

NORTHERN NEWS



American Planning Association
California Chapter
Northern
Making Great Communities Happen

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

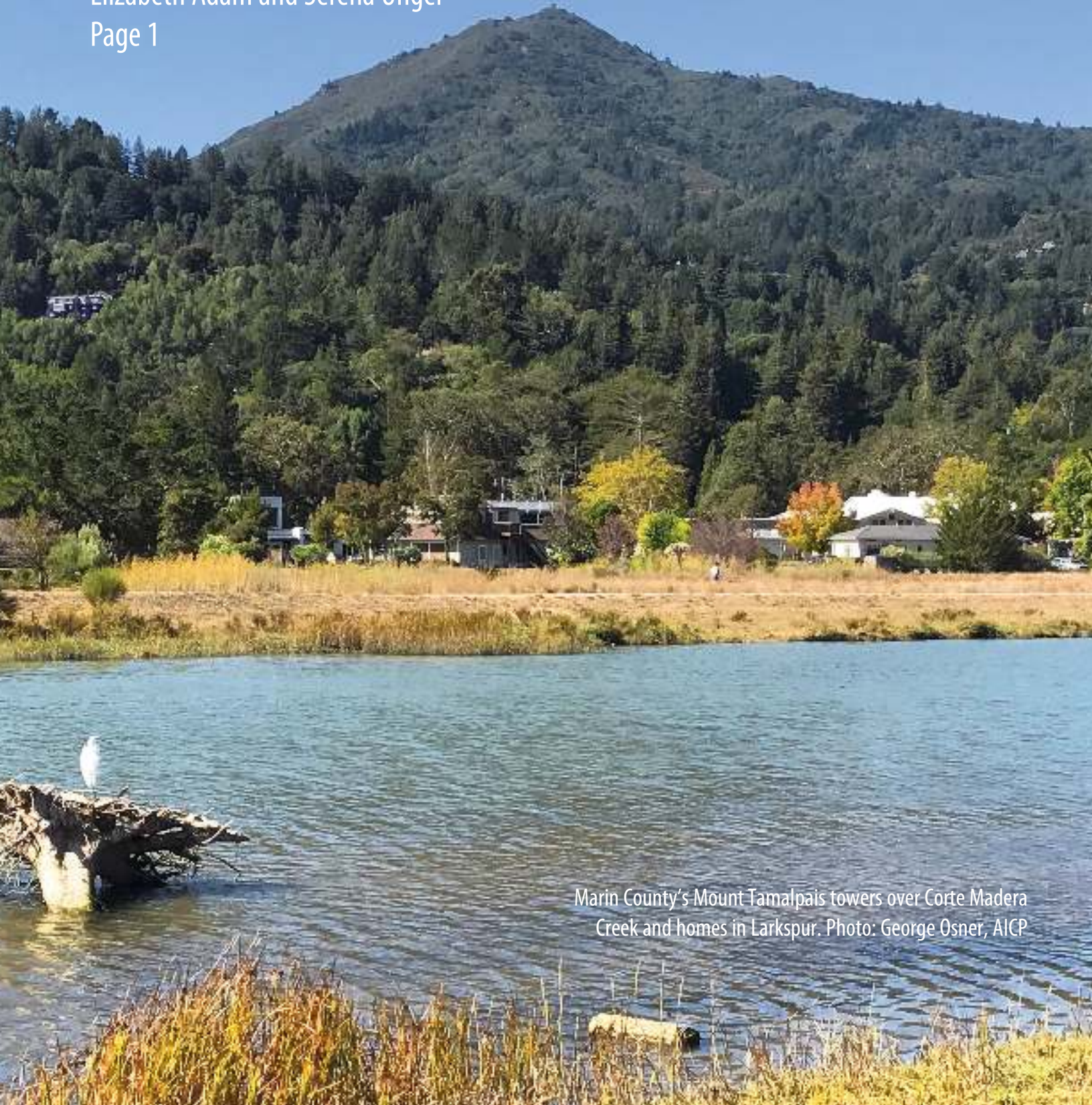
November 2017



Cover story: Greenprint

Elizabeth Adam and Serena Unger

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Marin County's Mount Tamalpais towers over Corte Madera Creek and homes in Larkspur. Photo: George Osner, AICP



Regional data for local benefit: The Bay Area Greenprint Tool

Elizabeth Adam and Serena Unger

Urban planning isn't easy. The complexity of factors to consider and the high stakes of decisions can make planning in the biodiverse, multi-jurisdictional, economically and culturally vibrant Bay Area monumentally difficult. Myriad issues from political boundaries, regional policies, and habitat connectivity to job corridors, climate change, and infrastructure resilience all play a role in our planning decisions.

With the wealth of data available in our tech savvy region, considering these factors should be relatively easy, but gathering, sifting, and integrating the various data adds time, expense, and communication challenges to the planning process. But what if you had at your fingertips a tool that easily compiled, examined, analyzed, unified, and standardized data on a wide range of natural resources and policy information?

That tool is **Bay Area Greenprint**, a comprehensive web tool developed to offer decision support for land use and infrastructure planners addressing the intersection of

conservation and development. The Greenprint tool was developed through a collaborative effort of American Farmland Trust, Bay Area Open Space Council, Greenbelt Alliance, The Nature Conservancy, and GreenInfo Network to be an accessible, flexible, and innovative mapping tool that would simplify and enrich Bay Area planning.

Why the name, and why use Greenprint?

Blueprints were developed in the 19th Century to allow rapid and accurate reproduction of construction plans. Soon blueprints came to be called "plans," and "blueprint" was later appropriated to mean the "master plan" for a community. In the same way, "greenprint" can describe a conservation plan.

Bay Area Greenprint, however, is not a plan. It is a powerful new interactive web tool that allows planners to identify, measure, and map land use values for their local significance and regional connections. The tool's flexible

framework allows planners and other practitioners to conduct reliable multi-benefit assessments of variables such as agriculture, habitat, biodiversity, recreation, groundwater, and carbon storage. The Greenprint tool also provides data about features such as riparian corridors, wetlands, and grazing lands to offer a more complete picture of a project area's regional significance.

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Photo: Santa Clara Valley Open Space Authority

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A new Environmental Sustainability Plan for San Jose

Holly Pearson, AICP. In 2007, San Jose released a Green Vision with a broad range of sustainable objectives. Building on that, the city is pioneering with a new Environmental Sustainability Plan that will reduce greenhouse gas emissions related to energy, transportation, and water. [Page 13](#)

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"Our cities need fewer cars, not cleaner cars. New York City — where, per capita, car ownership is half the US average — has half the overall carbon footprint per person of Los Angeles. The transportation component of this total per capita carbon footprint for NYC is a quarter that of the Los Angeles resident." —*Venkat Sumantran, Charles Fine, and David Gonsalvez, The Guardian*, <http://bit.ly/2gNM9Mr>

Caltrans has released its 2018 California State Rail Plan. "The creation of a railroad network in California in the 19th century connected us to the rest of the nation with what was then the highest-speed form of transportation. For the 21st century, California is again poised to put 'high speed' back in rail. For passengers, this integrated system means a faster, more convenient, and reliable door-to-door travel experience. For freight, this integrated system means better system reliability and a clear pathway to growing capacity. The system envisioned in the Rail Plan will improve Californians' quality of life by mitigating roadway congestion; reducing vehicle emissions; supporting compact land use; and offering convenient, reliable, and auto-competitive alternative travel and goods movement." <http://bit.ly/2imdEjK>



Director's note

Sharon Grewal, AICP

North Bay resources

These difficult times offer an opportunity not only to rebuild our communities but also to build a resilient region. As we keep in our thoughts all those affected by the devastating fires in California, cities and counties are picking up the pieces and figuring out their next steps.

Northern Section has created a planning resource library at <http://bit.ly/2ikZsaR> where North Bay counties and cities can offer resources for urgent planning matters — and recommendations for long-term visions for rebuilding the region. A number of state agencies (e.g., CAL FIRE, HCD, OPR and Office of the State Fire Marshal) and local agencies (such as planning departments and fire marshals) will be providing assistance and resources.

The library will host short- and long-term information on housing, land use permitting, resilience planning, and more. This is intended as a working library for anyone to add or access advice and materials.

The **County of Sonoma** and the **City of Santa Rosa** have opened a Local Assistance Center in partnership with FEMA and the California Office of Emergency Services. The center is a one-stop shop offering critical services for residents impacted by the fires. Visit the Assistance Center at <http://bit.ly/2imuxuE> for more information.

Residents of **Butte, Lake, Mendocino, Napa, Nevada, Orange, Sonoma and Yuba counties** who suffered wildfire damages or losses can apply for disaster assistance at www.DisasterAssistance.gov.

The **Redwood Credit Union** has set up a fund to support Sonoma, Napa, Mendocino, and Lake Counties, pledging 100 percent of all donations to those affected. You may donate to the fund at <http://bit.ly/2imkSVb>. Every dollar helps.

Mobilizing for fire relief: Happy Hour fundraiser, Oct 26. Northern Section is teaming up with Young Professionals in Transportation (YPT SF Bay, transitioning to San Francisco Bay Area Section, Institute of Transportation Engineers, <http://bit.ly/2ijncMp>), Bay Area Young Architects (<http://bit.ly/2ilcxki>) and AIA East Bay Emerging Professionals (<http://bit.ly/2iofgth>) to host a fundraiser for fire relief. Federation Brewing, Oakland, will donate \$1 for every pint sold to the Sonoma County Resilience Fund (<http://bit.ly/2ilSdQ6>) in addition to

a contribution from Northern Section. Please join us from 5–7 pm. Visit the event page for more information, <http://bit.ly/2ilSq5E>.

October is National Community Planning Month!

Thanks to everyone who attended our great October events so far. This year's theme is *Innovation in Planning*, underscoring the role we play in adapting communities to 21st century challenges as we address inequality, access to transportation, and social mobility. Take this opportunity to reach out to neighbors, friends, or constituents to learn what they most enjoy about their community. Urge them to advocate for their community, and to use local resources to achieve their goals.

Housing package implementation webinar, November 9

APA California will be offering a webinar to assist members in implementing the bills included in the Governor's Housing Package ([see page 12](#)). The webinar is scheduled from 10 am to noon. Speakers include John Terrell, VP of Policy and Legislation for APA California; Barbara Kautz, FAICP, of Goldfarb and Lipman, LLP; Eric Phillips, Goldfarb and Lipman, LLP; and Sande George, APA California lobbyist and Executive Director. Join at <http://bit.ly/2gS5j42>.

Holiday party

Save **Friday, November 17**, for our annual Northern Section Holiday Party at the Impact Hub, Oakland, <http://bit.ly/2gR8AAu>. We're trying a tasting theme this year, and we'll be raising funds for the California Planning Foundation. Reserve at <http://bit.ly/2gRhnlP>.

SF Urban Film Festival, Storytelling Workshop, November 19

While many professionals have incorporated storytelling and video as standard practice, most urban planners are new to these tools. As part of the 4th Annual San Francisco Urban Film Festival, this training session will introduce planners to storytelling and video as tools for outreach and engagement in all types of urban planning projects. The workshop is co-sponsored by the Northern Section, and offers **two AICP CM credits**. For information, visit <http://bit.ly/2iopSIZ>.

Get involved, be active

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

Urban planner awarded 2017 MacArthur Grant



Damon Rich. Credit: The John D. and Catherine T. MacArthur Foundation.

The John D. and Catherine T. MacArthur Foundation announced its 2017 fellows on October 10. Each of the 24 creative thinkers at the top of their respective fields was awarded a \$625,000 grant to continue their work. This year's winners include urban planner Damon Rich of Newark, NJ, for "Creating vivid and witty strategies to design and build places that are more democratic and accountable to their residents."

According to the Foundation's website, "The MacArthur Fellowship is a \$625,000, no-strings-attached award to extraordinarily talented and creative individuals as an investment in their potential. The Fellows Program does not accept applications or unsolicited nominations."

Three criteria are used in selecting Fellows:

1. "Exceptional creativity."
2. "Promise for important future advances based on a track record of significant accomplishments."
3. "Potential for the Fellowship to facilitate subsequent creative work."

The Foundation's citation of Damon Rich reads, in part:

"In 1997, Rich founded the Center for Urban Pedagogy (<http://welcometocup.org> and <http://bit.ly/2gxH1fu>) and, in collaboration with a group of other educators, advocates, artists, and architects, developed a roster of programs to engage community-based organizations and public school students in explorations of such topics as tenant rights, affordable housing, and infrastructure design.

"In 2015, Rich co-founded (with Jae Shin) the independent design studio Hector (<http://hectordesignservice.com>) in order to expand the reach of his practice, and he is currently at work on projects in Newark, Philadelphia, and San Francisco. Attuned to the many competing interests at play in the urban planning process, Rich's work celebrates visions of communities and residents who are often excluded and advances the roles of design and democracy in civic decisions about urban change.

"He served as founder and president of the Center for Urban Pedagogy (1997–2007) and director of the Newark Planning Office (2008–2015) prior to co-founding Hector. He has taught architecture and planning courses at Harvard University, Barnard College, Syracuse University, and Columbia University, and co-authored the book, *Street Value: Shopping, Planning, and Politics on Fulton Street* (Princeton Architectural Press, 2010, <http://bit.ly/2gyxxka>). His work has been exhibited at the Venice Architecture Biennale, the Netherlands Architecture Institute, the Newark Public Library, and the Museum of Modern Art."

Rich, a member of APA, is currently exhibiting at San Francisco's Yerba Buena Center for the Arts: "Space Brainz – Yerba Buena 3000" runs through Jan. 28, 2018. (See <http://bit.ly/2gyQLWJ>)

You can view the MacArthur Foundation's video for Damon Rich (3:44) at <https://youtu.be/gE29EN1VIVU>

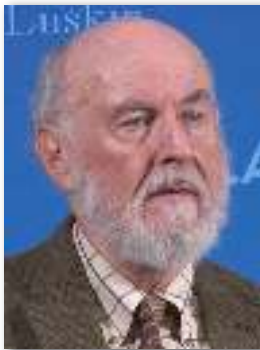
Planning hearings praised. "For me, what's so exciting about the recognition from the MacArthur Foundation is the opportunity to speak up and say, look, you might have been told that planning hearings are where design goes to die, but these are actually amazing systems." —*Rich Damon, 2017 MacArthur Fellow, as told to Will Doig, Next City,* <http://bit.ly/2i91Gdc>

Academics give Shoup distinguished educator award

“Donald Shoup, distinguished research professor of urban planning at the UCLA Luskin School of Public Affairs, is the 2017 recipient of the Distinguished Educator Award — the highest honor bestowed by the Association of Collegiate Schools of Planning (ACSP).

“The award was conferred [annually from 1983–2000, and since 2000, has been given] every two years to honor significant contributions to the field of planning. It recognizes scholarly contributions, teaching excellence, public service, and contributions that have made a significant difference to planning scholarship, education, and practice.

“Shoup is one of only three people who have won both ACSP’s Distinguished Educator Award, given to academics, and APA’s National Excellence Award for a Planning Pioneer, given to planners who have made important innovations in planning practice.” (*Press release, October 12, 2017, UCLA Luskin School of Public Affairs*)



Donald Shoup, screenshot from a UCLA video (6:49). Watch Shoup at <http://bit.ly/2gBhRwc>

The ASCP award puts Shoup in rarified academic company. Here, from ASCP’s website, is a list of previous award recipients since inception of the award in 1983. You’ll find most — if not all — of these names familiar.

- **2015 Leonie Sandercock**, University of British Columbia
- **2013 Raymond Burby**, University of North Carolina
- **2011 Peter Marcuse**, Columbia University
- **2009 Eugenie Ladner Birch**, University of Pennsylvania
- **2007 Lewis D. Hopkins**, University of Illinois at Urbana-Champaign
- **2006 Martin Wachs**, University of California, Berkeley
- **2005 Lawrence E. Susskind**, Massachusetts Institute of Technology
- **2004 Susan Fainstein**, Columbia University
- **2003 Paul Niebanck**, University of Washington
- **2002 David Godschalk**, University of North Carolina at Chapel Hill
- **2000 Melvin M. Webber**, University of California, Berkeley
- **1999 Lisa Redfield Peattie**, Massachusetts Institute of Technology
- **1998 Michael Teitz**, University of California, Berkeley
- **1997 Lloyd Rodwin**, Massachusetts Institute of Technology
- **1996 Martin Meyerson**, University of Pennsylvania
- **1995 Alan Feldt**, University of Michigan
- **1994 John A. Parker**, University of North Carolina at Chapel Hill
- **1993 Ann Strong**, University of Pennsylvania
- **1992 Melville Branch**, University of Southern California
- **1991 Britton Harris**, University of Pennsylvania
- **1990 Barclay Jones**, Cornell University
- **1987 John Friedmann**, University of California, Los Angeles
- **1986 F. Stuart Chapin, Jr.**, University of North Carolina at Chapel Hill
- **1985 John Dyckman**, Johns Hopkins University
- **1984 John Repts**, Cornell University
- **1983 Harvey Perloff**, University of California, Los Angeles ■

“Blade Runner may yet turn out to be a prediction. If the Los Angeles of the original Blade Runner was, as Ridley Scott put it, ‘Hong Kong on a bad day,’ the updated version is closer to Mumbai or Lagos. The misery and squalor of K’s Los Angeles of the future prevails today in plenty of real places on our own planet. Add rising seas or an unthinkable human tragedy, and more people may have to cram into smaller areas. Urban planners are going to have to be ready for that — maybe not in California, but in plenty of other places — and we’re going to need compassion, cooperation, and emotional resilience just as dearly as we’re going to need planning wisdom and technological advances. We’re all going to have to be ready to find out how human we really are.” —Josh Stephens, *CP&DR Report*, <http://bit.ly/2gNOR6s>

Governor signs housing legislation, including Streamlining Bill *By Alan Murphy*

Governor Brown has signed 15 bills designed to address the State's severe shortage of affordable housing. Among its other effects, the legislation will (1) generate funds for affordable housing developments; (2) require cities and counties, as they approve new development, to maintain a supply of adequate housing sites for all levels of income; (3) tighten several provisions in the Housing Accountability Act, known popularly as the "Anti-NIMBY" legislation; (4) authorize local governments to establish Workforce Housing Opportunity Zones that can provide the basis for future streamlined approvals; and (5) supersede a court decision holding that local agencies cannot impose inclusionary housing requirements on rental projects. The bills take effect January 1, 2018, and were the result of substantial negotiation during the legislative session.



California State Capitol building. Photo courtesy APA California.

This piece focuses on another bill in the housing package that, in limited circumstances, will provide a streamlined, ministerial approval process for multifamily residential developments that include affordable housing. SB 35, shepherded through the Legislature by first-year Senator Scott Wiener, will apply to certain urban infill projects located in jurisdictions the California

Department of Housing and Community Development determines are not meeting their share of regional housing needs by income category.

For eligible projects, no conditional use permit can be required, and parking standards will be limited. SB 35 also will require that any design review or public oversight be "objective" and "strictly focused on assessing compliance with criteria required for streamlined projects, as well as any reasonable objective design standards" of broad applicability adopted by the jurisdiction before a development application was submitted. This review will need to be completed within 90 days for a project of 150 housing units or fewer, and within 180 days for larger projects.

To be eligible for streamlining under SB 35, projects will need to include units reserved for low-income households as follows:

- At least 10 percent of total units, if the local agency is not approving enough units for above moderate-income households; or
- At least 50 percent of project units, if the locality is out of compliance in its provision of low-income housing.

If the city or county is out of compliance with both requirements, the developer may satisfy the lower percentage. However, if a local inclusionary housing ordinance requires dedication of a greater percentage of units to low-income households, that ordinance will control.

In addition to the requirements identified above and others, projects will need to meet the following standards to qualify under SB 35:

- The development, excluding any elements authorized by the Density Bonus Law, is consistent with objective zoning standards and objective design review standards;
- At least two-thirds of square footage is designated for residential use;
- All construction workers will be paid prevailing wages, unless a project is a public work or has 10 units or fewer; and
- For certain projects, a "skilled and trained workforce" will be used.

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Projects may be excluded from streamlining under SB 35 if located on any one of several types of sites. Ineligibility may be triggered if a site is (1) within the coastal zone; (2) prime farmland, farmland of statewide importance, or land designated for agricultural protection; (3) wetlands; (4) within certain fire hazard severity zones; (5) a hazardous waste site; (6) within a delineated earthquake fault zone; (7) within a flood plain or floodway; or (8) identified for conservation, habitat for protected species, or under conservation easement. A development also may be excluded if demolition of a historic structure or of certain types of housing is involved, or if specified unit sales or subdivision occurs.

SB 35 is scheduled to expire on January 1, 2026.



Alan Murphy is a Land Use, Development, and Environmental Attorney with Perkins Coie LLP, San Francisco. In his practice, Murphy secures and defends land use entitlements and counsels clients in preparing development applications. He has significant experience with local general plans, specific plans, zoning codes, conditional uses, variances, the Subdivision Map Act, development agreements, impact fees, CEQA, NEPA, and San Francisco's discretionary review process. Murphy holds a JD from Yale Law School and a BA in political science from Stanford University.

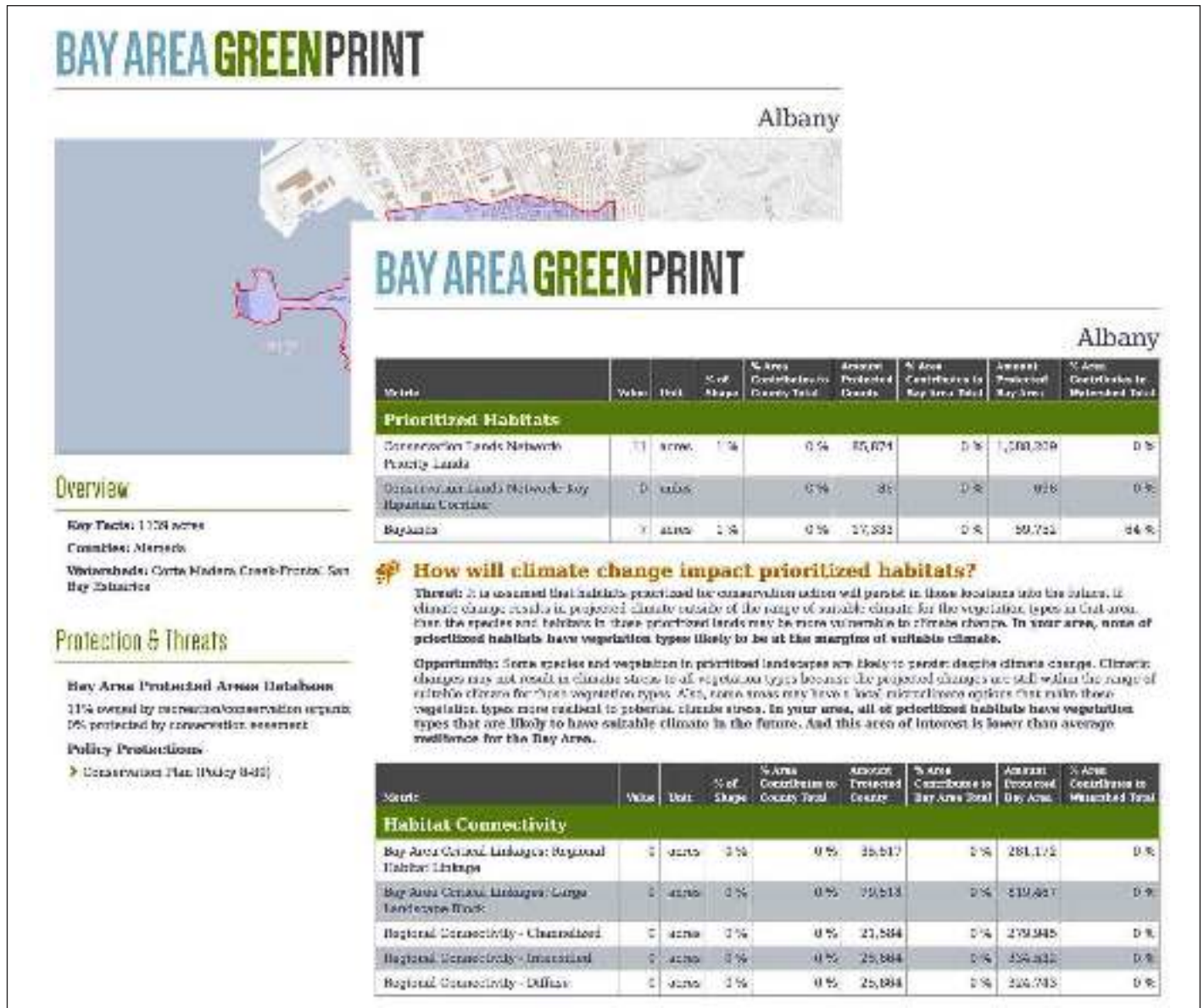
A version of this article appeared in *California Land Use and Development Report*, Perkins Coie, Oct. 5, 2017, <http://bit.ly/2x1G0DO>. Republished with permission. ■

Where in the world



Photo: Nancy Roberts (Answer on [page 16](#))

“AB 1505 — what now for impact fees? One of the interesting outcomes of the State housing package is the effect it may have on Housing Impact Fees (HIF) — tools that cities have recently adopted to finance affordable housing development. After the case known as ‘Palmer’ was decided, cities had to abandon their residential rental inclusionary housing policies — policies that required developers of market rate housing to include a percentage of the units as affordable. Now that AB 1505 has been signed by the Governor, effectively overriding Palmer and reaffirming local government’s land use authority to establish inclusionary policies, many cities are abandoning their HIF ordinances. Case in point is San Jose, which plans to begin implementing its Rental Inclusionary Ordinance January 1st, the date AB 1505 becomes effective. How other cities react — including cities like Santa Clara that are now considering the adoption of HIFs — is yet to be seen.” — Leslye Corsiglia, *Silicon Valley At Home*, <http://bit.ly/2wznxgc>



Customized Report for a project area with analysis. The Greenprint tool delivers regional and local data for user-specified project areas with multiple layers of data to help compare and analyze project sites.

By mapping natural and agricultural values within a project area at the outset of the planning process, users of the tool can minimize impacts on conservation areas or on natural resource systems at the urban edge.

"The Bay Area Greenprint tool provides a common framework using standardized, high quality data, around which stakeholders can discuss opportunities and challenges resulting from land use decisions. The Greenprint tool serves as a kitchen table that we can all gather around to have those deeper conversations about projects and opportunities to reach outcomes that everyone can support." —Troy Rahmig, Conservation Biologist, Manager, ICF International

The Greenprint tool gathers information about local policies and ordinances, sensitive habitat populations, and threatened resources in one place to help planners assess potential mitigation costs and create "ballpark" estimates quickly and easily.

Our changing climate

Planners are increasingly called on to analyze areas for the potential effects of climate change on our region's biodiversity and its people. By integrating data that explains the threat or opportunity that climate change poses to any particular value on the landscape, the

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Greenprint tool helps planners hone in on areas likely to be subject to droughts, floods, or fires that will further stress our biodiversity, agriculture, water resources, and our population centers.

Open space and agricultural lands in Santa Clara County, for example, can provide habitat, store and clean our water, reduce greenhouse gas emissions, clean our air, and provide healthy food or recreation opportunities. Incorporating this information early into land use and infrastructure planning decisions will enhance our understanding of costs and benefits and facilitate informed land use decisions.

Using a multi-benefit Data and Reporting tool

"For me the Bay Area Greenprint is a tool we can use to access data on a regional scale that applies locally. Seeing the way that data is grouped helped us organize our data for local watershed planning (One Water Plan

for Santa Clara County). The tool also gave us new data sources we hadn't considered or didn't have access to (e.g., key riparian corridors and linkage highway barriers); highlighted new ways for us to use the heatmap concept for water resources management and long-term planning; and allowed us to get a snapshot of areas of interest through the report function."

—Brian Mendenhall, Project Manager, Santa Clara Valley Water District

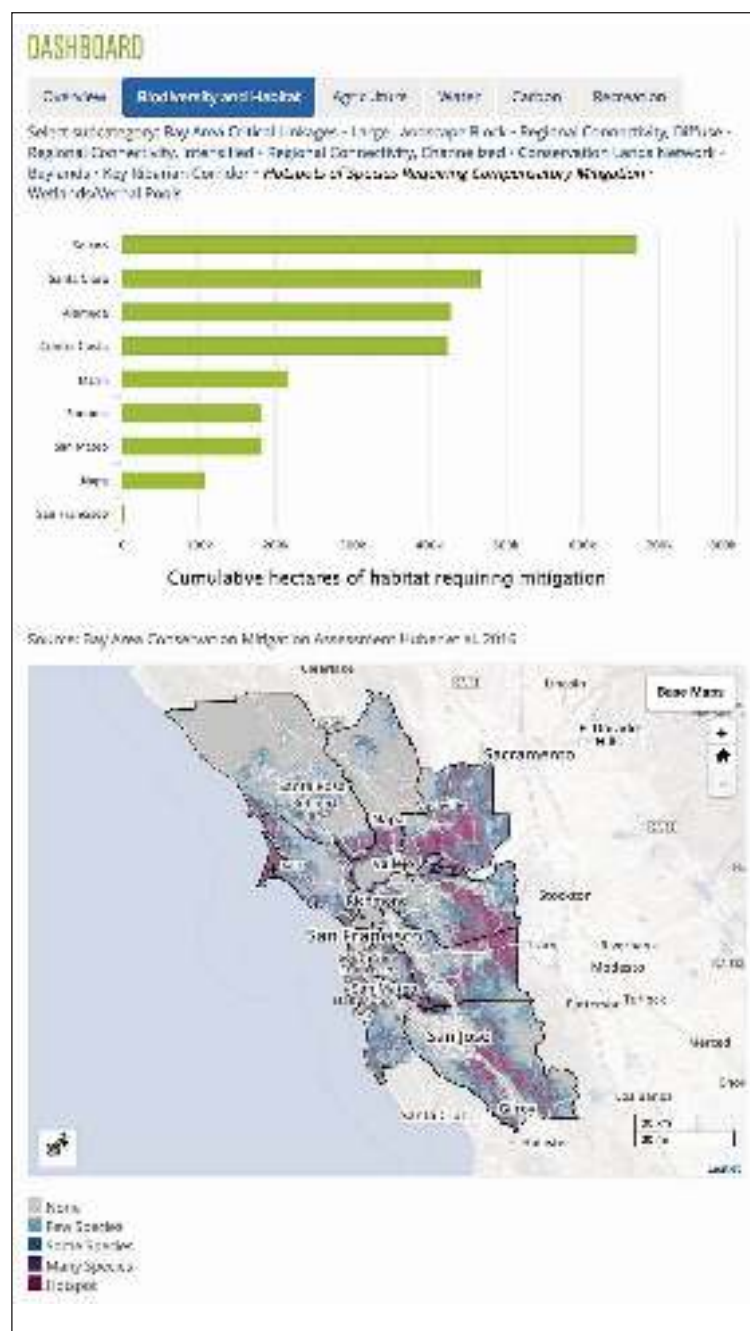
Whether you're at your desk doing backend analysis for a report or you're using the tool in real-time at a meeting to show the impacts of different scenarios, the Greenprint tool's features are likely to make discussions richer and more efficient. Its Dashboard and Report features make reports to staff, commissions, and the public more digestible through visually consistent and compelling maps, charts, and graphs, and the easy availability of credible data.



Natural Values of Santa Clara County Open Spaces; a snapshot. By using slider bars to prioritize different resource values, project sites can be evaluated and impacts discussed easily and in real time. Source: <https://www.bayareagreenprint.org/report/>

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They didn't come, we didn't build. "Five years ago, we and many others were supporters of a ballpark for the A's in the Diridon Station area. That plan, as we know, went nowhere. If the A's came to San Jose next week and said they wanted to take a new look at this area, I think we would decline. Google is a much bigger and better investment." —Scott Knies, Executive Director, San Jose Downtown Association, <http://bayareane.ws/2iegMyi>



Bay Area Mitigation Hotspots. The Greenprint tool allows planners to see mitigation hotspots and to direct development to reduce overall project costs. Source: <https://www.bayareagreenprint.org/dashboard/#>

Some available features of the Greenprint tool are:

- 1. Natural Resource Dashboard.** An accessible and engaging introduction to natural resources and agricultural information using a series of charts, maps, and descriptions to reveal how natural and agricultural resources, land protection, and development risk in the Bay Area stack-up by county.
- 2. Data access.** A web map, data portal, and associated metadata for natural resources and agriculture in the Bay Area. Users can explore natural resource data in a web-based platform or download data into their own GIS environment.
- 3. Multi-benefit reporting.** Reports on the multiple benefits of natural and agricultural resources within a user-defined area of interest.
- 4. Multi-benefit conservation assessment.** Users with multiple perspectives can generate wall-to-wall resource assessments to evaluate synergies and tradeoffs between nature's values and benefits, allowing for 'no-surprise' reporting.
- 5. Conservation methods.** A scientifically vetted framework document for interpreting the multiple benefits inherent in natural and agricultural lands across the Bay Area.

In practice, users access the free website and input the boundaries of the sites they wish to explore. They then use slider bars to weigh different combinations of variables to prioritize elements to maximize benefit, minimize conflict, and identify co-benefits. The "Analyze and Report" feature lets users drop a pin, draw a polygon, or upload a GIS shape file to view and download a custom report about the natural values of any location in the Bay Area. The Dashboard feature lets users compare data across the region.

"The Greenprint tool is great because it collects diverse data sets into a one-stop shop to deliver a high-level understanding of the environmental variables on a project site. Our 'Resilient By Design' team of engineers, scientists, artists and planners (www.resilientbayarea.org) is using the tool to choose locations and identify constraints. It makes communicating environmental conditions to diverse groups very easy." —Kristin Tremain, Senior Scientist and Environmental Planner, AECOM

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To dig deeper into the Bay Area Greenprint tool and understand how it can be applied to your work and your community, you are invited to attend upcoming webinars:

December 6, 2017, 2:00pm

January 19, 2018, 9:30am

February 13, 2018, 11:00am

March 12, 2018, 3:00pm

To register for the webinars or for more information, please email info@bayareagreenprint.org.

To learn about upcoming Bay Area Greenprint tool news, trainings, and events, go to <http://bit.ly/2icSoNB>.

Rigor and reliability

The Greenprint tool's developers wanted to bring together the best data sets created by thought leaders in their respective sectors in a way that was useful across disciplines and across the nine-county region. The team researched the needs of these professionals to build a system that would meet the needs of planners, agencies, conservation groups, agricultural groups, and environmental organizations.

The Bay Area Greenprint team identified three criteria to help vet the data that was ultimately built into the tool. They wanted the data to be —

- **Quantitative** to both identify and reliably measure variables.
- **Authoritative.** To that end, the team worked with science and methods advisors from several organizations including Point Blue Conservation Science, San Francisco Estuary Institute, Climate Action Reserve, UC Davis Center for the Environment, Pepperwood Preserve, Peninsula Open Space Trust, and Santa Clara Open Space Authority.
- **Contextualized** so that the significance of any given value would be clear to the end user. Thus the data

incorporates significant well-respected regional scientific data sets (including, for example, the Conservation Lands Network and Baylands Habitat Goals) to allow users to compare scenarios and gain a better understanding of a proposal's synergies and trade-offs.

Importantly, the Greenprint is organized in a user-friendly design, so that even those with modest skill levels can navigate the tool and produce meaningful interpretations of natural resource data.

Moving ahead

The Bay Area Greenprint tool offers planners in the region a more complete picture of our intact ecosystems and the benefits they provide to our communities. It also strengthens discussions of alternatives by using consistent, rigorous data. The developers of the Bay Area Greenprint tool are confident that the ease of incorporating its use into infrastructure and land use planning will lead to a richer and more efficient planning process. It will be a benefit to all of us who work to create a better Bay Area.



Elizabeth Adam is the former Communications Director for the Bay Area Open Space Council and an open space and green infrastructure advocate. She holds a master's in landscape architecture from the University of Washington and a bachelor of city planning from the University of Virginia.



Serena Unger is a Senior Planner and Policy Associate at American Farmland Trust based in San Francisco. She holds a master's in city planning from UC Berkeley and a BA from Wheaton College Massachusetts. ■

"OK for Berkeley landlords to grant BMR housing to those displaced by fires. Berkeley will temporarily offer below-market rate housing for people displaced by the recent fires in California and Hurricane Maria in Puerto Rico because of a motion passed unanimously by the Rent Stabilization Board on October 16. Rent board Chair John Selawsky called [it] 'vitaly important ... that we make available whatever housing we can.'" —Elena Aguirre, *The Daily Californian*, <http://bit.ly/2imqH4N>

Planning news roundup

Excerpts linked to the original articles

Understanding the recently enacted 2017 State Legislative Housing Package

Excerpts from *California Budget Bites*, California Budget & Policy Center, October 17, 2017

Sara Kimberlin, <http://bit.ly/2il20pp> • “This blog post summarizes the new policies put in place by each of the 15 bills in the housing package” recently signed into law by Governor Brown.

“Two of the bills in the housing package are designed to provide new sources of state funding to directly invest in the production or rehabilitation of homes that are affordable to households with low incomes,” SB 2 and SB 3.

“A third bill is designed to improve the utilization of an existing state funding source for affordable housing developers, specifically, the portion of state tax credits set aside for farmworker housing,” AB 571.

“Three bills require or facilitate streamlining of local environmental and planning reviews for certain types of high-priority proposed housing developments,” SB 35, SB 540, and AB 73.

Four “bills are designed to ensure that local housing elements are realistic and that make it easier to hold jurisdictions accountable for achieving their assigned housing goals,” AB 1397, SB 166, AB 879, and AB 72. “SB 35, listed earlier, also requires local jurisdictions to report to HCD more complete information about their progress in meeting housing goals.”

“Two bills in the housing package place limits on the ability of local governments to reject or reduce the size of proposed

housing developments that meet existing zoning requirements, particularly for developments that include affordable units,” SB 167, the identical AB 678, and AB 1515.

One bill, AB 1505, “reaffirms the authority of local governments to apply ‘inclusionary zoning’ policies to proposed rental housing developments. It was written to overrule a 2009 appellate court decision (*Palmer/Sixth Street Properties LP vs. City of Los Angeles*) that stipulated that inclusionary zoning policies could not be applied to rental housing developments.”

“A final bill in the housing package, AB 1521, seeks to preserve the affordability of rental housing with below-market rents, specifically in housing developments that received state or federal funding for construction or rehabilitation and consequently are required to charge below-market rents for a certain number of years, after which the owners may increase rents up to market rates. AB 1521 strengthens the existing Preservation Notice Law that applies to housing developments whose affordability requirements are set to expire. It requires longer advance notice to tenants to let them know when rents are scheduled to increase and requires owners to preferentially sell to qualified buyers who intend to maintain the properties as below-market rental housing.”

‘New law bans California employers from asking applicants prior salary’

SFGate.com, October 15, 2017

Kathleen Pender, <http://bit.ly/2if3kdy> • “California employers can no longer ask job applicants about their prior salary and — if applicants ask — must give them a pay range for the job they are seeking, under a new state law that takes effect Jan. 1. AB 168 (<http://bit.ly/2ifLR4z>) applies to all public- and private-sector California employers of any size.

“The new bill prohibits employers, ‘orally or in writing, personally, or through an agent,’ from asking about an applicant’s previous pay. However, if the applicant ‘voluntarily and without prompting’ provides this information, the employer may use it ‘in determining the salary for that applicant.’

“Most employers ask about an applicant’s previous salary in interviews or applications. Some online applications cannot be submitted until a prior salary is entered. Multistate employers will have to decide whether they want to remove that question from all applications or come up with different versions for use where it’s outlawed.

“The bill was one of nine that Gov. Jerry Brown signed October 12 designed to help women and children.”

(continued on [page 19](#))

A new Environmental Sustainability Plan for San José

Holly Pearson, AICP

San José has recently gained recognition for its efforts and accomplishments related to sustainable urban development. In 2015 it was chosen as a model city for the USA Sustainable Cities Initiative, led by the United Nations Sustainable Development Solutions Network (SDSN). SDSN earlier this year named the San José metro as the top-ranked city in the nation in its US Cities Sustainable Development Goals Index. Now the city of San José is preparing to launch a new *Environmental Sustainability Plan* (ESP), continuing the city's tradition of leadership and innovation around green city management.

The city's Environmental Services Department (ESD) is leading the charge. The ESP builds on the city's Green Vision (2007) with its 10 ambitious goals for energy, water, waste, trees, transportation, and clean tech jobs. "Since the Green Vision was adopted," explains Kerrie Romanow, ESD's director, "San José has been working toward achieving these goals. In 2015, the city council decided to refocus the goals and come up with a more robust structure." The council approved funding for developing a comprehensive sustainability strategy, and the city selected PwC as consultant for the project.

The ESP focuses on three major areas — energy, mobility, and water. It aims to achieve greenhouse gas emissions (GHG) reductions at a level consistent with the UN's Paris Climate Accord. The plan's cornerstone — and one of its unique features — is its emphasis on how life can be enhanced for San José residents through embracing green measures. "The plan is not regulatory," said Romanow, "rather it seeks to get the community involved to take steps to achieve these goals."

In developing the ESP, the city and PwC created an innovative community engagement strategy informed by PwC's prior research on what makes people happy and how to cultivate happiness at a societal level. The community outreach process has aimed not only at obtaining input on the plan, but also to build a long-term movement toward more sustainable lifestyle choices that will improve the quality of life in San José.

The ESP builds on the city's existing general plan — *Envision San José 2040* — to establish specific, measurable, short- and long-term objectives. The ESP's central goal is to reduce San José's GHG emissions 80 percent below 1990 levels by 2050. Ashwini Kantak, ESD assistant

director, explains: "San Jose's emissions are currently 6.7 million tons of carbon dioxide equivalent per year. This needs to be reduced to 0.8 million tons per year to meet the 2 degree Celsius maximum temperature rise goal of the Paris Agreement."

The ESP planning process began early this year. In addition to holding a council study session, hosting a series of community meetings, and conducting community surveys, the city organized 'subject matter expert' meetings in which leading experts on climate change, water, and mobility talked about each. These events generated an extensive list of ideas for sustainability measures, which were then reduced to a short list of 53 climate and water measures through which San José can reach its GHG reduction target. Together, these measures outline a pathway to becoming a "Paris-compliant city" — the first such strategy to be formally undertaken by a US city.

Clean energy is an essential component of any GHG reduction strategy, and actions to support and procure clean energy form the heart of San José's ESP. The plan articulates a path to cleaner energy sources by increasing the renewable portion of the city's power supply. Specific steps the city is taking include creating a community choice aggregation program and electrifying the energy supply for things like HVAC systems, water heaters, and buses, so that these systems run on renewable energy from the grid instead of natural gas or other fossil fuels.

As development of the ESP moved forward, the *mobility* subject area was refined into two sub-topics, transportation and land use planning. Consistent with the land use policies of the city's general plan, the ESP promotes densification of the built environment and encourages infill residential and commercial developments near San José's major transit hubs and corridors. The plan also establishes a transportation mode shift target of 40 percent from automobiles to walking, bicycling, and public transit. The ESP lays out specific actions the city will take, such as improving the bicycle network, designing and investing in walkable neighborhoods, and working with local transit agencies to align public transportation service with intended future land use. In addition, the city will install new infrastructure for electric vehicles to support cleaner transportation.

(continued on next page)

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A new Environmental Sustainability Plan for San José (continued from previous page)

The ESP's *water* goals are focused on the demand side, aiming to reduce per capita water consumption in the city by 30 percent. The water conservation targets build on San José's recent success in getting people to use water more efficiently during the years of severe drought. Romanow notes that decreasing water consumption not only stabilizes the water supply for a growing city, but also benefits GHG targets, as energy used for the delivery and treatment of the city's water supply is reduced.

The city and PwC are currently preparing a final draft of the ESP for city council approval in mid-November. Once the plan is adopted, the city will begin working on implementation and securing financing for the actions included in the plan, primarily through partnerships and grant funding opportunities. The city council has further demonstrated its commitment to this plan by funding grants. The plan also includes a proposal to create a Chief Sustainability Officer position in the ESD starting in January 2018, with the sustainability officer working across city departments and with outside stakeholders to achieve the ESP's targets.



Holly Pearson is an Oakland-based planner specializing in policy for sustainable cities. She is a Senior Planner and Project Manager at Michael Baker International, and the Sustainability Director for APA California – Northern Section.

SPUR is holding a lunchtime forum in San Jose on this topic on **Nov. 9 at 12:30 pm**. For information, visit <http://bit.ly/2inod6n> ■

"Caltrain's plan to ask voters for a sales-tax increase received a boost Oct. 10 when Gov. Jerry Brown signed a bill to allow the rail service to move ahead with the measure. SB 797 (Hill, D-San Mateo) authorizes a measure for a sales tax of no more than one-eighth of a cent. The measure must be approved by Caltrain's partner agencies in San Francisco, San Mateo, and Santa Clara counties and then by a two-thirds majority of the voters in those counties. Caltrain has long been the only transit agency in California with no dedicated funding source, and has relied on annual contributions from each of the three counties. 'Our region is an economic powerhouse and the Caltrain corridor is its major transportation artery,' Hill said. 'If our residents cannot get back and forth to work, school, and their families because our main transportation corridor cannot accommodate them, we jeopardize the health of our robust economy and our quality of life.'" —Gennady Sheyner, *Palo Alto Online*, <http://bit.ly/2gzdKkt>



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Call for Nominations for APA California Northern Section Treasurer

The APA California Northern Section Board is soliciting nominations for the elected position of **Treasurer**.

Interested Northern Section members in good standing (including incumbent Board members) should submit by **November 7, 2017**, a complete nomination petition that includes name, address of membership, email, work or daytime phone number, signatures of support from five current Northern Section members, and a brief statement of candidacy (not to exceed 500 words) to the APA California Northern Nomination Committee.

The election will be held in November. The Nomination Committee will publish qualifying candidate statements in the *Northern News* and will include on the election ballot all candidates who meet the minimum qualifications as described in the APA California Northern Bylaws Sections 4.2.1, 4.2.2, and 4.6.5. The Bylaws are online for your review at <http://bit.ly/1mVz1BI>. Interested candidates should email any questions and submit complete nomination petitions to Section Director-Elect **James Castañeda, AICP**, at apa@jamescastaneda.com.

LETTERS

I've not much followed the Northern News since retirement 10 plus years ago. But I happened to open your email this time, and I must say I was very impressed with the quality of reporting, scope, and design. Keep it going.

Edward Phillips
Oakland ■

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Autonomous Vehicles and the City

A Symposium Developing Policies and Plans for Livability

With the rise of autonomous vehicles, there are both opportunities and challenges in how these technological advances can be harnessed to reshape future cities and improve the socio-economic health of cities.

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1. Land Use
2. Social Implications of the Technology
3. Economics

November 8, 2017

- | | |
|----------------|--|
| 1-1:30 p.m. | Check-in / Welcome / Coffee |
| 1:30-2 p.m. | Introduction and Scenario Presentations |
| 2-2:55 p.m. | Session 1: Land-use, Development, Design |
| 3-3:55 p.m. | Session 2: Accessible, Social, Ethical |
| 4-4:55 p.m. | Session 3: Economic & Finance |
| 5-5:30 p.m. | Wrap-up |
| 5:30-8:30 p.m. | Networking Reception |

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Answer to Where in the world ([Page 7](#))



Ushuaia, Tierra del Fuego, Argentina. This city of 57,000 (at 54°48'S 68°18'W) is the planet's southernmost city. Photo: Nancy Roberts, designer of the *Northern News* since 2007.



Emerging professionals: December 12 deadline for APA awards submissions

APA is accepting submissions now for Outstanding PSO Awards and AICP Student Project Awards. Winners will be recognized at the 2018 National Planning Conference in New Orleans.

The PSO awards recognize the exciting and creative activities carried out by Planning Student Organizations (<http://bit.ly/2gNb6Yw>) that enliven student life, contribute to their communities, and connect to APA and its Chapters and Divisions. Awards will include monetary contributions from APA to fund PSO activities.

The AICP Student Project Awards recognize outstanding class projects or papers by a student or group of students in Planning Accreditation Board-accredited planning programs (<http://bit.ly/2gMFUZk>) that contribute to advances in the field of planning. The awards recognize exceptional work by, and should be primarily the work of, the student(s).

For award submittal requirements, see <http://bit.ly/2xyq5Pn> for PSO awards, and <http://bit.ly/2xyCMK6> for Student Project awards. ■

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Who's where



Shannon Fiala will join the San Francisco Bay Conservation and Development Commission as planning manager in December. Previously, she worked as senior coastal planner at the California Coastal Commission and at SPUR on the Ocean Beach Master Plan. Fiala holds a master of city planning and a master of landscape architecture in environmental planning from UC Berkeley, and a bachelor of science from the University of Michigan. An avid cyclist, she has biked from Fort Bragg to Pismo Beach, and most of the San Francisco Bay Trail. Fiala until recently served on the Northern Section Board as one of APA California–Northern Section's two Regional Activity Coordinators for San Francisco.



Erika Poveda has joined the City of Cupertino as assistant planner. She started at Cupertino as an intern and previously interned with the City of Emeryville and SPUR. Poveda, who earned her bachelor's degree in environmental studies and dance from San Diego State University, is completing a master of geography from San Francisco State University. In her free time, she enjoys listening to live music, traveling, and spending time with her husband and her dog.



Matthew VanOosten, AICP, is now a senior planner, City of Mountain View. He previously was a planning associate at Alta Planning + Design, and before that, a Planner III at the City of San Jose Department of Planning, Building, and Code Enforcement where he worked on the Urban Village program. VanOosten holds a master of city planning from the University of Pennsylvania and a bachelor's degree in geography from the University of Wisconsin–Madison. He lives in San Jose's Japantown neighborhood, enjoys walking and biking for most trips, and loves to find great places, both natural and urban. ■

"Pitching in for massive delta tunnels project. Southern California's largest water agency on Oct. 10 threw a lifeline to California WaterFix, approving a \$4.3-billion buy-in to the water delivery project. The closely watched vote by the Metropolitan Water District of Southern California board does not ensure the survival of the \$17-billion project, which needs significant funding from other urban and agricultural water districts to move forward. But it gives a much-needed boost to the long-planned proposal to build two massive tunnels under the Sacramento-San Joaquin Delta, the heart of California's complex waterworks." — *Bettina Boxall, Los Angeles Times*, <http://lat.ms/2gvb1aB>. The project got thumbs down from the Santa Clara Valley Water District, <http://bayareane.ws/2yElWrg>

'Santa Cruz County survey finds 27 percent living three or more in a room'

Santa Cruz Sentinel, October 14, 2017

Jondi Gumz, <http://bit.ly/2ihdo5I> • "According to a 2016 survey of 1,737 renters across Santa Cruz County, 27 percent report 'overcrowding,' a term researchers use when a home has more than two people per bedroom, far more than census data that found 9 percent live in crowded conditions.

"Survey participants live in five areas: Santa Cruz's Westside, 360; Santa Cruz downtown and lower Pacific, 176; Beach Flats and lower Ocean in Santa Cruz, 342; Watsonville, 421; and Live Oak, 187.

"Nearly 70 percent of those surveyed are overspending on rent and utilities. They spend more than 30 percent of their income on rent, which researchers call 'rent burden.'

The concept of rent burden started in the 1930s when the federal government determined people should not spend more than 30 percent of their income on rent and utilities.

"The survey found 41 percent paid half of their income for rent and a quarter paid 70 percent of income for rent."

The survey was conducted by student researchers at UC Santa Cruz and guided by Steve McKay, associate professor of sociology at UC Santa Cruz, and Miriam Greenberg, a UCSC sociology professor.

"Rent overspending occurred across the county, McKay said, noting 63 percent overspent for rent on the affluent Westside, closest to the university."

Biotechs battle over housing in South City

San Francisco Business Times, October 12, 2017

Ron Leuty, <http://bit.ly/2gNC3uS> • "Oyster Point Development proposes converting half of their potential \$2 billion, R&D-centric project into mid-rise and high-rise housing, but leaders of the biotech industry worry that the development could cause more problems than it solves.

"While influential biotech interests say they support housing east of Highway 101, they are set against plans to entitle roughly half the Landing at Oyster Point for 1,200 housing units.

"'As far as I'm concerned, we need more housing,' said South San Francisco Mayor Pradeep Gupta, adding that he prefers housing east of 101 near transit corridors, such as Caltrain and the ferry terminal.

"If OPD wins an expansion of its entitlement, it could shed 725,000 square feet of R&D and office in favor of housing. The first five residential buildings — three as rental, two as for-sale condominiums — would be four to five stories over parking.

"[But] housing on a site set aside for biotech threatens to add to rush-hour traffic along the two major arteries to Highway 101 — and threaten drug developers' ability to attract and retain employees, said Sara Radcliffe, president and CEO of the South San Francisco-based California Life Sciences Association. Residents near labs are bound to oppose biotechs' round-the-clock operations.

"'It's very typical in China to have housing next to a big industrial park. That's what we do. That's what we're used to,' said Clara Tang, executive vice president at Oyster Point Development."

Closure of San Francisco's southern Great Highway moves ahead

The San Francisco Examiner, October 9, 2017

Michael Barba, <http://bit.ly/2zbim8e> • "Nearly seven years after a parking lot began to crumble into the sands of Ocean Beach, plans to address erosion and sea-level rise on San Francisco's western shoreline are closer to fruition.

On Oct. 5, the planning commission voted in favor of changes to the Western Shoreline Area Plan, including the closure of the southern stretch of the Great Highway and relocation of the parking lot and restrooms near Sloat Boulevard.

"'The shoreline is changing because of coastal hazards, so we need to respond,' said Maggie Wenger, citywide planner with the planning department.

"Bill McLaughlin of the Surfrider Foundation said erosion is a challenge at south Ocean Beach because the City extended the shoreline more than 200 feet from its natural position during the 1920s. 'The filling in of our city's shorelines is coming back to haunt us,' McLaughlin said, noting both the bay and western shorelines are threatened. 'The difference is at ocean beach we have 30-foot waves barreling in out of the North Pacific, threatening our infrastructure.'

"The amendments to the Western Shoreline Area Plan need approval at the Board of Supervisors and the California Coastal Commission, which is expected to vote in 2018.

"Planning Commissioner Christine Johnson, executive director of SPUR, recused herself from the vote. [In 2010] SPUR spearheaded the Ocean Beach Master Plan which established the idea of closing the Great Highway south of Sloat Boulevard."

(continued on next page)

Downtown L.A.'s historic office buildings again draw tenants

The Los Angeles Times, October 8, 2017

Roger Vincent, <http://lat.ms/2y5YLbC> • “The long-vacant Merritt Building is covered in dark soot and graffiti, a lingering eyesore in a neighborhood on the mend. Its new owners, however, have begun a full-scale makeover to restore it as an upscale office building — an increasingly common decision in downtown L.A.’s Historic Core.

“In a trend unimaginable only a few years ago, historic office buildings are being returned to the office market instead of converted to apartments, condominiums, or hotels.

“The pattern reflects tenants’ changing tastes in office space and the comeback of downtown. In what is widely regarded as one of the worst planning decisions in the city’s history, the aging Bunker Hill residential neighborhood was wiped away in the 1950s and 1960s. By the ’80s

and ’90s, office skyscrapers populated Bunker Hill and white-collar businesses abandoned L.A.’s original downtown on Spring Street, Main Street, and Broadway. ‘Development went elsewhere and there wasn’t interest in tearing down the old offices to build new tall buildings,’ said Linda Dishman, president of the Los Angeles Conservancy.

“Now many business owners and their employees find the old buildings charming and better reflections of their company identities.

“And the economics of historic buildings have tilted in favor of offices over apartments, said Phillip Sample, a broker at CBRE. Rents are about the same for both categories, but it costs less to prepare offices because they don’t require the plumbing for bathrooms, kitchens, and washing machines.”

INTERNATIONAL AND NATIONAL

Fairground fun should be fleeting

Financial Times, October 6, 2017

Edwin Heathcote, <http://bit.ly/2fyFWQE> • “Cities are seduced by Ferris wheels and helter-skelters, but there is no reason to make them permanent.

“The fairground and the circus are magical places. And their magic is based, at least in part, on the thrill and urgency induced by their sudden, miraculous appearance and the knowledge that tomorrow they will be gone. This is an architecture of rapid construction and dismantling, a remarkable engineering of portable structures designed for spectacle, illumination, ... something exciting.

“Over recent years cities have somehow misunderstood the difference between an architecture of ... spectacle and an architecture of the real city. And the capital of this misunderstanding is London. It all kicked off with the London Eye in 2000, ... a permanent, private ride and an extremely expensive one, on public land. It ... cannot become part of the city because it is an engineering structure dropped on it. It ... kicked off an insane international rush to construct similarly pointless wheels across the world, ruining skylines, fleecing tourists, and spoiling public spaces.

“But London, New York, and the world’s other great cities don’t need these baubles. A great city is a spectacle in itself and to wander through its streets should be the pleasure we need. If its streets and squares aren’t up to it, then fine, build a wheel and a slide and bear the queues ... but we should not allow skylines to be made into fairgrounds.”



Westminster Palace, Big Ben, and London Eye.

Photo: Naphtali H. Knox, FAICP

(continued on next page)

Urban Americans want to age in their neighborhoods

CityLab, October 5, 2017

Mimi Kirk, <http://bit.ly/2xX5ox6> • “The vast majority of older Americans (70+ percent of those over 50, according to a 2014 AARP survey, <http://bit.ly/2xVgZfU>) plan to ‘age in place’ in their homes or communities. The desire to stay put persists across urban, suburban, and rural residents — even in Snow Belt cities and among those with financial resources.

“According to Rodney Harrell, director of AARP’s Livable Communities program, people often focus on remaining in their neighborhood — an area where for decades they may have walked through the same park, purchased groceries at the same store, and attended the same place of worship.

“The survey showed that 7 out of 10 urbanites still want to live in their city after age 80. It also revealed that all generations are thinking of their 80-plus lives as active ones. One in five expect to work part or full time after 80. And 60 percent believe it’s easier to meet people in cities — three times higher than other places.

“Washington, D.C., a city famed as a magnet for young people, is making efforts to be more age-friendly. The city government has teamed up with the transit authority to develop a training program for older riders and those with disabilities who find taking the Metro or bus hard to face. ‘Making sure that urban residents of all ages have options that will meet their needs,’ says Harrell, ‘takes thoughtful planning and policymaking.’”

The rise of the rich renter

CityLab, October 5, 2017

Tanvi Misra, <http://bit.ly/2y2xUgx> • “The Great Recession has been reshaping America into a renter nation. And increasingly, highly paid, highly educated households are making room for themselves in it.

“That’s according to a new report that examines rental housing trends between 2006 and 2015 in metros with more than a million residents.” (2017 *National Rental Housing Landscape, Renting in the nation’s largest metros*, NYU Furman Center, <http://bit.ly/2y2fQTN>)

“Those earning more than 120 percent of the metro median income saw their renter share rise by 1.2 percent between 2012 and 2015. Since 2006, that growth was a striking 6.2 percent. The renter share among households making less than 50 percent of the median income has remained roughly the same since 2012. Since 2006, it grew by a modest 2.9 percent.

“These numbers show that renting is gaining popularity among people who are seemingly well positioned to buy a home — ‘a shift in the composition of renter households in the nation’s large metro areas.’

“But putting off homeownership means that high-income households are adding to growing demand for rentals. Between 2012 and 2015, rents rose in most of the 53 metros analyzed — and faster in already-hot markets like San Francisco and San Jose.

“The burden of rising rents and moving premiums falls on the poorest renters. The share of recently available rentals that households making half of the median income could afford fell from 21.5 percent in 2006 to 17 percent in 2015.”

Busy city centers beat suburban living when it comes to human wellbeing

Reuters via The Guardian, October 5, 2017

<http://bit.ly/2z2dKBf> • “A study by Oxford University and the University of Hong Kong showed that in 22 British cities, people living in built-up residential areas had lower levels of obesity and exercised more than residents in scattered, suburban homes.

“‘As cities get more compact, they become more walkable. We are less dependent on our cars and use public transport more,’ study co-author Chinmoy Sarkar told the Thomson Reuters Foundation. ‘We can plan multi-functional, attractive neighborhoods that promote physical activity, promote social interaction, and shield from negatives such as pollution and feeling unsafe,’ he said.

“The study compared more than 400,000 residents of cities — including London, Glasgow, and Cardiff — and

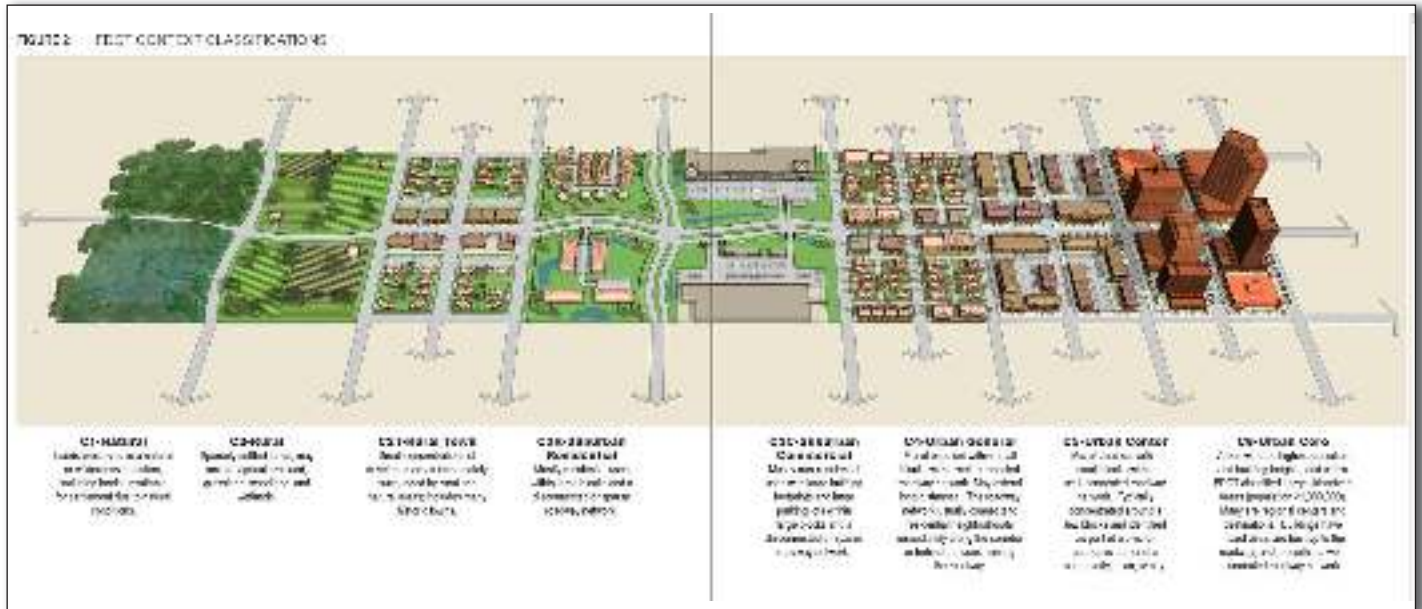
found the best health in areas with more than 32 homes per hectare (about 13 units per acre), the average density for new building in Britain.

“This level, typical of semi-detached suburban houses, is less than a quarter of the density of [several] of London’s desirable neighborhoods.

And “London is one of Europe’s most sparsely populated major cities, with less density than Madrid, Barcelona Paris, Milan, Berlin and Rome. [That may be because] Britain’s restrictive planning system has prevented high-density, urban development due to fears it would lead to high-rise, low-quality blocks of flats, according to a government paper released in February.”

(continued on next page)

Planning news roundup



A rendering from *FDOT Context Classification*, <http://bit.ly/2xUi87u>

“Will Florida’s new approach to urban streets reduce its traffic carnage?” To their credit, some officials at the Florida Department of Transportation are grappling with how to create a safe transportation system for walking and biking. And if Florida can reform its streets and roads, any state can. In an encouraging development, FDOT has formalized the idea that in urban areas, roads should be designed differently than in rural places. Believe it or not, most state DOTs haven’t codified the notion of urban context and that street designs should vary according to local conditions. That’s one reason state-owned roads are often among the most dangerous streets in American cities and towns.” —*Angie Schmitt, Streetsblog.org*, <http://bit.ly/2xTxxoH>

British critic pans NYC sculpture. “Thomas Heatherwick’s ‘Vessel’ in Hudson Yards is, quite literally and unashamedly, a staircase to nowhere, a monument to the idiocy of ascending a developer’s bauble. We know, by now, how these things end up, as ‘destinations’ for out-of-towners generating long queues, overpriced and malodorous food concessions, souvenir stands and, ultimately, making entire bits of the city no-go areas for residents. Their destiny is to end up as spurious editions [sic] to snow globes and T-shirts, simplistic logos for themselves which squeeze out more familiar but more complex and less easily reducible landmarks and architectures.” —*Edwin Heathcote, Financial Times*, <http://bit.ly/2fyFWQE>



A rendering of “Vessel,” a 15-story design piece by Heatherwick Studio at the heart of Hudson Yards’ Public Square and Gardens. It is meant to be climbed and explored.
Source: <http://livehudsonyards.com/community>

“High Line Network tackles gentrification. If you want to live in an apartment building designed by Zaha Hadid and can afford \$5 million for a two bedroom, the place to go is West 28th Street, in the Chelsea neighborhood of Manhattan. ... [So] it’s easy to forget that the West Chelsea rezoning plan that made the High Line possible and triggered the accompanying real estate bonanza had a social component, too. Certain areas around the High Line were designated for ‘inclusionary zoning,’ meaning that developers could build larger buildings than the zoning normally allowed if 20 percent of the units were affordable. The zoning rules were intended to encourage the construction of 1,000 units of affordable rentals. A survey of the inclusionary zoning program from 2005 to 2013 by New York’s Department of City Planning shows that 1,470 new affordable units were built on Manhattan’s West Side, but a separate study by a city councilman’s office indicates that only 348 of them are in West Chelsea. Clearly, providing a funding mechanism or incentives for affordable housing isn’t nearly enough.” —*Karrie Jacobs, ARCHITECT*, <http://bit.ly/2igaXQO>

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