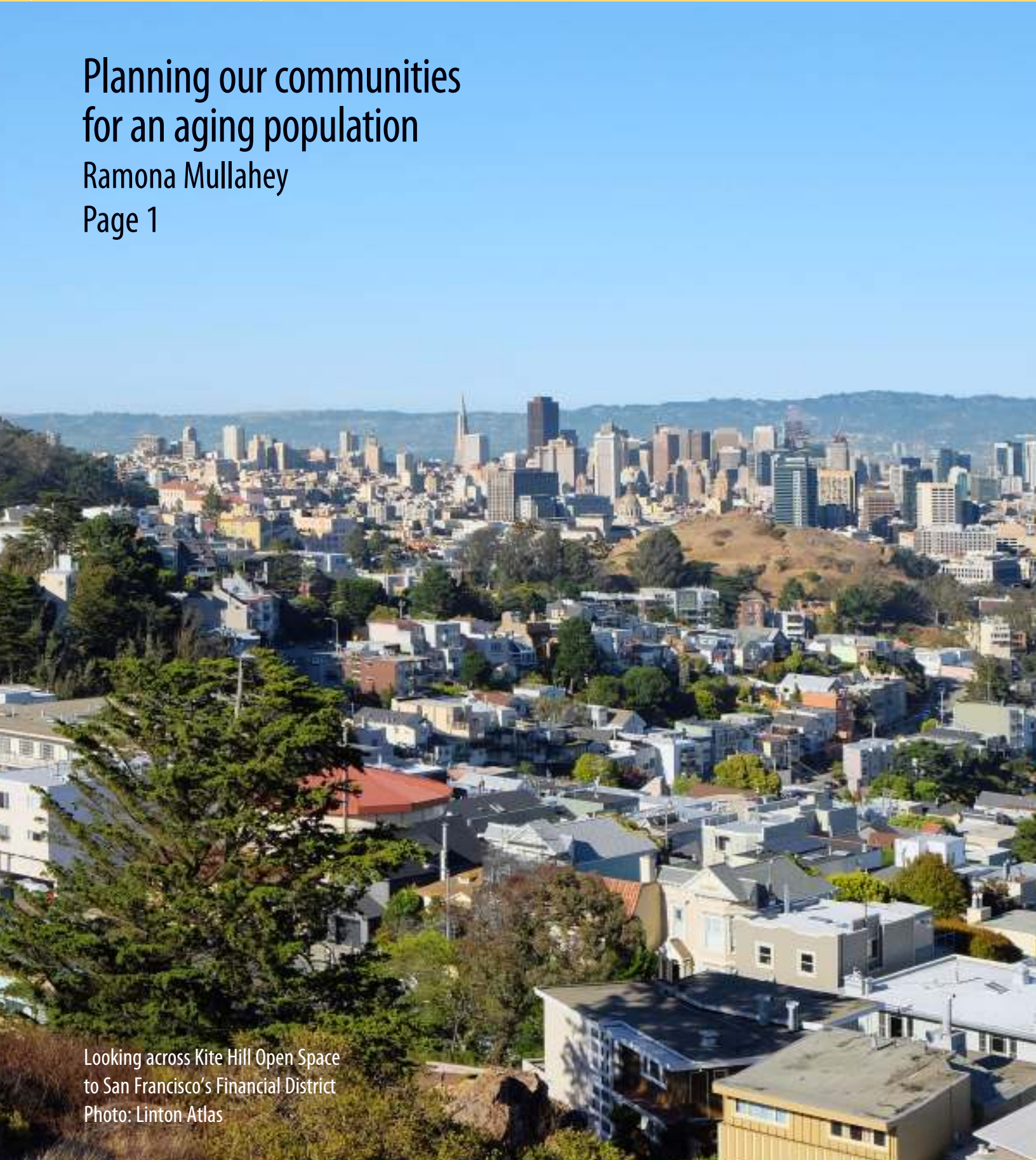
A Publication of the Northern Section of the California Chapter of APA

**December 2016**

## Planning our communities for an aging population

Ramona Mullahey

Page 1



Looking across Kite Hill Open Space  
to San Francisco's Financial District  
Photo: Linton Atlas





# NORTHERN NEWS



APA  
CA  
American Planning Association  
California Chapter  
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Making Great Communities Happen

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

DECEMBER 2016

## Planning our communities for an aging population

### Better places to grow old

Ramona K. Mullahey

The World Health Organization (WHO) has an Instagram campaign (#YearsAhead, featuring photos that break down stereotypes associated with aging) that led me to reflect on what will be the quality of life in the years ahead. Will we have opportunities to realize the promise of rich new ways of living a longer life? What choices will we have for living actively and productively?

With the dramatic changes in worldwide life expectancy, WHO is leading the global movement to make the world more age-friendly, adding 'life to years' by creating environments that are better places to grow old. The organization is a hub of information, tools, guidebooks, and experiences from the 280-plus cities and communities in 33 countries that are actively working on becoming age-friendlier.

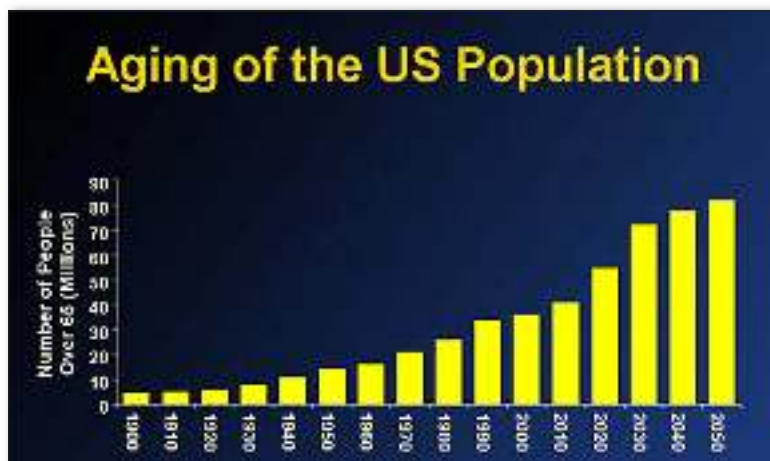
According to WHO, an age-friendly city is "an inclusive and accessible urban environment that promotes active aging." In practical terms, a community becomes a better place by adapting its structure, services, and policies in both the physical and social environments to be accessible to and inclusive of older people with varying needs and abilities.

An aging America is a powerful reality. Baby boomers are swelling the ranks of older Americans at an average of 10,000 turning age 65 every day. By 2030, one in every five people in the US will be over 65. A vast majority of them want to age in place, continuing to live in their own homes or neighborhoods where they have built relationships and support networks.

(continued on [page 15](#))



Instagram photo, @jensunyonjan



U.S. population age 65 and over. Source: U.S. Census Bureau, 1996.

# WHAT'S INSIDE

## Planning our communities for an aging population

*Ramona Mullahey*. Communities can develop realistic and workable services and policies to better serve an aging America. [Page 1](#)

## Director's note

*Andrea Ouse, AICP*. Adapting Northern Section to changing times. [Page 3](#)

## Meet the Mentorship Class of 2016–17

*Liz Probst, AICP*. [Page 4](#)

## Norcal roundup

*Excerpts linked to the original articles:* • Cupertino voters reject dueling Vallco initiatives • Caltrain extension to new transit center: 2026 • Peninsula 60,000 housing units short • Silicon Valley mega-commute worse than LA's • Menlo Park approves Facebook expansion • New housing OK'd in Berkeley as 'YIMBYs' win the night • A plan to revolutionize biking in Berkeley • Oakland's playbook for a resilient future. [Page 5](#), continued to page 19.

## California roundup

*Excerpts linked to the original articles:* • New name, new rules, for Second Units; quick action needed • Newport: Developer sues Coastal Commission over Newport Banning Ranch denial • Tahoe: Ninth Circuit Court upholds TRPA regional plan • Wilshire Boulevard: Blueprint for the new L.A.? • California Desal slows to a trickle • Santa Barbara: Paradigm shift on the California Riviera. [Page 6](#), continued to page 21.

## Meet a local planner

*Siân Llewellyn, AICP*, interviews *Sharon Grewal, AICP*, Northern Section's Director elect. [Page 7](#)

## San Francisco Urban Film Fest

The annual film festival focuses on cities and civic engagement, Nov. 14–20. [Page 9](#)

## Oakland on the move with Broadway/Webster project

[Page 9](#)

## Northern Section partners with Sustainable Silicon Valley

*Alex Lantsberg, AICP*. [Page 10](#)

## Online transportation planning from UC Berkeley

*Eduardo Serafin, AICP*. [Page 10](#)

## Register for late winter planning tour to Southeast Asia

[Page 11](#)

## In memoriam

*Donald Woolfe*, Peninsula planner. [Page 12](#)

## Blast from the past

*Garrett Eckbo* letter, November 1978. [Page 12](#)

## Four receive Chapter's 'Awards of Excellence'

[Page 13](#)

## Who's where

*Dave Davis, Jason Rogers, AICP; Dave Javid, AICP; Graham Pugh, Eric Tuvel, AICP*. [Page 14](#)

## Where in the world?

*Photo by Soren Tirfing*. [Page 18](#)

## U.S. roundup

*Excerpts linked to the original articles:* • How transit fared in the 2016 election • Charleston: Adapting to a hotter, wetter, riskier future • How many renters come from out of town? • Phoenix: Downtown now a residential hotspot • Chicago: Transforming Pullman into a national park • Washington, DC: Reknitting neighborhoods • To what did the voters react? [Page 23](#)

## World roundup

*Excerpts linked to the original articles:* • Berlin: Unter den Linden will go car-free in 2019 • 7 Things I learned while trying to figure out how cities work • Songdo, South Korea: Designed from scratch to be sustainable. [Page 26](#)

## Board directory and editorial information. [Page 28](#)



Find JOBS and EVENTS CALENDAR at [norcalapa.org](http://norcalapa.org)



## Director's note

By Andrea Ouse, AICP

*"It was the best of times, it was the worst of times. It was the age of wisdom, it was the age of foolishness, it was the epoch of belief, it was the epoch of incredulity, it was the season of Light, it was the season of Darkness, it was the spring of hope, it was the winter of despair, we had everything before us, we had nothing before us, we were all going direct to Heaven, we were all going direct the other way — in short, the period was so far like the present period, that some of its noisiest authorities insisted on its being received, for good or for evil, in the superlative degree of comparison only." —Charles Dickens, "A Tale of Two Cities," 1859.*

I prepare this, my final Director's note, as I sit in a quiet house on election night, Nov. 8. My self-imposed embargo from all forms of media allows me to clearly reflect on the past two years as Northern Section Director and the upcoming transition to new, fresh leadership.

An era of transition can be fraught with resistance, with anxiety, with fear and trepidation. But, as Dickens so aptly captured, it can also provide us with parallel and perhaps contrasting perspectives. Regardless of the personal lens that we apply to view changes surrounding us, we must compel ourselves to approach the future with the sense of optimism that many of us naturally embody as planners. Leadership through periods of organizational (or societal) transition can be stressful, but at the same time, can guide us through stages from which we learn (and achieve) the most. We can choose to stare into the rearview mirror and lament about what could have been, or we can absorb the experience and discover how best to apply the new normal for the greater good. The ability to adapt to changing times while working towards a collaboratively visionary outcome is a skill that many planners already possess.

On the topic of transition, I look forward with great anticipation and optimism to seeing **Sharon Grewal, AICP**, take the leadership role as the new Northern Section Director in January 2017. (See "Meet a local planner," [page 7](#), to learn more about Sharon.) As of "press time," we don't yet know the results of the election for Director-Elect, but I have worked with both candidates, **James Castaneda, AICP**, and **Florentina Craciun, AICP**, for many years. I'm confident that either one will provide solid future leadership for our Section. I'm eager to work with all three of these dedicated and professional colleagues on the Board in the future, as I shift to the Immediate Past Director role.

We've been fortunate, in the Northern Section, to be represented at the highest leadership levels of the APA California Chapter. For the past two years, **Hing Wong, AICP**, has served APA California as Chapter President. In January, he will be passing the leadership baton to another Northern Section member, **Pete Parkinson, AICP**, who has been Chapter President Elect and will now serve as Chapter President for two years. The next two years promise a lot of activity in our Section. For one, the APA National Conference will be held in San Francisco in 2019!

**It's party time!** I hope to see *everyone* at the 2016 APA California-Northern Section Holiday Party November 18. This year's party will be held at SPUR Oakland, 1544 Broadway. As usual, we'll have fun festivities and a raffle for the California Planning Foundation to benefit students pursuing planning degrees. For more information and to purchase tickets, go to <http://bit.ly/2fTkxst>. See you there! ■





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# Norcal roundup

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

## Cupertino voters reject dueling Vallco initiatives

*Silicon Valley Business Journal*, November 9, 2016

**Bryce Druzin**, <http://bit.ly/2eNCpkS>

• “Cupertino residents rejected two opposing measures related to the almost-completely vacant mall on Nov. 8. One, Measure C, would have killed an ambitious proposal from Sand Hill Property Co. to redevelop the site into a huge mixed-use development.

“The other, Measure D (filed by Sand Hill), would have approved the project and allowed the proposal to bypass most of the city’s approval process.

Measure C was opposed by 60 percent of voters, while Measure D was opposed by 55 percent.

“The ultimate future of Vallco is unclear at this point. Prior to the filing of the two measures, Sand Hill had submitted plans to the City of Cupertino for approval, but that process was put on hold pending the outcome of the elections.”

## Caltrain extension to new transit center: 2026

*SFist*, November 7, 2016

**Jay Barmann**, <http://bit.ly/2fxdjVW> • “Bus service to and from the Transbay Transit Center is set to begin by late 2017, but the Downtown Rail Extension (DTX) is the final, very expensive piece in the construction puzzle that will make the new Transbay Transit Center more than just a bus station, and the Transbay Joint Powers Authority (TJPA) still doesn’t know how they’ll pay for it. A 1.3-mile underground tunnel from the existing Caltrain depot at Third and King to the new Transit Center will not be completed until 2026 at the earliest.

“As of early last year, it sounded like at least some of the funding for the DTX had been secured via a Mello-Roos tax district [paid by developers], now estimated at \$2.6 billion.

“The sinking of Millennium Tower, which sits next to the Transit Center, has delayed some early funding for DTX. The Board of Supervisors voted unanimously to delay \$6.8 million for phase two of the Transit Center project, which includes the DTX and pedestrian tunnels connecting the center to BART and Muni. The City wants to make sure that the TJPA won’t be on the hook for the Millennium Tower’s troubles, which the sinking and tilting tower’s developers have publicly said they should be.

“The final piece of the Transbay Transit Center will add high-speed rail from Los Angeles, sharing electrified tracks with Caltrain up the Peninsula and using the DTX to ferry passengers into SF.”

## Peninsula 60,000 housing units short

*CBS SF Bay Area*, November 3, 2016

<http://cbsloc.al/2fkQxR6> • “In a November report, Joint Venture Silicon Valley’s Institute for Regional Studies said the region including San Francisco, Santa Clara, and San Mateo counties is short 60,000 housing units, a problem exacerbated in the last year by the addition of 65,600 jobs and 39,800 residents.

“The shortage of housing relative to population growth is also causing an increase in housing prices and gentrification, which is driving out the middle class, said Stephen Levy, director of the institute’s Center for Continuing Study of the California Economy.

The growth is also causing long commutes — a problem for businesses and people. It’s hard for businesses to attract workers because commutes are so long and workers cannot afford to live in the area where the jobs are.

“The problems may be alleviated somewhat, [as] Santa Clara County residents [have now] approved Measures A and B. Measure A will provide money for low-income housing and other housing projects, while Measure B will provide funding to improve Caltrain, BART, roads, and bicycle infrastructure.” Download the full report, “Economic Update: The Peninsula Economy,” (Nov. 2016) at <http://bit.ly/2fkOIJq>.

(Norcal continues on [page 19](#))

# California roundup

Excerpts from around the state, linked to the original articles

## New name, new rules, for Second Units; quick action needed

21 Elements, November 10, 2016

**Joshua Abrams**, <http://bit.ly/2fAVpSs> • The State recently passed three laws: AB 2299 and AB 1069 relating to Accessory Dwelling Units (ADUs), the new name for Second Units; and AB 2406 relating to Junior Second Units, **all of which require quick action by cities**. Examples of ADUs are converted garages, basement apartments, and backyard cottages. Cities must amend their local ordinances by January 1, 2017, or their current Second Unit rules becomes ‘null and void.’ If that happens, ADU regulations in the jurisdiction revert to the permissive State standards.

You can take advantage of an eight-page how-to summary prepared by Baird + Driskell Community Planning as part of their work for 21 Elements (San Mateo County), with the assistance of Goldfarb and Lipman LLP, who prepared their own summary, led a webinar about the new laws, and reviewed 21 Elements’ memo. You can download the eight-page summary and other useful material at the link above.

## Newport: Developer sues Coastal Commission over denial

As reported in October’s *Northern News*, page 23, the California Coastal Commission voted September 7 to deny a proposal to develop Banning Ranch, one of the largest open private parcels of land on the Southern California coast. The 9–1 vote came more than 10 hours after the hearing started. The proposed development called for homes, a hotel, and shops on an Orange County oilfield overlooking the Pacific Ocean. Here’s an update:

*Los Angeles Times*, November 4, 2016

**Laura Williams**, <http://bit.ly/2ftQVgm> • “Developers filed a lawsuit against the California Coastal Commission November 4, seeking more than \$490 million in damages for failing to approve a project that would have developed a 401-acre oilfield between Costa Mesa and Newport Beach.

“Newport Banning Ranch is appealing the Coastal Commission’s Sept. 7 decision to reject a plan that would have cleaned up the land and built a park, 895 single-family homes, a 75-room resort, a hostel, and commercial space.

“The commission had recommended a scaled-down version of the plan, saying the developers could build about half as many homes on bluffs farther from the ocean, while leaving more room for rare species that live on the parcel.

“In the lawsuit, builders said the counter-proposal was not economically feasible and effectively ‘rejected any development whatsoever.’

“Newport Banning Ranch alleged the state agency acted out of its jurisdiction and took property without proper compensation. It is seeking for the court to maintain jurisdiction over the matter and grant a new hearing considering the development.”

(California continues on [page 21](#))

**“Santa Monica ZNE ordinance first of its kind in the world.** The update to the city’s Municipal Green Building Ordinance states:

- SINGLE FAMILY/DUPLEXES/LOW-RISE MULTI-FAMILY DWELLINGS shall be designed to use fifteen percent (15%) less energy than the allowed energy budget established by the 2016 California Energy Code, and achieve and Energy Design Rating of Zero.
- HIGH-RISE MULTI-FAMILY DWELLINGS and NON-RESIDENTIAL, HOTEL, MOTEL shall be designed to use ten percent (10%) less energy than the allowed energy budget established by the 2016 California Energy Code.

—PR Newswire, <http://prn.to/2fJF6X6>



# Meet a local planner

By Siân Llewellyn, AICP

**Sharon Grewal, AICP,** is an Alameda County planner and the Director Elect of APA California – Northern Section. She holds a bachelor’s degree in public administration and urban studies from CSU Fresno and a land use and environmental planning certificate from UC Davis.



## Tell us how you came to planning

It was an accident. I was a pre-med major, and locked into the idea since elementary school that I would be a pediatrician. Then I took a prerequisite “poli-sci” class in local governments and was fascinated. To explore that interest, I took a nine-month internship with the Fresno County Planning Department: three months each in environmental, long-range, and current planning. I have never looked back!

## Tell us about your career path

I grew up in Selma in California’s Central Valley — the “Raisin Capital of the World” for many decades. Growing up in an agriculture community rubbed off. After college, I moved to Sacramento and started with the California State Department of Conservation as an environmental planner implementing the farmland conservation program known as the Williamson Act. I evaluated impacts of various applications for a range of development projects (including solar) throughout the state.

In 2011, I was promoted and moved to the Office of Mine Reclamation within the Conservation Department. That year, Senate Bill (SB) 108 amended the Surface Mining and Reclamation Act (SMARA). I served as the SB 108 Coordinator, implementing and administering the execution of legislation that brought mining operations into compliance. The Assistant Director said, “Here’s this new law, figure out how to implement it. Go!” The law was passed in October 2011. We had over the holidays, until January, to figure out how to implement it. I coordinated a team of 40 and we got it done.

By 2015, I had spent 10 great years at the Department of Conservation, but I was at a crossroads. Do I stay in state government or do I move on to a local jurisdiction? APA California – Sacramento Valley Section has an award-winning mentoring program and my excellent mentor — David Kwong, now Stockton’s community development director — helped me deliberate my next move. I was in a niche with the State and ultimately decided I wanted to expand my knowledge and move into local planning. I knew a few laws back-

ward and forward, but moving into local planning meant I had to learn and implement *all* the laws.

Local planners deal with a wide variety of legal requirements — there are so many things on their plates, it is a real balancing act. I had full legal, legislative, and GIS teams at my disposal at the State, but local jurisdictions simply don’t have the resources they are mandated to execute by state and federal legislation. Right now at Alameda County, I’m working on a variety of projects such as historic preservation, a microbrewery ordinance (researching that on my own time!), updating our General Plan Safety Element, and I still get to do some natural resource planning, including open space conservation and the Williamson Act, in addition to serving the public at the counter. I’m very busy but very happy in my move to the local planning level. My overarching career goal is to be better than I was yesterday and make a positive difference for the community I serve.

## What about your APA experience?

I think it is critical for planners to have a network, and you get that with the American Planning Association.

I started with APA early in my career in the Sacramento Valley Section. The Section’s Professional Development Director invited me to my first event. “Well, I thought, I know at least one person, and he will introduce me to at least two others.” That’s how it went, and I’ve been active in APA ever since. Moving to the Bay

*(continued on next page)*



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

Area was a smooth transition because I already knew planners here through my Section and Chapter work. Since moving, I've been the Professional Development Director for Northern Section since January, then Director Elect since September, and I continue to meet many people throughout the Section.

Now I'm about to take on a bigger role in the Northern Section. Because our previous Section Director Elect moved out of state in June, I was appointed by the Board as a midterm replacement and will become the Section Director in January.

### What are the plans for Northern Section?

I'm looking forward to working with the Board and other Section members on our upcoming programs. Our section is so geographically large it is difficult to be everywhere: South Bay, San Francisco, East Bay, North Bay, Redwood Coast, Monterey Bay. But we have a large and enthusiastic Board that serves and provides programming throughout the Section. I expect to continue building strong connections with allied organizations like SPUR, AEP, ULI, and others. That cross-fertilization builds our knowledge base and allows us to meet more of the professionals with whom we interact in our work. I'm excited to announce that we have partnered with SPUR and will be co-sponsoring dozens of free events throughout the year in Oakland, San Francisco, and San Jose for AICP/ICM credits.

I would really like to get more folks at events we host. I was at an APA/AEP mixer and chatting with a principal whose purpose for attending the event was to meet entry-level planners (she needed more staff). She left disappointed with the lack of attendance by entry-level planners, and someone missed out on a great job opportunity. We need to think of ways to be more engaging for young professionals and increase turnout at all levels for our events.

I've also been working on a speaker series that will launch next year. We will have experienced professionals speak about relevant and current topics throughout the region. Additionally, we are also looking to resume our planning commissioner training and enhance our awards program.

I'm excited about bringing new opportunities and ideas for the new types of events and welcome feedback from our members. Stay tuned for more information, and best wishes for an incredible new year!

*All interviews are edited. Interviewer Siân Llewellyn, AICP, lives in San Francisco and is Director of Urban Development at Hatch.* ■



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# SF Urban Film Fest, Nov. 14–20

This unique film festival focuses on cities and civic engagement, with compelling stories to help shape ideas, practice, and project implementation to improve our cities. Full schedule at <http://bit.ly/2fwoxKy>.

**Offerings include:**

“WHO RULES SAN FRANCISCO?” Comedy night (late-night-talk-show format) with Joe Eskenazi, San Francisco Magazine, and Malcolm Yeung, Chinatown Community Development Corporation. Nov. 15, 8 pm.

“ANOTHER WAY OF LIVING –THE STORY OF RESTON, VA.” Film screening and panel discussion with Kristen Hall, Perkins+Will; Omar Masry, urban planner; and Ben Lillienthal, former resident of Reston. Nov. 16, 6 pm.

“OCCUPY THE FARM.” Film screening and panel discussion with film director Todd Darling; Effie McDonald, urban farmer; and Sibella Kraus, founder of the Ferry Building’s Farmer’s Market. Nov. 17, 7 pm.

“ADVENTURES IN URBAN STORYTELLING,” featuring a hip hop recording artist, a blogger with a global footprint, and a producer of a crowd-filmed video series on cities. Nov. 18, 6 pm.

HBO’S “SHOW ME A HERO” weekend marathon. Six episodes, plus panel discussions and short film screenings between episodes. ■

# Oakland on the move with Broadway/Webster project

“Walk this Way: The Broadway/Webster Project” aims to transform the areas under, around, and through the Broadway and Webster Street underpasses of the I-880 Freeway into beautiful, safe walkable, inviting, green, and iconic passageways between Downtown Oakland and the Waterfront.

The City will retain a multidisciplinary design team to reimagine the future of this key area of Downtown Oakland and to develop a toolkit to address the many underpasses that challenge the city’s neighborhoods. The City is looking for a combined expertise in urban design, landscape architecture, architecture, public art, lighting, transportation planning, engineering, and community engagement to identify creative solutions.

Oakland has published a request for proposals for multi-disciplinary teams. The deadline for submissions is December 14. If interested, go to <http://bit.ly/2fAxfv5> for details. ■



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## Northern Section partners with Sustainable Silicon Valley

*Alex Lantsberg, AICP, Sustainability co-Director, Northern Section*

In October, the APA California Northern Board and Sustainability Committee entered into a community partnership agreement with Sustainable Silicon Valley (SSV). The agreement will allow us to collaborate on informational and continuing education events through cross-marketing and ticket discounts.

SSV brings together leading tech companies, cities, counties, research, and educational institutions to solve sustainability issues that cannot be solved alone. Founded in 2000, SSV is a 501(c)(3) nonprofit dedicated to addressing tough sustainability challenges.

Today SSV envisions a Net Positive Bay Area by 2050 where we produce more energy than we consume, sequester more carbon than we emit, and optimize water resources to ensure water resilience. To achieve these goals, SSV facilitates measurable projects, education, events, and policies that deliver solutions by activating SSV's member network. SSV's current projects include:

The **Intelligent Water REuse Initiative** encourages the optimization of our water resources to increase our water supply so there is enough water for everyone — residents, businesses, and natural habitats.

The **Net Positive Communities – East Palo Alto Program** (<http://bit.ly/2fbslv2>) is working to bring water and energy efficiency to a low-income community. The **Creating an Ecosystem for a Carbon Balanced Planet** workshop is launching SSV's work in carbon. SSV is actively seeking a carbon project.

For more information, please visit <http://wp.sustainablesv.org>. ■

## Online transportation planning from UC Berkeley

*By Eduardo C. Serafin, PE, AICP*

The Technology Transfer Program (Tech Transfer), a division of the Institute of Transportation Studies at UC Berkeley, is expanding its Transportation Planning training series for the academic year 2016–2017 (<http://bit.ly/2f1fr8o>) to include the hottest topics in professional practice today: innovative bikeways, parking management, TODs, BRT planning, commercial site development, VMT analysis, and multimodal operations. Tech Transfer's classes address a critical need for professional development, at all levels, for those in public agencies who are tasked with planning land use or programming future transportation investments.

For a quick summary of the new courses, most of which are online, view or download the PDF at <http://bit.ly/2f1pavn>. All courses offer AICP | CM credits, pending AICP approval. All of the featured courses are subsidized for California local agency employees under the Caltrans Cooperative Training Assistance Program. ■

## Register: Planning tour to Southeast Asia



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Do you want to travel with planning colleagues to faraway places and learn about how planning is done in other countries? Would you like to explore interesting places, meet new people, and taste different foods?

Every few years, APA California – Northern Section offers opportunities for members to venture in groups to exotic places. Purposeful international travel provides planners with new knowledge and adds skills to their repertoires. In addition to visiting historic and tourist sites, our groups meet with local planners, architects, professors, and elected officials to get the flavor of local planning at each location.

The sixth Northern Section International Planning Tour will take you to Southeast Asia from February 18 to March 9, 2017. This 20-day/19-night tour to Singapore, Vietnam, and Indonesia will include the cities and regions of Singapore, Hanoi, the Mekong Delta, Ho Chi Minh City, Jakarta, and Bandung. An optional 3-day post-tour option to Angkor Wat, Cambodia, is available for those interested in extending their journey.

The cost (not including international airfare between California and Singapore) will be approximately \$4,000 per person, double occupancy. This includes all lodging, traveling, and breakfasts from February 18 to March 9. For single occupancy, add \$1,200. To register for the tour, a non-refundable deposit of \$1,000 per person is required by December 12, 2016. Please note that there are additional costs for the post-tour to Angkor Wat.

Our planning tours usually sell out quickly. If you are interested in joining our group of 25 or want additional information (such as the detailed itinerary), please contact Hing Wong, AICP, at [hingw@abag.ca.gov](mailto:hingw@abag.ca.gov).



Singapore River and Boat Quay from Cavenagh Bridge.  
Photo: Naphtali H. Knox, FAICP





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## In Memoriam



### Donald A. Woolfe, Peninsula planner, 81

*Northern News* has learned of the passing of Donald Woolfe. During his career years, Don served as planning director for Mercer Island, Washington, Tulare County, San Mateo County (1970s) and the Town of Woodside (1980s). He later had his own consulting firm, Donald A. Woolfe & Associates. Don held a bachelor's degree in architecture and a master's degree in urban planning from the University of Washington, and a master's degree in architecture from the University of Oregon. ■

## Blast from the past

From the APA Northern Section Newsletter, November 1978

*Editor:*

In the AIP California Planner for September, King Leonard has a welcome letter for prospective new members, in which he describes APA's wide-ranging programs and responsibilities "in such areas as physical planning, economic and financial concerns, institutional arrangements, and social concerns." These are the traditional, and important, concerns of planners.

However, I am somewhat astonished to see, in this day and age, no mention of natural factors as being important in planning. Environmental planning has, for some 10 years, played the role of introducing natural factors into traditional socioeconomic-centered planning.

Yet still no mention, still the same old language.

Cities and urban regions are largely parasitic on the land. Everything needed for life by urban residents comes originally from land, air, or water, and is provided by natural processes. Geology, hydrology, climatology, and biology are basic to urban societies, no matter how plastic the buildings or how precise the climate control. Isn't it about time that planners began to think and talk about the interactions between natural, social, economic, and physical factors in their work?

Garrett Eckbo

*Garrett Eckbo, 1910–2000, was an American landscape architect who wrote the 1950 book, Landscape for Living. He led the landscape architecture firm of Eckbo, Dean, Royston, Williams (1964), which became EDAW in 1973. Eckbo left EDAW in 1979, and it was later acquired by AECOM.*

More from Wikipedia at <http://bit.ly/2fj7SNV>. ■



## Four receive Chapter's 'Awards of Excellence'

The California Chapter of the American Planning Association presented its 2016 awards at its annual conference in Pasadena October 24. Four 2016 Northern Section award recipients also won Awards of Excellence from APA California in the following categories:



### Opportunity and Empowerment

City of Salinas 2014–2015 Housing Initiatives  
City of Salinas



### Hard-Won Victories

City of Vacaville General Plan  
Vacaville Department of Community Development,  
<http://bit.ly/1T7F7vK>



### Academic

Greater Washington: "Voices of the Community"  
Assessment Report  
Graduate Student Teams, San Jose State University  
Masters of Urban & Regional Planning Program,  
<http://bit.ly/27fKLp7>



### Best Practices

Redwood City Community Benefits Program  
City of Redwood City, <http://bit.ly/1T7Fjeo>



## Who's where



**Dave Davis, AICP**, has joined ESA's Petaluma team as senior managing associate. He was most recently with GHD/Winzler & Kelly for 12 years. Davis has over 25 years of experience providing CEQA/NEPA services across the country, with the past 15 years focused on California. His most recent experience has been on schools and Caltrans Local Assistance bridge projects, other road projects, and site developments. Davis holds a BS in geography from Northwest Missouri State University and an MS in geography from Indiana University of Pennsylvania. When away from work, he lives at the Russian River with husband Ken and generally enjoys life in western Sonoma County.



**Jason Rogers, AICP**, is now deputy community development director for Parker, Colorado, a town of 50,000 in the southern Denver metro area. He had been a division manager/senior planner with the City of San Jose for three years, and before that, was city planner for Henderson, Nevada, for five years. Rogers played center and forward for the University of Virginia basketball team (1999–2002) and earned a bachelor of science in urban and environmental planning there in 2003 (<http://bit.ly/2dx3SEr>). *Northern News* (Feb. 2014) interviewed him for 'Meet a local planner,' <http://bit.ly/2dx5Zb8>.



**Dave Javid, AICP**, recently founded a full-service planning and community-engagement consulting firm PLAN to PLACE. Javid previously was principal planner/urban designer at M-Group and senior planner/project manager at PMC (now Michael Baker International), MIG, and RRM. He currently is working on specific plan, corridor, and vision projects throughout the Bay Area. Javid holds a master of city and regional planning from Cal Poly SLO, and a BA in urban studies with a minor in visual arts from UC San Diego. He formerly served on the Northern Section Board as co-director of the Sustainability Committee, and is passionate about highly collaborative and inclusive community-based planning.



**Graham Pugh** is a transportation project coordinator at Circlepoint. He previously was a contractor with Arup and a transportation policy analyst with SPUR. He is one of Northern Section's two Regional Activity Coordinators for San Francisco. Pugh holds a BA in letters, arts, and sciences from Pennsylvania State University, a certificate in inter-cultural studies and communication from Maastricht University, and an MA in urban and regional planning from UCLA.



**Eric Tuvel, AICP**, has joined San Francisco International Airport's Operations Division as a planner working on wayfinding. Before joining SFO, Eric was a transportation planner with the SFMTA and also worked with the SF Bicycle Coalition. He holds master degrees in city and regional planning and public policy and a bachelor's degree in graphic design from Rutgers University. Tuvel is Northern Section's webmaster. When not working, he enjoys biking, rock climbing, and live music. ■

## The challenges

The challenges of a prolonged life are multifaceted, and barriers often prevent older adults from successfully living in place in their community. Issues that confront a dramatically increasing older adult population include housing, healthcare and other supportive services, accessibility, and lack of transportation options. This is especially true for low- to moderate-income seniors whose limited resources may constrain their choices, especially for the care they need as they age.

Preparing for this profound demographic transformation challenges many cities and communities. Fiscal constraints and limits on increased spending overwhelm government and community policymakers at all levels.

Many view an aging population as a political and economic liability to society, impacting social security, healthcare and social service delivery, and placing an added burden on younger adults to fund projected cost increases. According to a Pew Research Center analysis, the nation's "dependency ratio" — children and elderly persons to working adults — is expected to rise from 59 dependents per 100 working adults in 2005 to 72 dependents per 100 working adults in 2050. This means fewer people paying taxes for the services that support the older generation.

Communities need to take appropriate steps to develop a realistic, workable strategy to overcome these issues. Aging cuts across racial, cultural, geographic, and socio-economic lines and transforms how we view the built environment and define livable communities. We can use the filter of an aging population to examine how our communities function. (See Deborah Howe, "Adapting Communities for an Aging Population," *Planning*, Oct. 2016, page 44. Read at <http://bit.ly/2fGH5vm> or download at <http://bit.ly/2fGHDRW>.)

The challenges affect all community residents. By looking at the obstacles in the existing environment, and paying particular attention to implementing age-sensitive development standards in existing or proposed plans, programs, and policies, we can enable communities that are not only elder-friendly, but friendly to all ages and abilities.

Multifaceted solutions may include affordable and appropriate housing options; a variety of forms of physical activity to help aging adults remain healthy and engaged; adequate mobility options; health and supportive services; and protections that improve safety and security and reduce threats and vulnerabilities.

In some communities a deficiency of state and local government programs has catalyzed volunteer groups and nonprofits to lead in providing and/or expanding services meeting the diverse needs of seniors, such as adapting houses so aging residents can stay in their homes. These incremental changes are moving the dial — one home, one senior at a time.

As an aging baby boomer and planner, I take a very personal interest in re-shaping communities so everyone can thrive in an opportunity-rich and supportive environment. How we make progress reflects the value we place on the role and contribution of older people in our communities and the quality of life we create for them where they live — and perhaps, where they grew up and are now growing old. What creative steps can we take that will help build adaptive capacity, optimize opportunities, and cultivate synergies for community change? How can we identify smart strategies and solutions that encourage new thinking about how resources are used?

## Where to start

A place to start is APA, with its online tools to frame issues and opportunities and a menu of options to address the needs of people of all ages and abilities. APA's Policy Guides (in particular see the *Aging in Community Guide*, <http://bit.ly/2fnBkiq>) offer a framework to rethink how we re-plan and retrofit our communities to ensure quality environments that are sustainable and equitable and address the needs of a changing, diverse population. Implementing complete streets, mixed-use development, and accessible housing policies requires physical design changes that will benefit residents of all ages and abilities. These policy guides can help catalyze an outside-the-box discussion on a blueprint for action.

(continued on next page)





APA's PAS Report 579, *Planning Aging-Supportive Communities* (June 2015, <http://bit.ly/2fnEP8x>) contextualizes *aging in community* with a menu of strategies, alternatives, and recommendations on plans and programs that communities across the country are using to meet this profound demographic challenge. They represent a diversity of locally appropriate aging-planning approaches tailored to the unique needs, assets, and opportunities of specific communities. Here are some examples, along with their lead organizations:

- *Global Network of Age-friendly Cities and Communities* [World Health Organization with AARP Network of Age-friendly Communities, WHO affiliate in US]
- *Aging Initiative* [US Environmental Protection Agency]
- *Aging in Place Initiative* [Partners for Livable Communities]
- *Lifelong Communities* [Atlanta Regional Commission]

Adopting an existing platform can maximize the success and sustainability of a local initiative. It will provide the framework, process, and mechanism to examine key characteristics or features of an age-friendly community

and identify areas for improvement and action. All ages and segments of the community need to be engaged and empowered for a plan to be relevant and inclusive. Action Plan strategies build on a community's existing assets and opportunities.

### Honolulu's experience

In 2013, the City and County of Honolulu applied to join (and was accepted as a member of) AARP's National Network of Age-friendly Communities Program (<http://bit.ly/2fnCsm0>), a network of 125 communities spread across 32 States, Puerto Rico, and DC. (WHO affiliates are automatically members of the Global Network for Age-friendly Cities and Communities.) AARP requires the mayor (or Community Executive) to apply and to include a written pledge representing the political will and leadership to commit to improvements. The goal is to optimize health and well-being for all ages and to transform the community to enable all of its members to thrive throughout their lives. Overall Hawaii leads the nation in longevity. By 2030, 25 percent of Honolulu's population will be over 65.

A Steering Committee for Honolulu's Age-friendly City Initiative guided the two-year process, which included a 90-member Citizens Advisory Committee and a Summit to develop an Action Plan approved by AARP and WHO in 2015 (<http://bit.ly/2fnKxHo>, 210 pp., June 2015, 11.4 MB). The Plan identifies goals and recommendations for six community features that the World Health Organization has found to impact the quality of life of older adults (see <http://bit.ly/2fEnrzW>).

### Smart strategies

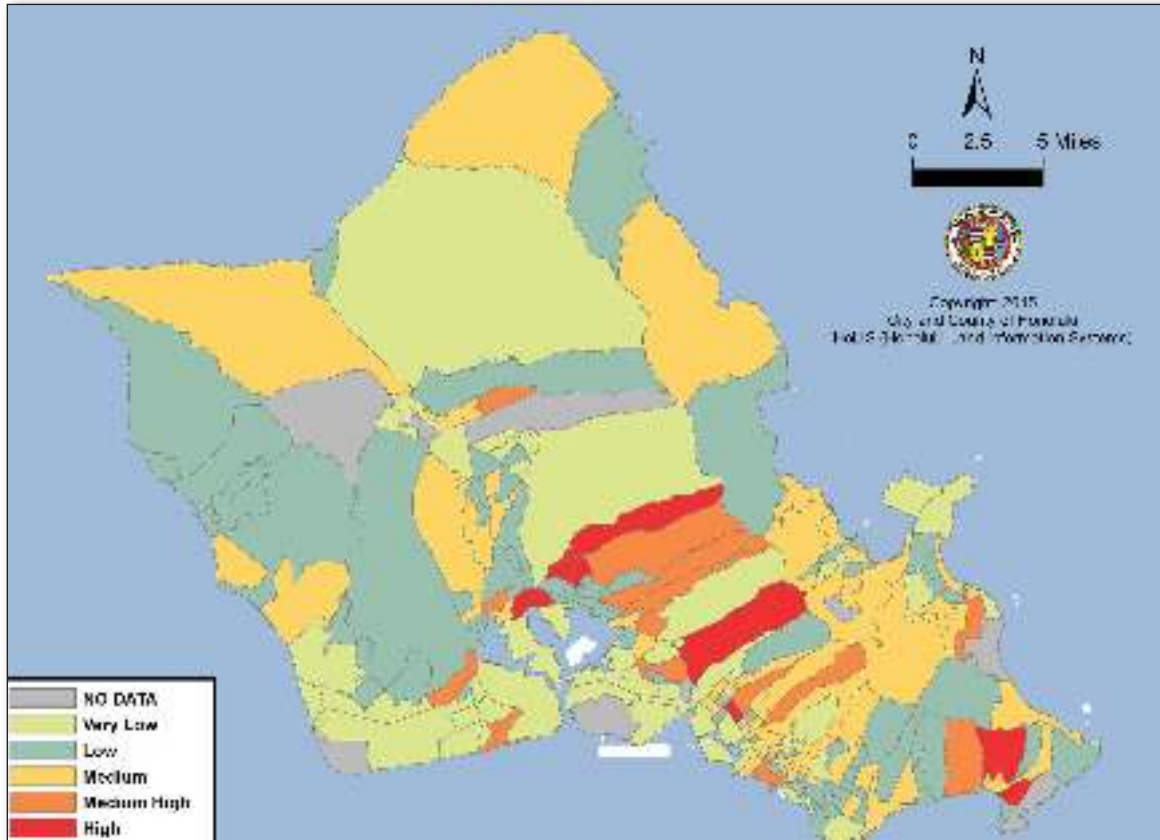
Here are some smart strategies I learned while serving on the Steering Committee for an Age-friendly Honolulu and through conversations with innovative communities across the country preparing for an aging society.

Communities need to:

1. **Access** the data about the changing demographic to better understand how the senior population will grow in the community and to identify projected impacts on safety net issues.

Good data help to identify needs and gaps that guide the exploration of appropriate and strategic ways for achieving age-friendliness. For example, coordinating the variety of data sources available in the community with the platform of the City's GIS mapping system produced the information displayed at the top of the next page:

(continued on next page)



Proportion of older adult population to total Island population of older adults.

Source: City and County of Honolulu Land Information System, May 2015.

2. **Enhance** their capacity and capability to address the special needs of an aging population. A key strategy is to use the lens of an aging population to frame how government delivers programs and services and how best to transform community infrastructure.

For example, what policies and programs do you need to better serve older people using the resources you have but in a better way? Most of the things older people need are good for the rest of the community. Adapting structures and services to the needs of an aging population and coordinating funding streams represent early deliverables and low-hanging fruit in an Action Plan.

3. **Consider** where planning resources can be integrated and used to address common needs of all ages and abilities in housing, transportation, zoning, and design (smart resourcing).

For example, innovation around shared use of facilities and shared services not only addresses efficiencies in government but offers a more comprehensive approach to planning for the needs

of multiple generations — a benefit to the under-resourced. Fostering intentional conversations and coalition building can generate solutions around common interests and concerns across generations, such as safe neighborhoods or access to transit. Dr. Mildred Warner has pioneered APA's efforts on multi-generational planning and smart growth. Her resources are available at <http://www.mildredwarner.org>.

4. **Identify** cross-sector partners with similar interests and shared goals to innovate collaborative solutions

Age-friendly New York City has generated (and removed barriers to) new thinking about how resources can be used. An Age-friendly City since 2007, New York offers a repository of no-cost and low cost tools on its website at <http://bit.ly/2fnHXRJ>. Organized by sector, the site offers a range of strategies and activities to meet a variety of needs from an 'Aging in Place Guide to Building Owners' to 'Age-friendly Business Guide' and checklist. Also available are publications on *Resilient Communities: Empowering Older Adults in Disasters and Daily Life*

(continued on next page)



(<http://bit.ly/2fnEORM>) and *Age Smart Employer – Compendium of Strategies and Practices* (<http://bit.ly/2fnGsmP>). Simple, no-brainer strategies are included, from increasing the number of benches at city bus stops, creating senior hours at city pools, and using large fonts for signage, to the more unique initiative of *Aging Improvement Districts*.

### The path forward

The literature and internet are replete with inspiring narratives of creative on-the-ground initiatives that are shaping inclusive communities that respect and address the needs of all ages and abilities. These promising examples give hope for an improved quality of life at all ages. We need committed, intentional leadership to drive these efforts to foster community transformation. Innovation, a comprehensive approach, and cross-sector collaboration are critical components for success and sustainability. I look forward to aging well; you too!



**Ramona K. Mullahey** initiated APA's Aging and Livable Communities Division initiative, assisted in the development of APA's *Aging in Community Policy Guide*, coordinated reviewers for PAS Report 579 on Aging, and has promoted the APA toolkit of resources on aging. She catalyzed the initiative to create an Age-friendly City Honolulu and served on the Steering Committee that developed the *Honolulu Age-friendly City Action Plan 2015*. Ramona has served as APA Honolulu Chapter President and Chair of the Private Practice Division. She is currently the Senior Management Analyst with U.S. Department of Housing & Urban Development, Honolulu Field Office, and manages the field implementation of HUD's Strategic Plan in the Honolulu jurisdiction (Hawaii, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands). You can reach her at [ramonamullahey@hawaiiintel.net](mailto:ramonamullahey@hawaiiintel.net). ■

## Where in the world



Photo: Soren Tirfing (Answer on [page 21](#).)

## Silicon Valley mega-commute worse than LA's

*Mercury News*, November 2, 2016

**George Avalos**, <http://bayareane.ws/2fzI4x5> •

“Silicon Valley’s economic boom has created a surge of new jobs and slashed unemployment rates — but it also has drastically worsened the region’s commutes and contributed to the housing crisis, according to two new studies released Wednesday.

“One takeaway: The Silicon Valley “mega-commute” — defined as a single motorist driving 90 minutes or longer one way to work — is actually worse in the Bay Area than in Los Angeles County.

“The commuting study, prepared by Jon Haveman of Marin Economic Consulting (<http://bit.ly/2fAQpgF>), determined that 5.3 percent of solo drivers endured mega-commutes in 2015. In Los Angeles County, the rate was 4.6 percent.

“[The second study shows] housing development falling further behind the pace of population and jobs growth in Santa Clara County, San Mateo County, and San Francisco.

“From 2007 to 2016, those counties added 344,000 residents but just 69,500 housing units, according to “Economic Update: The Peninsula Economy” (Nov. 2016, <http://bit.ly/2fkOJq>), a study by Stephen Levy of the Center for Continuing Study of the California Economy.

“The commuting study determined that 21 percent of those employed in the Santa Clara County-San Mateo County region live outside the area. The mega-commuters to Silicon Valley include 18.4 percent who come from Alameda County, 19.8 percent from San Francisco, and 13.1 percent from San Joaquin County.

“Said Russell Hancock, president of Joint Venture Silicon Valley, “We don’t really have a fix for this problem right now. At some point, these problems can lead to an exodus. You may see more outsourcing of nonessential local jobs. Companies will choose to expand elsewhere.”

## Menlo Park approves Facebook expansion

*The Almanac*, November 2, 2016

**Kate Bradshaw**, <http://bit.ly/2emfeiN> • “The Menlo Park City Council unanimously approved Facebook’s plans to build two large office buildings overlooking the bay and a hotel in the area bounded roughly by Bayfront Expressway, Constitution Drive, and Chilco Street.

“According to architect Craig Webb of Gehry Partners LLP, the designs will be a continuation of some aspects of Facebook’s Building 20 at Bayfront Expressway and Willow Road, also designed by Gehry Partners, including tree-covered rooftop parks.

“Facebook will have to pay \$6.5 million or find a way to get 20 units of affordable housing built. Facebook is working with MidPen Housing, a local nonprofit housing developer, on how to get housing built as fast as possible.

“Facebook will pay to help Menlo Park work on its housing and transportation problems. That includes

\$1.5 million for a ‘Housing Innovation Fund,’ \$1 million for a ‘Housing Preservation Fund,’ \$350,000 for a housing inventory study with Menlo Park and East Palo Alto, and \$430,000 per year for five years to subsidize rent for 22 teachers, public safety, or nonprofit professionals at 777 Hamilton Ave.

“Facebook will put another \$1 million toward the \$1 million Dumbarton Corridor study it previously funded, and another \$1 million toward a regional forum to implement next steps faster, \$100,000 to set up a transportation management association, and \$700,000 for a pedestrian and bike path between East Palo Alto and the Redwood City Caltrain Station. It will also give \$1 million to maintain and operate Bedwell Bayfront Park.”

*(Norcal continues on next page)*



## New housing OK'd in Berkeley as 'YIMBYs' win the night

*Berkeleyside*, October 31, 2016

**Emilie Raguso**, <http://bit.ly/2eNxi4d> • “A six-story building to include 50 rental units and four live-work units was approved by Berkeley’s Zoning Adjustments Board, though neighborhood opposition likely means an appeal to City Council.

“Nearly 300 people signed a petition asking for changes to the project at 2902 Adeline St. Others asked the board to delay its vote until the Adeline Corridor community process is complete, or to approve a four-story building instead. Public testimony lasted more than three hours.

“The majority of the board, citing in part the housing crisis, did not support holding up development pending the completion of that process.

“Many [opposing development] were dismissive of self-described ‘YIMBYs,’ or ‘yes-in-my-back-yard’ residents who want to see appropriate housing built as quickly as possible. Petition-signers tended to be older homeowners who have lived in Berkeley longer. Many YIMBYs didn’t live in the immediate neighborhood, were younger renters, and were more likely to be car-free or ‘car-light.’

“Board Chair Denise Pinkston said everyone in the room has been harmed in some way by the state’s housing crisis. ‘Until we build a lot more housing, at densities that are uncomfortable, we will never get close to addressing that need,’ she said. ‘Should we be building 6 stories near BART? The answer to that question, I believe, is unequivocally yes.’”

## A Plan to revolutionize biking in Berkeley

*Systemic Failure*, October 27, 2016

**‘Drunk Engineer,’** <http://bit.ly/2flke1u>

• “Berkeley could become North America’s first major city to build a comprehensive Dutch-style cycle-track network. For the past two years, city staff has been developing a new Bike Plan, which is set to go before City Council in December (see Oct. 20 revise at <http://bit.ly/2fASZ6h>). The plan would revolutionize cycling in a town with an already respectable bike mode-share. If approved, the plan would prioritize the construction of new cycle-tracks in the south campus area, and convert a downtown segment of Milvia into a cycle-track.

“The plan also calls for cycle-tracks on major arterials including Claremont, Telegraph, Shattuck, University, and Adeline. Each of those projects would have to go through a ‘multi-modal’ corridor study. Berkeley staff says these studies are needed to accommodate other road users (buses, pedestrians, and automobiles).”

## Oakland’s playbook for a resilient future

*Next City*, October 21, 2016

**Josh Cohen**, <http://bit.ly/2dQDNPN> • “Conversations about urban resilience tend to center on the coming impacts of climate change, and especially sea level rise. There’s good reason for it: Coastal cities are facing a flooded future, even if we take significant steps right now to curb emissions. But for Oakland, California — which is also at risk from sea level rise — climate change is far from the only threat to its long-term sustainability. The city has to address growing income inequality and achievement gaps in schools, shrinking housing affordability, chronic violence, and other problems in addition to climate threats.

“That intersecting list of social, economic, and environmental needs is central to the city’s Resilient Oakland Playbook (122 pp., <http://bit.ly/2fQAd5>). Published in early October, the document outlines the issues threatening

the city’s long-term sustainability, goals for addressing those threats, and actions the city can take to accomplish those goals. The Playbook is part of Oakland’s work with 100 Resilient Cities (100RC), which provides funding for the municipal position of chief resiliency officer, as well as technical assistance, services, and other tools.”

“Perhaps in a nod to the fact that city government archives are riddled with well-intentioned, but never implemented planning documents, the Playbook notes that the guidelines are merely a first step for the 100RC work in Oakland: ‘This playbook is a call to action. Resilient Oakland sets forth the work we need to do to begin modernizing our city by integrating processes, policies, and programs that achieve greater impact.’” ■

## Tahoe: Ninth Circuit Court upholds TRPA regional plan

*Sierra Foothills Report*, November 2, 2016

**Jeff Peline**, <http://bit.ly/2feSA9w> • “I received this email from the TRPA:

“The Ninth Circuit Court of Appeals in San Francisco has issued a unanimous ruling upholding the Tahoe Regional Planning Agency’s landmark 2012 Regional Plan to restore Lake Tahoe’s environment and revitalize its communities.

“Sierra Club and Friends of the West Shore filed a lawsuit against the Regional Plan shortly after the TRPA Governing Board adopted it in December 2012. U.S. District Court Judge John Mendez found the lawsuit to have no merit and dismissed it entirely in April 2014, prompting the two groups to appeal his ruling to the federal Ninth Circuit Court of Appeals. Oral arguments on the appeal were heard in April.

“The 2012 Regional Plan is the first comprehensive update to environmental protections at Lake Tahoe since 1987. TRPA adopted the Regional Plan after extensive environmental review and years of public input from more than 5,000 citizens.

“TRPA’s Regional Plan re-galvanized the commitments of California and Nevada to work together to conserve and restore their shared national treasure,” said John Marshall, general counsel for TRPA.

“The Regional Plan retains Lake Tahoe’s caps on development capacity and strengthens environmental protections. The plan offers redevelopment incentives for projects that remove harmful legacy development from environmentally sensitive areas such as marshes, meadows, and stream zones, and incentivizes the restoration of those areas through transfers of development into town centers to create more walkable, bikeable, and sustainable mixed-use communities.”

## Answer to Where in the world (page 18)

**Rotterdam. The Cube Houses, completed in 1984 near Blaak subway station.** Photo: Soren Tirfing

## Wilshire Boulevard: Blueprint for the new L.A.?

*The Los Angeles Times*, November 4, 2016

**Alice Walton**, <http://lat.ms/2fqnmw8> • “When Gaylord Wilshire gifted the strip of land that would bear his name, he did so with the condition that rail lines and commercial trucks would be banned.

“Wilshire Boulevard was a majestic path for the automobile, and the Miracle Mile offered drivers wide roadways divided by palm tree-lined medians. Back then, the Miracle Mile was one of L.A.’s top shopping destinations. Now it is the center of a remarkable transformation that offers a window into what Los Angeles of the future might look like.

“Office buildings and shops are being replaced by upscale apartment complexes and mixed-use projects. What was once a center of commerce has become more of an urban residential neighborhood, expected to grow even more once the Purple Line subway is extended under the Miracle Mile.

“The new Wilshire Boulevard often is cited by urban planners as a way Los Angeles can evolve. Beyond laying down new rail, officials are trying to build up residential development along corridors such as Wilshire so residents can live closer to transit.

“Developers are finding that Wilshire is a hot draw for residents, not necessarily because of the coming Metro line, but because of its central location near the Los Angeles County Museum of Art, the Grove, the Farmers Market, and other hip shopping and entertainment spots.

“Still, developers and officials appear to be hedging their bets: There’s still plenty of parking available with the new apartments.”

(California continues on next page)

**Hunters Point, Candlestick Point projects escape restrictions.** “San Francisco voters gave a boost to one of the city’s largest real estate projects on Nov. 8. By 54-46 percent, voters approved Proposition O, which will exempt developer Lennar Urban’s Shipyard project from 1986’s Proposition M, which restricts the amount of office space that can be approved each year. The project can include up to 5 million square feet of new office space, potentially making it the largest single commercial project in the city.”

—Roland Li, *San Francisco Business Times*, <http://bit.ly/2fCe5RR>

## California Desal slows to a trickle

*KQED Science*, Oct 31, 2016

**David Gorn**, <http://bit.ly/2ftT37J> • “The dream of sticking a straw in the ocean and getting unlimited clean water by simply opening the spigot of technology is looking less and less likely here.

“Scarcely a decade ago, when ‘desal’ was relatively new to the state, there were 22 different proposals for plants on the California coast. Since then, plans have been scrapped in Marin, Santa Cruz, and other coastal cities. A tiny desalinization plant has been constructed in Sand City, north of Monterey, but only one significant project has been completed. It’s in Carlsbad, and it’s the largest desal plant in the nation.

“One of the reasons the San Diego area managed to get a desal plant built is because its at the tail end of the state’s water pipe. But just 60 miles up the coast from Carlsbad, you get a different view at Huntington Beach, where another desal plant is proposed.

“One problem is what to do with the salt after it’s removed — highly concentrated brine typically goes back into the ocean. When you increase the level of salt in the water, even diluted to low levels, it disrupts marine life all around.

“[Another] big challenge is the cost: Carlsbad cost \$1 billion to build, [and] \$50 million a year for the power to run it. Cost of the water to San Diego is about \$2,300 dollars an acre-foot — more than double what most Southern California cities pay for water.”

## Santa Barbara: Paradigm shift on the California Riviera

*California Planning & Development Report*, October 23, 2016

**Josh Stephens**, <http://bit.ly/2e5diqN> • At the 2016 APA California Conference, “Santa Barbara yielded two compelling pieces of data:

- “Among all the people who live in Santa Barbara’s downtown core and immediately surrounding neighborhoods, 10 percent commute outside the city for work.
- “Among all the people who work downtown, 39 percent commute into the city from somewhere else.

“The numbers come from Rob Dayton, principal transportation planner for Santa Barbara’s Department of Public Works. They illustrate what planners in big cities know well but is counterintuitive to many suburban planners and opponents of center city growth. The numbers attest to the jobs-housing imbalance [and] an obvious conclusion: the more residents a downtown accommodates, the less driving there is in the aggregate.

“Santa Barbara is acting on this data by encouraging commercial and residential development downtown. Though Santa Barbara’s street grid is saturated, a development’s traffic impact depends largely on its location. Dayton expects developments in the core will generate half the traffic of developments in the city’s outlying areas.

“Dayton’s way of getting around the NIMBY freak-out is using vehicle miles traveled (VMT) rather than level of service (LOS), a change coming statewide with the implementation of SB 743. VMT enables the city to account for the non-impact of all those downtown workers who, with closer-in housing, will no longer be gumming up intersections after they spill off Highway 101.” ■

**“Facebook’s east campus designated for ‘corporate housing’** (up to 1,500 dorm-style apartments for Facebook employees only). Expecting the development to generate zero new car trips, the dorms would not have extra parking. Spouses who work elsewhere or children couldn’t live there. James Eggers, director of the Sierra Club’s Loma Prieta Chapter, raised concerns about the potential new tenants who, without onsite parking and with limited public transit options, would be effectively ‘marooned’ in an isolated corner of the city. We do not want to see more highly active nighttime activities with light outdoors near the wildlife refuge.” —*Kate Bradshaw, The Almanac*, <http://bit.ly/2eApfty>



# U.S. roundup

Excerpts from around the country, linked to the original articles

## How transit fared in the 2016 election

*Next City*, November 9, 2016

**Josh Cohen**, <http://bit.ly/2fTLHOE> • “There was a litany of important local, regional, and state issues up for a vote Nov. 8 including an unprecedented number of transit-related ballot measures. Voters in cities and counties around the U.S. decided on nearly \$200 billion in transit funding, the most in any single election in the country’s history. One could optimistically read that as city and regional governments and voters recognizing that transit is an important piece for quality of life.

“To get a sense of what this trend means, [click the above link for a] look at the 10 largest transit-related ballot measures around the country and what they will do (or would have done) for their cities or regions.”

## How many renters come from out of town?

*Denver Business Journal*, October 27, 2016

**Ben Miller**, <http://bit.ly/2fA5x1s> • “Denver ranks fifth in the country for the percentage of renters who come from another city. About 30 percent of Denver’s renters are coming to the city from out of town. Only Nashville, Tennessee (42.2 percent), Raleigh, North Carolina (38.1 percent), San Jose, California (34 percent), and San Francisco (30.9 percent) have higher percentages of renters coming from other cities to rent.

“Zillow estimates the Denver rents have risen 3.3 percent in the past year and estimates the median monthly rent in Denver is \$2,008.

“Rising rents become even more pronounced in booming markets like Nashville, Portland, and Denver, not only because so many people want to move in, but also because so few people want to move away. There aren’t enough rental homes to go around, and the rents have nowhere to go but up,” said Svenja Gudell, Zillow chief economist.”

## Charleston adapting to a hotter, wetter, riskier future

*Next City*, November 7, 2016

**John H. Tibbetts**, <http://bit.ly/2fRFeDM> • “Charleston, South Carolina, is one of a growing number of coastal cities in red states adapting for climate change. It must plan for a 1.5-foot to 2.5-foot sea level increase over the next 50 years.

“Hurricane Matthew roared past the South Carolina coast in October, sending a 9-foot tide into the city. Abandoned cars stalled in downtown intersections where floodwaters lapped at their windows, and police blocked off dozens of streets. Yet the flooding of the historic City Market downtown — built on a long-ago filled creek bed — was surprisingly shallow: a \$23.2 million stormwater drainage system installed in the small Southern city (population 132,000) did its part of a bigger strategy designed to prepare infrastructure for the hotter, wetter, and more unpredictable climate of the future.

“There is real concern materializing about climate change,” says Laura Cabiness, Charleston’s director of public services. “Whether we know what’s causing it or not, we are seeing climate change, and people aren’t arguing that anymore.”

“In December 2015, Charleston adopted its first comprehensive plan for adapting to climate change — the Sea Level Rise Strategy, <http://bit.ly/2fRDktu>. Its recommendations include improving stormwater drainage systems, building new seawalls and enhancing existing ones, enacting special building standards for flood hazards, steering or raising public facilities and infrastructure outside of hazard areas, acquiring wetlands and other open space, and writing ordinances to limit new development in flood-prone areas — a controversial proposition in pro-growth Charleston.”

*(U.S. continues on next page)*

**“Global warming has left local housing authorities struggling.** Storms and flooding are damaging or destroying a growing share of the nation’s 1.1 million public housing units. Those homes are getting replaced slowly or not at all, forcing the people who lived in them to leave their neighborhoods and often their cities. But interviews with housing authority directors and advocates around the country show a clear pattern: When public housing is damaged or destroyed by a hurricane or storm, the people forced to leave that housing seldom get to return. —*Christopher Flavelle, Bloomberg*, <http://bloom.bg/2fzNO6o>

## Phoenix downtown now a residential hotspot

*Curbed*, November 4, 2016

**Patrick Sisson**, <http://bit.ly/2fxrsCL> • “Downtown Phoenix — between 7th Street and 7th Avenue on the east and west, and McDowell and Grant Street on the north and south — is comparable in size to downtowns in other cities, roughly 1.9 square miles. Traditionally, these blocks lacked full-time residents, and like similar districts in other sprawling American cities, turned into a ghost town at night.

“Starting in the late 90s, things began to change in downtown, thanks to intentional moves by the city, and a burgeoning creative community. Over the last few years, the city made a radical shift towards urban infill and walkable development. Now 3,000 new units are under construction or about to open, and thousands more are in the pipeline through 2018.

“Phoenix is like so many other aging city centers in the United States,’ says Jeff Moloznik, a redeveloper downtown.

‘They have strong demographic potential, but they’ve been neglected, or designed and built in a way that consumers don’t interact with anymore. Consumers want to engage in real urban life, and there’s a huge opportunity here.’

“As the cranes strung across the skyline suggest, downtown Phoenix is coming into its own. While the development of a true 24-hour downtown gets near universal praise, many caution that the city’s traditional, developer-friendly culture may push out some of the elements that helped start this boom. The bigger, long term challenge is attracting young people, artists, and others more engaged in the community and cultural ecology of downtown Phoenix.”

## Chicago transforming Pullman into a national park

*Chicago Reader*, November 2, 2016

**Aimee Levitt**, <http://bit.ly/2fq5FS> • “In the 1880s, railroad magnate George Pullman designed and built a model town from scratch on 300 acres, just south of what was then Chicago, where his employees could live and build railway cars without having to face the crime and temptations of the city or a long commute.

“Pullman’s location has been an advantage; had it been located on the north side or closer to downtown, it might not be here today.

“Before the national monument designation in February 2015, Pullman had about 15,000 visitors per year. In 10 years, that number’s expected to rise to 300,000. ‘Right now it’s a working Chicago neighborhood,’ says Richard Wilson, the city design director at Adrian Smith + Gordon Gill Architecture. ‘People are sitting in their kitchens and living rooms, and tourists are walking down the street.’

“Wilson is the leader of Positioning Pullman, a group of architects, engineers, landscape designers, city planners, economists, preservationists, and Pullman residents working together to ease the neighborhood’s transition into a national park without destroying it as a place to live.

“Positioning Pullman wants to [make] the neighborhood a living part of Chicago. So while its two-year strategic plan involves historic preservation and restoration, it also involves retail and industrial development, in addition to better integration of Pullman into the city’s public transportation system. ‘Pullman has planted the seed for industrial innovation and growth throughout the Illinois-northwest Indiana corridor,’ says Wilson.”

**“You’ll never be homeless in America if you’re a car.** Twenty-four percent of new homes completed in 2015 included a garage with room for three or more cars, according to census data highlighted in a blog post (<http://bit.ly/2fJHDkb>) by Robert Dietz, chief economist for the National Association of Home Builders. That’s the highest share since the Census Bureau started keeping track of large garages in 1992. In every year since the Census has kept track, U.S. homebuilders have built more three-car garages than one-bedroom apartments.” —Patricia Clark, *Bloomberg*, <http://bloom.bg/2fJF6q6>

## Washington, DC: Reknitting neighborhoods

*The New York Times*, October 25, 2016

Eugene L. Meyer,

<http://nyti.ms/2f8rgwX> • Because “Activists blocked the larger plan for a freeway in the 1960s, an open six-lane trench divides Capitol Hill from downtown Washington’s East End. Now, a large air rights project is underway to cover the trench with five buildings with 2.2 million square feet of offices, apartments, public spaces, shops, and restaurants.

“Covering three square blocks, it will bridge a divide in the city and restore Pierre L’Enfant’s original street plan for the nation’s capital. The seven-acre project, called Capitol Crossing, also entails moving an 1876 synagogue, Washington’s oldest, and more recently a museum of local Jewish history.

“The huge platform is nearly complete, and the first office building is rising quickly. Scheduled to open in 2018, it is more than halfway to its eventual 12 stories.

“Brian T. Kenner, DC’s deputy mayor for economic development, said ‘Capitol Crossing is unique, filling in a city grid that used to exist.’ He oversees four current or former city-owned properties with 325 acres that are being converted for private redevelopment [at] a time of seemingly unbridled economic prosperity. The District saw a net increase of 100,000 new residents since 2000.



Capitol Crossing overview. Source: CC Project Renderings, [www.CapitolCrossingDC.com](http://www.CapitolCrossingDC.com)

“Robert Braunohler, regional vice president for the developer, compared his project in size to covering Hudson Yards in Manhattan, now under construction. The lack of air rights projects in general, he said, is tied to the fact that ‘land values in most cities, aside from New York and D.C., don’t justify the cost.’” ■

**“To what did the voters react?”** In the lives of most of us, we have seen the world population grow from 2.5 billion, to 5.0 billion, to 7.5 billion. Our children yet may see 10 billion. In the U.S. in particular, our population has also tripled—and we have devised an economy where some success and sense of well-being depends on (at least) two full time jobs per household. To accomplish this, we have invented huge numbers of jobs in the past 50 years, but perhaps this task has not been completely or particularly well done. Placed against the truly huge fortunes amassed by a small percentage of well-publicized people, the employment situation and opportunities of a very large number of people are pretty dire. I believe that on Nov. 8 they voted for a republican president in the hopes of improving the economic future for themselves and their families. Sadly, these hopes may be poorly placed. I have not heard any politician consider how we might devise 50 million new, safe, and equitable jobs in the next 50 years. Ideas, anyone?”

—George Bright, MD, Seabrook, South Carolina



# World roundup

Excerpts from around the world, linked to the original articles

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## Berlin: Unter den Linden will go car-free in 2019

CityLab, November 7, 2016

**Feargus O’Sullivan**, <http://bit.ly/2ftZEza> • “Berlin’s Unter den Linden is the most famous street in Germany, a kind of Teutonic Champs Elysées that contains museums, libraries, monuments, a university, and two opera houses. Following a decision November 5, the avenue will soon be off limits to all private cars, allowing only buses, taxis, and bikes along its mile’s length.

“The change is possible [because] the city is currently expanding the U55 subway line so that it joins with an existing line that will run underneath Unter den Linden. Current construction work on the project has forced partial lane closures, and the disruption has seen car traffic drop significantly. Before construction began, 30,000 cars traveled the avenue each day. Now that number is just 8,000, showing motorists they don’t need to keep Unter den Linden for themselves.

“As these cars are cleared out, more space will be freed up for greenery and cycle tracks, with the avenue’s famous lines of trees being extended out into the roadway. For some, however, the plan is half-hearted, saying the city is not actually gaining a new pedestrian zone. Tourist buses and taxis will still prowl the street.

“But also in 2019, one end of Unter den Linden will see the opening of the newly rebuilt Berlin city palace, a reconstruction that will flood the area with more visitors. They could transform the avenue into a place of genuine magnetism and hopefully find more places to linger and rest under the trees.”

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## 7 Things I learned while trying to figure out how cities work

Next City, October 25, 2016

**Laurie Winkless**, <http://bit.ly/2fTS4BD> • Laurie Winkless is an adopted Londoner and a physicist. Her book, “Science and the City: The mechanics behind the metropolis,” was published by Bloomsbury October 25th (<http://amzn.to/2fHDwBh>). She writes in *Next City*, “I see cities [as] real-world demonstrations of the vital role that science and engineering play in our society.” Her book “visits cities on six continents, and looks at the technologies they’ve used to shape the urban landscape — as well as those developments from the lab that might utterly transform them in future. So here [condensed] are a few surprising things that I uncovered in my travels.”

### “1. We are urbanites.

“More than half of the world’s population now lives in urban areas. But to make cities more sustainable, we’ll need to change how they’re built.

### “2. The elevator built the city.

“Elevators don’t just move people. The elevator shaft forms a strong, stiff spine through the center of structure.

### “3. Ants don’t get stuck in traffic jams.

“Ants self-organize into lanes and give each other a lot of headway, which buys them more time to react to any incidents up ahead.

### “4. Air quality is worse than ever.

“A staggering 92 percent of the world’s population now lives in areas with poor air quality.

### “5. Waste is becoming big business.

“In Copenhagen, Helsinki, and Warsaw, waste heat from power plants supplies domestic heating. In Stockholm and Bristol, human feces powers buses and taxis.

### “6. Tomorrow’s concrete will be much greener.

“Concrete is the most widely used and the most environmentally damaging building material in the world. Cement-free concrete sourced from steel industry waste [is one] idea that might change that.

### “7. There is no ‘perfect’ city.

“No one is managing to do everything well.”

(World continues on next page)

### Songdo, South Korea: Designed from scratch to be sustainable

*FastCoExist*, October 21, 2016

Adele Peters, <http://bit.ly/2eApN2Y> • “This Korean development outside of Seoul could set the standard for how we build new cities in the future. Instead of garbage trucks, trash is sucked through pneumatic pipes to a central sorting facility. Without a fleet of diesel trucks on neighborhood streets, Songdo has a lower carbon footprint.

“The massive new development — about the size of downtown Boston and built from scratch — was designed to be more sustainable than a typical city. Compared to a city the same size, Songdo emits a third less greenhouse gases.

“The \$35 billion urban development is built on reclaimed land along the Yellow Sea. It was designed so people might never have to drive. The developers put public transit stops within 12 minutes of every apartment building or business. Everyday errands can be accomplished on foot.

“Fifteen miles of bike paths loop through the district, and there are bike racks on every block. Forty percent of the area is green space.

“Unlike some other notable attempts at building new eco cities, Songdo has tens of thousands of residents in high-rises and an equal number who commute to work in offices



**Songdo Central Park, 2015.** Image by Dongjun Kim, licensed under Creative Commons Attribution 2.0 Generic.

in the area. That’s partly because there were already so many people living nearby. The development created reclaimed land because the space was needed.

“The area is still under construction; the development should be complete in 2020. In the meantime, the developers want to build similar cities elsewhere.” ■

**Vancouver home sales nosedive.** “Home sales plunged 39 percent in October from a year earlier, the biggest drop since 2010, as new regulations chill the market. The slowdown follows a series of measures aimed at curbing price gains in Vancouver, which topped a list of global cities identified by UBS Group as most at risk of a housing bubble. The British Columbia government imposed a 15 percent tax on foreign buyers in August, the city plans to start taxing vacant homes next year, and the federal government tightened mortgage insurance eligibility requirements on Oct. 3.”

—Erik Hertzberg and Natalie Obiko Pearson, *Bloomberg News* and *The Seattle Times*, <http://bit.ly/2fAZ1DU>

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