



graphic: Perez and Nguyen

Architecture at Zero College/University Students Merit Award winners Stephanie Perez and Belina Nguyen with *The Courtyards*.

STUDENT COMPETITION WINNERS



graphic: Cavero, Stracener, & Vasilyeva

Architecture at Zero College/University Students Citation Award winners Victoria Cavero, Gabriela Stracener, and Uliana Vasilyeva with *Little Farms*.

Two teams from Pablo La Roche's Fall 2024 topics studio won top awards in the Architecture at Zero competition—Stephanie Perez and Belina Nguyen with *The Courtyards* and Victoria Cavero, Gabriela Stracener, and Uliana Vasilyeva with *Little Farms*. See <<https://www.architectureatzero.com/2024-recipients>> and scroll down to College/University Students awards.

Marco Zhou, with his project from Pablo's fall 2023 studio, won 2nd prize in the CTBUH 2024 Mass Timber Student Design Competition with his project *Live, Laugh, Learn*. Full story at <<https://www.ctbuh.org/mass-timber-student-design-winners-2024>>. 🙌



CTBUH 2024 Mass Timber Student Design Competition

graphic: Marco Zhou

—Pablo La Roche

NEW FROM SBSE

SBSE QUARTERLY SEMINAR SERIES

There will be **no SBSE Retreat this year**, but the inaugural quarterly webinar for the SBSE Seminar Series, *On Building Science*, has been successfully set up. You can register using the details below. Please share this information with your students, colleagues, and networks. If you encounter any problems with registration or have any suggestions for changes, please let me know.

Vivian Loftness (CMU), Christopher Meek (UW), and Mark DeKay (UTK) have accepted our invitation to participate. Selecting panelists was challenging due to the wealth of expertise available and the overlap of the seminar date with spring break, which limited availability. However, there will be opportunities for other speakers at future seminars with more focused topics.

When: 21 Mar 2025, 10:00 AM Pacific (PDT) [*so SBSE, celebrating the equinox!*-ed.]

Register in advance for this free webinar at <https://wsu.zoom.us/webinar/register/WN_EiOZwbfBQj64SyUHTQGAXw>.

After registering, you will receive a confirmation email containing information about joining the webinar. 🙌

—Omar Al-Hassawi

LETTERS TO THE EDITOR

Please sign this petition and share the link with others to urge the Federal government to hold this year's Solar Decathlon Competition. Please share the petition with your elected officials, and let the 112 teams have a chance to compete!

Sign at <<https://chnng.it/6s5DQJPBqs>>. 🙌

—Dorothy Gerring, Pennsylvania College of Tech.

Wonder why the Solar D is not happening?—ed.



The 2025 Decathlon is hanging by a thread. I reached out to Taylor Ryan at the DOE who suggested that I reach out to SBSE.

My Georgia Tech team has worked very hard on their 2 entries as have teams all over the world. I was thinking that we might organize a virtual version of the Solar Decathlon; what a great way to amplify the mission of SBSE.

—Frank A. Wickstead, Georgia Tech

Let's all think how we can implement work on this issue!—ed.

SBSE PEOPLE

✪ **Ihab Elzeyadi** has been elected Vice-President of the Architectural Research Centers Consortium.

✪ **Ralph Muehleisen** hasn't been very active in SBSE lately, nonetheless, he was just elected a Fellow of ASHRAE.

✪ **Doug Noble** has been named Distinguished Professor by the Association of Collegiate Schools of Architecture (ACSA). Doug says, "A major highlight of my career; I'm deliriously happy!"

✪ **Sue Roaf** is at Deakin University in Geelong, Australia, serving as an Honorary Professor. 🙌

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A FURTHER TALE OF TWO CITIES?

Here's a follow up to my Summer 2024 *SBSE News* article on urbanism, transportation, and density comparing transportation strategies in Paris, France, with those in Eugene, OR, to further enhance cycling and walking as transportation modes and to express wonder at how rapidly and efficiently Paris has transformed itself further toward a car-free future. Indeed, Paris traffic appears to have been cut in half over the past five years.

Fifteen-Minute Neighborhoods, a concept popularized in recent years by the Mayor of Paris, suggests that daily needs be met within a 15-minute walk or bike ride from home: shops, parks, pharmacies, work, dog parks, physician's offices, grocery stores, and so on. Although not a new idea, it has been gaining traction with planners, urban designers, and others. Major carbon reductions can be attained through very low carbon transportation modes coupled with much lower carbon from the high-density building sector needed to support the commerce of a 15-minute neighborhood.

The 15-minute city is, in concept, an aggregation of 15-minute neighborhoods linked by mass transit. Unlike 20th century city models with a high-density core that spreads out into seemingly endless suburbs, the 15-minute city has multiple centers with a more even distribution of density and services. Examples can be seen in the older streetcar suburbs in cities like Boston, MA, and Portland, OR. Built in the first quarter of the 20th century, these neighborhoods often still support one or two grocery stores, a hardware and garden store, a few cafés and restaurants, a movie theatre, medical offices, a school, maybe a branch library, and a variety of small retail stores. In many cases, the former streetcar line has evolved into a bus line to the city center. And in each of these cases this village/suburb had a name and identity that everyone knew. My own neighborhood of the past 45 years is one of these.

The rapid acceptance of this alternative view of urbanism, the 15-minute neighborhood, is related in part to climate change and de-carbonization concerns. Certain cities have very low carbon impact per person, and others are much more climate-impactful. Drilling down on those differences, one sees differences in density, in transportation assumptions, and in the nature of whether most of one's life is spent travelling from place to place by motor vehicle.

Recently an innovative research paper in *Nature—Cities* used public data sources and mapping tools to put this concept to the test. Using data mining and GIS techniques, the authors were able to automate an analysis of many cities around the world, initially for the presence of 15-minute neighborhoods, and then for the possibility of creating more 15-minute neighborhoods through very minor interventions. The results are striking. No city in the USA was listed in the top 50 cities.

Shortly after reading this paper about 15-minute cities, I spent a few days in Bend, OR, a small town that has experienced rapid growth in the 21st century (about 400% population increase since 1990), in part due to proximity to year-round magnificent outdoor recreation. In response to their resulting traffic congestion crisis, in the past twenty years Bend installed more than 50 roundabouts (traffic circles or rotaries) at intersections of minor arterials and collector streets. In many cases, these replaced four-way stop signs, or in some cases prevented or replaced traffic signals. Roundabouts have carbon reduction advantages compared to stop signs and traffic lights, as there's much less stop and go, and often fewer accidents.

Not knowing much about roundabouts, as I walked around an older neighborhood, I was struck by how this changed approach to intersections could be interpreted through a 15-minute neighborhood lens. The neighborhood, a former blue collar area of small houses and small streets, with a minor arterial every five or six blocks, had become a mecca of entertainment along its two main streets, teeming with restaurants, bars, food carts, coffee shops, grocery stores, and outdoor gear retailers.

Unlike the 15-minute neighborhoods I knew well in Eugene and in Portland, OR, as well as in Paris and other cities in France, I was struck by how completely dependent Bend is on individual vehicles,



There are abundant pedestrian streets in Paris.

photo: Bruce Haglund

A FURTHER TALE OF TWO CITIES [CONT.]

with only a smattering of pedestrians, cyclists, and not much transit. I had a few hours to myself, so I spent them watching these traffic circles, noting how they worked, and what triggered failure when they backed up.

The next thing about the roundabouts was that they turn urban commercial real estate norms on their heads. The “100% retail corner” of William Whyte seems to have become the least desirable location along a commercial street, which makes sense when considering how much land roundabouts occupy and the challenge of getting by car to a corner lot on a roundabout.

The first thing that I noticed about these roundabouts was that very few bicycles used them as designed. All the entering streets had bike lanes which ended at curb cuts that diverted the cyclists to the sidewalk. Nearly every cyclist avoided that detour and simply rode down the center of the lane, yielded at the roundabout until there was a break in the traffic, then rode through the roundabout in the center of the lane. (Other cyclists just stayed on the sidewalks entirely, which can be a dangerous place to ride.) The next realization was that there were very few pedestrians at the roundabout despite significant numbers on nearby streets. Granted, it was a cool day in late February, but the recent snow had melted and sidewalks were cleared. It seemed that the usual local ped traffic (dog walkers, babies in strollers, and people carrying groceries or coffee cups) were avoiding the intersections with roundabouts. After walking all 360 degrees of one, it became clear why.



Bike lane curb cut to sidewalk.

- Roundabouts add considerably to pedestrian travel time, as they are diverted 40 to 50 feet [~12 to 15 meters] out of their way to make the street crossings. Even if this only happens every several blocks, it definitely adds time. For recreational walkers, that may be fine, but a 15-minute neighborhood is assumed to be full of walkers and cyclists shopping, commuting, taking kids to school, and all other reasons to be out on the streets. For most of them, time matters.
- Roundabouts feel challenging for pedestrians. Ideally, traffic doesn't stop in a roundabout except to wait for a break in the traffic or to yield to a pedestrian or cyclist. Motorists seem more focussed on finding a gap in traffic to enter the roundabout than to see who is waiting to cross the street. Once in a roundabout, the main goal of drivers seems to be getting out of the roundabout and onto a street efficiently, and perhaps not looking for pedestrians. Bend drivers are extremely polite, and yielding to pedestrians is the norm. But I observed some pedestrians who seemed to go out of their way to avoid crossing at a roundabout.
- Roundabouts are not inexpensive, especially in an existing neighborhood. They can require more curbs, more paving, more catch basins, and more signage than does a simple four-way stop.

Roundabouts are now used very frequently in towns and cities throughout the world, but there is some push-back. The Wikipedia article on roundabouts shows mostly rural and very low density city examples, almost all without provisions for cyclists which would clearly give priority to pedestrians. In Paris (one of the places that originated the roundabout in the 17th century) the large traffic circle at Bastille was recently reconfigured as a “U” to give more priority and safety to pedestrians and cyclists, to create a transit hub, and to create a large pedestrian plaza connected to the adjacent neighborhood. [See Fred's before and after comparison on p. 6—ed.]

I did hear from some users that roundabouts in Bend are not a panacea for drivers. The word

• *continued next column*

from the locals is that when roundabouts work well, they're great (for drivers), but that whole neighborhoods can and do go into gridlock very quickly, as problems at one roundabout seem to propagate to others. Very long trucks, that may struggle to find a long gap so they can enter, can cause backups. So can high pedestrian flow, which inner neighborhoods experience in summer, the peak recreation season. I also saw issues when the traffic along one street was lighter than along the other street. If there is a fairly continuous stream of traffic going in the dominant direction, traffic can get backed up in the street with less traffic (an effect confirmed in US DOT advisories). Bend's previous system of many intersections with four-way stops could get bottled up, too, but it seemed to resolve itself more quickly.

But the biggest conundrum, in my view, is that one of the reasons for roundabouts on smaller streets is that they are a decarbonization tool. Undoubtedly traffic moves more smoothly, and comes to full stops less frequently. Drivers are less frustrated, and crashes are less frequent.

Fundamentally, these are not tools for building 15-minute neighborhoods nor cities for our future. The world seems to be moving toward 15-minute cities*, but roundabouts appear to be a mere band-aid to slightly ameliorate the suburban densities prevalent in the States. Traffic circles represent infrastructure that will, in the context of a 15-minute neighborhood future, probably outlive their usefulness. A much more carbon-efficient solution, as demonstrated in several cities abroad, is infrastructure that better supports walking and cycling combined with a willingness for motorists to take a secondary priority. 🙌

—Fred Tepfer

* See <<https://whatif.sonycls.it/15mincity/>> for analyses of 15-minute neighborhoods in cities like the ones comparing Paris to Houston below. Blue shows 15-minute communities, white and light red are non-15 minute (ignore deep red peripheral areas) .



Paris, France



Houston, Texas USA

B&C CALL FOR PAPERS

Special issue of *Buildings & Cities: The Complexity of Disaster Reconstruction*, Guest Editor Paolo Tombesi (EPFL)

Deadline for abstracts: 24 Mar 2025

The aim of this special issue is to probe the socio-technical, conceptual, and organizational processes underlying physical reconstruction after disasters. The focus is on the integration of diverse knowledge domains in planning processes concerned with the reconstruction of damaged or destroyed urban and rural territories. While recognizing the wealth of analyses and experiences focusing on distinct aspects of physical reconstruction, this special issue will explore the ability of different conceptual dimensions to be brought to inform one another, within a systemic view of the entire endeavor. By emphasizing disciplinary and methodological differences between contiguous efforts that might be functionally better connected, the special issue seeks to expose the complexity of physical rebuilding and social recovery processes while highlighting areas, gaps, or links in need of scholarly or specialist attention.

Full CFP details: <<https://www.buildingsandcities.org/calls-for-papers/complexity-disaster-reconstruction.html>>.

—Richard Lorch

B&C 500K+ MILESTONE

Buildings & Cities is pleased to announce that in 2024, our peer-reviewed articles were viewed and downloaded 523,612 times. We are delighted that the journal continues to serve as a platform for attracting and making accessible high-quality built environment research.

This great degree of interest indicates the valued contribution our journal contributes to the field. We thank all the authors, reviewers, guest editors, and editorial team members who have contributed their time and expertise to the journal. We hope you will continue to support us in this work and enjoy reading our 2025 volume.

Full data on metrics (impact factor, ranking and ratings, content metrics, etc.) is available at <<https://lnkd.in/enszRetK>>. 🙌

—Richard Lorch

BOOK NOOK

CLIMATE-DRIVEN DESIGN I

After six years of working on *Climate-Driven Design I*, we just submitted the final proofs to the printer. The book will be out on Spring Equinox Day 2025 [so SBSE!-ed.]. Thank you to an amazing production team—Yoshiki Waterhouse (graphic design), Ria Stein (editor), Ellen Marie Reinhard (figures), Akshata Atre (figures), and Sam Wolk (select simulations).

Learn the fundamentals of net-zero building design. This book presents a systematic study of the atmospheric conditions around and thermal conditions within buildings. Its goal is to help architecture, engineering, and construction professionals, students, building owners, and policy makers lead the transition to a healthy, carbon-neutral global building stock. Available at <<https://buildingtechnologypress.com/>>

—Christoph Reinhart



photo: Christoph Reinhart

TEACHING CARBON NEUTRAL DESIGN IN NORTH AMERICA

Twenty Award-Winning Architectural Design Studio Methodologies, edited by Robin Z. Puttock.

This book brings to light a diverse range of innovative architectural design studio methodologies formulated to educate future graduates to combat the climate crisis through carbon-neutral design.

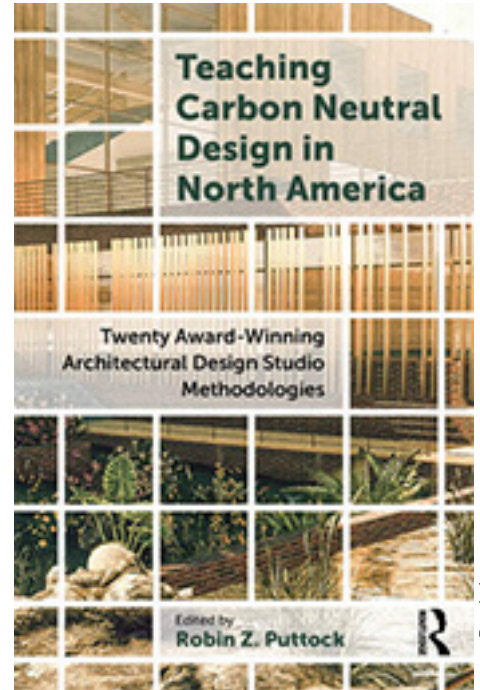
Award-winning professors detail tried-and-tested studio methodologies, outlining their philosophical rationale; the role of precedent study, design concept, and professional partnerships; the approach to analytics and software design development; required readings, assignments, and student work examples, and anticipated future innovation. Chapters are grouped under varying focal points including community empowerment, bioclimatic response, performance analytics, design/build, and urban scale—all adopting a holistic view of sustainable design that incorporates technical challenges as well as those of equity and social justice.

This heterogeneous compilation of strategies encourages wide accessibility to and acceptance by studio professors, as well as administrators and faculty developing architecture curricula, and will, in turn, maximize the effects on curtailing carbon emissions resulting from the construction and operations of our built environment.

Publication date: March 12, 2025. See <<https://www.routledge.com/Teaching-Carbon-Neutral-Design-in-North-America-Twenty-Award-Winning-Architectural-Design-Studio-Methodologies/Puttock/p/book/9781032692517>>

—Ulrike Passe

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cover: Routledge



BOOK NOOK [CONT. FROM P. 4]

BUILDING INTEGRATED PHOTOVOLTAICS—A TECHNICAL GUIDEBOOK

Building-integrated photovoltaics (BIPV) is an innovative technology offering a variety of building envelope solutions, materials, and colors for virtually any building surface. These BIPV products generate on-site renewable electricity, turning buildings from energy consumers to producers. BIPV is expected to play an indispensable role in the transition towards decarbonization and energy resilience of cities, effectively reducing energy consumption and greenhouse gas emissions. Lack of knowledge and guidance on designing BIPV systems has hindered this technology's widespread adoption and creative applications. As a remedy, this guidebook presents best practices and decision-making processes for efficient and resilient architecture. Featuring more than 50 annotated reference drawings—roofs, solar shadings, rainscreen façades, curtain walls and double skin façades—and 24 international BIPV case studies, the guidebook provides building professionals with the technical knowledge and inspiration to implement BIPV technology in the built environment.



Varennes Public Library from the Case Studies chapter.

photo: Startec / NC.

This book has been published with Taylor & Francis officially under the International Energy Agency PVPS Task 15. You can access the book for free at <https://www.taylorfrancis.com/books/oa-edit/10.1201/9781003432241/building-integrated-photovoltaics-nuria-mart%C3%ADn-chivelet-francesco-frontini-costa-kapsis>.

Please share the link with your students or anyone interested in learning how to design and install BIPV systems in both new and existing buildings. Also, you are welcome to share your feedback (or your BIPV projects) with us so we can potentially incorporate them in the second edition.

—Costa Kapsis

PHOTOSTORY, FLOOD RESILIENT HOUSING SOLUTIONS, 2024

This photostory booklet showcases key interventions in flood-resilient housing solution projects in Nepal ranging from raised-plinth, lime-stabilized soil walls and floors to improved construction techniques, developed in collaboration with local governments, technical experts, and community members. By integrating traditional knowledge with modern solutions, the initiative aimed to provide sustainable and cost-effective housing options for flood-affected families in Banke and Bardiya districts of Lumbini province, Nepal.

You can see the entire booklet at

https://drive.google.com/file/d/1xwtbTmhVR5YZ_EHqYqwQrnUysEzU2VTh/view?usp=sharing.

—Rupesh Shrestha



cover: CRS

INTELLIGENT BUILDINGS AND INFRASTRUCTURE WITH SUSTAINABLE AND SOCIAL VALUES

Hardcover—11 Oct. 2024



cover: Emerald Publishing

The third edition is a comprehensive guide as well as an international reference source to the latest knowledge on the design, management, operation and technology of intelligent buildings and cities for sustainable developments that meet the needs of users now and in the future. A transdisciplinary approach underpins the beliefs expressed in the book. Written by authors from industry and academia, the book considers cultural changes affecting the way people live and work, the importance of an integrated approach to design and management, and the benefits technological developments can bring in developing sustainable buildings that meet users' needs while mitigating climate change. 🙌

—Derek Clements–Croome

TOOLS FOR YOU

UPSTREAM LCA CALCULATOR

ZGF, in collaboration with the University of Washington's Applied Research Consortium, has developed an innovative wood life-cycle calculator called UpStream. This spreadsheet tool helps designers assess biogenic carbon storage, forest carbon sequestration, and end-of-life scenarios for wood products. Portland Airport's wood roof served as a perfect test for this tool.



photo: Port of Portland

"We were trying to understand upstream carbon dynamics of mass timber—going back to the forest and connecting everything," says Jacob Dunn, ZGF's principal [and 2008 SBSE Retreat Scholar—ed.]. UpStream aims to integrate carbon effects from forest management with life cycle analyses (LCA), allowing custom end-of-life scenarios for wood products.

The challenge, Dunn explains, was how to quantify carbon in forests properly and attribute it to wood products. ZGF identified two key issues: Many end-of-life scenarios aren't modeled at all, and when they are, there's an assumption of biogenic carbon neutrality, which assumes that as long as the forest regrows, carbon emissions from wood in landfills or incinerators will be offset by tree regrowth. However, the team sought more flexibility and accuracy. For example, local conditions in Portland meant a default 50 percent of wood goes to landfills and 50 percent to incineration, rather than relying on accurate figures. That's why the airport's design, sourcing, and construction were crucial in developing this new tool.

More at <<https://metropolismag.com/viewpoints/upstream-wood-life-cycle-calculator-developed-for-portland-airport/>>.

—Francisco Brown

SUSTAINABLE BLDG DESIGN MOOC

We are running our Sustainable Building Design MOOC for the sixth time starting 18 Mar. See <<https://www.edx.org/learn/sustainable-development/massachusetts-institute-of-technology-sustainable-building-design>>. 🙌

—Christoph Reinhart

RESEARCH UPDATES

OXFORD BROOKES UNIVERSITY



graphic: HEARTH web site

Rajat Gupta (Oxford Brookes University, UK) will be leading the £7.4 million (\$9.3 million) National Research Hub on Net Zero, Health and Extreme Heat (HEARTH), funded over the next five years by UK Research and Innovation (UKRI) and the National Institute for Health and Care Research (NIHR).

HEARTH will examine how the transition to net zero can improve health outcomes for vulnerable populations, focusing on reducing heat-related illnesses and enhancing living conditions during extreme heat periods. Our research will span homes, care facilities, hospitals, and prisons, developing practical solutions that align public health with climate goals.

Engaging with vulnerable communities, conducting site visits, and gathering data will help bridge evidence gaps and co-develop interventions that maximize the co-benefits of net-zero policies. Reducing reliance on energy-intensive cooling and advancing sustainable urban planning will lower emissions while protecting public health.

HEARTH will transform research into actionable policy, driving systemic change to ensure that net zero and climate resilience work together, thus creating healthier, more equitable living environments for all.

Gupta will lead a talented team, including academic co-leads from the University College London, the London School of Hygiene and Tropical Medicine, the London School of Economics and Political Science, University of Leeds, and the University of Edinburgh, along with non-academic co-leads from the Greater London Authority, Oxfordshire County Council, Forest Research, and Sussex Community NHS Foundation Trust. The HEARTH team will work closely with a number of project partners from public, private, and third party sectors. HEARTH will host leading international visiting researchers from Harvard University, University of Arizona, University of New South Wales, University of Sydney, and Maastricht University.

HEARTH is part of the "Realizing the Health Co-Benefits of the Transition to Net Zero" program, a UK-wide £42 million research investment by UKRI and NIHR. 🙌

—Rajat Gupta

ROUNDAABOUT MODIFICATION IN PARIS



photos: Fred Tepfer from Google Earth

Place de la Bastille, Paris, in 2017 and in 2024.

OPPORTUNITIES

COTE 2026, COTE 2027, AND CLIMATE-SAFE DESIGN.

Climate records break every day causing more people to die during extreme weather events. In May 2026, the University of Arizona will host the next Comfort At The Extremes Conference (CATE 2026) in Tucson focussing on safe and secure comfort, and will build on the success of our last conference held in Seville <<http://www.cate2024.org>>. At Deakin University in Geelong, Australia, we are developing ideas for CATE 2027, also around Climate-Safe Design. Great work is being done here on designing climate rooms for the vulnerable elderly started by Sustainability Geelong and now being ramped up to cover more homes <<https://www.linkedin.com/pulse/empowering-resilience-how-climate-safe-rooms-enhance-nfmnc/>>.

Deakin is also working with ingenious rural communities on how to reduce their exposure to overheating in areas that are already experiencing up to 50°C in the Pilbara, Western Australia. Contact me if you know of studies being done in similar rural communities elsewhere from which we can learn lessons to incorporate in our own thinking on Climate-Safe Design. Globally we desperately need to adapt and update our 20th Century design thinking to protect people from future adverse climates. We can fast-track change by applying lessons from more extreme examples to everyday practice. Contact me <S.Roaf@hw.ac.uk> to help with our CATE conferences.

—Sue Roaf

CALL FOR ABSTRACTS (DUE: 15 AUG 2025) – IAQVEC 2026 CONFERENCE

We invite you to submit an abstract for the 12th International Conference on Indoor Air Quality, Ventilation, and Energy Conservation in Buildings (IAQVEC 2026), 18–22 May 2026, at the University of Southern California (USC), Los Angeles, USA.

IAQVEC is held every three years globally, and 2026 will be the first event on the West Coast in the U.S.. We are expecting about 900–1,100 participants and numerous sponsors including the U.S.. National Science Foundation. *[Fingers crossed!—ed.]*

Established in 1992, IAQVEC is a premier international conference that brings together researchers, practitioners, and industry experts to discuss advancements in indoor air quality, ventilation, energy efficiency, and occupant health and comfort. The conference aims to foster collaboration and innovation to advance sustainable, high-performance built environments.

The 2026 conference theme, “Envisioning the Future: Innovations in Research and Technology for a Better Reality in the Built Environment,” will be a productive platform for diverse audiences and participants from various disciplines (building, HVAC, (Generative) AI, and other advanced technical fields) and will serve as an interdisciplinary forum for researchers, engineers, and professionals to exchange knowledge, explore cutting-edge advancements, and foster collaborative opportunities.

Full info at <<https://iaqvec2026.org/>>. 🙌

—Joon-Ho Choi



photo: Bruce Haglund

Radcliffe Camera from St. Mary's tower, Oxford.



Local kids sporting their Climate-Safe Tees

photo: Sue Roaf

JOB OPS

PENN COLLEGE

Penn College is currently in initial candidacy for NAAB accreditation with our first class of B.Arch. students currently in their third year.

Our program, with a strong sustainability and technological emphasis, already has DOE ZEDD recognition.

For information about the position see <<https://www.higheredjobs.com/institution/details.cfm?JobCode=179049308&Title=Faculty%2C%20Architecture>>.

—Dorothy Gerring

UNIVERSITY OF CALIFORNIA

The Center for the Built Environment (CBE) at UC Berkeley is seeking a postdoc to conduct cutting-edge research on life-cycle assessment (LCA), decarbonization, and embodied carbon that will help grow our LCA research program.

You can find the advertisement describing the position at <<https://docs.google.com/document/d/1HFAHuHf-9QVeKFxR2wImc3jrMYv3Er9FceiOd8noLK0/edit>>.

If you have the name of a qualified candidate, please let me know directly, and I'll contact them to answer any questions they may have. 🙌

—Gail Brager

MORE TOOLS FOR YOU

PY THERMALCOMFORT V3.0

We just released our free, open-source pythermalcomfort v3.0, a Python library to calculate thermal comfort as well as heat and cold stress indices..

New features include:

- Multi-node thermal physiological model (JOS 3)
- Structured results—functions now return data class instances
- Enhanced usability—updated function names, better documentation, and support for arrays as inputs for faster calculations.

For details about this release see <<https://lnkd.in/gXHGni7U>>. Official documentation is at <<https://lnkd.in/gZMv3BXi>>.

Stefano Schiavon and I are leading this work, a collaboration between the School of Architecture, Design and Planning at the University of Sydney and the UC Center for the Built Environment (CBE). 🙌

—Fredrico Tarytarini

SBSE ELECTION YEAR

CALL FOR CANDIDATES

The 2025 election will take place during October. SBSE seeks candidates for the Board positions of Secretary, Treasurer, and President-Elect. We encourage you to nominate worthy candidates or to self-nominate!

Please send your nominations to us at <sbse-board@googlegroups.com> as soon as possible. Include nominee's contact information and position sought.

We'll confirm the nomination and send more details to the nominee.

SBSE is set to embark on exciting new initiatives. We're hoping for candidates who will help us get through these challenging and exciting times.

—Bruce Haglund

LOCALS TRAINING IN NEPAL

LIME-STABILIZED SOIL TECHNOLOGY HANDBOOK (IN LOCAL NEPALI LANGUAGE), FLOOD RESILIENT HOUSING, 2024

Lime-Stabilized Soil Technology Handbook, in local Nepali language, is a practical guide designed to promote sustainable and flood-resilient housing solutions. This handbook provides detailed instructions on using locally available soil and quick lime to enhance the strength and durability of floors and walls, reducing vulnerability to water damage and erosion. The handbook is tailored for masons, engineers, and community members. The handbook combines technical insights with step-by-step illustrations, making it accessible for on-the-ground application. It emphasizes cost-effective, eco-friendly construction techniques that improve housing resilience while preserving traditional building practices. This handbook intends to empower local builders and households with the knowledge to construct safer homes, contributing to long-term disaster risk reduction in flood-affected regions.

See <https://drive.google.com/file/d/1xY8VILT5bIYUPPFn1G0oN1YscxCs3S27/view?usp=drive_link> for the full story! 🙌

—Rupesh Shrestha



cover: GCRS

SBSE CALENDAR

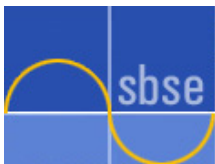
2025

Mar 25–27	2025 Mass Timber Conference, Portland, OR, USA
Apr 2–5	ARCC Int'l Conf., College Park, MD & Washington, DC, USA
Apr 24–25	CIBSE IBPSA-England Tech Symposium, London, UK
May 26–29	SIMAUD 2025 Symposium, Madrid, SPAIN
Jun 2–5	BTES 2025, Chicago, IL, USA
Aug 4–6	ASES Solar Conference, Boulder, CO, USA

2026

May 18–22	IAQVEC 2026, USC, Los Angeles, CA, USA
tbd	CATE 2026, UArizona, Tucson, AZ, USA 🙌

SUMMER ISSUE SUBMITTAL DEADLINE—JUNE 1



SBSE News
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To: SBSE Members and Friends
Planetwide



NOBLE * MAIL

* Doug Noble is the SBSE
Linked-In Coordinator.