

NORTHERN NEWS



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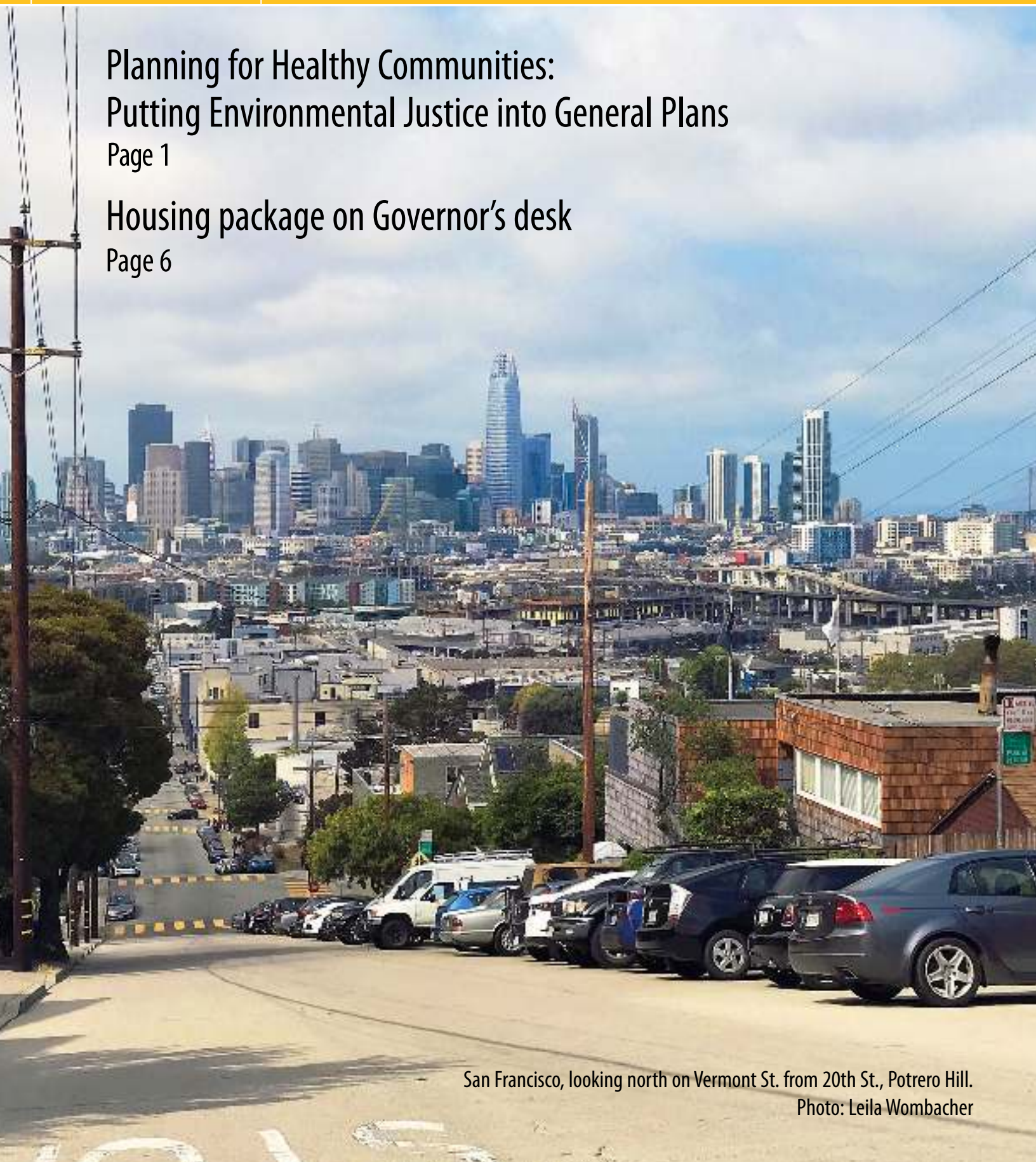


Planning for Healthy Communities: Putting Environmental Justice into General Plans

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Housing package on Governor's desk

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San Francisco, looking north on Vermont St. from 20th St., Potrero Hill.

Photo: Leila Wombacher



Planning for Healthy Communities: Putting Environmental Justice into General Plans

Imagine a California of healthy and thriving communities, where urban and rural neighborhoods have the tools to help prevent and reduce industrial pollution, provide open space and local organic food, develop affordable housing, preserve local culture, generate good jobs, and conduct community-led planning to sustain this vibrant future.

Such a state may be achievable through Senate Bill 1000, *The Planning for Healthy Communities Act*, <http://bit.ly/2eXl6Ng>. Authored by Senator Connie Leyva and co-sponsored by the California Environmental Justice Alliance (CEJA) and the Center for Community Action and Environmental Justice in 2016, SB 1000 requires cities and counties to adopt an Environmental Justice (EJ) element as part of their General Plans, or to integrate EJ-related policies, objectives, and goals throughout other elements of the General Plan. SB 1000 also foresees a process to allow local residents to become meaningfully involved in the decision-making around EJ issues.

Beginning January 1, 2018, the requirements of SB 1000 will take effect when a local jurisdiction updates two or more elements of its General Plan. Jurisdictions may also voluntarily adopt an EJ element or integrated policies at any time.

Addressing historical inequities in planning

Although many cities and counties have long seen environmental justice and social equity as important issues, state law has not previously required consideration of EJ issues as a part of land use planning.

"Environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. Gov. Code §65040.12(e), <http://bit.ly/2fvJd6E>.



A community organizer for the Environmental Health Coalition (EHC) discusses the Barrio Logan Community Plan Update with local residents at an EHC community health fair, San Diego, Sept. 2011. Photo: Carolina Martinez.

In some cases, this has resulted in discriminatory land use practices that placed polluting industries right next to homes and schools and in the backyards of the most disenfranchised communities. Consequently, low-income communities and those of color are more likely to suffer from exposure to toxic chemicals, leading to higher rates of asthma, birth defects, and cancers than more affluent communities.

All this will change with SB 1000. All jurisdictions are now required to consider EJ issues in their General Plans, and to identify lower-income communities disproportionately affected by pollution and other EJ issues. Where these issues exist, jurisdictions are also required to create goals, objectives, and policies to address them. Thus the EJ planning framework doesn't just redress past inequitable environmental impacts on disadvantaged communities, it also leads to significant positive health and economic outcomes for the community as a whole.

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How to spot a lie on a résumé

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APA California recognizes seven Bay Area planners and projects

Five previous recipients of Northern Section awards and two Bay Area projects submitted directly to the state were honored at the APA California 2017 Awards Ceremony in Sacramento. Awards and photos. [Page 15](#)

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Mare Island job levels highest in 20 years.

"The number of jobs on Mare Island has grown to its highest level since the base's closure in 1996, with more than 100 new full-time jobs added in the first half of 2017, according to Lennar Mare Island's July 2017 jobs survey. There are now more than 2,500 jobs on the island, with more than 110 businesses occupying more than 3.6 million square feet of space, spokesman Ed Moser said."
—*Vallejo Times-Herald*, <http://bit.ly/2gXX9tM>.
For comparison, the naval shipyard employed 46,000 workers at its peak during World War II.
—*MilitaryMuseum.org*, <http://bit.ly/2vR86zz>



Vallejo City Boundary and Mare Island. Source: MapTechnica, <http://bit.ly/2gYHMRE>



Director's note

Sharon Grewal, AICP

Northern Section commits to 'Planners4Health' program

APA California–Northern Section is collaborating with our public health counterparts in the American Public Health Association to bring the region together in a much-needed conversation of how planners and public health officials can collaborate.

The Northern Section Board voted to fund a number of public health-related programs centering on the implementation of SB 1000. **In addition**, our lead article ([page 1](#)) introduces a toolkit for urban planners to help them navigate the requirements of California's SB 1000. Beginning Jan. 1, that law requires cities and counties to incorporate a Justice Element in certain general plan updates. The Board also committed to creating a permanent 'Planners4Health' Program for the Section.

October is National Community Planning Month

Planning is essential to preserving and developing thriving, vibrant communities that are healthy, safe, and resilient. Planning provides a roadmap for the community, addressing today's challenges while envisioning what we want for our community's future. This involves working together on innovative, community-based approaches to transportation, economic development, housing, and recreation.

This year's theme for National Community Planning Month is **Innovation in Planning**, underscoring the role we play in adapting communities to 21st century challenges, including inequality, access to transportation, and social mobility.

So this October, ask yourself and your neighbors, friends, or constituents what you and they most enjoy about your community. Urge them to advocate for their community, and to use local resources to achieve their goals.

Here are some upcoming Bay Area events during National Community Planning Month:

Oct. 3: APA Monthly Happy Hour, San Francisco.

This is your chance to network, have fun, and relax with fellow planners and urbanists at Dogpatch Saloon. For more information, contact Graham Pugh at gcpugh@gmail.com.

Oct. 4 and 12: Mentorship Program kick-offs.

Northern Section's 2017–2018 Mentorship Program has 240+ participants. The program, which matches younger planners ("mentees") with experienced professionals (mentors), aims to improve the planning profession by benefiting individual practitioners at all experience levels. Participants will meet at Somar (Oakland) on October 4 and Paper Plane (San Jose) on October 12. For information, please contact Liz Probst at mentorship@norcalapa.org.

Oct. 7: Tour Acta Non Verba Youth Urban Farm,

located on a quarter acre of land in Tassafaronga Park and leased from Oakland's Parks & Recreation Department. Learn about the needs and challenges of operating urban farms. Free event, registration required. Please contact Miroo Desai at mdesai@emeryville.org.

Oct. 9: UC Berkeley Open House.

The Department of City and Regional Planning at UC Berkeley actively seeks to diversify its Master of City Planning applicant pool and the profession. UCB invites you to participate in upcoming admission events (<http://bit.ly/2xe6oMR>) to learn about the graduate programs offered. All events are free; registration is required by Monday, October 2, at <http://bit.ly/2xd3GqM>.

Oct. 12: Bike infrastructure tour and bike bar hop.

Join the East Bay Regional Activity Coordinators as they check out the Bay Areas' Ford GoBikes system. Tour begins at Downtown Berkeley BART station and ends at Telegraph Beer Garden, Oakland. More information at <http://bit.ly/2xdbb19>.

Oct. 20: SF POPOS walking tour with APA YPG.

Join the Young Planners on a tour of Privately-Owned Public Open Spaces (<http://bit.ly/2xd5Oig>) in Downtown San Francisco. Leader: Eva Liebermann, pioneer of San Francisco's POPOS Program. For more information, go to <http://bit.ly/2xdMcuJ>.

WORK WITH US

Get involved in Northern Section or other APA activities. If you would like more information about our committees and vacant board positions, please contact me at director@norcalapa.org. ■

SB 1000 requires jurisdictions to first identify environmentally disadvantaged communities (DACs), and then to address a minimum of seven EJ-related issues:

- Pollution exposure (including air quality)
- Food access
- Public facilities
- Safe and sanitary homes
- Physical activity
- “Civil” engagement (“community engagement” in this article)
- Prioritization of improvements and programs addressing the needs of DACs.

“South Fresno residents have a harsh reality. They breathe in toxic fumes every day from neighboring industrial plants and diesel truck emissions. Many parts of the neighborhood lack sidewalks, street lights, and bike lanes, making it dangerous to walk or bike anywhere. And many residents lack direct access to fresh foods, making it very difficult to live a healthy lifestyle. By simply being intentional and thoughtful when planning for equitable land uses, low-income families and communities of color can get the opportunity for a better quality of life.”

— Leadership Counsel for Justice and Accountability, Fresno, California

These new legislative requirements are consistent with principles of good planning and the obligation that planners have to seek equity and equality, and to ensure greater inclusion of all people in public decision-making. Planning for EJ is actually embedded in the AICP Code of Ethics and Professional Conduct, <http://bit.ly/2vUFd5J>:

- Principle 1e: We shall give people the opportunity to have a meaningful impact on the development of plans and programs that may affect them. Participation should be broad enough to include those who lack formal organization or influence.
- Principle 1f: We shall seek social justice by working to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of the disadvantaged and to promote racial and economic integration. We shall urge the alteration of policies, institutions, and decisions that oppose such needs.

Under SB 1000, cities and counties must now craft comprehensive strategies in land use planning and community development that will improve public health, bring prosperity to their regions, and avoid displacing current residents.

Successful Environmental Justice elements

Prior to the passage of SB 1000, environmental justice elements and area plans had already been successfully adopted by a handful of jurisdictions. These plans can serve as templates for other cities and counties that are beginning their EJ planning processes. Two examples of local agencies that have trail-blazed this new statewide legislation are the cities of National City in San Diego County and Jurupa Valley in Riverside County.

The City of National City’s Health and EJ (HEJ) Element, adopted in 2011, was California’s first EJ element. Creation of this new element arose out of local concerns over the city’s long history of difficult EJ planning issues. National City has many blocks where auto body and car repair shops, along with other industrial uses, are located adjacent to residences and schools. In addition, the city’s two freeways, the Port of San Diego, and a large industrial base release approximately 32,000 pounds of toxic air contaminants each year.

Spurred by both city and local community organizing efforts, National City in 2010 adopted a Westside Specific Plan that launched improvements in affordable housing, public transportation, safe pedestrian walkways, compatible land uses, and increased clean energy. The plan became a springboard for citywide land use planning efforts, including the development of National City’s HEJ Element, adopted as part of a comprehensive General Plan Update. The City also adopted an amortization ordinance granting it the authority to discontinue incompatible land uses in areas with sensitive populations.

As in National City, Jurupa Valley residents suffer from various ailments stemming from the exhaust of more than 800 diesel trucks passing through the city every hour.

As part of a legal settlement in 2014, Jurupa Valley became the second city in California to adopt an EJ element in its citywide General Plan. Today, Jurupa Valley residents can breathe a little easier thanks to their Environmental Justice element. The City has installed high-performance air-filtration units in homes throughout its most affected areas and has also created vegetative

buffers to absorb pollution. In addition, the City is developing a restrictive truck route to keep diesel trucks from passing near homes. As a result of its equitable and innovative planning practices, the City of Jurupa Valley's EJ Element was given APA California's 2015 Award of Merit for Advancing Diversity and Social Change.

A new toolkit to map a path forward

To support the effective implementation of SB 1000, CEJA has collaborated with consulting firm PlaceWorks to co-write the **SB 1000 Implementation Toolkit**. The Toolkit, available for download on October 2 at <http://bit.ly/2fEHrjH>, showcases a range of best practices, methods, strategies, and policies for implementing SB 1000 that can be adapted to meet the needs of any of California's unique communities. The Toolkit suggests multiple methods for identifying DACs and important strategies for jurisdictions to follow to meet the requirements of the law. The Toolkit also offers principles and methods for facilitating successful community engagement, case studies that highlight model EJ planning practices in California, and potential funding sources to support SB 1000 implementation.

To comply with SB 1000 requirements, the Toolkit recommends a five-step process:

1. Introduce the process to the community.

Educate the public and local decision-makers about the goals and outcomes of this process and how the community will be involved. Listen to participants to learn what EJ issues will need to be addressed, and identify community members to engage during the planning process.

2. Identify Disadvantaged Communities (DACs) and document existing conditions. The CalEnviroScreen tool (<http://bit.ly/2xjgmMO>), created by the Office of Environmental Health Hazards Assessment on behalf of the California Environmental Protection Agency, can be used by planners to identify "low-income area[s] disproportionately affected by environmental pollution and other hazards." In addition to using CalEnviroScreen, the Toolkit also offers several other methods to independently identify DACs and even confirm CalEnviroScreen results on the ground.

3. Engage the community. Achieving environmental justice requires well-crafted policies and plans, but also a demonstrated process for meaningful community engagement. To be accessible, transparent, responsive, and inclusive, the process should use a range of creative strategies such as storytelling, walking tours, social media, and listening sessions.

4. Develop goals, objectives, and policies. The Toolkit provides specific guidance for each of the seven topic areas considered under SB 1000: Pollution exposure reduction (including air quality improvement), food access, public facilities, safe and sanitary homes, physical activity, community engagement, and prioritization of improvements and programs that address the DACs' needs.

5. Refine and adopt final EJ goals, objectives, and policies. Revise the goals, objectives, and policies based on community and decision-maker feedback, then incorporate them in a draft EJ element or a set of amendments to existing elements. This will follow the typical review and adoption process, and, like other General Plan amendments, will require CEQA review.

In addition to these planning steps, the Toolkit also describes various regional, state, and federal funding opportunities that can support SB 1000 implementation.

The bottom line

SB 1000 opens a new chapter in planning for environmental justice. Although the legislation is new, resources are readily available to support cities and counties in its implementation. Achieving the adoption of EJ elements and policies in General Plans is an important professional responsibility that can transform California communities into healthier, safer, and more sustainable places in which to live and work.

This article was written collaboratively by CEJA, a statewide, community-led alliance that works to achieve environmental justice by advancing policy solutions; and PlaceWorks, a California-based planning and design firm that provides comprehensive planning services to support healthy communities. ■

Housing package on Governor's desk

From *The Los Angeles Times* and *Silicon Valley at Home*

Assembly and Senate leaders voted Sept. 15 to pass a comprehensive and landmark package of housing bills addressing the state's housing affordability problems. In addition to streamlining measures and funding measures, the Legislature passed AB 1505, the 'Palmer Fix' bill that recognizes the authority of local jurisdictions to require that a percentage of the units in residential rental developments be affordable.

The Governor has until October 15th to take action and has signaled his intention to sign the package:

SB 2, a \$75 fee on mortgage refinances and other real estate transactions (except for home and commercial property sales) is expected to raise \$250 million a year to help finance low-income developments.

For the first year of SB 2, known as the Building Homes and Jobs Act, half of the funding will go to local

government agencies for planning activities and the other half will be devoted to homeless programs. After that, according to SV@home, 70 percent of the funds will be distributed directly to local governments according to formula, and the remaining 30 percent will go to HCD.

SB 3 will put a \$4-billion bond on the November 2018 ballot: \$3 billion to subsidize the construction of low-income housing and the remaining \$1 billion for home loans for veterans.

SB 35, Senator Scott Weiner's housing streamlining bill, will ease local regulations for home building in an effort to spur construction, adding to overall supply.

Sources: Leslye Corsiglia, <http://siliconvalleyathome.org>, and Liam Dillon, *LA Times*, <http://lat.ms/2xalrqN> ■

Three Bay Area students receive CPF scholarships

Juan Borrelli, AICP

The California Planning Foundation (CPF) annually offers scholarships to outstanding planning students in California.

CPF's major and named scholarships are awarded to students in accredited and non-accredited schools based on an application and selection process established by the CPF Board. The scholarships are designed for continuing students entering their final year of an undergraduate or master's degree program.

Criteria for the scholarships include academic performance, financial need, increasing the diversity in the planning profession, and a commitment to serve the planning profession in California. In addition, Section-funded scholarships are awarded to students in accredited

and non-accredited schools using the same selection criteria and process.

In total, a little more than \$58,000 was awarded this year to 31 recipients statewide.

Awardees from the Northern Section are:

Richard H. Weaver Scholarship (\$2,000)

Raleigh McCoy, University of California, Berkeley

Northern Section award (\$1,667)

Michael Jacobson, San José State University

Sarah Doggett, University of California, Berkeley

Raleigh McCoy, University of California, Berkeley

Congratulations to all! ■

Where in the world



Photo: Chandler Lee (Answer at bottom [page 16](#))

A big POPOS for SF. “The 5.4-acre rooftop park atop San Francisco’s new transit hub, which is set to open next spring, will be one of the city’s larger and more spectacular privately managed public spaces. The park will include 12 gardens and more than 400 trees towering over plazas and meadows — all sitting atop the ‘Salesforce Transit Center,’ a name drop bringing \$110 million in sponsorship fees over the next 25 years. Though owned by the Transbay Joint Powers Authority, programming will be managed by Biederman Redevelopment Ventures, which traces its origin to the team that revived Bryant Park in Midtown Manhattan in the 1990s. ‘Everything here except buying a meal will be free,’ said namesake Dan Biederman. According to the Chronicle, the rules for this park will be based on those at Yerba Buena Gardens, also a public space managed by a private firm.” —Rachel Dovey, *Next City*, <http://bit.ly/2fzvhZm>



Manhattan’s Bryant Park. Photo: Naphtali H. Knox, FAICP.

Planning news roundup

Excerpts linked to the original articles

Transformation by train

Los Angeles Times, September 19, 2017

Jacques Leslie, <http://bit.ly/2xepQc8> • “In the seesaw battle over California’s bullet train, it’s easy to overlook the reasons why the project should be built — and why there’s still a good chance that it will be.

“On the upside, construction for the train’s first phase is underway, a prospect planners hope will build support for the rest of the project.

“But next year, voters will decide on a ballot measure that would require a two-thirds vote of the Legislature to use the state’s cap-and-trade revenue to fund the train. Republicans devised the measure as a way of stopping the project.

“On top of that, two convoluted recent court decisions — one in the California Supreme Court and the other in federal appeals court — increase the likelihood that the train will face a spate of environmental-impact lawsuits.

“These fuel bullet-train controversies, while the larger context is ignored. For a project of this size —one of the largest infrastructure projects in the state’s history — delays, cost overruns, near-death experiences, and outraged opposition are predictable.

“As Dan Richard, board chair of the California High-Speed Rail Authority, told me: ‘The vote on the state water system in the ’60s passed the Legislature by one vote. Gov. Pat Brown’s master plan for the University of California passed by one vote. The Bay Area Rapid Transit System was passed by one vote of county supervisors. Yet it’s unimaginable that we’d have the state we have without those things.’”

From derelict plots to public parks

San Francisco Chronicle, September 18, 2017

Dominic Fracassa, <http://bit.ly/2fz9Szv> • “San Francisco may soon have an opportunity to transform up to 10 gritty, weed-choked plots of land beneath elevated freeways into public parks and recreation spaces, thanks to AB857 now awaiting Gov. Jerry Brown’s signature.

“The parcels are among 75 in the city owned by Caltrans, which makes about \$9.2 million each year by leasing them out, mostly [for] makeshift parking lots or storage. Once those leases expire, the bill directs Caltrans to give San Francisco the first opportunity to rent each plot at a 70 percent discount to develop into public spaces.

“‘I think this is a creative way to utilize this mostly vacant land underneath freeways and make them available for San Franciscans to play and recreate,’ said San Francisco Assemblyman Phil Ting. ‘We have little space for kids and families to go to.’

“The city would have to foot the bill for building and maintaining the new parks, and the cost of renting the parcels would be about \$1 million per year, city officials said. That may turn out to be a bargain for both San Francisco and Caltrans, considering that Caltrans spent \$7.5 million to clear encampments beneath highways statewide last year.

“The city has vowed to create more green, open spaces to complement housing construction near transit hubs as part of its effort to comply with SB375.”

Oakland homeowners average \$235,000 profit when they sell

East Bay Business News, September 13, 2017

Riley McDermid, <http://bit.ly/2ftxt4A> • “Home sellers in Oakland see the largest percentage gain on their properties of any U.S. city. They saw a 78 percent increase over what they paid, ahead of Portland, Ore. (64.7 percent), and San Jose (56.5 percent).

“The data collected by Zillow found that Oakland homeowners on average own their properties for seven years and three months before selling, which means their gains break down to about 8 percent appreciation a year. That contrasts with places like Seattle, where the average seller holds on to their homes for nine years and eight months,

a longer time period that inevitably includes more years where home values dropped.

“Zillow senior economist Skylar Olsen told the *Business Times* that much of the upside enjoyed by Oakland homeowners is related to how well the city rebounded after previous lulls in the market. Olsen said that Bay Area homeowners also benefited from a constrained supply of housing that coincided with a major boom in population and high paying jobs. But she cautioned even that could hit a ceiling as sky-high prices dissuade buyers.”

(continued on [page 17](#))

Meet a local planner

By Siân Llewellyn, AICP

Timothy Rood, AICP, LEED AP ND, is Principal City Designer, City of San José

Tell us how you became interested in planning

As a kid, I always liked to draw — did a lot of cross-sections through submarines and other standard kid drawing. As I got older, I thought I should be an architect because then I could draw professionally.

I'm from Iowa and decided to go to college in the big city, and majored in architecture at Columbia in New York City — quite a difference. I did my Master in Architecture at Cal, graduating in 1992. The next couple of years I was a fledgling architect working toward my registration. I worked on the rehab of Northgate Hall, the original architecture building at Cal, and later did multi-family housing and other buildings at other offices. I was more interested in why the building was there and how it related to what was around it, than how the building looked. I also realized that by the time someone hires an architect a lot of the significant decisions have already been made.

In architecture school, I took a Transit-Oriented Development studio with Dan Solomon, with Peter Calthorpe as a guest critic. It opened my eyes to better ways to design neighborhoods and housing: a mix of uses, and walkable.

By 1995, I was biking to BART to my job and wondering why bike lanes were not more prominent and well designed. Why was all transportation not better designed? A mentor, Prof. Paul Groth, said presciently, "It looks like a lot of the things you are interested in are planning-related. Perhaps you should look into that."

Not long after, I went back to Cal for a Master in City Planning. I got a fellowship from the UC Transportation Center, a research center housed at four UC campuses that analyzes and researches transportation systems.

With my MCP in 1997, I started at Calthorpe Associates, eventually becoming a principal. In 2006,



I moved to become one of the owners at Community Design + Architecture (CD+A), spending 11 years growing and diversifying the practice.

Throughout my work, I'd been part of the political process, working with elected officials and public servants on planning and design projects. In 2005, my hometown Piedmont had a crisis involving inadequate oversight of public works projects and associated multi-million-dollar overruns. I was part of the activist community urging reforms at City Hall. Persuaded to run for City Council, I lost my first election, but

on a second attempt in 2014 became a member of the Piedmont City Council. Running for office and then helping guide a city while keeping a careful eye on budgeting and fiscal issues gave me a new perspective on cities and our profession.

I decided to try the public sector and concentrate my efforts in one location.

Tell us about your new position and a favorite project

I have been, for all of five months, the City of San Jose's Principal City Designer. The position was originally conceived and funded through a Knight Foundation grant but became an ongoing position with the new fiscal year.

Our biggest project, and my first focus, is the Diridon Station downtown. San Jose will soon be the most connected place in California. The many agencies and transportation options converging at Diridon include BART, Caltrain, ACE, Capital Corridor, VTA (light rail and bus), and High Speed Rail. Google's 8 million sq. ft. of office next to the station will increase the downtown employment base by half in a new, walkable urban district.

San Jose is committed to good design for Diridon and the surrounding area. The worst-case scenario would be several unrelated transit and development projects that fail to improve the transit experience in the capital city of Silicon Valley. So the city and the other involved parties are converging around an optimized design, appropriate

(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.



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Meet a local planner (continued from previous page)

construction and procurement methods, and aligned management for the new station. We also want to enhance the connection to the existing downtown by creating a TOD with a mix of uses in a denser and better-designed downtown that can shift transportation modes in the Valley. Interagency negotiations are well underway and moving quickly.

Downtown San Jose is a dynamic development environment with dozens of projects in the pipeline. We have moved beyond our past struggle to attract jobs; downtown is now central and on the radar for living and working. One interesting wrinkle is that the San Jose airport affects building design; flight path restrictions create height limits for buildings. A balance must be achieved between maximizing square footage and keeping the buildings under about 10 stories. This requires creative massing.

Any advice to planners starting out?

Get a broad variety of work experience as early as you can. Try to work in both the public sector and private practice. My experience is that planning is public institutionally focused, while design tends to focus toward the private sector. If possible, try to find a way to move between the two and gain a perspective on both. This will help prepare you whichever way your career takes you.

Has social media affected how you work?

I'm a big user of social media professionally, personally, and politically. In my consulting practice, I used social media to support several projects. At CD+A on the Central Healdsburg Avenue Plan, we used social media, in addition to the more standard notifications, to announce meetings and updates. In Santa Monica, the Lincoln Neighborhood Corridor Plan had its own Facebook page.

In San Jose, we must meet all public outreach and legal requirements. Some City divisions do social media outreach. I expect to see social media used more by governments in addition to traditional outreach.

Name your top three cities

I like big cities — all those people! They are there because they want to be there, despite the hassles of city living, because cities provide such a variety of experiences. I like the German medieval phrase *Stadluft macht frei*, which roughly translates to 'City air makes you free.' This sense of liberation you can feel in the city is why I find cities attractive and compelling. I even like to vacation in cities. My three favorite cities are New York City, Paris, and some city I've not yet been to.

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



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2017 PEN Honor Award



Hing Wong, AICP, who recently retired from ABAG after 33 years of service, is one of this year's recipients of an honor award from the Planner Emeritus Network (PEN). Wong was President of APA California (2015–2016) and the Director of Northern Section (2003–2006). He is the Local Host Chair for the 2019 APA National Planning Conference in San Francisco.

PEN, first organized in 1997, is an auxiliary of and resource support group for APA California, the California Planning Foundation, and the California Planning Historical Society. PEN represents a body of long-tenured APA members who are available to provide to the Board and to other APA California groups their substantial knowledge of the profession, especially in California.

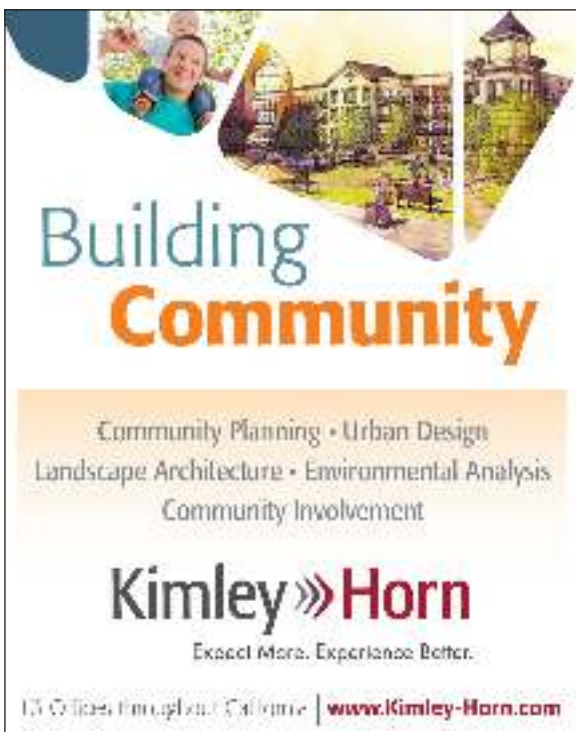
Each year the PEN Honors Committee nominates persons for special recognition. Persons receiving recognition are selected by the Board for an outstanding contribution to the profession or for a significant accomplishment that enhanced the recognition of planning. Awards are presented to the honorees at the Awards Event at the annual APA California conference.

This year's awards will be presented in Sacramento at the awards ceremony on Sunday, September 24, starting at 4:45 pm. ■

Anti-gentrification movements signify deeper issues for cities.

Groups around the nation protesting gentrification "... are facing much larger forces making cities less affordable for a wider demographic. Among the forces driving up costs: Young people of means. Between 2000 and 2010, more college-educated individuals moved to urban centers than to the suburbs in a majority of the 50 largest U.S. metropolitan areas, according to a [2016] study conducted by professors at the University of Pennsylvania and UC Berkeley, <http://whr.tn/2gNjuKw>. 'We find that urban revival in the 50 largest cities is accounted for almost entirely by the rising share of college educated individuals in urban areas,' the authors note."

—Laura Pavin, *Crain's*, <http://bit.ly/2vMyUFq>. Hat tip to David Booher.



Northern Section cosponsors AV Symposium

A four-hour symposium on “Autonomous vehicles and the city: Developing policies and plans for livability,” will be held from 1–5 pm on Nov. 8 at the University of San Francisco’s Downtown San Francisco Campus, 101 Howard Street.

The rise of autonomous vehicles presents both opportunities and challenges in how these technological advances can be harnessed to reshape future cities and improve their socioeconomic health. Opportunities exist to reduce collisions, and to improve access to healthcare for those who need it most, particularly high-need individuals of the younger and older ages.

While there has been ample discussion of the anticipated pros and cons, technological change is outpacing urban planning and policy.

The symposium will frame and develop policy for AVs through panels focused on 1) land use, 2) social, and 3) economic implications of the technology.

The symposium is co-sponsored by APA California–Northern Section, the University of San Francisco School of Management, San Jose State University’s Mineta Institute for Transportation, Cal Poly San Luis Obispo, and Arup. **Cost: \$10.** For more information and to register, go to <http://bit.ly/2xmQWTd>, or contact wriggs@usfca.edu. AICP | CM 4.0 pending ■

Californians must change their thinking about sea level rise.

“Talking about it is one thing; getting something done is a much bigger step. The Bay has somewhere between 400 and 500 miles of shoreline. What many people don’t realize is, from the Golden Gate all the way to Sacramento — which is sea level because Sacramento’s an ocean port — it’s 100 miles inland. So not only is the Embarcadero a problem, but we’ve got a problem 100 miles inland. ... We also have most of our power plants around the Bay, right at sea level to pump in cold seawater for cooling. Those are multimillion dollar facilities, and there are dozens and dozens. I will say boldly that sea level rise is going to be the biggest challenge human civilization has ever faced.”

—Author Gary Griggs as told to Craig Miller, KQED News,

<http://bit.ly/2fA1f7V>



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Who's where



Afshan Hamid, AICP, a senior planner with the city of Concord since 2015, is now Planning Manager, City of Vallejo. From 2001 to 2014, Hamid was an architect with Skidmore, Owings and Merrill; principal planner for the Village of Arlington Heights, northwest of Chicago; and an urban designer and planner with the city of Walnut Creek. She holds an M.Arch in architecture and urban planning from MIT and a BA in fine arts and industrial design from the University of Illinois at Chicago. Hamid is Northern Section's Professional Development Coordinator.



After 11 years with the County of Monterey, Resource Management Agency-Planning Department, **David J. R. Mack, AICP**, is now senior planner with the City of Marina. Mack holds a BA in environmental studies from UC Santa Barbara. He began with Monterey County as a land use technician and left as senior planner. In his new role, Mack will assist Marina with a number of planned developments and coordinate with the Fort Ord Reuse Authority (FORA) and the Coastal Commission. Mack is a third generation Californian, born and raised in Salinas, where he resides with his wife and two children. In his free time he enjoys hiking, mountain biking, backpacking, and being civically involved in his community.



Andrea Ouse, AICP, is Concord's new Community and Economic Development Director, fresh from serving in the exact same position in Vallejo since June 2015. She had been in Vallejo since 2013. Earlier, Ouse was with LSA Associates for 10 years, serving as principal and managing the firm's South San Francisco office. In Concord, she will oversee the city's transportation, planning, economic development, building, and engineering divisions. Ouse told the Vallejo Times-Herald it was a "good time to make a transition" after the adoption of Vallejo's general plan. She holds a master's degree in public administration from California State University East Bay and a BS in city and regional planning from Cal Poly, San Luis Obispo. Ouse was APA California-Northern's Section Director in 2012 and 2013 and the Section's Awards Program Co-director from 2007 through 2012. ■



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How to spot a lie on a résumé

By Gwen Moran, excerpted from *Fast Company*, September 7, 2017
<http://bit.ly/2gPhSj9>

“People are lying more on their résumés. But how do you know? Here are six red flags that a résumé statement could be a lie and needs verification.

- “When start and end dates are listed as year-to-year instead of including the month and year, the candidate could be trying to hide job gaps or make previous employment seem longer than it was.
- “Education is another area where people often embellish. One telltale sign is that the individual doesn’t put the type of degree earned — they say they earned a bachelor’s degree instead of a bachelor of science (BS) or bachelor of fine arts (BFA).
- “Odd wording can be an indicator that something is amiss. Sometimes, people who have worked as contractors or through intermediary firms, such as staffing agencies, will cut out the middleman information and say they worked for the big firm.
- “Job experience (76 percent) and duties (55 percent) are areas that are most frequently embellished. When you see vague descriptions of skills or skills that aren’t consistent with the job duties or job title, you might be seeing hyperbole in action.
- “Similarly, if [you see] a big jump on a résumé — for example, from administrative assistant to manager — in a short period of time at one firm or between two jobs, it’s a good idea to investigate.
- “If a résumé uses the pronoun ‘I’ instead of ‘we’ too much, the candidate may be taking too much credit or claiming responsibility individually for something that was clearly a team effort.” ■

A political push for affordable housing. “When I started with SB35 I wasn’t sure how far it would go, so I was surprised how many of my colleagues got it. We are moving past the era where every city in California could view itself as an independent kingdom that could refuse to build any housing. Our cities are all interconnected, and housing decisions in one city affect many other cities, and state law needs to reflect that.”
—California state senator Scott Wiener to Conor Dougherty, *The New York Times*, <http://nyti.ms/2xdH4X4>



APA California recognizes Bay Area planners and projects

Five previous recipients of Northern Section awards and two Bay Area projects submitted directly to the state chapter were honored at the APA California 2017 Awards Ceremony in Sacramento Sunday, Sept. 24. Except as noted, Jasmin Porter took the photos below on June 2nd at the Northern Section Awards Gala.

APA California's 2017 Award of Excellence for Best Practices went to Mission Creek Sea Level Rise Adaptation Study. *SPUR*. Shown: Jonathan Linkus (Callison RTKL), Brad Benson (Port of SF), Peter Wjisman (ARCADIS), Laura Tam (SPUR), Joe LaClair (San Mateo County)



APA California's 2017 Award of Excellence for Communications Initiative went to "Vital Signs – Taking the Pulse of the Bay Area." *Metropolitan Transportation Authority*. Image: Screen capture from Vital Signs overview video, <https://youtu.be/sglWNu1fHc>



APA California's 2017 Award of Merit for Economic Planning and Development went to The Pruneyard Master Use Permit. *City of Campbell*. Detail from the Master Use Permit, <http://bit.ly/2x5Zqcl>



(continued on next page)

APA California's 2017 Award of Merit for Grassroots Initiative went to StreetAir. High School students Charlie Millenbah, Milo Wetherall, and Zelda Zivny



APA California's 2017 Award of Merit for Planning Advocate went to Jeanette Dinwiddie-Moore, FAICP



APA California's 2017 Award of Merit for Public Outreach went to City of San Jose video tutorial, "Designing an Addition to Your Single Family Residence." City of San Jose PBCE, Planning Division. Shown: Aparna Ankola, Ned Thomas, AICP, Steve McHarris, AICP, Shelley Ha, Susan Walsh, AICP, Rhonda Buss, Juan Borrelli, AICP



APA California's 2017 Academic Award of Merit went to East Santa Clara Street Urban Village Planning, Community Assessment Report. San Jose State University Department of Urban and Regional Planning. Shown: Shannon McDonald, Victor Guzman, Michelle Lee, Mariacarla Zazzaro, Radha Hayagreev, Jia Liu, Wendy Lao, Professor Hilary Nixon



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

Vernazza, Italy, a fortified town from 1080, is one of five towns that comprise Cinque Terre, a UNESCO World Heritage Site. The tower on the right marks the Church of Santa Margherita d'Antiochia, c. 1318.
Photo: Chandler Lee.

The suburb of the future?

The New York Times, September 15, 2017

Alan M. Berger, <http://nyti.ms/2x6lzYj>

"The suburbanization of America marches on. Millennials, it turns out, are not a monolithic generation of suburb-hating city dwellers. Most of them represent a powerful global trend. They may like the city, but they love the suburbs even more.

"They are continuing to migrate to suburbs. According to the latest Census Bureau statistics, 25- to 29-year-olds are a quarter more likely to move from city to suburbs as vice versa; older Millennials are more than twice as likely.

"Their future — and that of the planet — lies on the urban peripheries. Hurricanes Harvey and Irma made clear that, especially in suburbs, the United States desperately needs better drainage systems to handle the enormous amounts of rainfall expected from climate change.

"They also made clear that new, sustainable suburbs can offer an advantage by expanding landscapes that can absorb water [with] ... neighborhoods friendlier for pedestrians, sidewalks and paths that connect to open spaces and communal areas, [and] common recreation spaces or vegetable gardens.

"Planners need to view cities, suburbs, and exurbs not as discrete units but as regions with one integrated environmental and technological system. It's a profound change of vision for the future, so close to being achievable. And the millennial generation — there's-an-app-for-that outlook — is the one that will adopt it. They find beauty in the utilitarian, and they know how quickly radical technologies can change everything, including the suburb they want to call home."

'What Amazon's HQ2 wish list signals about the future of cities'

Harvard Business Review, September 8, 2017

Amy Liu and Mark Muro, <http://bit.ly/2gWsXiC> • "Amazon's announcement that it will build a second headquarters carries far more profound implications than which North American metropolitan areas are most likely to be chosen.

"Amazon's selection criteria, described in the company's request for proposal, <http://bit.ly/2gWYlgT>, list the attributes cities must have if they aspire to be a serious part of America's growing digital economy. Amazon's wish list is an unusually public confirmation ... of the factors that make a local ecosystem relevant in today's innovation economy. Among them are:

- **"Capacity to produce skilled, technical talent,** ... with special mention of ... opportunities for creative partnerships with community colleges and universities.
- **"Access to domestic and global markets** through ... a strong infrastructure network of highways, international airports, and high-speed broadband.
- **"Connected and sustainable placemaking.** The Amazon RFP ... calls for energy efficient buildings, recycling services, public plazas, green space, and access to multiple modes of transportation. Amazon ... emphasizes its interest in promoting walkability and connectivity between densely clustered buildings.
- **"Culture and diversity,** ... specifically 'the presence and support of a diverse population,' ... excellent higher education institutions, and functioning local governance.

"In sum, the Amazon RFP ... values global engagement, diversity, and environmental stewardship. Amazon is also signaling [that] ... the path to prosperity in a hyper-digital global economy is attainable for cities that invest in people, infrastructure, and quality places."

(continued on next page)

"The Obama Presidential Center is scheduled to open in Chicago's Jackson Park in 2021. Three buildings will comprise the center—a museum, a library, and a forum. But amid the celebrations about hosting a center devoted to America's first black president, there's also consternation about what the complex will mean, not only for Jackson Park but also for the surrounding neighborhoods. Bird watchers are worrying that their park sanctuary will be snatched. Fears of gentrification have been stoked among nearby residents. As renderings are revealed and details about the site trickle out, questions emerge about winners and losers. ... And South Siders want more say about what happens next. Specifically, residents are pushing the Obama Foundation and other local partners to commit to a community benefits agreement, a binding document designed to protect affordable housing and ensure equitable economic development." —Natalie Y. Moore, *CityLab*, <http://bit.ly/2fA4CvB>

NASA proposes 1,930 rental units on federal land at Moffett Field

The Mercury News, September 5, 2017

Richard, Scheinen, <http://bayareane.ws/2gOrBWZ>

“Out of the skies comes a plan to put a dent in the region’s housing crisis — a new housing campus devoted to rental units, with 10 percent affordable. NASA Ames Research Center, which expects to begin searching this fall for a private development partner for the project, said individuals who work or go to school on Ames-owned property — the center’s civil service and contractor employees and their families — would get first dibs.

“‘Housing in Silicon Valley is in high demand, and there’s a significant need for our employees and our community,’ said Ames Center director Eugene Tu. ‘Plus, this housing will mitigate some of the increasing traffic and air emissions in the region.’

“The mixed-use project — 100,000 square feet of retail space in addition to the rental housing — would be built over the next three to five years alongside Highway 101 on the southern end of NASA Ames’ property.

“NASA officials have met with city officials to discuss the proposal and underlying issues: the need to improve transit, expand schools, and make inroads into the housing affordability conundrum as Moffett and surrounding areas build out in the coming years. The new housing would add

to the public-private developments proposed there. Google plans to build a 1.1 million-square-foot office project on Moffett’s western edge and to create 300 units of modular housing there as temporary accommodations for employees.”



Boundary map, NASA-Ames and Moffett Airfield.
Base map: Google.

Los Gatos approves new infill homes on ‘North 40’

Greenbelt Alliance, September 7, 2017

<http://bit.ly/2xaffip> • “The Los Gatos Town Council has approved a new walkable neighborhood on one of the city’s largest sites for infill development.

“Known as ‘Phase One of the North 40 development,’ the project includes:

- “A mix of 320 new homes, a village market, shops, and open space on a 21-acre site.
- “50 affordable homes for seniors, providing opportunities for those most in need.
- “Over 30 percent of the area dedicated as open space with a central community park, community gardens, dog park, and fruit-bearing orchards.
- “Walking and biking paths throughout the neighborhood, and contributions to enhancing bicycle and pedestrian connectivity to surrounding community amenities and employers.

“Greenbelt Alliance joined an array of organizations and residents calling for approval of the Phase One proposal as a prime example of smart infill development that supports the local economy, relieves development pressure on the region’s natural and agricultural lands, and offers a host of other environmental and quality of life benefits.

“The approval of the Phase One proposal comes after years of contentious deliberations and debate, including a lawsuit. The Los Gatos Town Council has placed a moratorium on development in the rest of the North 40 area until changes to the city’s North 40 Specific Plan, adopted in 2015, have been considered.”

(continued on next page)

What's the future of the urban Farmers' Market?'

CityLab, September 5, 2017

Steve Holt, <http://bit.ly/2vQLPlu> • “As grocery delivery ramps up, these bastions of local food are no longer offering something quite so unusual. Who is the model serving — and can it survive?”

“Farmers’ markets, especially the ones in cities, are adapting to the times, getting smart about data and technology, catering to new customer bases, and offering lots more than just food.

“This phenomenon is not only improving the diets of American city-dwellers, it’s bridging cultural and political gaps that have widened in recent years. ‘The only place where rural and urban really meet is at urban farmers’ markets,’ says Darlene Wolnik, a farmers’ market consultant and senior researcher with the Farmer’s Market Coalition.

“Despite the proliferation of local and regional food, the number of farmers’ markets is still rising year over year. Nationwide, the markets did \$711 million in sales in 2015. But markets aren’t necessary a terribly efficient use of a farmer’s time. Growers have to pack up loads of fruits, vegetables, and flowers in a truck, drive from their fields to a city square —sometimes more than 50 miles away — and sit there for hours waiting for customers. All this costs the farmer in paying labor, lost time in the fields, fuel, and spoiled inventory.

“Still, some markets are seeing huge upticks in both foot traffic and profits, and analysts say that’s because of a concerted effort to open up local food markets to traditionally underserved populations.”

Is Houston still a model city?

The New York Times, September 4, 2017

Emily Badger, <http://nyti.ms/2gOkBcQ> • Houston is a prime example ... of development run amok, of how sprawl can devour nature. ... It’s [also] an example of how to create affordable housing. It’s proof that fewer regulations mean more prosperity, that the market knows better than any central planner.

“‘Houston reaffirms people’s pre-existing biases about how cities should be built,’ said William Fulton, a longtime former planner and mayor in California who now directs the Kinder Institute for Urban Research at Rice University in Houston. It’s the model of precisely what not to do, unless you believe that it gets all the big questions right.

“What Houston needs, says Joel Kotkin, is more drainage within the city or new land engineered along the coast to buffer Texas from storms. It doesn’t need more regulation, he said, nor policies like the urban growth boundary that restricts development at the edges of Portland, Ore. Houston’s refusal to do just that, said Wendell Cox, is the most important factor in explaining its affordability.

“Peter Calthorpe responds bluntly to the idea that Houston’s affordability proves the wisdom of sprawl. Houston’s middle-class affordability, he argues, has been underwritten by the construction labor of undocumented workers and by insurance programs that subsidize building on cheap flood-prone land. And the housing is less affordable when you factor in the transportation costs of getting to and from those homes in a far-flung metro.

“The ferocity of this fight [is Houston a ‘model’ worth emulating?] — and the speed with which people have staked out opposing lessons in the wreckage — hints that change may come with great difficulty, if at all.”

(continued on next page)

Reminder: AICP Exam Prep Workshop Series at UC Berkeley, Saturdays 10 AM – 3 PM, Oct. 7, 14, 21 and Nov. 4 and 18, with study lunch. Fee: \$100. For info, call Don Bradley, (650) 592-0915, or email Dr.DonBradley@comcast.net. To register, mail check to the order of Don Bradley, 2995 Woodside Road, Suite 400, Woodside, CA 94062.

College campus parking may be a relic. “More universities are beginning to consider where transportation is headed as they wrestle with parking woes [and] construction costs that can run \$20,000 to \$30,000 a space. The transportation technology ‘revolution’ should only accentuate that trend, said Andy Cohen, a co-chief executive at Gensler. The timeline for this shift is uncertain; widespread adoption of autonomous vehicle technology is not expected for at least another decade. Increasingly, campuses are focusing on managing demand instead, charging more for the most convenient spaces, running shuttles, subsidizing public transit passes, and adding bike and car-sharing services.” —Lisa Prevost, *The New York Times*, <http://nyti.ms/2xcModm>

Where Uber and Lyft are most used in SF

San Francisco Examiner, September 3, 2017

Joe Fitzgerald Rodriguez,

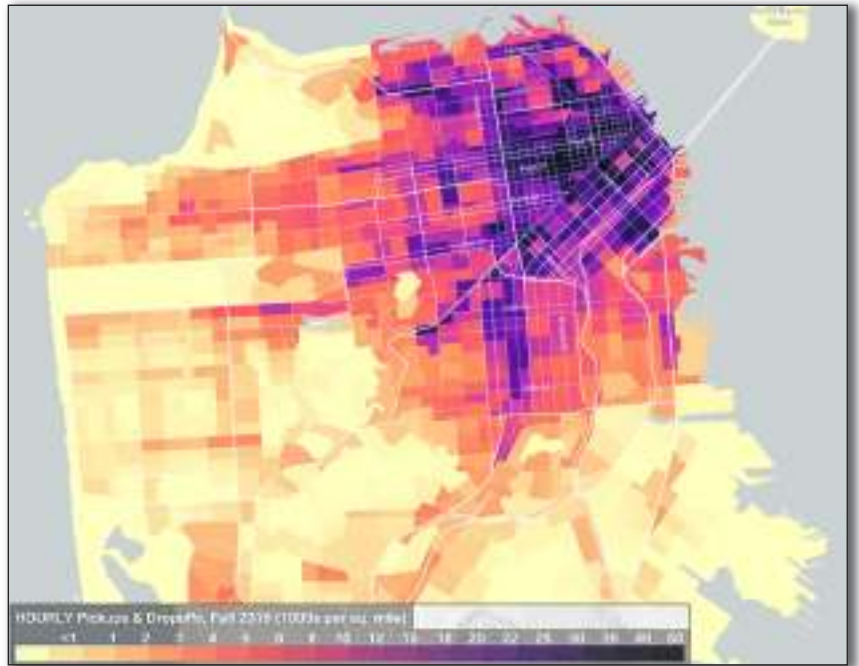
<http://bit.ly/2wBc9S3> • “Some neighborhoods seemingly turn up their noses to [ride-hailing services] according to ‘scraped’ data of Uber and Lyft pickups and drop-offs in neighborhoods that start and end in San Francisco. The study (TNCs Today: A Profile of San Francisco Transportation Network Company Activity, <http://bit.ly/2wARXj7>) was conducted [by the San Francisco County Transportation Authority] with Northeastern University from Nov. 12 to Dec. 20, 2016, and published in June 2017. Dense ride-hail usage is deep purple; neighborhoods with lighter ride-hail usage are beige and white.

[According to the study, “Intra-SF TNC trips generate approximately 570,000 vehicle miles of travel (VMT) on a typical weekday, comprising as much as 20 percent of intra-SF-only VMT...”]

“San Francisco’s dense urban core — downtown and South of Market — is a deep purple. This ‘donut’ pattern surprises no one familiar with transportation, as higher use of transit naturally occurs in more densely packed neighborhoods.

“Yet a closer look at the data shows a divide even between the less dense neighborhoods.

“San Francisco State University geography and environment professor Jason Henderson told the Examiner that



222,600 citywide TNC Friday pickups, Fall 2016. Interactive map source: San Francisco County Transportation Authority, <http://tncstoday.sfcta.org>

while the data doesn’t reveal who is taking Uber or Lyft, or why, past transportation research allows for ‘educated guesses. If you look at where the patterns are, it’s Marina to Mission, SoMa to Lower Haight,’ Henderson said. ‘It’s very obvious that this is upper-income, but also [people with] disposable income’ using ride-hail services.” ■

(continued on next page)

“A dose of reality on climate action. Gov. Jerry Brown spoke in New York on September 18 about California’s strides in tackling climate change, including legislation passed in July by state lawmakers. ‘I like all the optimism around here, but I don’t want to minimize the steep hill that we have to climb,’ Brown said at the start of a gathering of international leaders called Climate Week NYC. ‘Decarbonizing the economy when the economy depends so totally on carbon is not child’s play. It’s quite daunting.’” —Ann M. Simmons, *Los Angeles Times*, <http://bit.ly/2xdgyNC>

“Bay Area traffic congestion up 80 percent since 2010. Drivers slogging through Bay Area freeways during the rush-hour commute are spending more time crawling along at speeds of less than 35 miles an hour, a new report by the Metropolitan Transportation Commission (MTC) found. Evidence of booming growth — where people are finding new jobs and new homes — is written into the commute patterns, MTC spokesman John Goodwin said. [Coming in at] No. 10 is State Route 4, east-bound, p.m. in Contra Costa County: Morello Avenue to Port Chicago Highway.” See the 10 worst commutes, ranked, at <http://bayareane.ws/2fAzWdk>

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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.

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