Evening Program

Tour of the new Television Academy, the Saban Media Center

Join us for a special tour of the new Saban Media Center of the Television Academy. The 30,000 sq.ft. LEED designed center, which opened in April 2016, is a state of the art new home for the Television Academy and its Foundation. In addition to the new theatre, the center includes a conference center, production and editing labs and a suite of offices for the Foundation. We will be able to experience a demonstration of the newest technologies included in the 600 seat theatre. The tour will be led by John Wiedner, Associate AIA, Firmwide Media Practice Area Leader, Principal, of Gensler; part of the design team for this impressive project.

Date: June 22nd, 2016
Location: 5220 Lankershim Boulevard, North Hollywood, CA 91601
Cost: $30 cash/check
$33 credit card for AIA members
$35 cash/check
$38 credit card for non-members.
Time: 6:30 PM—tour
8:00 PM—dinner; al fresco dining on the patio at the Pitfire Grill; 5211 Lankershim Blvd.; North Hollywood, CA 91601.
Credit: 1.5 HSW CEUs
RSVP: chapter office at (818) 907-7151 or edirector@aiasfv.org

Breakfast Program

C.H.I.®
OVERHEAD DOORS

Designing with Rolling Steel and Sectional Overhead Doors, for Residential and Commercial

Presented and Sponsored by:
C.H.I.® Overhead Doors
Date: Wednesday, June 15, 2016
Time: 8:00 AM
Location: AIA/SFV Chapter office bldg., 5121 Van Nuys Boulevard, Sherman Oaks, CA 91403
Cost: $5.00
Credit: Earn 1 HSW CEU
RSVP: chapter office at (818) 907-7151 or edirector@aiasfv.org

Attend this one hour presentation to gain an understanding of how rolling doors and sectional overhead doors can function as part of a building design. Attendees will learn of the installation criteria requirements, safety features available and design options; including security, durability, wind load, aesthetics and special applications. Participants will gain an understanding as to how these options can influence and enhance a project's overall design.

Welcome New Members
Mr. Istiak Ahmed — International Associate AIA with IDJ Corporation
Ms. Mehrangez Danishwar — Associate AIA with ITT – Technical Institute
Mrs. Maria G. Perez — Associate AIA with Pickard Architects
Mr. Fred Ramos — AIA with The Chait Company

Chapter Corporate Sponsors:

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- Jeld-Wen Windows & Doors
Wednesday, July 20, 2016
Vendor Tabletops: 5:00 – 6:15 PM
Plated Dinner: 6:15 – 7:00 PM | Seminar and Keynote: 7:00 PM
The Odyssey | 15600 Odyssey Drive | Granada Hills, CA 91344

Keynote Speaker: MARK LaLIBERTE – Principal, Construction Instruction, Inc.
Mark LaLiberte has dedicated over 30 years to the building industry. Through his lectures, site assistance, video series and his mobile App, he provides builders, architects and manufacturers with an in-depth look at the current and future state of housing, while assisting manufacturers in developing products and services for the next phase of efficient homes. He is the co-creator and partner at Construction Instruction Inc., which developed the number one mobile App in the construction industry. He is also a partner in Sales Instruction, Inc., which is helping to introduce a simplified sales approach to our industry.

Learn the strategies for building smarter and faster in the current marketplace.
• Add value to your projects while building efficiently and profitably in the current market environment
• Discover how using quality products and services saves time and money, while reducing headaches and enhancing profitability
• Learn how to reduce liability and aftermarket service costs
• Participate in valuable discussions about value engineering your projects in the ever-changing building code climate
• Gain practical ideas on best practices when choosing product and service providers

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Join us for a discussion on Building Smarter & Faster in the Current Marketplace.
I recently returned from the annual Convention of the AIA, which this year was held in Philadelphia. It was my third AIA Convention and I have also attended four AIA Grassroots Conferences. Usually my schedule is booked from early morning into the night with caucuses, classes, seminars, Keynote Addresses, Governance Sessions and evening receptions. However, even with the packed schedule, something adventurous and unplanned always seems to occur.

This AIA event was no different. I had a completely unplanned, spiritually uplifting architectural and musical experience, which happened quite suddenly, while I was returning to the City Hall part of Downtown to attend a reception on the first day of the Convention.

I had left the Convention Center in the afternoon to go look for a falafel shop that I had found using my KosherGPS app. I had walked nearly a mile to get to the restaurant and I decided to take a bus back. I had just missed the bus, so Google Maps guided me to the nearest subway station to pick up the next train back.

Three stops later, the train arrived at Jefferson Station, just below the Convention Center. I got off the train and started walking, looking for the way up to street level. I passed a sign that said "Wanamaker's", went into a corridor and up a very old staircase, arriving at a vestibule that to me out to the sidewalk. I looked behind me and saw the entrance to a Macys Department Store.

Something was bubbling up in the back of my mind that I couldn't quite grasp; something about this place. Suddenly a passerby who must have seen me standing there with a confused look on my face said, "You're looking for the pipe organ? It's in there." Pointing back to the Macys.

That was it! Wanamaker's Philadelphia Department Store was the flagship of the Wanamaker chain. It was designed by Daniel "Make no little plans" Burnham; when it was completed in 1911 it was the largest single mercantile building in the world. Twelve stories tall, a full city block in area, and inside, the Grand Court, an atrium at the center of the building that went from the ground floor up to the sky-lit roof, and surrounding that space, the ranks of the largest pipe organ ever built.

Since the time I was a child and read about Wanamaker's and the Organ as a child in the Guinness Book of World Records, and been a fan of organ virtuosos like E. Power Biggs and Virgil Fox, I had wanted one day to see this magnificent building and the instrument within. But in the intervening years I had forgotten all about it—until I found myself standing before that Macys on Market Street in Downtown Philly. I had just come to the destination of an accidental pilgrimage.

Being in the Grand Court when the organ is played is a truly moving Architectural and musical experience. Concerts are scheduled twice a day, 6 days a week. I didn't miss an opportunity to tell other architects that I met at the convention to go and have this experience—which was not to be found on the long list of tours and activities that were in the Convention catalogue. When in Philadelphia, make your own pilgrimage to the Macys nee Wanamaker's.
Jane Jacobs believed cities should be fun—and changed urban planning forever

When Jane Jacobs published *The Death and Life of Great American Cities* in 1961, she was a lone voice with no credentials speaking up against the most powerful ideas in urban planning. Fifty-five years later, on Jacobs's 100th birthday (honored in today's Google Doodle), urban dwellers are all living in her vision of the great American city.

*The Death and Life of Great American Cities* was a reaction to urban planning movements that wanted to clear entire city blocks and rebuild them, believing beautiful architecture was superior to crowded streets.

Jacobs argued this ignored everything that made cities great: the mixture of shops, offices, and housing that brought people together to live their lives. And her vision triumphed.

**How Jacobs left her mark on urban planning**

Jacobs’s book transformed urban planning, throwing out the giant housing projects and sterile plazas that characterized the urban renewal movement in favor of a vision of a bustling, pedestrian-friendly city.

After World War II, urban renewal pushed 300,000 people, about half of them black, from their homes nationwide to build new high-rises, civic plazas, and office buildings. The buildings themselves in most cities were influenced by Le Corbusier, a famed Swiss architect who in the early 20th century had called for bulldozing downtowns and building in their place beautiful skyscrapers interspersed with parks.

Le Corbusier saw streets as crowded, noisy, smelly, and unpleasant—a “relic of the centuries, a dislocated organ that can no longer function.” People-watching could be amusing, he acknowledged, but it could not compare with “the joy that architecture provokes.”

Jacobs saw something different: a “sidewalk ballet” of people interacting with and depending on each other. When she visited Philadelphia with the city’s chief planner, she once told the CBC’s Eleanor Wachtel, the differences between Jacob’s view and the urban planning establishment’s were clear:

First we walked down a street that was just crammed with people, mostly black people, walking on the sidewalks and sitting on the stoops and leaning out of the windows. I think he was taking me on this street to show me what he regarded as a bad part of the city, to contrast it with what he was going to show me next. I liked this street—people were using it and enjoying it and enjoying each other. Then we went over to the parallel street that had just undergone urban renewal. It was filled with very sterile housing projects. The planner was very proud of it, and he urged me to stand at a certain spot to see what a great vista it had. I thought the whole thing was extremely boring—there was nobody on the street. All the time...
we were there, which was too long for me, I saw only one little boy.

“Will the city be any fun?” is one of the most important questions, she wrote in 1958 in Fortune magazine, that a planner can ask: Where you find the liveliest downtown you will find one with the basic activities to support two shifts of foot traffic. By night it is just as busy as it is by day. New York’s Fifty-seventh Street is a good example: it works by night because of the apartments and residential hotels nearby; because of Carnegie Hall; because of the music, dance, and drama studios and special motion-picture theatres that have been generated by Carnegie Hall. It works by day because of small office buildings on the street and very large office buildings to the east and west.

Maybe the best example of the effect Jacobs had is in southwest Washington, DC. In 1946, 23,000 people, most of them black or Jewish, were forced from their homes in the city’s southwest quadrant, and federal office buildings and high-rise apartments were built over the old neighborhoods.

Now that area is being redeveloped again. Alongside the older buildings, developers are adding mixed-use projects that brag about being places where residents can live, work, and play. It’s a perfect example of the “two shifts” that Jacobs said characterized a vibrant neighborhood.

Jacobs also fought highway development—and now the federal government says she was right

If The Death and Life of Great American Cities was Jacobs’s masterpiece, her climactic battle came a few years later. Robert Moses, the New York City planner, had called for an expressway that would bridge lower Manhattan, plowing through SoHo, the East Village, and the Lower East Side.

Jacobs was determined not to let this happen. She won. Her fight with Moses has been turned into an opera called A Marvelous Order, drawn from a Jacobs passage about the logic under the chaos of urban life: “Under the seeming disorder of the old city, wherever the old city is working successfully, is a marvelous order for maintaining the safety of the streets and the freedom of the city.”

And no less than the nation’s top transportation official now thinks that the US would be better off if highway development had hewed more closely to Jacobs’s vision than to Moses’s.

The federal government put up highways in poor urban areas in the 1950s and 1960s, isolating those neighborhoods from the rest of the city or sometimes tearing them down entirely. (Vox’s Timothy B. Lee found some maps in December 2014 that demonstrate just how devastating the effects of the freeways were.)

One of those highways isolated the Charlotte, North Carolina, neighborhood where Anthony Foxx, now the federal transportation secretary, lived as a child. And in recent months, he’s been arguing that building highways that way was a terrible mistake—one that he hopes federal policy can now reverse, he told the Washington Post in March.

“We built highways and railways and airports that literally carved up communities, leaving bulldozed homes, broken dreams, and, in fact, sapping many families of the one asset they had: their home,” he said in a speech at the Center for American Progress.

One of his complaints about the neighborhood where he grew up, he told the Post, was that it wasn’t walkable—one of the things Jacobs prized in urban life.

Jacobs’s career is a triumph of a regular person over experts

Jacobs wasn’t trained as an urban planner or an architect. She didn’t even have a college degree. She’d trained as a journalist: Her first job was the evening shift at the local morning newspaper in Scranton, Pennsylvania.

Jacobs continued on page 7.
Tiny homes, which can be as little as 50 to 300 square feet, are growing in popularity as a solution for the homeless. In Chicago, advocates want to build tiny houses to serve a specific marginalized group — homeless youth, especially those who identify as LGBTQ.

“Most of the cities in the country that have already implemented housing tiny homes for the homeless are doing it for the chronically homeless or veterans, so no one yet is doing it specifically for the youth target population,” says activist Tracy Baim, who spearheaded a Chicago Tiny Home Summit April 18–19 at the University of Illinois at Chicago.

Baim says tiny homes could provide freestanding independent housing instead of what is typically available for young adults seeking shelter.

“They’re living in group homes, where shared showers, where violence and sexual assaults can happen,” she says. “Your stuff is stolen constantly.”

The summit, which aimed to discuss the practicalities and experiences of building tiny houses, displayed the tiny home design that won the American Institute of Architects’ competition to build a tiny house community for Chicago.

“You actually enter through a breezeway, kind of a covered porch area that’s 8 feet deep,” says Lon Stousland, part of the three-member team that won the competition. Their prototype is fairly big by tiny home standards.

A brick facade surrounds the bright yellow front door. Inside, there’s a twin bed, a bathroom and a combined kitchen and living room area.

“This is closer to 300 square feet,” says architect Terry Howell, another team member. The third team member, Marty Sandberg, says there is another way the structure is different from other tiny houses.

“We designed this to actually be one of a series of row homes,” Sandberg says.

Lala Thomas, William Okamura and Maria Cwiklik are three 20-year-olds who were formerly homeless. Now, they live in a transitional housing shelter, and all go to school. They were part of a group chosen to offer design suggestions about what a Chicago tiny home should look like. Thomas was a little surprised by the size.

“Well, I really didn’t like it, I’m going to be honest, because ... you really can’t put that much stuff in that little house,” Thomas says. “I mean, I just think it was just ... it would be bigger than that.”

“By having those walls up, I’d feel 100 times safer than being outside with nothing,” Okamura says.

Cwiklik says even though planning may be in an early stage, she’s optimistic about a tiny home village for youth in Chicago.

“As long as we get more support and as long as we get more youth involved in this program,” Cwiklik says, “it’s going to happen.”

But there are obstacles. Zoning Attorney Danielle Meltzer Cassel says in addition to building codes and zoning ordinances, there is the “not in my backyard” or so-called NIMBY opposition from residents. She says advocates in Chicago must face a dose of reality.

“If this is pitched as something that is for the folks who are the most needy in our society, the door’s going to slam shut,” she says.

In Seattle, activists involved in the tiny home movement have been doing more building and less planning. Melinda Nichols, with the Low Income Housing Institute in the city, says so far volunteers have built 50 to 60 temporary tiny homes under 120 square feet.

“Because people are standing out in the rain waiting for a place to live,” Nichols says. “It’s a crisis, and the way to respond to those things is to do something right now.”

In Nashville, the Rev. Jeff Obafemi Carr with Infinity Fellowship says advocates have to be inventive as they try to provide needed housing. His group raised money to build six tiny homes on wheels without seeking permission.

“Cities and municipalities don’t know what to do with it. The code and zoning laws are antiquated. So there’s going to take a mix of guerrilla tiny home building and planned development,” Carr says.

In Chicago, Baim says the next step for advocates is to create a privately funded tiny home village pilot.

She says that will show developers, city government and Chicago residents how tiny houses could play a huge role in making it safer for young people with no place to call home.

—Cheryl Corley, Correspondent, NPR National Desk, Chicago

<For related stories follow this link—Ed>
http://www.npr.org/2016/05/04/475591579/as-a-guerrilla-movement-tiny-homes-may-emerge-as-alternative-to-shelters
But Jacob's lack of traditional expertise worked in her favor. Her theory of how cities worked was based on how she saw people behave, rather than how architects hoped they would behave. (She didn't mince words, either: In 1958, she called these experts "ego-centric children, playing with pretty blocks and shouting "See what I made!")

Jacobs wanted cities filled with paths for pedestrians rather than broad streets for cars. The most important thing about urban planning, she thought, was how people would live in a city — not how visionaries thought she should live.

She summed up her motivating principles in 1980, in a debate with a developer who quoted visionary city planner Daniel Burnham: "Make no little plans, for they have no magic to stir men's blood."

“Funny, big plans never stirred women's blood,” Jacobs responded, as Roberta Brandes Gratz recounted in CityLab in 2011. “Women have always been willing to consider little plans.”

Of course, big, inspirational plans might have put a highway through SoHo, but they also created Central Park. And Jacobs's legacy, similarly, isn't all positive. Her love for old buildings can turn into a fetishization of historic preservation that stops new construction to help keep down housing prices. A belief that the community should get a say in development can turn into NIMBYism that protects existing residents’ rights by barring newcomers.

But compared to the high-rise housing projects and sterile plazas of the 1950s and 1960s, Jacobs's vision of a city built around people and everyday life is far more inviting. It's no surprise that planners are still trying to figure out how to build and preserve the urban world she praised.

If you're interested in more, Curbed has a wonderful collection of articles celebrating Jacobs's life and legacy on her 100th birthday.
Architect
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Kruger Bensen Ziemer (KBZ) Architects is seeking an intern with a professional degree and a desire to become a licensed architect. KBZ fully supports the Intern Development Program and the development of recent graduates into fully licensed architects. KBZ primarily serves educational and municipal clients through a wide variety of public works projects since its establishment in 1960. Candidate must have AutoCAD Architecture and Revit skill sets; SketchUp and LEED AP are desirable, as is prior work experience. Compensation DOE. Please respond via e-mail with cover letter, resume, and selected work samples (10mb max) to jobs@kbzarch.com

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• Accredited Architectural Degree or Equal
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• Knowledgeable and thoughtful with a knack for problem solving and willingness to be a part of the solution.
• Strong skills and work experience in AutoCAD and Revit a MUST.
• Excellent written and verbal communications
• Excellent organizational skills and an extremely high level of attention to detail;
• Quick learner able to handle a fast paced environment and be self-motivated

Required Applications:
• AutoCAD, REVIT, Microsoft office (with emphasis on Excel and Word).
• Submit a portfolio or work samples.

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Missy White, On behalf of the Spray Foam Coalition
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* Savings vary. Find out why in the seller’s fact sheet on R-values. Higher R-values mean greater insulating power.

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Palmer & Krisel Home Tour
June 11, 2016

June 11, 2016
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Contact:
Scott@Sterling@TheMuseumSFV.org
Lee Davis@TheMuseumSFV.org
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Carl D. Atkins Passed Away

Our Allied member and Corporate Sponsor representative for Timely-Prefinished Steel Door Frames, Carl D. Atkins passed away April 10, 2016. Carl was born July 27, 1940, in Tulsa, Oklahoma, and raced cars in his youth. He was the National Accounts Manager for Timely, since 2000 and a staunch and enthusiastic supporter of our AIA/San Fernando Valley Chapter since 2011. He eagerly attended and sponsored our chapter’s many programs and events over the years (golf was his favorite!). At his retirement party last year, Brad McDonald, AIA, presented Carl with our Chapter’s President’s Award for his efforts, support and unfailing dedication to our Chapter and the American Institute of Architects. To those who worked with and knew him, Carl was “genuine, salt-of-the-earth, honest, loyal, kind—a truly honorable man”. He leaves behind his loving wife of 43 years, Janice Atkins. We will all truly miss him.”

(L. to R) Brad McDonald, Carl Atkins, Tom Manzo

ANNOUNCEMENT:
Angelus Block Posts First Type III EPD for CMU

Angelus Block is the first producer to publish a Type III EPD under ASTM’s new Product Category Rules specific to concrete masonry units.

We’re planning a once-in-a-lifetime opportunity for you to take the train to Fresno and tour California High-Speed Rail while it’s still under construction! The dates of the trip would be July 11th and 12th. We’d like to gather some information so we can make sure this trip is the best experience possible.

If you’re interested, please take the survey at: http://survey.constantcontact.com/survey/a07ecrlpuy8iox9zdr3/a0140ip4gds0i/questions

We created this survey to determine your interest in a railLA trip to the Central Valley on July 11th & 12th to tour construction work underway on California High-Speed Rail. You are not making a commitment now, we are just using this to determine availability and interest.

This is a once-in-a-lifetime opportunity to tour California High-Speed Rail while it’s under construction! Departing on July 11th from Los Angeles Union Station, we will take Amtrak Coach service to Bakersfield where we will transfer to the San Joaquin train to Fresno, CA. After arriving, we’ll tour Downtown Fresno and have dinner before returning to our accommodation for the evening. We’ll rise early the next morning for a tour of high-speed rail construction hosted by prominent members of the California High-Speed Rail Authority. After the tour, we’ll have some time to relax and say goodbye to Fresno before boarding a train back to Los Angeles.

Of course, the highlight of the tour will be seeing high-speed rail rise from the ground in front of our eyes! Safety precautions will need to be made and we’ll need to wear protective gear while on the construction site. This trip will be an adventure you’ll be able to brag to your friends about for years!

Let us know if you have any questions at: jstutes@railla.org

Hope to see you on the trip! It should be amazing!!

Sincerely, Jeremy Stutes, President, railLA
To Whom it may Concern:

While the AIA SFV believes that the planned revisions to the BMO/BHO touch on items that will improve residential development and design, we also believe that the revisions **could do with further refinement to achieve its goals, and should not be passed in its current form.** In our opinion, if this revision proceeds as written, it will have a negative impact on development while also failing to achieve its goals of restricting out of scale development in residential neighborhoods. The future revision should take the form of an ICO or temporary provision until RE:CODE LA is complete to avoid conflicts with the upcoming major changes to the zoning code. Please see the comments below.

**The following items should be considered:**

- In all zones: 400 sq. ft. of garages must remain exempt. LAMC requires 2 – 200 sq. ft. covered parking spaces.
- Removing the R1 bonuses for front façade articulation will negatively impact the massing of new residences & remodeled residences. The encroachment plane starts to do this, but without further provisions new development has no incentive to articulate the front façade. □ A provision similar to the side articulation should be considered for the street front façade.

- A provision similar to the side articulation should be considered for the street front façade.
- The R1 RFA percentage should remain at 50%. If it is 45% a large percentage of existing residences will become existing non-conforming (particularly if the garage exemption is removed) and the incentive to redevelop aging homes on R1 lots will be lessened.

- A sliding scale for sq. footage exemptions of covered patio area and over height attic must be implemented based on lot zoning and lot square footage. For example a 20k sq. ft lot should be allowed more exempt covered patio area than a 5k R1 lot.
- Further consideration and weight must be given to addressing the massing of projects as opposed to basing revisions solely on RFA.

- In RA lots the maximum RFA percentage must be raised. A 20,000 sq. ft. lot should not be restricted to only double the square footage of a 5000 sq. ft. lot R1 lot.
- Grading must allow for balancing on site. The issues is with import and export requiring haul routes. Grading import and export must be separated from total grading quantity.
- Grading for foundations must be separated from grading for basements and should remain exempt from grading totals.
- What constitutes a covered patio must be clearly defined. Cantilevers with area below not intended for use as patio area or under a certain projection length should not be counted.

- The side wall articulation provision language should be clarified that it applies only to walls that are over 14’ in height. As it reads now there could be confusion that a building over 14’ in height with a stepped back wall for the second floor of a building would still be subject to the required 5 ft stepback if it is longer than 45’. If the goal is a break in massing the following diagrams should apply (on the right ▶).

Regards,
AIA San Fernando Valley
Jonathan Gilliam AIA SFV LEED AP
AIA SFV Board of Directors