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Expect dramatic shifts in demand for California housing: ULI

ULI press release, December 12, 2011

Californians' housing preferences are changing rapidly — outpacing the rate at which the housing stock can be adapted. This will lead to a dramatic mismatch between housing supply and demand that could last through the next two decades, according to a report released by the Urban Land Institute (ULI).

The New California Dream: How Demographic and Economic Changes May Shape the Housing Market, analyzes housing demand in the state through 2035. According to the author, Arthur C. Nelson, FAICP, director of the Metropolitan Research Center at the University of Utah, the existing supply of conventional subdivision lots exceeds current demand — and will continue to do for at least the next 23 years, even if no new supply is created during that time.

The report says increased demand for multifamily housing, townhomes, and duplexes will dominate the housing markets of California's four largest metropolitan areas, represented by ABAG, SACOG, SANDAG, and SCAG. At least half of the demand will be for locations near transit.

Nelson's assertions regarding the housing demand shift are based, in part, on the likelihood that California's homeownership rate of 57.9 percent (based on 2010 Census data) will decline due to continued instability in the housing market and tougher home mortgage underwriting requirements. Assuming the home ownership rate falls by 5 percent between 2010 and 2020, (the middle of three likely scenarios that Nelson outlines) rentals would account for about 75 percent of total new housing demand in California's four largest metropolitan areas between 2010 and 2035. Demand is likely to be highest for rental units in Transit-Oriented Developments (TODs).

"Californians' preferences mimic those of the nation as a whole, with one glaring exception," Nelson said. "Californians consider transit options to be far more important in choosing a place to live than do people in the rest of the nation."

The more compact housing typically developed near or as part of TODs could position those developments to be employment hubs, the ULI report adds. About 4.5 million jobs (one-quarter of all jobs in the four largest metropolitan areas) could be attracted to TODs as a result of a greater number of residents in those areas. Existing and expected TODs would be more than able to handle that demand, potentially offering work places for about 7 million jobs.

To download a copy of *The New California Dream* report, go to <http://bit.ly/wxpFSb>. For more information, contact Trisha Riggs at (202) 624-7086 or priggs@uli.org ■

Update on AICP status for tenured faculty

From APA, <http://bit.ly/vYOZFD>

Last year, the AICP Commission asked for feedback from members before finalizing a proposal to invite tenured faculty at PAB-accredited planning schools to apply for AICP membership. The intent of the proposal was to more fully include members of the academy in the larger community of planners. The AICP Commission's first draft proposal would have allowed professors to use their multi-tiered tenure process as an equivalent exam to the Comprehensive Planning Examination.

After a first round of feedback from members, revision of the first proposal and two more rounds of review are now being proposed. AICP President Anna Breinich, AICP, appointed a task force to examine and study all the concerns raised by the members about the proposal.

About the Task Force

The group is tasked with developing substantive, thoughtful, and practical recommendations to more fully engage planning faculty with AICP and its membership.

The Task Force will review all comments and related materials to date, determine if additional surveying is needed, and offer recommendations to the AICP Commission to increase engagement by accredited planning faculty with AICP and its membership. The group will also offer recommendations to the AICP Commission for improving relationships between the professional and academic communities.

The task force will be composed of two representatives from APA's Chapter Presidents Council, two members of the Divisions Council, two representatives from the Association of Collegiate Schools of Planning, one APA Board Director, one member At-Large, and an AICP Commissioner as Facilitator:

Brian Campbell, FAICP (CPC/Oregon)

Denise Harris, AICP (CPC Liaison to AICP Commission)

Robert Lewis, AICP (DC/EcoDev)

David Fields, AICP (DC/Trans)

Chuck Connerly (ACSP President)

June Thomas, FAICP (ACSP VP/President-Elect)

Bruce Knight, FAICP (APA Board)

Eugenie L. Birch, FAICP (At-Large)

Paul Inghram, AICP (Facilitator for the Task Force)

The task force will review all comments received to date. Additional comments should be sent to getinvolved@planning.org.

Timeline

In early February 2012, the task force will be developing initial recommendations, taking into consideration the early feedback from membership. The AICP Commission will then request comments from members for the Task Force's use in developing a full list of recommendations.

By March 2012, the task force plans to prepare a full list of recommendations and provide them to the AICP Commission for further review and comment by membership.

After another round of member review in late March 2012, the recommendation will be revised and a proposal be offered for review by the membership, Chapter Presidents Council, Divisions Council, and Association of Collegiate Schools of Planning, then consideration by the AICP Commission during the National Planning Conference meetings in April 2012. ■

Answer to "Where in the world?" (Page 12)

Why yes, that is Los Angeles, as seen from the Getty Center in Brentwood. The 2012 APA National Conference will be held April 14–17 at the Los Angeles Convention Center, 1201 South Figueroa Street. Conference information is available at <http://bit.ly/oFYmzB> Photo by H. Pike Oliver, AICP



American Planning Association
California Chapter
 Northern
Making Great Communities Happen

Basic Planning 101 Workshop Series

Free training for planning commissioners, elected officials and planning professionals

In the San Francisco Bay Area; Open to all interested parties

The American Planning Association, California Chapter-Northern is pleased to announce that we are offering a series of FREE Planning Commission training workshops. These trainings are geared to local government planning commissioners, elected officials, professional planners and/or interested parties in Northern California.

The Basic Planning 101 workshop series will be held in three different locations and dates throughout the San Francisco Bay Area. The sessions will be different each time, but you are free to attend any or all of them. Speakers are experienced planning professionals from the Northern California region; they will share basic planning concepts and go over practical situations commonly faced by planning commissioners and other elected officials. The schedule of workshops and descriptions are shown here, or visit the website at <http://www.norcalapa.org>.

WORKSHOP REGISTRATION

If you would like to attend, please register at <http://www.norcalapa.org> or contact Janet Palma, AICP, at janetpalma@comcast.net or (510) 390-3984 if you have further questions. Participants may also show up at the workshops unregistered, but seating will be limited to the capacity of the facility and priority will go to planning commissioners.

WORKSHOP SPONSORS



Association of Bay Area Governments

Bay Area Planning Directors Association

Basic Planning 101 Workshop

The Basic Planning 101 workshop reviews planning fundamentals in three interactivessessions. A light breakfast will be provided.

Session #1

Topics: Role of officials and staff; Roberts Rules of Order; public hearing procedures; making an effective public record; basics of general plans and zoning.

Saturday, February 18

9:00 a.m. to 12:15 p.m.

San Leandro Main Library

300 Estudillo Ave | **San Leandro**

Session #2

Topics: Land use legal principles and key cases; Basic CEQA and environmental review; defensible findings and project conditions; development project case study.

Saturday, April 7

9:00 a.m. to 12:15 p.m.

Arlington Clubhouse

1120 Arlington Blvd | **El Cerrito**

Session #3

Topics: Housing laws, elements, RHNA process; economic development; land use planning fiscal issues; design guidelines and design review; sustainable planning.

Saturday, May 5

9:30 a.m. to 12:45 p.m.

Martin Luther King Jr. Library

150 E. San Fernando St | **San Jose**

Plan-it sustainably

The challenge of community ecological-economic sustainable development

By Scott T. Edmondson, AICP, and Katja Irvin, AICP

A recent UC Berkeley Conference (*Sustainable Economic Development Strategies in Lean Fiscal Times*, Institute for Urban and Regional Development, Nov. 17, 2011, <http://bit.ly/w7FyUQ>) delivered an uplifting message and inspiring cases of public-sector innovation. However, the conference did not paint a completely rosy picture. With the Great Recession of 2008 as backdrop, the conference underscored highly constrained and extremely stressed local municipalities. Conference panelists noted that the recession would be deeper and longer because it arose from financial excess instead of a standard business cycle. As a result, the economic distortion arising from the housing bubble has substantially undermined public fiscal capacity more adversely than past downturns because local government finance had become increasingly dependent on local property taxes.

In addition, anti-government citizen groups have seized the current downturn as an opportunity to mount an ideological attack on local government and governance. The attack masquerades as prudent management addressing short-term fiscal shortfalls with the bitter medicine of public service cuts. However, the suggested remedies change the scope of governance using one of five methods: municipal dissolution, extreme privatization of public services and assets, state receiverships that compromise local democracy, initiatives to permanently limit local services, and down-sizing to essential services only (police & fire). This response goes beyond structuring a fiscal solution to reducing — even eviscerating — local government itself, thereby dramatically altering local democracy and reducing public sector capacity.

In contrast, the conference's success stories told of local governance capacity for innovation and collaboration, sometimes in partnership or at the initiative of nonprofit organizations. This point gives us pause. Is shrinking governance the only answer to the long-standing problem of local government finance? Is it the only solution to cyclical economic downturns or imprudent national financial excesses? Instead of attacking and reducing the source of public sector innovative capacity, why not empower local governance so that it works better? The conference's inspiring success stories support this latter approach, as seen in the following examples (see also Conference Resources below).

State of Michigan: What does a governor do when off-shoring and laissez-faire economic policies decimate the local employment base? She gets smart and competitive. After a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis, a strategic economic development plan based on local competitive advantage (principally advance manufacturing, outdoor recreation, and tourism), and eight years of aggressive state-led economic development competition, jobs grew at the fastest rate of any state in the nation in 2010 (<http://bit.ly/xxyHYy>). In addition, the strategy began creating a new economic base aligned with the state's long-term competitive advantage.

Genesee County, Michigan: What does a county treasurer do when vacant, dilapidated properties litter the community, depress surrounding property values, and undermine community recovery? He invents an alternative to the traditional model of property liquidation on the courthouse steps at high noon with an old tool — land banking. He thereby retains local control and can use it for local wealth creation strategies. This model treats local property as the

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Sustainability Committee Update

- After a successful first year, the Committee heads into 2012 poised to bring you more resources and training for effective and innovative sustainability planning. The Committee will have a presence for the first time on the Section's newly redesigned website. As we begin the year, we would like to hear from you. Please send your comments, questions, or suggestions to co-chairs Scott (scott-e@sustainability2030.com) and Katja, katja.irvin@sbcglobal.net. Let us know if you want to join the Committee's email list for periodic announcements and communications.
- Check out the Committee's new resources:
 - The STARS Sustainable Transportation Workshop Resources, <http://bit.ly/vPC6RI>
 - The Strategic Community Sustainability Planning Workshop Resources, <http://bit.ly/smSVo8>
 - Strategic Sustainability Planning
 - A 2-Minute Video, <http://bit.ly/wnrS64>
 - A 30-Minute pre-recorded Video Webinar, <http://bit.ly/wIZsug>
 - A "Quick Start Guide" to learning resources, <http://bit.ly/xOco11>
 - Review Leveraging Leading Edge Sustainability Planning (site, <http://bitly.com/r7D21g>; report, <http://bit.ly/sck2q8>)
 - Sign up for the Committee's email list. Email scott-e@sustainability2030.com
- Also, the APA Sustaining Places Initiative recently published the task force's first report, *Sustaining Places: The Role of the Comprehensive Plan*, PAS 567, <http://bit.ly/wUEHxW>. Also see the review in *Northern News*, Nov. 2011, Plan-It Sustainably column, <http://bit.ly/yDnFYB>

Plan-it sustainably

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community capital asset that it is, with high strategic value in the next phase of community development.

Advanced manufacturing: Can manufacturing be a winning “play” for local and “green” economic development in an advanced US economy? Yes, if it is focused on local competitive advantage, advanced (high-skill) manufacturing, and partnerships with local higher education and nonprofit service organizations. Such partnerships, bundled into community development strategies, leverage the synergy of the individual components for higher local benefit. In addition, focusing economic development on advanced manufacturing jobs may be the basis for reestablishing America’s middle class.

In summary, the projects and initiatives that the conference panelists presented illuminate public sector intelligence and innovative capacity, often a hidden and unrecognized community asset. The conference suggests that public sector leadership and governance could make the difference needed for sustainable community economic development. Given the challenges of climate change and global ecosystem stress, doing so will require going beyond traditional economics. Our economy has evolved into a global industrial-environmental bubble economy. Humanity’s ecological footprint of 1.5 earths of ecosystem resources and services consumption (projected to be 2 earths by 2030) illustrates this. Shifting to an ecologically sustainable economy will create enduring economic prosperity and community well-being. Communities can achieve this by extending the innovative initiatives presented at the conference and devising highly competitive community ecological-economic development strategies (also known as strategic sustainability) that reduce and eventually eliminate environmental impacts. This is the challenge ahead, and one that the conference shows the public sector has the innovative capacity to accomplish.

Conference resources for Sustainable Community Economic Development:

- The Chicago Manufacturing Renaissance Council, <http://bit.ly/zG1mVS>
- Pratt Center for Community Development, <http://bit.ly/yVvv8Z>
- LAANE a new economy for all (<http://bit.ly/xQkZnA>; and <http://bit.ly/z36Ee4> for Port Project)
- Genesee County Land Bank, <http://bit.ly/x27q26> ■

Who’s where



Ignacio (Nash) Gonzalez, AICP, formerly Planning and Building Services Director for Mendocino County, is the new Director of Planning and Development for Santa Clara County. Prior to heading planning and building for Mendocino County, he held senior positions with Pacific Municipal Consultants and worked with a number of communities throughout California. Gonzalez had also worked for Mendocino County as a planner from 1986 to 1999. He holds a Bachelor of Arts in Planning from Sonoma State University.



Alexandra (Al) Kostalas is a senior associate in the Energy group at Environmental Science Associates (ESA), specializing in federal and state environmental compliance for energy-related projects. Al had been an environmental planner at Entrix (2007–2009), but took time to get an MA in Urban Planning from UCLA, which she completed in 2011. Kostalas also holds a BA in Peace and Conflict Studies from UC Berkeley. While at Berkeley, she served on the Northern Section board as University Liaison from December 2007. She is “so glad to be back in the Bay Area,” and looks forward to renewing friendships here.



After developing Berkeley’s downtown area plan, public realm plan, and zoning, and a short stint as a sole practitioner, **Matt Taecker, AICP**, has joined Dyett & Bhatia, Urban and Regional Planners, San Francisco. Taecker was principal planner for the downtown area of Berkeley from 2005–2011, and a principal at Calthorpe Associates, 1990–2001. He holds a BA from The University of Chicago (urban policy and economics) and master degrees in architecture and in city planning from UC Berkeley. Taecker is a member of the California Planning Roundtable and has taught urban design at USC, UC Davis, and UC Berkeley. ■

You can’t collect fares off I-5.

You can collect fares off high-speed rail.

—Rachel Wall, California High-Speed rail Authority.

2011 Northern Section *another great Holiday Party*

APA California–Northern’s 2011 Holiday Party was a joyful event. It was held on December 9th at Blu Restaurant, 747 Market Street, 4th floor, San Francisco. *Photos by Hing Wong, AICP*



Matthew Brill, Hing Wong, AICP, Daniel Alrick, James Castañeda, AICP



Cuong Trinh, Cyrus Virdeh, Vinay Murthy, Alyssa Sherman, Lindsey Virdeh



Anne Koeller, Charity Wagner, Brett Hondorp, AICP



Mark Rhoades, AICP, Robert Griffin III (on TV), Charlie Bryant, AICP, Mary Norton

Norcal roundup

Compiled by Erik Balsley, AICP, associate editor

Central subway receives key approval

<http://bit.ly/AA07rq>

“San Francisco has received a key approval from federal officials to move forward on its 1.7-mile Central Subway, Mayor Edwin Lee said January 18. In Washington where he met with Transportation Secretary Ray LaHood, Lee said the city has received a ‘letter of non prejudice’ from the Department of Transportation that will allow the city to proceed with one of the largest phases of the \$1.6 billion subway — to dig a tunnel under Stockton and Fourth Streets, from the downtown Caltrain station to Chinatown. Ed Reiskin, director of transportation for the San Francisco Municipal Transportation Agency, said the letter will allow the agency to build a \$50 million ‘launch box’ — a big hole on Fourth Street, south of Market, in which to lower the tunnel boring machine. The city has applied for a nearly \$1 billion grant from the Federal Transit Administration that would provide the bulk of the funds for the project. Officials said they hope to secure an actual commitment of funding within the next several months.” —Carolyn Lochhead, “SF can proceed with Central Subway, feds say,” *The San Francisco Chronicle*, Jan. 18, 2012.

Monterey County desalination project dries up

<http://bit.ly/AaP5xL>

“California American Water announced it had withdrawn its support for the core agreements at the heart of the \$400 million Regional Water Project desalination project, and that it would pursue an alternative project. The project would have provided a replacement source of water for Cal Am’s Peninsula customers facing a state-ordered cut-back in pumping from the Carmel River, but the proposal was bogged down by conflict of interest allegations, litigation, and financing challenges. Cal Am president Rob MacLean said talks would continue between his firm and the county on an alternative capable of meeting the demand, noting the area’s water supply will be cut in half by 2017 without a solution. A preferred alternative proposal combining a smaller desal project with other water supply methods such as aquifer storage and recovery is among nearly a dozen potential alternatives. A pre-hearing conference at the state Public Utilities Commission to review Cal Am’s request to proceed with portions of the regional project deemed necessary for proposed alternatives

will be held Jan. 24.” —Jim Johnson, “Desal Project on Monterey Peninsula looks dead after Cal Am pulls support,” *The Monterey County Herald*, Jan. 17, 2012.

SMART begins construction

<http://bit.ly/zxndrP>

“The Sonoma-Marin Area Rail Transit Board of Directors voted unanimously to approve a \$103.3 million contract with Alameda-based Stacy and Witbeck Inc. and Herzog Contracting Corp. to build the first phase of the rail project. The contract encompasses 38.5 miles of track from Santa Rosa to the Marin Civic Center, and will include two stations not originally planned for the initial phase: one at Guerneville Road in Santa Rosa, and another at Atherton Avenue in northern Novato, and relocation of the proposed Rohnert Park station from Roberts Lake Road to Rohnert Park Expressway. Plans to award a second contract for the rail line between the Marin Civic Center and downtown San Rafael are on hold pending an effort to repeal Measure Q, a quarter-cent sales tax approved in 2008 to help fund SMART.” —Derek Moore, “Sonoma-Marin Area Rail Transit Board of Directors OK \$103.3 million construction contract,” *The Sonoma County Press Democrat*, Jan. 11, 2012.

Intelligent crows make Bay Area home

<http://bit.ly/xGKLo0>

“By the time the setting sun burns orange in the glass-paneled buildings of the Oracle campus in Redwood Shores, the trees are quivering with as many as a thousand jabbering ink-black birds — perhaps more. It’s a dramatic example of a ritual that occurs every night throughout the Bay Area as crows return to roost after spending the day foraging for food. Local birders say crows increasingly are colonizing cities and suburbs and are backed up by surveys that show an explosion in the crow population in urban and suburban areas ringing the bay. Historical results of the Audubon Society’s Christmas Bird Count indicate major increases in crow sightings in 15-mile count circles along the Peninsula and in the East Bay, including those centered in San Francisco, Oakland, San Mateo and Milpitas. Experts say what’s happening is a regional

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expression of a broader trend: a decades-long population surge and territorial expansion of the intelligent, opportunistic birds. No one knows for sure why Bay Area communities are becoming overrun with crows, but experts point to several factors: a mild climate, lack of predators, and abundant food and nesting sites that humans have provided for them.” —Aaron Kinney, “Counting crows: Number of black birds on the rise in the Bay Area,” *San Mateo County Times*, Jan. 8, 2012.

Hetch Hetchy reservoir caught in rent fight <http://s.tt/1573H>

San Francisco’s \$30,000 annual fee to use eight miles of the Hetch Hetchy Valley in Yosemite National Park was set by federal law in 1913 and has not been adjusted since. “But now, as the federal government struggles with budget problems, a Central Valley congressman is pushing to increase the city’s Hetch Hetchy rent by a thousandfold, to \$34 million a year. Rep. Devin Nunes, a Republican from Tulare, proposed to Congress’ Joint Select Committee on Deficit Reduction that the city be made to pay a fee comparable to what the government sought to charge Southern California Edison to operate a reservoir in Sequoia and Kings Canyon National Parks. The city agency that operates the Hetch Hetchy Reservoir, the San Francisco Public Utilities Commission, defended the unchanged \$30,000 annual fee, noting that the agency also pays \$5 million a year to reimburse the federal government for security, trail maintenance, water monitoring, and other services around the reservoir. But Nunes said San Francisco Congressional leaders have backed legislation that diverted water away from farmers in his parched district by restricting the amount they can draw from the San Joaquin River. Republicans attempted to increase the rent on Hetch Hetchy in 1995 and 2005, but failed under pressure from Bay Area Democrats.” —John Upton, “Congressman wants to raise Hetch Hetchy rent a thousandfold,” *The Bay Citizen*, Jan. 5, 2012.

Marin forum assesses county’s lack of racial diversity <http://bit.ly/yfTHT3>

“Speakers at a Marin County forum discussed whether Marin County’s lack of racial diversity is a result of discrimination or the fallout from years of conservative social policy implemented at the national level. The speakers were Jessica Sparks, a staff attorney for Fair Housing of

Marin, and Robert Silvestri, a Mill Valley architect and member of Friends of Mill Valley. County supervisors decided to re-examine local housing policies after the U.S. Department of Housing and Urban Development concluded Marin had ‘failed to meet its fair housing obligation’ in allocating \$3.5 million or more in annual block grant funding. Sparks said that in Marin, ‘Opposition to affordable housing is often a proxy for illegal discrimination based on race, national origin, sometimes disability, and sometimes familial status.’ She provided as an example landlords who restrict the occupancy of the units to one bedroom per person. Silvestri traces the shortage of affordable housing in Marin County to the implementation of conservative policies, beginning with Richard Nixon and accelerating dramatically after the election of Ronald Reagan.” —Richard Halsted, “Speakers offer differing explanations for Marin’s lack of racial diversity,” *Marin Independent Journal*, Jan. 4, 2012.

Federal pressure impacts medical marijuana ordinance <http://bit.ly/xyccSi>

“The Arcata City Council met to discuss a temporary moratorium of the city’s ordinance that regulates the cultivation and dispensing of medical marijuana. City Attorney Nancy Diamond said she is recommending the moratorium to give the state and federal government a chance to resolve some legal ambiguities. In related news, at least one Arcata dispensary closed after its landlord received a letter from the U.S. Department of Justice. If the council moves toward a moratorium, it will take the city one step further than other local governments have gone in the wake of federal warnings that city government and public officials could be prosecuted for enforcing local ordinances permitting marijuana grows. The city of Eureka and Humboldt County issued moratoriums on the issuance of dispensary permits, but no other local governments have discussed moratoriums on medical marijuana ordinances. Local attorney and medical marijuana advocate Greg Allen suggested that the best solution for Arcata might be suspending the ordinance that regulates dispensaries. The ordinance took years to complete and he said the city wouldn’t want to start from scratch if federal pressure eased up.” —Grant Scott-Goforth, “Arcata council to discuss dispensary moratorium; federal pressure may push Arcata to suspend ordinance,” *The Times-Standard*, Jan. 4, 2012.

(continued on next page)

Historic landmark law faces its own preservation battle <http://bit.ly/xPTmb7>

“After more than a decade in which San Francisco politics was partly defined by antidevelopment and historic preservation forces, a backlash has begun. In 2008, voters passed a ballot initiative that transformed the city’s Historical Preservation Commission from an advisory body to one with enforcement powers. Meanwhile, the Planning Department was evaluating more areas to see if they should be added to the 11 existing districts. As more buildings were included in potential landmark districts, and thus subject to additional review by planning officials, more architects and homeowners worried that city staff members were overextending their reach. Many are surprised, however, that the 120-year-old neighborhood bordering Duboce Park, whose owners share a passion for preserving old houses, has become the rebel stronghold against the city’s ambitious plans to preserve large swathes of San Francisco. If city preservationists cannot obtain support for preserving a pristine cluster of Victorian houses, will they be able to proceed with seemingly more controversial plans to keep development out of dormant industrial zones?”
—Matt Smith, “A ‘Landmark’ Backlash,” *The Bay Citizen*, Dec. 31, 2011.

America’s Cup navigates closer to start line <http://bit.ly/rEPJHw>

“In the year since the city was chosen to host the America’s Cup regatta in 2012 and 2013, organizers have raced to finalize plans. The culmination of those efforts, an analysis of the regatta’s impacts on the city, was approved by the Planning Commission by a 5-0 vote in December. The decision clears the way for construction on the waterfront, provided the Board of Supervisors approves the project in January. And there’s virtually no room for delay. In just eight months, the first yachts are scheduled to hit the water under the gaze of hundreds of thousands of spectators. But even as commissioners sang the project’s

praises, a coalition of environmentalists and neighborhood activists was preparing to file an appeal that could cause lengthy delays. The state-required environmental impact report, released earlier this month, does not fully outline ways to prevent traffic jams, damage to plant life, and other problems, argue the dozen opponents, including the Sierra Club, the California Native Plant Society, and the Telegraph Hill Dwellers.” The groups have filed two appeals which have halted all construction related to the America’s Cup and the James R. Herman Cruise Terminal and pushed the Board of Supervisor’s hearing to January 24.
—Stephanie Lee, “S.F. planners OK impact report on America’s Cup,” *The San Francisco Chronicle*, Dec. 16, 2011.

Santa Clara 49ers stadium nears major goal <http://bit.ly/ykktpU>

In December, “Santa Clara leaders enthusiastically endorsed the deal to fund and build a new 49ers stadium, leaving one final obstacle before pro football comes to the South Bay: a huge cash infusion from the NFL. City Council members, acting as the Santa Clara Stadium Authority, unanimously voted to tap \$850 million in bank loans to begin construction within the next year, as dozens of supporters wildly applauded. Despite the elation from the team, city officials, and other supporters, the deal isn’t done just yet: Goldman Sachs, Bank of America, and U.S. Bank won’t agree to the loan until the NFL commits to finance at least \$150 million to pay for the rest of the \$1 billion stadium. The 49ers are competing for the funds with several teams, including the Minnesota Vikings, San Diego Chargers, and the developers of a proposed stadium in Los Angeles. The amount the team needs would tie an NFL record for stadium financing. But the 49ers are confident that they will get the league funds, then complete the loan deal by the end of April.” —Mike Rosenberg, “Santa Clara approves 49ers stadium deal; fate in NFL’s hands,” *The Mercury News*, Dec. 14, 2011. ■

Don’t miss: “At first glance the complex looks like a shopping mall—but it’s hardly a run-of-the-mill mall... for Surrey Central City is also home to a college campus, a satellite of Simon Fraser University.”
—Slate *slideshow* by Witold Rybczynski, <http://at.sfu.ca/zLNTDW>

What others are saying

Highlights from news sources around the country

Compiled by Naphtali H. Knox, FAICP, Editor

An unglamorous way to fight GHG pollution

<http://nyti.ms/y12LC0>

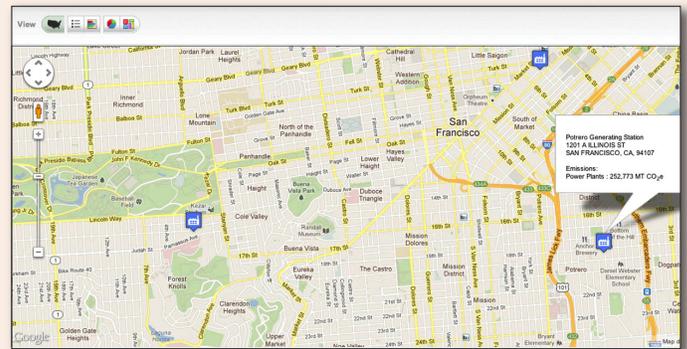
“Black carbon, the soot spewed from diesel engines and traditional cookstoves and kilns, has been blamed for a significant portion of the recent warming in the Arctic and for shrinking glaciers in the Himalayas. Snow ordinarily reflects the sun’s rays, but covered with soot, the darker surface absorbs heat. Methane, from farms, landfills, coal mines, and petroleum operations, contributes to ground-level ozone, smog, and poorer crop yields. It’s also a greenhouse gas far more powerful than carbon dioxide at trapping the sun’s heat. Ways to control these pollutants, researchers determined, [include] a switch to cleaner diesel engines and cookstoves, building more efficient kilns and coke ovens, capturing methane at landfills and oil wells, and reducing methane emissions from rice paddies by draining them more often. ‘This is what the post-Kyoto world will look like,’ says Ted Nordhaus. ‘We’ll increasingly be managing ecological problems like global warming, not solving them. We may make some headway in limiting our emissions, but if we do so it will be through innovating better energy technologies and implementing them at the national and regional level, not through top-down international limits.’ These pollution-control policies aren’t especially controversial, but mainstream environmental groups haven’t put them on the agenda. One reason is the lack of glamour: Encouraging villagers to use diesel engine filters and drain their rice paddies is less newsworthy than negotiating a global treaty on carbon at a United Nations conference.” —John Tierney, “Countering climate change without waiting for a payoff,” *The New York Times*, Jan. 16, 2012.

Who’s emitting GHG, how much, and where

<http://nyti.ms/ySBN0z>

“The Environmental Protection Agency for the first time is making available detailed information on sources of greenhouse gas emissions. The agency unveiled a searchable computerized map that allows users to identify the nation’s major stationary sources of carbon dioxide and other climate-changing gases, including power plants, refineries, chemical factories, and paper mills. The agency said the data, which was drawn from 6,157 sources and is current through 2010,

covered nearly 80 percent of the country’s greenhouse gases from large industrial sources.” (John M. Broder, “Online map shows biggest greenhouse gas emitters,” *The New York Times*, Jan. 12, 2012.) Below is a portion of the EPA’s interactive map showing three pollution sources in San Francisco. The map lets you select which layers to display, zoom in, find monitor locations, and download data from popup balloons. EPA’s Greenhouse Gas Data Publication Tool is available at <http://1.usa.gov/z0Ji1S>. You can zero in on California at <http://bit.ly/xJZ8FT>



Immigrants needed to keep U.S. great

<http://nyti.ms/wnucOI>

“The numbers are stark: the total number of immigrants, legal and illegal, arriving in the 2000s grew at half the rate of the 1990s, according to the Census Bureau. Some experts estimate the net number of new Mexicans settling in the United States at zero. Illegal immigrants from Asia and other parts of the globe have similarly dwindled in numbers. There’s little doubt that immigrants’ potential as economic contributors turns on their ability to assimilate. Fortunately, recent studies show that immigrant parents and children, especially Latinos, are making extraordinary strides in assimilating. Thanks to our huge foreign-born population (12 percent of the total), America can remain the world’s richest and most powerful nation for decades. Indeed, with millions of people retiring every week, America’s immigrants and their children are crucial to future economic growth. Shaping an immigrant policy that focuses on developing the talents of our migrants and their children is the surest way to realize this goal.” —Dowell Myers, “The Next Immigration Challenge,” *The New York Times*, Jan. 12, 2012.

(continued on next page)

A hidden cost of military cuts could be invention and its industries <http://nyti.ms/xpq6tx>

“The wellspring of prosperity [in northern Virginia] is not just the Defense Department’s vast payroll, nor profit margins of its contractors. It is also the Pentagon’s unmatched record in developing technologies with broad public benefits — like the Internet, jet engines, and satellite navigation — and then encouraging private companies to reap the rewards. And as the Pentagon confronts cutting its budget by about 10 percent over the next decade, some people warn that the potential impact on scientific innovation is being overlooked. The Pentagon spends about 12 percent of its budget in that area, about 55 percent of all federal spending on research and development. The government is no longer the dominant source of spending on research and development. Private spending on research and development began to exceed government spending in 1990 or earlier. By 2007, the private sector was spending about \$2 on research for every federal dollar.” —Binyamin Appelbaum, “A shrinking military budget may take neighbors with it,” *The New York Times*, Jan. 6, 2012.

Storing solar-generated energy for use when needed <http://nyti.ms/sfGH67>

This article is interesting in light of Josh Hohn’s “Distributed Renewable Energy” piece in *Northern News*, Dec. 2011–Jan. 2012, page 4. “Finding a way to store [solar energy] for use when the sun isn’t shining seems to be creating an opening for a different form of power, solar thermal, which makes electricity by using the sun’s heat to boil water. The water can be used to heat salt that stores the energy until later, when the sun dips and households power up their appliances and air-conditioning at peak demand hours in the summer. Two California companies are planning to deploy the storage technology: SolarReserve, which is building a plant in the Nevada desert scheduled to start up next year, and BrightSource, which plans three plants in California that would begin operating in 2016 and 2017. Companies like Google, Chevron, and Good Energies are investing in [the technology], and utilities NV Energy and Southern California Edison have signed long-term contracts to buy power from these new power plants. Technical details of the SolarReserve and BrightSource plants vary slightly, but both will use thousands of computer-operated poster-size mirrors aiming sunlight at a tower that absorbs it as heat.”

—Matthew L. Wald, “Storehouses for solar energy can step in when the sun goes down,” *The New York Times*, Jan. 2, 2012. ■

Governor Brown on high-speed rail

State of the State address, Jan. 18, 2012

“Just as bold is our plan to build a high-speed rail system, connecting the Northern and Southern parts of our state. This is not a new idea. As governor the last time, I signed legislation to study the concept. Now 30 years later, we are within weeks of a revised business plan that will enable us to begin initial construction before the year is out.

“President Obama strongly supports the project and has provided the majority of funds for this first phase. It is now your decision to evaluate the plan and decide what action to take. Without any hesitation, I urge your approval.

“If you believe that California will continue to grow, as I do, and that millions more people will be living in our state, this is a wise investment. Building new runways and expanding our airports and highways is the only alternative. That is not cheaper and will face even more political opposition.

“Those who believe that California is in decline will naturally shrink back from such a strenuous undertaking. I understand that feeling but I don’t share it, because I know this state and the spirit of the people who choose to live here. California is still the Gold Mountain that Chinese immigrants in 1848 came across the Pacific to find. The wealth is different, derived as it is, not from mining the Sierras, but from the creative imagination of those who invent and build and generate the ideas that drive our economy forward.

“Critics of the high-speed rail project abound as they often do when something of this magnitude is proposed. During the 1930s, The Central Valley Water Project was called a ‘fantastic dream’ that ‘will not work.’ The Master Plan for the Interstate Highway System in 1939 was derided as ‘new Deal jitterbug economics.’ In 1966, then Mayor Johnson of Berkeley called BART a ‘billion dollar potential fiasco.’ Similarly, the Panama Canal was for years thought to be impractical and Benjamin Disraeli himself said of the Suez Canal: ‘totally impossible to be carried out.’ The critics were wrong then and they’re wrong now.”



Redevelopment died in 2011. Will high-speed rail meet the same fate in 2012?

The battle over high-speed rail in general seems to mirror the battle between Republicans and Democrats on Capitol Hill and in local legislatures. Since a poll last December showed that, put to a revote, Californians would reject the bullet train, Republicans in Congress eliminated the federal high-speed rail budget, basically pulling all support due to the rising cost and questions about the California High-Speed Rail Authority's newest business plan.

While debate rages, many are calling the project dead. They call California HSR a "boondoggle." They cite the doubling (or more) of the estimated cost, contention regarding rights of way, potential elimination of urban neighborhoods and valley farms, and lack of funds at state and federal levels. They question whether the project actually serves a practical need in California. In Europe, where high-speed rail is effective, distances between cities are closer. But proponents insist that highways and airways will only get more gridlocked, improving them will cost far more than building and operating high-speed rail, and the need for engineering and construction jobs is now.

About those promised jobs: are the estimates overblown and unrealistic? Project officials admitted to using "short-hand" in counting "job-years." At the same time, U.S. Rep. Dennis Cardoza insists the project — despite the negatives — would bring an economic boost to the San Joaquin Valley, where unemployment is among the highest in the nation.

On December 19, the City of Palo Alto reversed its position and called for "termination of California's beleaguered high-speed-rail project." <http://bit.ly/tgm8ru>

Several articles in the *Los Angeles Times* highlighted the criticisms of the Peer Review Group and the subsequent backlash from the High-Speed Rail Authority. The authority is concerned that ongoing criticism and demands for further study will delay the project and discourage potential private investors on whom the project is counting for future funding. **Both President Obama and Governor Brown remain supportive**, insisting the project is what the country needs to help solve transportation and economic problems.

Two recent posts by the *CHSR Blog* and *Pedestrian Observations* attempted to explain the convoluted politics related to route alignments and HSR's relationship to the rest of the state (<http://bit.ly/A4nu6h>, <http://bit.ly/sZhWBE>). The mostly supportive posts speak to the issue of "value engineering" along with freeing

up "capacity" on existing roads and railways to ship more freight.

Perhaps the biggest blow came on January 13 when both the CHSRA chief executive officer Roelof van Ark and board chairman Tom Umberg announced they were stepping down.

Of recent note, Tim Sheehan of the *Fresno Bee*, sponsored and funded by twelve news outlets across the state, undertook an in-depth investigation of Spain's high-speed trains. Spain's AVE system is considered the European system most like the one proposed for California. His reports comparing the Spanish and California systems began publication January 14:

"What California can learn from Spain's high-speed rail," Tim Sheehan, *Fresno Bee*, Jan. 14, 2012.

<http://bit.ly/wnJO77>

"Politics, not funding, drove growth of Spain's high-speed rail," Tim Sheehan, *Fresno Bee*, Jan. 14, 2012.

<http://bit.ly/ytYGAO>

Video at <http://bit.ly/wLQPdQ>

Below are highlights of articles that ran from Dec. 6, 2011, to Jan. 13, 2012.

What the public thinks

<http://lat.ms/yRoZB0>

The November California Poll by Field Research Corp. in San Francisco "found that 64 percent of those surveyed want another public vote on the \$98-billion project and that 59 percent of respondents would oppose it because of changes in its cost and completion date. In the poll, Field Research interviewed a random sample of 1,000 registered voters from November 15 to 27. The margin of error is plus or minus 4.4 percentage points." —Dan Weikel, "Californians would reject bullet train in revote, polls finds," *Los Angeles Times*, Dec. 6, 2011.

Death of a model project

<http://slate.me/uWHBIV>

"Unlike its counterparts elsewhere in the country, the California line would be true, dedicated high-speed rail, with trains running up to 220 mph. It would connect two metropolises of seven-million-plus people that are just far enough apart to make a drive unappetizing (six hours sans traffic) and a plane hop unwieldy. And the plans were already in place: the state had been working on a high-speed rail line for decades and lacked only the money to execute it.

(continued on next page)

Under pressure to come in with more realistic projections, state rail authorities admitted [in November 2011] that the project would take twice as long to build as they'd originally claimed, attract fewer riders, and cost twice as much. Some will point out that California's high-speed rail plan still isn't dead, exactly. It's 'more of a zombie,' one blogger quipped." —Will Oremus, "High-speed rail is dead in America. Should we mourn it?" *Slate Magazine*, Dec. 7, 2011.

Two sides on high-speed rail

<http://bit.ly/AiSq82>

"Construction is set to start by late next year on the first leg between Bakersfield and Fresno at an estimated cost of \$5.8 billion. The state has secured \$3.9 billion in federal money, and California taxpayers have approved bonds for the rest. The system is planned in segments so that even if funding evaporates, the lines would still be able to carry Amtrak trains. The rail authority still thinks private investors will appear once construction starts. Republicans have zeroed out funding this year for high-speed rail, making clear their plan to block future federal aid. Joseph Szabo, administrator of the Federal Railroad Administration, said the administration is backing the state. 'We're not going to flinch,' he said." —Carolyn Lochhead, "California high-speed rail plan panned, praised," *San Francisco Chronicle*, Dec. 16, 2011.

What the House committee heard

<http://bit.ly/t0uMtl>

"In the short term, this congressional skepticism does not directly hurt the California project, except as it may help poison California public opinion. No additional federal funds are needed for roughly the next three years. House bills to divert the high-speed rail funding to highway projects appear likely to die in the Senate, if they get that far." —Michael Doyle, "House committee hears battle over California high-speed rail plan," *The Sacramento Bee*, Dec. 16, 2011.

Jobs are key

<http://bit.ly/AhzNs7>

"In trying to win over a skeptical public to support the most expensive public works project for any state in U.S. history, Gov. Jerry Brown, the Obama administration, Democratic lawmakers, and big city mayors such as San Jose's Chuck Reed have repeated the 1-million-jobs mantra. But state leaders, it turns out, quietly beefed up employment estimates. Grand total: 20,000 construction workers and

40,000 'spinoff' employees — each working the entire 22-year project — would count as more than 1 million jobs. In reality, high-speed rail's construction jobs would lower the state's current unemployment rate from 11.3 percent to just 11.2 percent. In addition to temporary construction jobs, the rail authority expects to hire a staff of 4,150 permanent workers to run the railroad. Despite the evidence, supporters are not expected to abandon their jobs campaign anytime soon." —Mike Rosenberg, "California high-speed rail jobs estimate too good to be true," *San Jose Mercury News*, Dec. 21, 2011.

Peer review group wants funding stopped

<http://bit.ly/Au15c3>

"In its letter to the legislature, the peer review group highlighted some of the same flaws that local officials and watchdogs have long complained about, most notably a deeply flawed funding plan. The project currently has about \$6 billion in committed funding and the rail authority plans to make up much of the balance from federal grants and private investments — investments that would be solicited after the first major segment of the line is constructed. The peer-review group found this plan to be vague and insufficient." —Gennady Sheyner, "Report: Halt state funding for high-speed rail," *Palo Alto Weekly*, Jan. 3, 2012.

Rail Authority fights back

<http://lat.ms/zpPN0j>

"The state agency attempting to build California's proposed bullet train blasted an independent review panel's report that recommends the Legislature not approve issuing \$2.7 billion in bonds to partly pay for the first section of track in the Central Valley. Added Thomas J. Umberg, chairman of the authority board, 'What is most unfortunate about this report is not its analytical deficiency, but that it would create a cloud over the program that threatens not only federal support but also the confidence of the private sector necessary for them to invest their dollars.'" —Ralph Vartabedian, "State bullet train agency lashes back at critical review," *Los Angeles Times*, Jan. 3, 2012.

Peer review group calls for time-out

<http://reuters/AEmCAy>

"John Chalker, vice-chair of peer review group and managing director of LM Capital Group in San Diego, said the California High-Speed Rail Authority needs to show how its statewide system could be built when state

(continued on next page)

and federal budgets are tight and with private companies reluctant to get involved in the project. ‘We think it would be appropriate to take a pause,’ Chalker said.” —Jim Christie, “Funding concerns for California high-speed rail,” *Reuters*, Jan. 3, 2012.

More study requested from feds

<http://bit.ly/4aVNYV>

“Opponents of the state’s high-speed rail program, led by House Majority Whip Kevin McCarthy, R-Bakersfield, and Rep. Jeff Denham, R-Merced, have asked the Government Accountability Office to study the [CHSR] plan. Twelve House members championed the original request for a federal investigation, all Republicans. Ten are from California. This week, [Rep. Jim] Costa [D-Hanford] and 10 other House Democrats — eight from California — countered with their own study recommendations. The Democrats, in essence, urged investigators to consider questions that might make California’s project look better.” —Michael Doyle, “High-speed rail fans, foes seek federal study,” *San Francisco Chronicle*, Jan. 5, 2012.

Gov. Brown seeks new agency

<http://bit.ly/wIDmdS>

“California Governor Jerry Brown released his 2012–2013 budget [January 5] and it still funds high-speed rail. The proposal calls for \$15.9 million in administrative support for the High-Speed Rail Authority, regardless of what happens with the current funding. Under the new plan, transportation departments, which are currently part of the Business, Transportation, and Housing Agency, would get their own agency. The new Transportation Agency would include the Department of Transportation (Caltrans), the DMV, the HSRA, the CHP, the CTC, and the Board of Pilot Commissioners.” —Julie Caine, “California budget supports bullet train, would create new transportation agency,” *Transportation Nation*, Jan. 6, 2012.

Opinions from Washington

<http://bit.ly/wapo.st/xqVnOt>

“On the merits, high-speed rail would be a questionable investment even if California could afford to build it. LaHood and other boosters marvel at bullet trains in Europe and Japan, insisting simplistically that we need them, too. But the sprawling, decentralized cities of the United States do not make convenient destinations for train travelers. For these and other reasons, high-speed rail in the United States would lower carbon emissions and reduce traffic far less cost-effectively than would alternative solutions.”
—Charles Lane, “California’s high-speed rail to nowhere,” *The Washington Post*, Jan. 9, 2012.

The big shake-up

<http://buswk.co/yWSXS7>

“Plans for bullet trains to crisscross California at 220 miles per hour face new questions after the chief executive officer and board chairman of the project both said they would leave their positions. ‘Roelof van Ark and Tom Umberg spearheaded California High-Speed Rail through its earliest stages of planning and development and I thank them for their service,’ Governor Jerry Brown said in a statement e-mailed by spokesman Gil Duran. He said Brown continues to support the rail project.” —James Nash, “California high-speed rail suffers setbacks as 2 officials quit,” *Bloomberg Businessweek*, Jan. 13, 2012.

Janet Palma, MS, AICP, works in Environmental Health Services for the San Francisco Department of Public Health and is Principal at J. Palma & Associates, an environmental planning concern. She serves on the City of San Leandro Board of Zoning Adjustments as the At-Large member and on APA California–Northern’s Board of Directors as Planning Commissioner Representative. (Disclosure: Ms. Palma is a sub-subcontractor to URS Corporation, working on visual resources for the Bakersfield-to-Palmdale section of the proposed high-speed rail line.) ■

More than a train ride is at stake. High-speed rail, along with innovative land use, will breed the kind of economic development and communities California is missing most — urban revitalization along with more walkable, affordable communities.

—Peter Calthorpe, <http://bit.ly/wdqrvp>

NORTHERN SECTION CALENDAR

To list an event in the Northern Section calendars (*Northern News*, monthly; *eNews*, every two weeks), go to <http://bit.ly/ed1Ekc> to see the required template (at top of page), the current listings, and where to send your formatted item.

ONGOING

ONLINE VIDEO. Symposium, 1909–2109: Sustaining the Lasting Value of American Planning. This four-hour symposium on May 21, 2009, brought together federal officials, planners, academics, and grassroots advocates to focus on the achievements of America’s first 100 years of planning. See a video of the symposium (**free**) and earn CM credits. Visit <http://www.planning.org/centennial/symposium/>
CM | 4.0 may be earned by viewing all four parts of the symposium video

JANUARY

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JANUARY

1/28 AICP Exam Prep Workshop. 10 AM–4 PM, **San José State University**, Pacheco Room, 2nd floor, Student Union Building. To register, contact Don Bradley, dr.donbradley@comcast.net or (650) 592-0915. Do not buy any other materials.

FEBRUARY

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FEBRUARY

2/4 Bay Area League Day: Housing and the Bay Area’s Future. 9 AM–2:10 PM, First Unitarian Church of Oakland, 685 14th Street at Castro Street, **OAKLAND**. Keynote speaker David Rosen is a leading expert in affordable housing finance, policy, land use, lending, and investment strategic planning. Panels of experts will discuss 1) meeting regional housing needs in light of the sustainable communities strategy, 2) difficulties financing affordable housing, and 3) how to serve the hardest to house. Cost in advance, \$30; \$15 without lunch. At the door, \$35; \$20 without lunch. To register, send a check payable to “LWVBA” along with your name and any guest names to LWVBA, 1611 Telegraph Avenue, Suite 300, Oakland, CA 94612. Registration is also available online through January 27 via PayPal at www.lwvbayarea.org. For more details, call (510) 839-1608 or send an email to editor@bayareamonitor.org.
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2/8 **Is the “Fair Argument” Fair?** 5:30–8 PM, Pyramid Alehouse, 901 Gilman Street, **BERKELEY**. Public agencies, developers, and CEQA practitioners express concerns that the “Fair Argument” in CEQA can result in expensive studies that may not be necessary or reasonable. A panel will discuss the basis of the “fair argument” in CEQA, its effects on CEQA practice and the legal standard, and how the “fair argument” could affect projects you may be working on in years to come. \$10 for AEP student members, \$20 for non-AEP students, \$25 for AEP members, \$35 for non-AEP members. Price includes buffet style dinner. Register at <http://bit.ly/yGiwrE>. For more information, contact Peter T. Masson (Vice-President of Programs – East Bay) at pmasson@croworld.com

2/9 **APA North Bay Regional Advisory Council Mixer.** 5:30–7:30 PM, Marin Brewing Company, 1809 Larkspur Landing Circle, **LARKSPUR**. **Free**. Join and meet fellow planners for the first of four 2012 mixers around the North Bay. This is a great opportunity for networking and catching up with your planning colleagues. Beverages and appetizers will be provided. RSVP to kristine.gaspar@ghd.com. For directions and information about Marin Brewing Company, visit <http://www.marinbrewing.com>

2/18 **Planning Commissioner Workshop.** 9 AM–12:15 PM, San Leandro Main Library, 300 Estudillo Avenue, Estudillo Room, **SAN LEANDRO**. **Free**. A light breakfast will be provided. This is the first of three APA California–Northern planning commissioner workshops that will be offered from February to May 2012. This workshop covers the role of officials and staff; Roberts Rules of Order; public hearing procedures; making an effective public record; and basics of general plans and zoning. Registration details to follow. For information, contact Janet Palma, AICP, janetpalma@comcast.net

2/23 **Sustainable Mobility & Cities: Marrying Technology and Policy.** 8 AM–5:15 PM, David Brower Center, 2150 Allston Way, **BERKELEY**. Breakfast and lunch provided; reception from 5:15 to 6:15 PM. This is the third of three UC Berkeley-sponsored events in the 2011-2012 Conference Series on Urban Sustainability. Advanced registration required. \$75 for private, \$50 for nonprofits. For more information and to register, go to <http://bit.ly/z1ycRY>

2/25 **AICP Exam Prep Workshop.** 10 AM–4 PM, **San José State University**, Pacheco Room, 2nd floor, Student Union Building. To register, contact Don Bradley, dr.donbradley@comcast.net or (650) 592-0915. Do not buy any other materials.

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MARCH

3/1 **APA Peninsula Regional Advisory Council, Happy Hour Mixer.** 5:30–7:30 PM, City Pup, 2620 Broadway Street, **REDWOOD CITY.** **Free.** Join and meet other peninsula planners for an evening of networking and catching up with your colleagues. For more information and to RSVP, contact James Castañeda at james.castaneda@me.com.

3/7 **APA California – Northern, Regular Board Meeting.** 6–9 PM, URS Corporation, 1333 Broadway, Suite 800, **OAKLAND.** RSVP to Hanson Hom at hansonapa@gmail.com

3/7 **Climate Change, Water, and Planning.** 6:30–8:30 PM, San José City Hall, W118/119, 200 East Santa Clara Street, **SAN JOSÉ.** Registration, networking, and refreshments start at 6 PM. Learn what researchers and practitioners are saying about climate change impacts on sea-level, water supply, and extreme weather events. A panel of experts will discuss plans and potential impacts at the local, regional, and state level, leaving time for comments and questions. Co-sponsored by the Sierra Club. RSVP to katja.irvin@sbcglobal.net or (408) 569-8214.
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3/16 **Deadline for APA California Northern Planning Award submittals: 5 PM.** Nominations and application materials for the APA California Northern Planning Awards are available online at <http://goo.gl/Wpex8>. Materials received after this date and after 5 PM will *not* be accepted and will *not* be returned. **No exceptions!**

3/24 **AICP Exam Prep Workshop.** 10 AM–4 PM, **San José State University,** Pacheco Room, 2nd floor, Student Union Building. To register, contact Don Bradley, dr.donbradley@comcast.net or (650) 592-0915. Do not buy any other materials. Future meeting dates are April 21 and May 12.

APRIL						
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APRIL

4/7 **Planning Commissioner Workshop.** 9 AM–12:15 PM, Arlington Clubhouse, 1120 Arlington Boulevard, **EL CERRITO.** **Free.** A light breakfast will be provided. This is the second of three APA California–Northern planning commissioner workshops that will be offered from February to May 2012. This workshop covers land use legal principles and key cases; basic CEQA and environmental review; defensible findings and project conditions; and development project case study. For information, contact Janet Palma, AICP, janetpalma@comcast.net

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APRIL

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APRIL

4/14–4/17 **The 2012 APA National Conference** will be held April 14–17 at the Los Angeles Convention Center, 1201 South Figueroa Street. Conference information is available at <http://bit.ly/oFYmzB>

4/21 **AICP Exam Prep Workshop.** 10 AM–4 PM, **San José State University**, Pacheco Room, 2nd floor, Student Union Building. To register, contact Don Bradley, dr.donbradley@comcast.net or (650) 592-0915. Do not buy any other materials. Next and final meeting before the Spring 2011 national APA exam is May 12. ■

On January 1, a controversial series of marine reserves that restrict fishing went into effect in Southern California. Erik Olsen reports for *The New York Times* from Laguna Beach in a 6 minute video, "California's coastline controversy."

<http://nyti.ms/xDN1B9>



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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/9YpPxS>. Entirely the effort of volunteers, the *News* is written and produced by and for urban planners in Northern California. Circulation (downloads per issue) averages 4,000.

Northern News welcomes comments. Letters to the editor require the author's first and last name, home or work street address and phone number (neither of which will be published), and professional affiliation or title (which will be published only with the author's permission). All letters are subject to editing. Letters over 250 words are not considered.

Deadlines for submitting materials for inclusion in *Northern News* range from the 12th to the 16th of the month prior to publication. The 2012 schedule can be viewed at <http://bit.ly/slOKW9>.

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