

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 2017



2017 Awards photos, page 4

New approaches to curb skyrocketing rents

Barry Miller, Page 1

Lessons from New York City's High Line

Rebecca Coleman, Page 11

Marin County, looking northwest from Mill Valley to Mt. Tamalpais
Photo: Elizabeth Rynecki



Reining in the rents

Bay Area cities try new approaches to curb skyrocketing rents

Barry Miller, FAICP

“The next item on the Agenda is the rent issue in our community,” the Mayor announced. “I have 50 speaker cards right now.” A dozen more cards immediately fluttered in.

The Council and audience collectively took a deep breath and settled in for a long night of testimony. One by one, the speakers came forward, telling tales of \$500 monthly rent increases, heartless eviction notices, multiple rent hikes in a single year, and displacement to far-flung Central Valley towns. Tenant advocates, labor coalitions, and faith leaders chimed in too, urging the Council to ease the burden on the elderly, the working poor, and families. The only answer to outrageous rent increases, they insisted, was rent control, coupled with a just cause for eviction ordinance. A handful of landlords also came forward, denouncing rent control as un-American and asking the Council to not punish them for the unfortunate actions of a few “bad apples.”

Three hours later—the testimony ended—councilmembers reflected thoughtfully on what they had heard, expressed their concerns and compassion for the tenants, and turned to staff for guidance. “We need to do something,” most agreed, “but we don’t believe rent control is the answer.”

The setting for this hearing—and six more that followed—was Concord, California. But it could have taken place in at least a dozen other Bay Area cities in 2016 and 2017. As the region copes with soaring rents, cities are struggling to find solutions. Some, like Mountain View and Richmond, have adopted traditional rent control ordinances. A growing number are turning to the alternative approach of non-binding mediation and rent review. In Concord’s case, a non-binding rent review ordinance was adopted in May 2017, with the new program set to roll out this summer.

Concord’s new rent review program is loosely patterned on similar programs already in effect in San Leandro, Fremont, and Campbell. Fremont has had rent review in place for 20 years, while San Leandro’s program was adopted in 2001. Both Fremont and San Leandro credit the programs with reducing tenant hardships and maintaining predictability in the rental market—without an annual rent cap.

Concord’s program relies on non-binding mediation between tenants and landlords to avoid steep rent increases. Unlike rent control, which sets strict legal limits on annual rent hikes, the landlords can raise the rent as they wish. However, if the increase exceeds 10 percent in a 12-month period, the tenant is entitled to request professional mediation services to negotiate a more moderate increase. The landlord is obligated to participate in mediation,



Screen capture of person testifying at a public hearing on rent control.

(continued on [page 19](#))

WHAT'S INSIDE

New approaches to curb skyrocketing rents

Barry Miller, FAICP. Instead of rent control, a growing number of Bay Area cities are turning to non-binding mediation and rent review. How do you know if it makes sense for your community? Here are the factors you'll need to consider.

[Page 1](#)

Director's note

Sharon Grewal, AICP. Northern Section is announcing a number of webinars in the coming weeks, including one on Wireless Communications Facility and another on current legislative bills. [Page 3](#)

The very best, part two

Four pages of photos from the 2017 Awards presentation and gala. [Page 4](#)

Where in the world

We even offer a hint. *Photo by Hanson Hom, AICP.* [Page 9](#)

Planning news roundup

Referendum upheld that leaves in place zoning inconsistent with general plan • Facebook offers contrast to Apple's approach to cities • A plan to cool down L.A. • Permit can't be challenged after project is built • Malibu growth initiative rejected • Tiny houses, big improvements • Brisbane CA

Council must choose between city, citizens • Seed fund established to grow a greener Melbourne • Future looks bright, for better or worse. [Page 10](#)

Lessons from New York City's High Line

Rebecca Coleman, UC Berkeley. Many of those who lived within a quarter mile of the High Line have been replaced by others, partly by the catalytic effects of the High Line but largely as a result of a 2005 rezoning of West Chelsea to create a mixed-use residential community centered on the High Line.

[Page 11](#)

Time running out for AICP amnesty program. [Page 14](#)

APA student membership now easier than ever. [Page 14](#)

Who's where

Terry Blount, AICP; Jeff Loux; William (Billy) Riggs; Shoshana Wangerin; Hing Wong, AICP. [Page 16](#)

Residents: Let private shuttles use public transit stops.

Rachel Dovey, Next City. "A lot of people are thinking they would rather be in traffic behind one private company shuttle bus filled with 42 people rather than behind 42 cars." [Page 18](#)

Board directory and editorial information. [Page 24](#) ■



Northern Section Board members aboard the Hornblower *Empress* on July 13 take time out from networking.



Director's note

Sharon Grewal, AICP

Statewide webinars

APA California's Section Directors have been discussing with our Chapter a variety of issues including how the Chapter can help the Sections succeed. We're moving towards sharing resources — consolidating, developing, and implementing common programs and webinars. This would allow all of us, including those in the smaller Sections and outlying areas, to access the same resources and professional development opportunities. We will be announcing a number of webinars in the coming weeks, beginning with these:

Webinar on Wireless Communications Facility, launched by Northern Section. In this nuts-and-bolts session, you will learn about new FCC regulations (changes to Section 6409 of the federal Middle Class Tax Relief and Job Creation Act of 2012), California State Regulations, and SB 649 (Hueso) last amended in the State Assembly July 3rd. The webinar will present a background on laws, current issues facing local governments, and tools to assist you in approaching updates to ordinances. **Tripp May** with Telecom Law Firm and **Omar Masry, AICP**, City of San Francisco, will lead the session. **Free event**. Please register at <http://bit.ly/2uggs6f>.

State legislation

The Chapter will host a webinar on **current legislative bills** on August 3rd from 10 am to 12 noon. Chapter Vice President of Policy and Legislation, **John Terrell**, and APA California lobbyists **Sande George** and **Lauren De Valencia** from Stefan/George Associates, will lead the session. They will update you on planning-related legislation that APA California has been lobbying in 2017, including detailed information on the following:

AB 72 (Santiago; Chiu) – Enforcement of housing law and finding of noncompliance by HCD. <http://bit.ly/2ufZ9C8>

AB 686 (Santiago) – Affirmatively further fair housing law. <http://bit.ly/2ugDhq3>

AB 678 (Bocanegra) and **SB 167** (Skinner) – New fines and standard of review for violations of Housing Accountability Act. <http://bit.ly/2ugA8Xr> and <http://bit.ly/2ugziKt>

AB 1397 (Low) – Housing Element: Restrictions on designation of adequate sites in inventory of land for residential development. <http://bit.ly/2ug2zon>

AB 1505 (Bloom, Chiu, and Gloria) – Restoration of inclusionary authority for rental units. <http://bit.ly/2ugs7lg>

AB 1515 (Daly) – Change in Housing Accountability Act to deem projects consistent with general plan and zoning. <http://bit.ly/2uglSOw>

SB 35 (Wiener) – Streamlined approval process to receive ministerial (by right) approval for multifamily housing if certain percentages of units are affordable. <http://bit.ly/2ugw8WX>

SB 166 (Skinner) – Expansion of No-Net Loss to loss of affordability and continuous rezonings to match RHNA by income level. <http://bit.ly/2ugyIfD>

SB 649 (Hueso) – New small cell wireless infrastructure permitting and mandatory leasing of public infrastructure for small cells. <http://bit.ly/2uge7rO>

Get involved

If you're interested in or would like more information about our Northern Section committees and available board positions, please contact me at director@norcalapa.org.

Sacramento Valley Section program

Our eastern neighbors will host a discussion on city trees and the inequitable distribution of the Sacramento region's urban forest on **Friday, July 28**. Trees are integral to human health. People who reside in neighborhoods with more trees have lower rates of obesity, are more active, show lower levels of depression, and live longer lives. A recent study by MIT confirmed that Sacramento is the "City of Trees." But much work needs to be done. The program will offer a brief history of Sacramento, highlighting the lack of investment in certain communities. Learn how urban greening dollars are working to build community engagement while expediting tree planting in under-canopied neighborhoods. Discuss how to plan for the future, putting trees and green spaces at the forefront of design. <http://bit.ly/2ugwahE>. ■

THE VERY BEST, part two

2017 Award winners, APA California–Northern

One hundred twenty planners and admirers gathered at Preservation Park in downtown Oakland on Friday, June 2nd, to celebrate the award winning plans, programs, and people of APA California – Northern Section. Immediately before the celebration, 20 members and guests took the opportunity to tour the beautiful grounds and historic buildings.

Thanks to the Awards Subcommittee for their hard work in revamping the annual event with lower ticket prices, a relaxed environment (with great networking opportunities), delicious food from an award-winning local caterer, and a professionally prepared video to accompany presentation of the awards.

It's not too soon to think about applying for a Northern Section award next year. Start gathering your files, photos, and videos. The application window opens in early 2018.

Our awards photos begin on the following page. All photos by Jasmin Porter.

Awards of Excellence

Academic Award

East Santa Clara Street Urban Village Planning,
Community Assessment Report
*San Jose State University Department of Urban
and Regional Planning*

Best Practices

City and County of San Francisco Transportation
Sustainability Program

Comprehensive Plan, Small Jurisdiction

City of San Leandro 2035 General Plan Update

Hard Won Victories

City of Willits Main Street Corridor Enhancement Plan

Innovation in Green Community Planning

Mission Creek Sea Level Rise Adaptation Study.
City of San Francisco, Port of San Francisco, and SPUR

Planning Advocate

Jeanette Dinwiddie-Moore, FAICP

Grassroots Initiative

Street Air. *High school students Zelda Zivny,
Milo Wetherall, and Charlie Millenbah*

Public Outreach

City of San Jose video tutorial, "Designing an
Addition to Your Single Family Residence"

Public Outreach

City of San Carlos *Plan-It!* Game

Urban Design

San Francisco Bay Trail Design Guidelines
and Toolkit, ABAG

Awards of Merit

Best Practices

City of Richmond Zoning and Subdivision Regulations

Best Practices

City of Berkeley Measure U1

Comprehensive Plan, Small Jurisdiction

East Palo Alto General Plan Update and Westside
Area Plan

Transportation Planning

The Emeryville Greenway
Cities of Emeryville and Berkeley

Innovation in Green Community Planning

City and County of San Francisco Better Roofs Ordinance

Planning and Health

Santa Clara County Health Element



2017 Awards of Excellence



Hard Won Victories, City of Willits Main Street Corridor Enhancement Plan. John Gibbs (WRT), Jillian Nameth Zeiger (WRT), Dusty Duley (City Planner, Willits), Adrienne Moore (City Manager, Willits), Josh Meyer (LGC), Daniel Jacobson (Fehr and Peers).



Public Outreach. City of San Jose video tutorial, "Designing an Addition to Your Single Family Residence." Aparna Ankola, Ned Thomas, AICP, Steve McHarris, AICP, Shelley Ha, Susan Walsh, AICP, Rhonda Buss, Juan Borrelli, AICP.

(Continued on next page)



APA California President Pete Parkinson, AICP, expresses the Chapter's appreciation to Northern Section for its high level of professional development and contributions to the profession.



Vivian Kahn, FAICP, holds the **Special Recognition of Excellence Award**, given for her contributions to planning at all levels over the past 45 years. See <http://bit.ly/2ubEYVM>.

2017 Awards of Excellence



Academic Award, East Santa Clara Street Urban Village Planning, Community Assessment Report. Shannon McDonald, Victor Guzman, Michelle Lee, Mariacarla Zazzaro, Radha Hayagreev, Jia Liu, Wendy Lao, Professor Hilary Nixon.



Best Practices, City and County of San Francisco Transportation Sustainability Program. Carli Paine (SFMTA), Wade Wietgreffe (SF Planning Department), Sarah Jones (SFMTA), Viktoriya Wise (SFMTA), Rachel Schuett (SF Planning Department), Manoj Madhavan (SF Planning Department).



Planning Advocate. Jeanette Dinwiddie-Moore, FAICP, receives her award from Sharon Grewal, AICP, Northern Section Director.



Board members in the audience were recognized, including (l-r) Miroo Desai, AICP, Alex Hinds, and Holly Pearson, AICP.

(Continued on next page)

2017 Awards of Excellence



Past Section Directors, APA California–Northern: Mark Rhoades; Juan Borelli, AICP; Hing Wong, AICP; current Section Director Sharon Grewal, AICP; Wendy Cosin; Hanson Hom, AICP; Steve Noack, AICP.



Urban Design, San Francisco Bay Trail Design Guidelines & Toolkit. Bruce Brubaker (Placeworks) receives the award from Sharon Grewal, AICP, Northern Section Director.



Grassroots Initiative, StreetAir. High school students Charlie Millenbah, Milo Wetherall, and Zelda Zivny receive their award from Sharon Grewal, AICP, Northern Section Director.



Christina L. Valentino (Monterey Bay community) with winners of the Silver 2017 National Planning Achievement Award for Best Practices, Fort Ord Reuse Authority: Steven Endsley (FORA), left, and Michael Houlemard, Jr. (FORA).



Public Outreach, City of San Carlos Plan-It! Game. Brittany Whitehill, Al Savay, Nell Selander.

(Continued on next page)

2017 Awards of Excellence



Comprehensive Plan—Small Jurisdiction, City of San Leandro 2035 General Plan Update. Steve Noack, AICP (Placeworks), Barry Miller, FAICP (Barry Miller Consulting), Tom Liao (San Leandro), Cynthia Battenberg, (San Leandro), Kit Faubion, AICP (Meyers Nave), Andrew Mogensen, AICP, (San Leandro).



Innovation in Green Community Planning, Mission Creek Sea Level Rise Adaptation Study. Jonathan Linkus (Callison RTKL), Brad Benson (Port of SF), Peter Wjisman (ARCADIS), Laura Tam (SPUR), Joe LaClair (San Mateo County). ■



Hilary Nixon, Professor and Chair, Urban and Regional Planning, SJSU.



Toward being a better gentrifier. "If middle-class people are moving where there's cheaper housing, that lets you know that there's not enough middle-class housing in your city in the first place. It doesn't hurt to build middle-class condos or upscale apartments while you're also building low-income affordable housing. Too much of the time, the argument becomes, 'Well, what type of housing is it going to be?' As long as you're not building another Trump Tower, you're probably making a positive contribution to the housing needs of the city." —Jason Patch, as told to Brentin Mock, CityLab <http://bit.ly/2tGE6Z4>

Where in the world

President Obama this month told stories about his childhood and how much the city has changed since his youth: “If the rainy season came, the floods were coming and we had to clean out the floors in our house and then chase the chickens

because they had gone someplace else. Today, [this city] is a thriving center of commerce marked by highways and high-rises. So much has changed, so much progress has been made.” <http://abcn.ws/2ux3ZYI>.



Photo by Hanson Hom, AICP. (Answer on [page 15](#))

The “downside of skyscrapers.

Buildings like the Wilshire Grand and Salesforce Tower superficially proclaim their cities’ ambitions and testify to their healthy economies. They do one thing planners like, which is to reinforce the primacy of downtowns and take advantage of transit networks. Salesforce sits atop the new Transbay Terminal, and Wilshire Grand is across the street from Los Angeles’ second most important transit stop. And yet, they are lacking. ... It’s easier to

approve one big thing than it is to tend to the countless complex minutiae that make streets, cities, and neighborhoods truly great. And yet, that’s where real planning heroism lies. God is in the details, not in the clouds. ... I’d love for cities ... to pay more attention to their streetscapes and neighborhoods than to their skylines and create places that truly serve and ennoble their residents. Many of the best places are diminutive and detailed, not tall and sleek.”

—Josh Stephens, CP&DR, <http://bit.ly/2tOSKNW>



Salesforce tower and San Francisco skyline, looking south from Point Richmond.
Photo: George Osner, AICP

Planning news roundup

Excerpts linked to the original articles

Referendum upheld that leaves in place zoning inconsistent with general plan

Perkins Coie's *California Land Use & Development Law Report*, July 7, 2017

Marie Cooper, <http://bit.ly/2uXbmIX> • “Rejecting prior case law, the Sixth District Court of Appeal held that citizens may referend a zoning ordinance even when ...doing so [will] leave in place pre-existing zoning inconsistent with the general plan. *City of Morgan Hill v. Bushey* (6th Dist., No. H043426, May 30, 2017) <http://bit.ly/2uX7mIn>

“The city council of [Morgan Hill] adopted an ordinance to bring zoning for certain property into consistency with the city’s recently-amended general plan. The Morgan Hill [Hotel] Coalition attempted to referend the zoning ordinance, but the city council refused to place the referendum on the ballot. It contended that repealing the new zoning would cause the zoning to revert to prior zoning, which would be inconsistent with the general plan, resulting in an invalid zoning scheme. The court upheld the council’s decision. It stated that zoning that is inconsistent with the general plan is invalid when passed, and repeal of the targeted zoning ordinance would have resulted in such inconsistency, citing *deBottari v. City Council*, 171 Cal. App. 3d 1204 (1985).

“The court of appeal acknowledged the principle relied on in *deBottari* that state law prohibits a city from enacting zoning inconsistent with a general plan, and requires a city to amend a zoning ordinance within a reasonable time after it becomes inconsistent to bring it into consistency with the general plan. Thus, an *initiative* that attempted to enact zoning inconsistent with the general plan would be invalid.

“On the other hand, a *referendum*, the court stated, does not run afoul of the statutory prohibition against enacting an inconsistent zoning ordinance because a referendum does not enact zoning; it simply maintains the status quo by preventing a council-enacted zoning ordinance from ever taking effect. The referendum in this case targeted a zoning ordinance that represented just one of a number of available consistent zonings. Because the council would have been free to comply with consistency requirements by adopting different zoning if the referendum had succeeded, the referendum did not prevent the city from complying with its duty to amend inconsistent zoning within a reasonable time. Accordingly, the matter should have been placed on the ballot for a vote.”

Facebook offers contrast to Apple’s approach to cities

The Almanac, July 7, 2017

Kate Bradshaw, <http://bit.ly/2u1of7R> • “Facebook has announced plans for a major new office, residential, and retail development [barely 1,000 feet south of] its headquarters in Menlo Park.

“The company has submitted to the city plans to build 3.45 million square feet of office, residential, and retail space at its 59-acre commercial property. The proposal includes nine office buildings, three parking garages, seven public access parks or plazas, 1,500 housing units, a visitors’ center, a grocery store, and other retail.

“The project [is in addition to] the 1.8 million square feet of office space Facebook currently occupies in Menlo Park, the almost 1 million square feet of office space it is building in the city, and the 207,000 square feet of office space it plans to occupy in [an] area off of Marsh Road.

“According to Ryan Patterson, real estate manager at Facebook, the project would be built in phases [over 10 years]. The first phase would include a grocery store and some portion of the proposed retail, housing, and office space. The proposal also indicates potential for a hotel and a visitor or cultural center at the site.

“This represents the company’s first foray into housing development. The apartments are planned to be open for rental by the public, though Mr. Patterson noted that for the purposes of reducing traffic, ‘Our hope would be that folks who work locally, not just at Facebook, but at other companies, would live in the housing.’”

(Continued on [page 21](#))

Lessons learned from New York City's High Line

New linear park catalyzed development, led to gentrification

Rebecca Coleman

Rail to trail conversions have been going on in the United States since at least the 1980s, following passage of the Railroad Revitalization and Regulatory Reform Act of 1976 and formation of the Rails-to-Trails Conservancy in 1986. The Act included a little-noticed section to provide funding, information exchange, and technical assistance to preserve abandoned rail corridors and create public trails on them. (Wikipedia, <http://bit.ly/2tfB0rq>)

New York City's High Line, the first phase of which opened in 2009, is, however, a special case. It is praised as a wonderful linear park where New Yorkers and tourists walk, museum-like, past new galleries, restaurants, and buildings proliferating on either side of the trail. The High Line also is damned for raising property values and converting the working (and working class) West Side into high-rise homes for the affluent without creating affordable housing for those who have been and are being displaced.

Nevertheless, New York City's adaptive re-use of the elevated railroad tracks remains a beautiful and innovative solution to the need for more open space in the city. Designed to look like "a secret, magic garden in the sky," according to its landscape architect, James Corner, the park took many years and tremendous energy to create. (See <http://bit.ly/2t6SM0g>. Corner also designed the 14-acre 'tunnel top' parkland bridging San Francisco's Presidio with the nearby Crissy Field.) But planners are grappling with the issue of displacing long-time residents and businesses. And not just planners. Robert Hammer, the current Executive Director of Friends of the High Line, said in 2011, "We were from the community. We wanted to do it for the neighborhood. Ultimately, we failed." (<http://bit.ly/2t6YDmh>)

American academic Richard Florida recently weighed in, arguing, "No one anticipated the High Line would be a place that luxury towers would grow up around." (PBS News Hour, June 1, 2017, <http://to.pbs.org/2t74Luy>, at 01:18) Florida thus raises an important question for planners: Is it true that the impact could not have been anticipated? The answer is critical, because it affects how

we choose to invest in public spaces (and in which ones), but also whether and how we can mitigate potentially damaging impacts.



Richard Florida to PBS' economics reporter Paul Solman: "And there's one of the old buildings, still with the rainbow flag."

Photo: Naphtali H. Knox, FAICP

The New York Times reported on the changing character of the West Side as early as August 2012, noting that multigenerational businesses in auto-related industries had been hardest hit. "It's easy to forget that until very recently ... West Chelsea was a mix of working class residents and light-industrial businesses." (Jeremiah Moss, "Disney World on the Hudson," Aug. 21, 2012, <http://nyti.ms/2s9OKH8>.)

(continued on next page)

A 2016 HBO documentary called “Class Divide” (<http://bit.ly/2s9DgTW>) shows what the recent “real-estate gold rush” has been like for kids growing up in West Chelsea. The kids say it’s hard to feel you still belong in the neighborhood. Race and class differences add wrinkles and compound the challenges.

Gentrification and accompanying displacement are not mystical phenomena. The original planning framework developed in 2002 by Friends of the High Line took a fairly balanced approach to outlining competing needs for the space. The plan proposed balancing preservation with growth: it included input from community members who wanted to preserve the neighborhood’s existing character and create affordable housing. (<http://bit.ly/2s9PVq2>) It was recognized that, as the American Planning Association reported in its “City Parks Forum Briefing Papers 03”, 2007, parks increase property values, which then bring revenue to strapped city budgets.

In 2005, the city rezoned West Chelsea for luxury housing development. No affordable housing requirement was set. “Amanda Burden, Planning Commission Chair, explained that the principal goal of the rezoning is to ‘create a mixed-use residential community with the development of the High Line as its central organizing principle.’” (<http://bit.ly/2s9DaLY>)

Then followed PlaNYC, a 2007 sustainability plan that created an evaluative framework for sustainability as part of city development policy. The Plan’s Open Space Sustainability Indicators (2010 PlaNYC Progress Report, <http://on.nyc.gov/2sa6v96>) show a deceptively simple goal for accumulating and measuring park space in the city. Using the High Line as an example, the goal is to have 85 percent of New Yorkers living within a quarter mile of a park and 99 percent living within half-a-mile of both a park and a playground.

So it should have been no surprise that the High Line would increase nearby property values. Indeed, “Home values within one-third of a mile of the park increased 10 percent immediately following its opening,” reported Michael Levere based on his own research. (December 2014, <http://bit.ly/2s9Qekr>) “The overall sentiment within the neighborhoods immediately surrounding the park,” he concluded, “reflects the success that it has had in boosting economic development.”

This type of development is very good for a city’s bottom line. According to David Lepaske, in “A Chicago Park Learns from New York’s High Line,” Next City, April 2013, <http://bit.ly/2t7QPkc>,

“Once the High Line opened in June 2009, crowds strolled the boards, critics showered praise, and property values along the park doubled within two years. Since the city rezoned the area in 2005 to encourage development, nearly 30 new building projects have accounted for more than \$2 billion in private investment, adding some 12,000 jobs, 2,500 residential units, 1,000 hotel rooms, and nearly half a million square feet of new office and gallery space, according to Friends of the High Line.”

Recapping, New York City wanted to increase property values and bring in revenue. In line with those objectives, West Chelsea was rezoned to “create a mixed-use residential community with the development of the High Line as its central organizing principle.” The High Line also was a spectacular way to help meet a city goal to have 85 percent of New Yorkers living within a quarter mile of a park. But since the trail development began in earnest in 2005, many of the original residents who were within a quarter mile of the High Line have been replaced by others — and in larger numbers — partly by the catalytic effects of the High Line but largely as a result of (and it couldn’t have happened without) the rezoning.

Jane Jacobs writes in her classic *The Death and Life of American Cities*, “...there is no point in bringing parks to where the people are, if in the process the reasons that the people are there are wiped out and the park substituted for them.”

Bringing it home

Rail-to-trail conversions are spreading across U.S. cities, including those in California. Some of these cities are inspired by the successes of the High Line, but many are simply filling recreation and open space needs. The nonprofit Rails-to-Trails Conservancy reports that in California, a total of 120 total rail-trails comprise 1,012 miles of trails. (<http://bit.ly/2tfueSD>) With 56 current projects across the state and 806 miles of potential developable trail, rail-to-trail conversions look like an unstoppable trend.

One Northern California rail conversion, the two-mile Richmond Greenway (<http://bit.ly/2tfT3xP>), got its start with a \$5 million state grant in 2012 and is set to open in 2019. Construction of the trail has been celebrated as successfully involving community members in its construction and design. (<http://bayareane.ws/2tfLmHY>) At the same time, UC Berkeley’s Urban Displacement Project

(continued on next page)

The display of calling cards from firms offering professional services appears in every issue of *Northern News*. Fees paid by the firms for this service help defray the costs of this newsletter.

Michael Baker 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
2000 Lamphier-Gregory Drive • (510) 575-4490

Page/BMS Design Group

PLANNING / URBAN DESIGN / LANDSCAPE ARCHITECTURE / ARCHITECTURE

414 Jackson Street, Suite 404
San Francisco, California 94111
pagebms.com

na: 415 240 0180
ca: 415 240 0180
wa: 415 240 0180

Austin / Dallas / Denver / Houston / San Francisco / Washington DC /
international Atlanta Office

DENISE DUFFY & ASSOCIATES, INC. 

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

www.ddaplaning.com
Alameda • San Jose • Truckee • Santa Barbara

Lessons learned from New York City's High Line

(continued from previous page)

has identified the area surrounding the greenway as already undergoing displacement. Served both by BART and Amtrak, Richmond could attract newcomers as Bay Area housing costs push residents outward from the core. The new park will only add pressure to gentrify, something that deserves careful attention.

In general, planners should develop strategies and best practices that can be customized by project and neighborhood. And longtime residents should be given a significant voice in determining how any new park development will serve both the neighborhood and their city. The creators of the High Line have launched "The Highline Network," <http://network.thehighline.org>, to advise similar infrastructure reuse projects on avoiding gentrification.



Rebecca Coleman is a first-year Master of City and Regional Planning student at UC Berkeley. This summer she is working at the Alameda County Community Development Agency on homelessness policy related to tiny homes. During the school year she works as a research assistant at the Center for Community Innovation at UC Berkeley. She holds a B.A. and a B.S. from UC Berkeley. ■

"Big changes are nothing new in San Francisco. But some residents feel that what is happening now is different. That the city is no longer accessible to all who love it, and it is becoming a place primarily for the wealthy. One response is more housing. Subsidized housing, market-rate housing, big apartment buildings that obscure views or create wind tunnels: these all probably help the city to retain those who want to stay. Because of the relatively fixed housing supply, San Francisco is a zero sum game; if someone new comes to the city, they essentially must replace someone who already lives in the city. The result is a city that is younger, more educated, richer, and losing diversity at an alarming rate." —Dan Knopf, *Priceonomics*, <http://bit.ly/1T8dC7F>

"Senior housing is a major focus for us because of the ever-growing need. There's a lack of supply and inventory, and 10,000 people are turning 65 every day and will for the next 19 years. The challenge is finding superior locations where parents don't feel like they're being taken to, but moving up to — [and] in neighborhoods where their kids are — [so] mom and dad feel connected to their working families with children and grandchildren. These places are not a facility." —Carrie Rossenfeld interviews Weston Harmer and Anna Larsson of Strategic Legacy Investment Group, <http://bit.ly/2sv69u9>



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



Wallace Roberts & Todd, LLC
444 Townsend Street | Suite 4
San Francisco, CA 94107
T 415.575.1722
F 415.486.9837
www.wrtdesign.com



COMMUNITY PLANNING INC. (A L.A. AND SAN FRANCISCO-BASED FIRM)

Community Planning • Municipal Staff Support
Permitting & Regulatory Compliance
CEQA/NEPA Compliance • Climate Change
Natural Resources Assessment
GIS/Mapping • Visual Simulations • Development Feasibility



331 Lighthouse Ave., Suite C • Monterey, CA
www.npcplanning.com • 312.640.7550



General Plans
Specific Plans • TODs
Environmental Site Assessment
Biological • Marine Resources
Open Space • Active Transportation Planning

CEQA • NEPA
Climate Change
Cultural Resources

Rincon Consultants, Inc.
Offices in Oakland, Monterey, & throughout California
www.rinconconsultants.com
Environmental Scientists • Planners • Engineers

Time running out for AICP Amnesty Program

In an effort to encourage the retention of members whose membership lapsed due to the economic downturn, the AICP Commission has offered a special amnesty program. **Former AICP members whose memberships lapsed** between January 1, 2010, and December 31, 2012, have had the opportunity to reinstate AICP membership without retaking the AICP Certification Exam. This is a reminder that **eligible members have until September 30, 2017**, to complete the amnesty program requirements and reinstate their AICP status.

For more information and to begin the reinstatement process, please see <http://bit.ly/2sN7TyG>. ■

APA student membership is now easier than ever — *and more affordable for new planners!*

Student membership is now **free** for any full- or part-time student actively matriculated in any university or college degree program for the



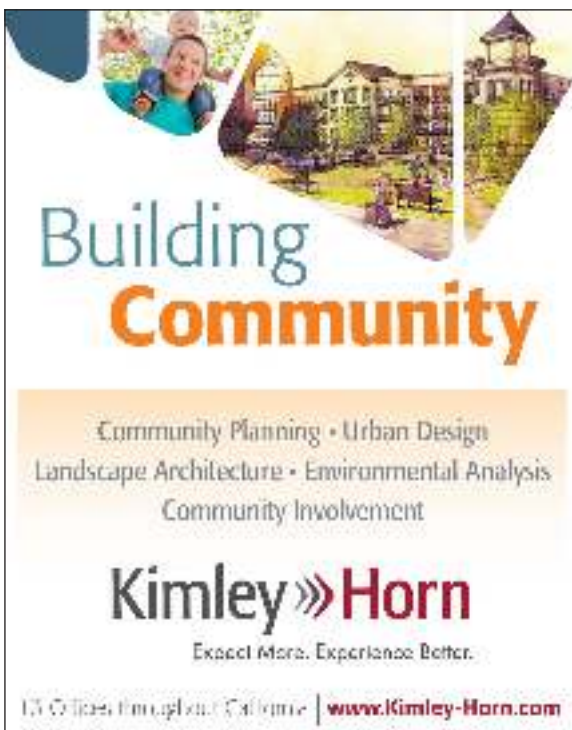
New planners at NPC17. Photo: APA

duration of an individual's studies (active degree status is defined by each university or college). 'Free' includes APA, chapter, and AICP membership, as well as membership in up to five APA divisions. After completing their studies, students can transition into a two-year program of low-cost, introductory dues.

These changes replace APA's 5-Year Early Career Membership Program (ECMP). Did you join the ECMP as a student member on October 1, 2012 or later? APA will help you transition into the new structure. For more information, contact studentmembership@planning.org or 312-431-9100.

Plus, new two-year introductory rates

New members — first-time individual members and those transitioning out of student status — will benefit from an introductory rate of \$95/year (\$75 for APA plus \$20 for chapter) for two consecutive years, before entering APA's salary-based dues structure. For more information, see <http://bit.ly/2vduIcR>. ■



Around the plan net

“Why do we remain so wedded to the old suburban, car-dependent model for workplaces?” If autonomous vehicles (or even flying ones) are truly imminent, why are we building millions of square feet of supposedly soon-to-be-obsolete parking spaces? With so many studies touting the benefits of walkable, bike-able and transit-accessible environments, why are we designing in such a way that makes long, painful commutes inevitable? One can’t point a finger solely at companies; the public sector, the community, and the private sector all need to collectively tackle these problems.” —Allison Arieff, *The New York Times Sunday Review*
<http://nyti.ms/2uXqSEF>

“Night cyclists need bright side lighting, too. As of 2015, some 885,000 people commuted on bicycles in the United States, up from 488,000 in 2000, according to the Census Bureau. And biking in the dusk or dark is clearly very dangerous. According to the National Transportation Safety Board, bicycle deaths occur most often from 6 to 9 p.m. In an unscientific survey along San Francisco’s Market Street one night [near the end of May], most cyclists had front lights and weak red reflectors on the back (as required by law), but no side lights.” —Carol Pogash, *The New York Times*, <http://nyti.ms/2suxKZ7>

“Apple’s new HQ is a retrograde. You can’t understand a building without looking at what’s around it. From that angle, it’s an inward-looking building with contempt for the city where it lives and cities in general. People rightly credit Apple for defining the look and feel of the future; its computers and phones seem like science fiction. But by building a mega-headquarters straight out of the middle of the last century, Apple has exacerbated the already serious problems endemic to 21st-century suburbs like Cupertino — transportation, housing, and economics. Apple Park is an anachronism wrapped in glass, tucked into a neighborhood.” —Adam Rogers, *Wired*, <http://bit.ly/2sv0Uui>

“GHG Emissions have been reduced by approximately 1 percent each year since 2006 in California. But to reach a newer, more ambitious goal for 2030, cuts will need to happen at about three times that pace. ... The recession took a big bite out of California’s greenhouse gas emissions. But since then, the state has found ways to keep emissions from rising to pre-recession levels even as its economy grows. It helps that a significant portion of the recovery comes from the technology industry. Living and working in the state now uses less carbon than before, and emissions per gross domestic product and per person have been falling continuously.” —Joe Fox and Chris Megerian, *The Los Angeles Times*. Illustrated with five graphs, <http://lat.ms/2svmK0y>

Answer to Where in the world (Page 9)
Jakarta, Indonesia — the old and the new.
Photo: Hanson Hom, AICP.



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.migcomm.com

Who's where



Terry Blount, AICP, who had been the assistant community development director for the city of Mountain View for nearly four years, is now city manager, city of Monte Sereno. His earlier planning positions include principal planner for Berkeley and planning manager for Martinez. Blount holds a master of city and regional planning from the University of North Carolina at Chapel Hill, and a BS in geography from the University of Minnesota. He was the California Chapter's Vice-President for Professional Development, 2015–2016, and currently serves on the Northern Section board as the California Planning Foundation Liaison.



Jeff Loux, who for 17 years served at UC Davis Extension, (including 15 years as a campus Adjunct Faculty) and 25 total years as an Extension instructor, is Truckee California's new Town Manager. Some will remember him from his earlier positions as the City of Davis' Community Development Director and Assistant Planning Director for Santa Cruz County. Loux holds a PhD in environmental planning from UC Berkeley, an MS in geography from UCLA, and bachelor's degrees from UC Santa Barbara.



William (Billy) Riggs, PhD, AICP, LEED AP, has accepted an assistant professorship at the University of San Francisco, beginning Fall 2017. In addition, he will conduct adjunct work at San Jose State University where he has been a visiting scholar, and continue with strategic consulting at OppSites.com. Riggs has been an assistant professor at Cal Poly SLO since 2013, focusing on quantitative community and policy analysis and research in transportation, economics, environmental planning, housing, sustainable land use, and emerging technology. He holds a PhD in city/urban, community and regional planning from UC Berkeley, a master's in the same field from the University of Louisville, and a bachelor's degree in history from Ball State University. With the move to the University of San Francisco, Riggs will be back in the Bay Area full time. His wife and two young children have been living in Palo Alto for the past year-and-a-half.

(Continued on next page)



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



ORGANIZATIONAL • POLITICAL • COMMUNITY • ECONOMIC • ENVIRONMENTAL • LAND-USE
PLACEWORKS.COM



ESA
Environmental and Planning Consultants

Los Angeles	San Diego
Colorado	San Francisco
Colorado	San Jose
Fort Worth	Seattle
Portland	Tampa
Portland	Woodland Hills
Roseville	WWW.ESACONSULTING.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

Who's where (continued from previous page)



Shoshana Wangerin has joined EMC Planning Group, Monterey, as an assistant planner. She will provide contract staff support to public agencies, preparing maps and graphics and writing environmental documents. Prior to joining EMC, Wangerin was a permit technician for the Community Planning and Building Department in Carmel-by-the Sea. She holds a BS in environmental science technology and policy (emphasis in ecology and natural resources) from CSU Monterey Bay.



Hing Wong, AICP, has retired after 33 years with the Association of Bay Area Governments. He served concurrently as an adjunct professor at San Jose State University, where he plans to teach occasionally during his retirement. Wong's influence on California planning includes continually giving back to the profession. He was President of APA California (2015–2016) and the Director of Northern Section (2003–2006). During retirement, Wong expects to continue his world travels and visit new places. He expects to remain active in APA and the California Planning Foundation, and he is the Local Host Chair for the 2019 National Planning Conference in San Francisco. Wong holds a master of urban planning from San Jose State University and a bachelor's degree in geography from UC Berkeley. Read more about Hing Wong in "Meet a local planner," Nov. 2014, <http://bit.ly/2uctT6Z>. ■

"[Planning] is a very rewarding profession. When you first start out you are bright eyed and ready to change the world. Twenty years can go by in the blink of an eye, but I think you will realize you really have made an impact on many communities." —*Cynthia Bowen, AICP, APA President, in Planning Magazine*



"Facebook plans to build 3.45 million square feet of office, residential, and retail space at its 59-acre commercial property" on Willow Road in Menlo Park. Article excerpt on [page 10](#). Facebook video (at left) at <http://bit.ly/2vnjNh6>



The Embarcadero, San Francisco Photo: Naphtali H. Knox, FAICP

Bay Area residents: Let private shuttles use public transit stops

Rachel Dovey, *Next City*

The Bay Area's notorious Google Buses — though not the only privately run shuttle service vehicles in the region — have come to be a symbol of privatization and gentrification as well as transit. But their ability to actually get riders from A to B, in a bus instead of so many private cars, actually matters to many traffic-weary Bay Area residents, a new poll finds.

The poll, commissioned by a trade association that represents over 400 Silicon Valley companies, asked whether respondents believed that “privately operated commuter bus shuttles have had a positive impact in reducing traffic on local streets and roads.” Seventy-eight percent of respondents said yes, 10 percent said no, and 12 percent had no opinion, according to the *Mercury News*, <http://bayareane.ws/2tGFJpQ>. The poll reached 600 likely voters in Santa Clara County and was conducted one week in May.

“A lot of people are thinking they would rather be in traffic behind one private company shuttle bus filled with 42 people rather than behind 42 cars, each filled with a single driver,” Carl Guardino, president of the Silicon Valley Leadership Group, told the paper.

The poll also asked whether respondents believed that privately owned shuttles operated by tech companies should be allowed to use public transit stops. Surprisingly, given local controversy around ride-hailing apps that allow their cars to do precisely that (<http://bit.ly/2tGQdp8>), 73 percent of respondents said yes, 16 percent said no, and 10 percent didn't have an opinion. If the poll had drawn from voters in San Francisco County, where space is scarcer and thus more sacred, the answer might have been different.

The Bay Area's traffic woes are well documented. Outside of San Francisco, the region's sprawl has made for deeply ingrained car dependence, and difficulties funding enough public transit to adequately serve everyone (<http://bit.ly/2tGIJT6>). A poll last year (<http://bit.ly/1SV97ei>) found that roughly one-third of residents were prepared to move away from the area due to high housing costs and worsening traffic (as well as widening income inequality).

San Francisco has played nice with the Google Bus. As Nancy Scola wrote for *Next City* in 2014 (<http://bit.ly/2tGGzTw>), the city implemented a pilot that year to allow commuter shuttles to use public Muni stops in exchange for compensation. SFMTA has shaped a number of regulations for the private entities since then (<http://bit.ly/2tGC7nG>).



A version of this article appeared in *Next City*, June 29, 2017. Republished with permission.

Rachel Dovey is an award-winning freelance writer and former USC Annenberg fellow living at the northern tip of the San Francisco Bay Area. She writes about infrastructure, water, and climate change, and has been published by *Bust*, *Wired*, *Paste*, *SF Weekly*, the *East Bay Express*, and the *North Bay Bohemian*. ■

but is not required to reduce the proposed rent increase or provide other concessions (such as relocation assistance) to the tenant.

Given the non-binding outcome, one might wonder what purpose rent review serves, and how it can possibly be effective. Indeed, many tenant advocates are quick to condemn it as bad public policy and unfair to tenants. On the other hand, there is evidence that such programs work well at reining in the “bad apples.” While cities like San Leandro and Campbell are still seeing rents inflate, they have curbed the kinds of egregious rent increases that make the evening news and leave large groups of tenants on the street. Non-binding or not, the landlords’ aversion to prolonged mediation and hearing processes, and the potential for bad publicity, act as deterrents.

So how does rent review work, and how do you know if it makes sense for your community? Here are the factors you’ll need to consider.

1. Mediation versus a Rent Board. Cities with non-binding rent review typically take one of two paths: professional mediation services or a Council-appointed rent board composed of local residents. Concord’s program relies on professional mediators, while San Leandro’s relies on public hearings before a five-member Rent Review Board (RRB). The two approaches may not be as different as they sound. For example, the Concord program includes provisions for a public hearing before a three-member panel comprising a landlord, a tenant, and a neutral third party in the event mediation is unsuccessful. Similarly, San Leandro relies on professional mediators to help staff resolve cases before they reach the RRB. A mediator is usually on hand during the RRB meeting as well.

2. Who participates? Most cities with rent review programs have exemptions for certain types of rental units. For example, Concord’s program excludes buildings with three or fewer rental units. It also exempts single-family homes, condominiums, accessory dwelling units, affordable housing projects, and mobile homes. About 45 percent of the 18,500 rented units in the city are eligible.

3. What’s the threshold? Most cities with rent review also set a threshold for appeals. In Concord, a tenant may appeal a rent increase if it’s 10 percent more than the rent paid 12 months earlier. In San Leandro, the

threshold is 7 percent. A few cities, including Fremont and Campbell, have no threshold and simply indicate that rent increases can be appealed if they are not “reasonable.”

4. Who pays? This is a policy decision made by each jurisdiction. Concord is passing the cost of its program on to landlords, with an annual fee of \$16 per eligible rental unit. The fee will generate about \$130,000 a year, which will support professional mediators, city administrative costs, and City Attorney time. Some cities absorb the annual costs through their general funds. The fees are far lower than those associated with rent control, which may cost cities (and ultimately landlords and tenants) hundreds of dollars per unit per year.

5. Criteria for decisions. Rent review is not intended to be a “Robin Hood” style process that punishes landlords for raising rents. Most of the programs have objective criteria for determining the reasonableness of an increase. For example, in Concord, the proceedings consider factors such as the history of rent increases for a unit, the market rents for similar units, recent landlord expenses, unanticipated landlord costs, and decreases in services to the tenant.

Other items of note

Rent review programs have a few other common elements worth noting. First, landlords are required to provide tenants with written notices of their right to rent review when they are notified of a pending rent increase. The notice is provided in multiple languages and is mandatory, regardless of the rent increase amount. Second, a rent increase automatically becomes void if a tenant requests mediation and the landlord fails to participate in good faith. Likewise, if a tenant asks for rent review and then fails to attend meetings or participate, the mediation case is dropped.

Third, a tenant must still pay rent while the process is underway. The typical time to resolve a rent appeal can range from two weeks to about two months. Fourth, landlords are barred from harassing or evicting tenants simply because they request rent review. Fifth, although the City’s process is non-binding, landlords and tenants are still encouraged to enter into binding agreements with each other to formalize the recommendations of the mediator or rent board.

(continued on next page)



Rents at this Concord apartment complex jumped 34 percent in 2016 and tenants demanded action from the city. Photo by author.

Another important aspect of rent review is that it includes a peer review process for landlords. In Concord, some of the most problematic rent increases occurred when investors purchased buildings occupied by long-term tenants and quickly raised the rents to market rates. Peer review provides a means for more seasoned landlords and property managers to offer advice to new landlords on how to recover investment costs and work with tenants more effectively. This might mean phasing in rent increases over a few years instead of a few months, providing tenants with longer rent increase notice periods, and working with tenants to determine alternatives that might avoid displacement.

Does all of this actually work? The debate goes on.

San Leandro staff has observed at least a few landlords avoiding rent increases above 7 percent (the City's threshold for rent review cases) to avoid the possibility of rent challenges from their tenants.

Concord made sure that their rent review process includes the possibility of a public hearing, anticipating that landlords would sooner settle their disputes through mediation than air their "dirty laundry" in public hearings.

From the tenant's perspective, the process offers a pathway to dispute resolution, and a safe venue for airing grievances. Most landlords have accepted the programs as the cost of doing business in the high-rent Bay Area. They are quick to point out potential flaws (bad mediators, unreasonable members of rent boards, etc.), but are even quicker to add, "It's better than rent control."

Most urban planners see it as a step in the right direction, and a necessary response to the Bay Area's unrelenting housing inflation. Rent review can be a stepping-stone toward additional tenant protection measures, and it keeps the issue of rising rents squarely in the public eye. This approach seems particularly well suited for cities where a significant majority of households are homeowners. In Concord, owners represent nearly 60 percent of all households, making conventional rent control a tougher sell than it

is in a place like Mountain View or Richmond, where renter households are a majority.

The approach seems to be catching on. Union City adopted a similar program just weeks after Concord did, and Albany is developing a program now. Meanwhile, Concord's program is ready to roll. The program's impact will be closely watched during its first year, with a report to the City Council due in mid-2018 to determine its impacts — and its future. If San Leandro and Fremont are any indicator, this "lighter touch" approach to rent stabilization is likely to be around for a while. As one tenant summed it up, "I'm not gonna hold my breath, but at least we have somewhere to go now."



Barry Miller, FAICP, is a planning consultant in Oakland. Except for a stint in Washington, DC, as associate director of comprehensive planning, he has worked primarily as a long-range planning consultant. Miller was editor of *Northern News* from 1989–1992. You can reach him at barry@barrymiller.net. ■

A plan to cool down L.A.

The New York Times, July 7, 2017

Mike McPhate, <http://nyti.ms/2tVEO50> • “On sweltering summer days, dark asphalt soaks up the sun and acts like a secondary heater under our feet. That’s why Los Angeles is pushing a novel plan to cool down the city: Turn the streets a different color.

“The idea of ‘cool pavements’ has been kicking around City Hall for years, but only recently has it resulted in action on the ground. Test applications of a light gray coating known as CoolSeal had shown a 10-degree reduction in heat gain.

“Climate models suggest that parts of Los Angeles could see roughly three times as many extreme heat days — defined as more than 95 degrees — by midcentury.

“Lighter-colored pavements won’t counteract the trend by themselves, but experts say a mix of measures that includes reflective roofs and more tree canopy could make a dent.

“Mayor Eric Garcetti has predicted that the city could reduce its so-called urban heat island effect — caused by dark surfaces, lack of vegetation, and discharges from traffic and industry — by three degrees over the next 20 years.

“Proponents of cool pavements say that aside from providing greater physical comfort, even a small drop in temperatures would reduce energy use and mitigate the health risks associated with extreme heat.

“Still, some environmental experts warn that more research is needed. What if, for example, the greenhouse gas emissions involved in the manufacture and deployment of cool pavements only worsen matters?”

Permit can’t be challenged after project is built

Los Angeles Times, July 7, 2017, page B1

Maura Dolan, <http://bit.ly/2u18jCu> • “A landowner who objects to a condition of a building permit but proceeds with the project anyway cannot later successfully sue to have that condition removed, the California Supreme Court decided unanimously (*Lynch, et al. v. California Coastal Commission*, No. S221980, 2017 WL 2871762 (CA Supreme Ct. July 6, 2017)).

“The state high court ruled against two homeowners in Encinitas who built a seawall to prevent their houses from sliding into the ocean.

“While building the wall, the owners went to court to challenge two conditions of a permit from the California Coastal Commission. One denied them the right to replace stairs to the beach that had been destroyed in a storm, and the other required the owners to obtain a new permit for the seawall after 20 years.

“‘The crucial point is that they went forward with construction before obtaining a judicial determination on their objections,’ Justice Carol A. Corrigan wrote for the court. As a result, Corrigan said, they forfeited their right to have the permit condition overturned.

“‘In general, permit holders are obliged to accept the burdens of a permit along with its benefits,’ the court said.

“Sarah Christie, the Coastal Commission legislative director, noted that the League of California Cities and the American Planning Association had filed arguments in support of the state because the ruling will apply to all sorts of permits. ‘You can build your project or you can sue, but you can’t do both,’ she said.”

Malibu growth initiative rejected

Los Angeles Times, June 22, 2017, page B5

Associated Press, <http://bit.ly/2uoMbC7> • “A state appellate court rejected a voter-approved initiative backed by actor Rob Reiner that aimed to restrict development in Malibu.

“A division of the 2nd District Court of Appeal ruled Wednesday [June 21] that the measure was illegal. The decision upheld a lower court ruling that tossed out the measure.

“The 2014 initiative restricted chain stores and required voter approval of large development projects. Under the terms of Measure R, the City Council had to prepare a

specific plan for every proposed commercial or mixed-use development in excess of 20,000 square feet and submit it to voters.

“The 2nd District court panel said that part of the measure attempts to usurp the city’s administrative authority.

“Christi Hogin, Malibu’s city attorney, said she would not be surprised if city officials decided to appeal the ruling to the California Supreme Court.”

(Continued on next page)

Tiny houses, big improvements

The Pennsylvania Gazette, June 29, 2017

Andrew Faught, <http://bit.ly/2uUPIKH> • “On Seattle’s busy Aurora Avenue, 40 brightly colored wooden abodes — 96 square feet apiece — are a beachhead in the city’s fight against homelessness. The Licton Springs Tiny House Village, which opened in April, is the third such cluster in town.

“Says Sharon Lee of the city’s nonprofit Low Income Housing Institute (LIHI), a nonprofit that owns and co-manages housing for low-income and homeless residents, ‘With a tiny house, you can lock a door, you can keep your belongings safe, and you can keep yourself safe while sleeping. In a traditional shelter, you come in at night and have to leave in the morning. How can you go to a job, or school, if you have to lug all your stuff with you?’

“Each house is heated and has electricity. Residents stay anywhere from a few weeks to a few months, enough time to access social services and subsidized housing. LIHI owns the land on which the Licton Springs village sits; each home costs \$2,200, with most of the structures paid for by donors and built by volunteers.

“Every couple of years, someone comes up with an architectural solution to homelessness,” says Dennis Culhane, director of research for the National Center on Homelessness Among Veterans. ‘Ultimately there has to be the political will to put the resources into the land acquisition and capital costs, whether it’s tiny homes or other forms of construction.’”



96-square-foot house, Licton Springs Village, Seattle.
Photo: Aaron Long, LIHI, <http://bit.ly/2uVfjhm>

Brisbane CA Council must choose between city, citizens

San Francisco Examiner, June 29, 2017

Tim Colen, <http://bit.ly/2tS5Dhb> • “The source of their discomfort is having to determine a politically and environmentally defensible use of 680 acres of vacant former industrial land adjacent to a key transit corridor. What makes sense to satisfy regional challenges is difficult to sell to the local residents.

“Universal Paragon Corporation, a large residential developer, has planned a mixed-use development with more than 4,000 homes, retail, office, and community-serving and open space. It invests in improving the adjacent Caltrain station as a regional transit node to serve the new residents [and workers].

“The city’s preferred alternative is 2 million square feet of commercial and office with zero housing and no investment in transit.

“From a regional perspective, the Brisbane-preferred version doesn’t make sense. It’s the opposite of what the Bay Area desperately needs — a dramatic increase in housing production close to jobs and transit, especially for the middle-class and workforce.

“The Brisbane council is sitting on the hot seat. Should they vote to support UPC’s Brisbane Baylands project, which is by far the most logical land use choice, but at the

risk of losing their next election? Or should they save their jobs and stand with their outraged citizens in support of a proposal that might later be blocked by state legislators who are required to take a larger view of these issues?”

Tim Colen is the senior advisor to the 18-year-old San Francisco Housing Action Coalition, <http://www.sfhac.org>.



“The Baylands” site looking northwest. Photo: Naphtali H. Knox, FAICP

(continued on next page)

Seed fund established to grow a greener Melbourne

ArchitectureAU, June 1, 2017

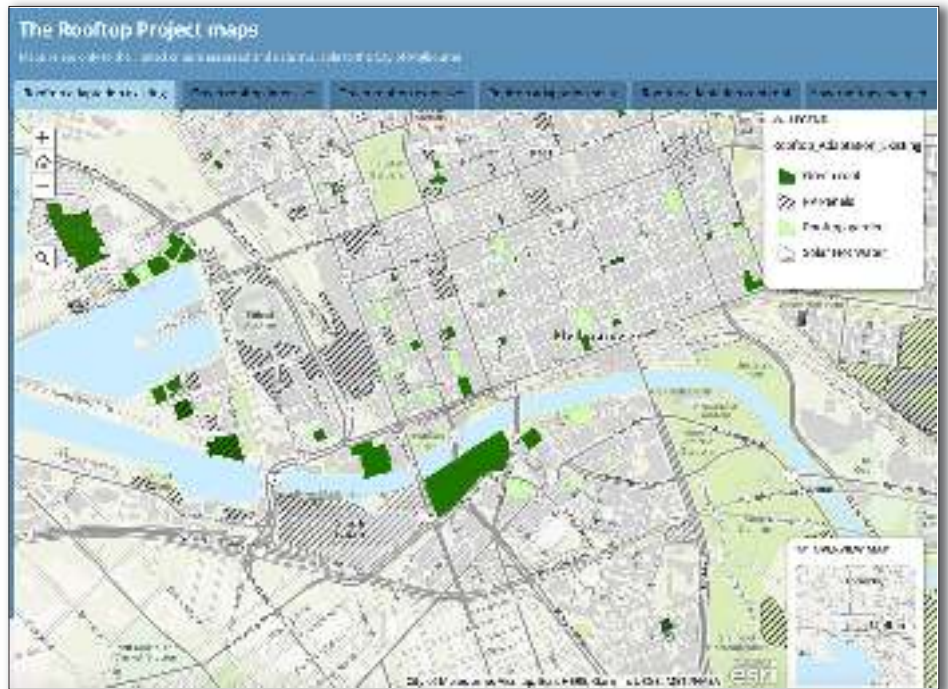
Josh Harris, <http://bit.ly/2rwLxAU>

• “The City of Melbourne has allocated \$1.2 million in seed money to a new Urban Forest Fund in its latest effort to encourage more greening in the city. The fund will be used to encourage the community and private enterprise to contribute to the greening of the city by ‘planting trees, creating parks, green walls, roofs and facades, and stormwater projects.’

“Lord Mayor Robert Doyle launched the Urban Forest Fund on 30 May 2017. ‘As well as protecting us from extreme heat, our trees and parks are a major contributor to Melbourne’s liveability,’ he said. ‘The City of Melbourne is increasing public green space and is planting 3,000 trees a year. This initiative, to stimulate greening of private property, which represents 73 percent of land in our municipality, is the next frontier.’

“The council aims to grow the initial seed money to \$10 million through contributions from organizations and individuals who want to create a greener city.

“For every dollar a private investor pays into the fund, the City of Melbourne will provide an additional dollar towards a greening project.



Screen capture, Rooftop Projects Map: City of Melbourne, Vicmap, Esri, <http://arcg.is/2rwP42b>

“As part of its efforts to create a greener city, the council has developed what they think could be a world first — an online tool that maps all the rooftops in the municipality to see if they have the potential to be turned into solar, cool, or green roofs.”

Future looks bright, for better or worse

Los Angeles Times, June 25, 2017

Benjamin Oreskes, <http://bit.ly/2u5E61U> • “Nearly a fifth of a mile up in the sky atop Los Angeles’ tallest building, two massive LED displays sit ready to beam messages across the city: The Wilshire Grand is covered in roughly 2.5 miles of LEDs running up and down the building’s spine.

“All this lighting will make the Wilshire Grand stand out in downtown’s skyline even more than its height.

“In the last decade or so, LED lighting has become an essential part of the urban landscape, with architects and building owners using the technology to make their tower pop and to highlight the architectural elements at night.

“In San Francisco, workers are finishing the 61-story Salesforce Tower. The city requires developers to spend

1 percent of the cost of any major downtown project on public art. That’s how artist Jim Campbell came to create an LED light installation on the top nine floors of the tower, which is slated to be the second-tallest building in California.

“The LEDs will be pointing inward, not out into the city. The light will bounce off the aluminum. Renderings that were submitted to the San Francisco City Planning Commission show lights that are less intense.

“‘This process of reflecting the light off of the surface ... creates a soft and continuous image instead of a harsh direct image like a Times Square video screen,’ Campbell wrote in his artistic statement submitted to the Planning Commission.”



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 Matt Reiter	communications@norcalapa.org
CPF Liaison Terry Blount, AICP	cpfliasion@norcalapa.org
Ethics Review Director Colette Meunier, AICP	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 Brendan Hurley Mike Jacobson	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. Doughty, AICP	montereybayrac@norcalapa.org montereybayrac@norcalapa.org
North Bay Kristine Gaspar	northbayrac@norcalapa.org
Peninsula Vacant	peninsularac@norcalapa.org
Redwood Coast Stephen Avis, AICP	redwoodcoastrac@norcalapa.org

San Francisco Rebecca Fleischer Graham Pugh	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/Jobs

Vacant	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/JOV1Kn>. 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/2fGbDZG>.

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