

Northern News

NORTHERN SECTION, CALIFORNIA CHAPTER, AMERICAN PLANNING ASSOCIATION

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BART: Extending the Vision

by Peter Gertler, AICP

BACKGROUND AND HISTORY

The story of BART began in the 1940's, when planners warned that the region's poorly integrated transportation system would choke commerce and Balkanize the cities and counties of the Bay Area. In 1947 a joint Army-Navy review board concluded that another connecting link between San Francisco and the East Bay would be needed in the years ahead to prevent intolerable congestion on the Bay Bridge.

A three-county rapid transit plan including Alameda, Contra Costa, and San Francisco Counties was developed. This plan would provide rapid transit service between San Francisco and the East Bay cities and suburbs of Alameda and Contra Costa counties. The total cost of the system, as of 1962, was projected at \$996 million. When BART construction began in 1964 it was the largest single locally financed public works project ever undertaken in the U.S. and the first all new rapid transit system to be built in the nation in almost 60 years.

BART TODAY

More than twenty years after the first revenue train went on line BART is continuing to break through new barriers in the provision of mass transit. In addition to breaking ground on several extension projects the transit system is developing plans to implement both innovative new technologies and conventional rail technologies. BART is poised to provide the Bay Area with transportation solutions geared for today's and tomorrow's needs.

BART today is a 71.5-mile, automated rapid transit system serving over three million people in the three Bay Area Counties of Alameda, Contra Costa, and San Francisco, as well as in northern San Mateo County. BART carries more than 255,000 passengers a day, operating 43 trains during peak periods. On average,

BART maintains an over 96% (daily) and 92% (peak period) on-time performance record. Since first opening, the system has carried more than one billion passengers over 12 billion passenger miles with one of the best safety records in the world.

BART EXTENSIONS

The Extension Policy is currently divided into three phases for both District and non-District projects. Through this policy, BART has begun an ambitious \$2.6 billion Extensions Program and has broken ground on three Phase I extensions, including two BART extensions in the East Bay (Pittsburg/Antioch and Dublin/Pleasanton) and the Colma Station Extension in northern San Mateo County. Environmental analysis and preliminary engineering have been completed on a fourth extension (Warm Springs) to the Alameda and Santa Clara County line.

Phase I Extensions

The Phase I extension projects are now in their third year of construction on the Pittsburg/Antioch and Dublin/Pleasanton Extensions and the second year of construction on the Colma Station Extension. The BART Phase I Extensions Program will add 34.5 miles of new double track and 11 new stations to the existing BART system before the year 2000. The BART Extension Team has had a significant impact ^{on} to the region spawning jobs and fueling the Bay Area economy. To date, \$541 million in construction contracts have been awarded and it is estimated that BART will generate directly or indirectly nearly 68,000 jobs.

Phase II and III Extensions

Phase II and III extensions in the BART policy are in various stages of the planning process. Two extensions in the East Bay (West Contra Costa and the Oakland Airport Connector) are currently in the midst of planning studies. The West Contra Costa Extension is identified in

(continued on page 4)

DECEMBER 1994

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DUNCAN & JONES

Come Party with APA at Embarcadero Center!

See page 3 for details on the 1994 APA Holiday Party

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DIRECTORS COLUMN

by Steve Noack, AICP

Many thanks to Bob Odland for the time he put in as Legislative Director for Northern Section. Bob accepted a temporary assignment in Russia on a project sponsored by the Agency for International Development.

As a result of Bob's departure, the Board is looking for a motivated individual to replace him on what is now the Legislative Committee, one of three special board committees. The Legislative Committee chair can opt to solicit other volunteers to help in reviewing proposed legislation affecting California planners, or go it alone. The time commitment includes reviewing proposed legislation; attending three or four legislative workshops in Sacramento with other section representatives, the Cal Chapter Vice President for Policy and Legislation and our lobbyist; writing newsletter articles on current legislative issues; and, possibly testifying at legislative hearings. If you are interested please contact me.

BOARD MEMBER BIO

Don Bradley, AICP, has been a planner for over 30 years and has worked for the City of Los Angeles, the State of North Carolina, was Planning Director of Southern Pines, North Carolina, Chief Planner for Washtenaw County (Ann Arbor), Michigan, and a community planner for the U.S. Navy. Bradley is a retired U.S. Air Force reserve officer and is currently the planning advisor to Eritrea, the newest nation in Africa. He has been a planning professor at Michigan State University and was president of AIP, Michigan Chapter. Private sector work includes consulting in California, Michigan, North Carolina, HUD and the Department of Defense. His B.S. is in architecture and public administration and he has an M.S. in city and regional planning from USC, a PhD. in planning from the University of Michigan and a PhD. in clinical psychology.

Don has been the AICP Coordinator for the Northern Section CCAPA Board for



some 8 years. Don's goals as a board member include increasing AICP membership and maintaining a high AICP exam pass rate for Northern Section planners. He has been giving the AICP exam prep workshops at UC Berkeley, UC Davis, and Stanford for the past 5 years. Over 200 have taken advantage of these workshops and passed the certification.

His interests are new towns, running marathons, and playing both the piano and the trumpet.



Reminder: The Northern News is not published in January. Watch for us next in February 1995.

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*Deadline
for submitting articles, news,
artwork, advertising and
other materials for inclusion
in the Northern News is
the 16th day of the month
prior to publication.*

MEMBERSHIP INFO

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APA National Hqtrs.
1313 East 60th Street
Chicago, IL 60637
312/955-9100

APA Holiday Party at Embarcadero Center!

This year's APA Northern Section Holiday Party will be held at San Francisco's Embarcadero Center on **Thursday, December 15** from 6:00 to 9:00 PM. In addition to the usual menu of food, drink, fun, music, and socializing, the party provides a great opportunity for holiday hopping and even ice skating in the outdoor rink at Justin Herman Plaza. The venue for this festive event is Cafe Latte 2 on the first level of Four Embarcadero Center. Northern Section has reserved the entire restaurant for the evening and will be providing a variety of snacks, hors d'oeuvres and a no host bar. Cafe Latte overlooks the Plaza and fountain.

Admission to the party is \$10 if your check is mailed in advance, \$15 if you pay at the door. Student admission is \$7.50. Please indicate the names of all guests on your check. Checks should be made payable to Northern Section CCAPA and mailed to :

APA Holiday Party
c/o Barry Miller
817 Alvarado Road
Berkeley, CA 94705

Please reserve by **December 12** so that we can make appropriate catering arrangements. You can also reserve by phone. **Call (510) 845-2404 to make your reservation now!**

BULLETIN BOARD

1995 A.I.C.P. Exam Prep Workshops

Over a quarter of all APA members in the U.S. are also A.I.C.P. members. In California this ratio is about 1 out of 3. While in our Northern Section of CCAPA it is approaching a half.

If you have considered taking the annual national AICP exam now is the time to act. The applications are due in Washington just after New Years. There will again be workshops at Stanford and UC Davis on a monthly schedule, half and all day on Saturday.

Don Bradley, AICP, and David Storer, AICP, our CCAPA-PDO, will teach the sessions, as well as have guest speakers, set up study groups, distribute the national APA-CPC study guides and 1,000, sample, practice, multiple-choice questions and answers. Emphasis will be placed on test taking skills, exam domains, anxiety reduction, self-confidence building, mistaken tactical avoidance, and individualized successful strategies.

Further information and registration forms are available from Don at (415) 592-0915.

Casebook Solicits Authors

If you have a compelling planning story to tell, then AICP Casebook has an offer for you. Casebook, the newest publication of the American Institute of Certified Planners, is seeking authors for upcoming issues. Issued quarterly, Casebook chronicles the lessons learned from innovative, controversial, or challenging planning programs in an easy-to-read format geared to the practicing professional. Each case study examines the processes, actors, and strategies involved in planning implementation.

Authors of published case studies receive a \$500 stipend. Potential Casebook authors can also submit a 100 word abstract to the editor for evaluation. If you wish to submit, or would like more information about Casebook, contact:

Steven A. Preston, AICP Casebook Editor c/o Community Development Department City of La Verne 3660 "D" Street La Verne, California 91750, or call at (909) 596-8706, fax (909) 596-8737.

NTRAC

The National Transit Access Center (NTRAC) at the University of California at Berkeley is sponsoring a "listserv" related to encouraging mixed-use, walkable communities centered around rail transit stations. Much of NTRAC's research has focused upon ways to increase the public's access to mass transit. Examples of current research projects include a ridership study of transit-based housing development, an exploration of joint-development throughout the U.S., the opportunities and barriers to transit-village development, and examples of transit-oriented design. Initial discussion will be focused upon implementation of "urban village" zoning, examples of successful mixed-use projects, and updates on current legislation aimed at encouraging walkable communities. This is a forum for local planners to get the word out on activities in their area.

The list primarily includes university researchers, city planning staff, and state/regional officials. You can get information regarding this list from listproc@ced.berkeley.edu, or from Val Menotti at val@ced.berkeley.edu, or call at (510) 642-4874. To post something to the list, simply mail your message to transit-village@ced.berkeley.edu. To register simply send mail to: listproc@ced.berkeley.edu with a message that includes "subscribe transit-village [YOUR NAME]". The service is free of charge.



The Bulletin Board section of the Northern News is intended to provide a forum for individuals to provide the membership with information about events or current topics. If you would like to submit an item for the Bulletin Board section, contact the Newsletter Editor at (408) 866-2140.

BART...

(continued from page 1)

the BART policy as an extension from the existing Richmond BART Station to Crockett (a Phase II and III extension). Currently, a study is underway to evaluate feasible alignments and the costs and patronage potential of extending the line across the Carquinez Bridge into Solano County.

THE BART VISION

The BART vision of the 1990's is as dynamic, far reaching, and controversial as was the vision of the original BART planners in the 1940's. BART planners are currently developing plans to provide more than 200 miles of commuter rail to the East Bay in less than two years—the "FasTrak" Regional Rail Program. In addition, BART is competing to win federal funds to demonstrate state-of-the-art Suspended Light Rail Technology.

"FasTrak"

In the Summer of 1993, BART proposed a novel idea to the region. Rather than wait the estimated 20 years (at best) until construction could begin on the proposed Phase II and III BART extensions, why not offer immediate rail service on existing rail corridors, and for a fraction of the cost of a BART extension? BART drafted the "FasTrak" program — over 200 miles of new passenger commuter rail track which could serve more than 3.5 million rail passengers per year. It is estimated that "FasTrak" will cost between \$1 million to \$2 million per mile and could be operational in less than two years.

The "FasTrak" program includes three different commuter rail lines. These lines would use existing rail corridors currently owned by rail properties such as the Southern Pacific Transportation Company (SP) and the Union Pacific Railroad (UP). These lines are currently used primarily for freight operations and would have sufficient capacity to provide daily commuter service. The three lines proposed in the "FasTrak" program include service to the north along the SP right of way between Solano and East Contra Costa counties to BART at the Richmond and West Oakland Stations; to the east to San Joaquin and East Alameda counties along a combination of the SP and UP rights-of-way to Santa Clara County and downtown

San Jose, and; to the south from BART's West Oakland, Coliseum and Union City stations to Santa Clara County and downtown San Jose via the UP right-of-way.

"FasTrak" is envisioned as an immediate and cost effective solution to the overwhelming crisis of increasing traffic congestion and limited funds for new transit improvements in the region.

"FasTrak" is compatible and consistent with the BART Extension Policy. The commuter rail lines are almost identical to the BART Extension Plan. The line to Solano and East Contra Costa counties would provide service along the West Contra Costa and the East Antioch BART extension corridors. The line to San Joaquin County would provide service to the Livermore Valley BART extension corridor. The line to downtown San Jose would provide service to the Santa Clara County BART extension corridor. The implementation of the "FasTrak" service now could build the transit habit and ridership potential for the eventual implementation of BART technology in the future.

SUMMARY

It has been almost 50 years since the visionary concept of spanning the bay with an underground rapid transit system was introduced, and over 20 years since this vision has been realized. Today BART has evolved into a successful, safe, comfortable and convenient transit system moving over 255,000 people a day. The BART vision is not complete. BART is currently breaking ground on an ambitious Extensions Program adding 34.5 miles of new double track to the existing system, nearly a 50% increase. And finally, the BART vision is breaking new barriers with "FasTrak", by proposing over 200 miles of new commuter rail service to the region.

Peter Gertler, AICP is the Acting Department Manager for the BART Extension Planning Department.

Third Liveable Communities Conference Held in Humboldt County

by Lia Sullivan, AICP

The prospect of liveable development design seemed a lot closer Saturday, November 5, as local designers presented their ideas at the annual Liveable Communities Conference in Eureka (Far North). The conference was part of the Gregory K. Bish Conference series, created in memory of a respected Humboldt County Planning Commissioner and local developer. The first two, in 1992 and 1993, featured speakers from "outside" who brought information about what could be done and reminded us of our local assets. Audience criticism of the first two conferences indicated a concern that the concepts presented by the outside experts might not be transferable to Humboldt County.

Since the first annual conference in 1992, a "Liveable Communities Steering Committee" has met regularly to discuss and promote good community design. The Committee came up with nine principles which include: citizen participation; bicycle/pedestrian-friendly design; mixing uses for easy access; public facilities and services appropriate to density and intensity of development; public spaces; lots of attractive open spaces; solar efficiency and consideration of micro-climates;



BERKELEY CONTINUES THE TRADITION OF BREAKING TRADITIONS

THE BERKELEY GENERAL PLAN

The City of Berkeley staff is writing a General Plan that breaks Tradition in many ways. Following a sumptuous Chinese banquet in downtown Berkeley, the Planning Director and staff will discuss the challenging approach to the General Plan that includes the following:

- An interactive public workshop participation process that progresses from an initial visioning process to using scenarios to test ideas and strategies, all prior to writing the Draft Plan.
- The typical General Plan structure has been changed to a strategic plan that directly links goals and policies to implementation, and an Action Program that describes implementation and monitoring.

- The EIR is being prepared by a consultant concurrently with preparation of the plan. Mitigation measures are anticipated to also function as implementation measures.
- Principles and strategies from the General Plan will become the framework for the City-wide budgeting process.

Date & Time: Thursday, January 19, 1995.
6:00 p.m. (mingle),
6:30 p.m. dinner, followed by the program.

Location: Yenching Restaurant,
2017 Shattuck Avenue, Berkeley

Cost: \$14

RSVP: RSVP is necessary by January 16,
(415) 281-0195

CALIFORNIA CHAPTER, AMERICAN PLANNING ASSOCIATION PRESENTS

APA

1994-95 LEGISLATIVE UPDATE

Presented by:
Sande George, CCAPA Executive Director and Lobbyist

Oakland

Association of Bay Area Governments
Friday, January 27, 1995
8:00 AM - 12:00 NOON

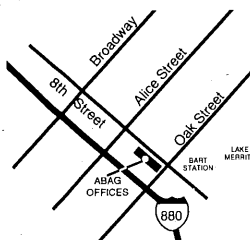
CEQA



Endangered Species

'94 Legislation & '95 Expectations

Housing Element Reform



Association of Bay Area Governments
101 8th Street
Oakland, California



COST

Pre-Registration received by mail or by fax prior to January 13th	\$45.00
At the door / Non-APA Members*	\$65.00
Student or Planning Commissioner*	\$35.00

*Fee includes copy of CCAPA's Comprehensive Report *Legislative Year in Review*

REGISTRATION

I would like to attend the CCAPA 1994-95 Legislative Update

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Day Phone _____ Registration Payment of \$ _____

Please send check, payable to CCAPA, to:

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QUESTIONS? CALL JEFFREY LAMBERT, AICP, CCAPA WORKSHOP DIRECTOR, AT (818) 405-3099



Lectures on Ecological Design

Part of the San Francisco Institute of Architecture's ongoing lecture series on the relation of ecosystems to design, architecture, and planning, with an emphasis on the Bay Area's bioregion.

December 7, **San Francisco's Landscape** (Before and After Urbanization), with Michael Lampen, Geologist, and Archivist for Grace Cathedral.

December 14, **A Sustainable Bay Area**, with Paul Okamoto, Architect, former President of Urban Ecology, Member of the City of San Francisco Environmental Commission, and Ecological Design Instructor at SFIA.

Location: 555 Howard, San Francisco
(Montgomery BART)

Cost: \$5 donation requested,
SFIA students free

Time: 8:00 p.m.

Info: (510)254-9395

University Of California, Davis Extension, Upcoming Events

Designing Communities of Place: Tools and Strategies for implementing Neo-Traditional and New Urbanism Concepts in Planning

Date & Time: Thursday-Saturday,
February 23-25, 1995,
8:30 a.m. - 4:00 p.m.

Location: U.C. Davis campus

Cost: \$450, includes materials and lunches

Info: (800) 752-0881

Transportation Impacts of Land Use Planning

Date & Time: Wednesday, February 22,
1995, 8:30 a.m. - 4:00 p.m.

Location: U.C. Davis campus

Cost: \$235, includes materials and lunch

Info: (800) 752-0881

Land Uses To Increase Transit Accessibility

by Dr. John Holtzclaw

consideration of public safety and annoyances; and, retaining structures and features of historical significance.

The Committee challenged local designers to translate these ideas into development designs for local sites and present them at a third "Liveable Communities" conference. Five teams of local consulting engineers, architects and planners selected sites and spent the next four to six weeks getting ready for the presentation day. Projects ranged from redeveloping a built-out city block in Eureka and an old neighborhood shopping center in Arcata to various proposed uses for vacant and partially vacant waterfront, riverfront, and wetland-edged sites. Mixing residential, educational, and commercial uses was a common theme. Each presentation was allowed one hour, with a question and answer period. Audience response was sometimes critical, often insightful and always lively.

Besides the good attendance (80 to 100 people at any given time), features of this conference were the low cost (\$5.00 included lunch); the commitment of local professionals; and the broad mix of participants (planning commissioners, city managers, supervisors, developers, agency staff, citizens).

Written by City of Arcata Associate Planner Lia Sullivan, AICP (Far North RAC); and Community Development Director Stephan Lashbrook, AICP

The Sierra Club, along with the Greenbelt Alliance, Urban Ecology, and Urban Habitat supports land uses which boost accessibility by foot or bicycle, especially around transit stations. We have found good accessibility to require three ingredients. First, increase the density to multiply the destinations within reach. Second, locate jobs, markets, restaurants, *et al* near residences. My home, in the Russian-Nob Hill-Chinatown area of San Francisco, has over 700 restaurants within one mile, an easy and inviting walk, and probably as many food markets. Many of these are corner or mid-block stores on residential streets. Finally, design for pedestrian friendliness by including an efficient pedestrian walk and street grid not broken by dead ends, freeways or drainage ditches; by including sidewalks, bus shelters, sidewalk furniture and weather protection; by locating building entrances conveniently close to the walks; and by calming the traffic to make it safe for pedestrians and bicyclists. Traffic calming includes frequent stop signs and lights, narrowing streets, especially at intersections and pedestrian crossings, texture and color treatments to highlight crosswalks, and lane offsets, bumps, street trees and street closures.

I studied 27 communities in the San Francisco, Los Angeles, San Diego and Sacramento region which varied from high density northeast San Francisco to low density suburbs like San Ramon. High residential density, nearby shopping, good transit and a good walking environment went together. And, alternatively, sprawling suburbs isolated stores into shopping centers, had poor transit service, and often didn't even have sidewalks.

Higher density residents owned fewer cars and drove less. Northeast San Franciscans, for instance, lived at 32 times higher household density than San Ramon residents, had at least 200 times more local serving businesses within a quarter mile, owned only 1/4 as many cars per household and drove 1/4 as much. The study found that families drive 25 to 30% less than those in neighborhoods half as dense, with density a surrogate for transit, local shopping and pedestrian friendly environment. This

general pattern has been found in New York, Chicago, Toronto, across the U.S. and Britain.

Statistically, auto ownership correlated significantly with density. Driving correlated significantly with density and transit service. The number of communities studied was inadequate to get a statistically significant relationship of mixed use and pedestrian friendliness with driving.

While advanced regional transportation models could test these relationships, they are seldom used to do so. So the Regional Alliance For Transit (RAFT), a coalition of environmental and transit advocates, asked the Bay Area's Metropolitan Transportation Commission to test the consequences of building transit rather than highways, clustering growth around transit stations and requiring parking cash-out for employees. Parking cash-out pays non-driving employees with the cash equivalent of their unused parking space.

MTC's models predict that, at the same total regional growth, the RAFT alternative would save some 200 square miles of forests, grasslands and farmlands that the ABAG/MTC alternative would have developed. By developing in areas mostly supplied with infrastructure — schools, public facilities, streets and utilities — the region could save up to \$25 billion on these facilities.

Further, MTC's models predict that by 2010 RAFT's alternative would cut VMT 6% below MTC's alternative worth \$379 annually to the average family. The RAFT alternative would cut congestion 7%, would save 350,000 gallons of fuel daily, would cut air pollutant emissions and would increase transit passengers regionwide by 24%.

Environmentalists have long worked to stop population growth and lower consumption to prevent depleting the earth's resources and impoverishing its diversity. At any population level we can consume less land and fuel, and pollute less while using our transit systems more efficiently by reforming our planning laws to direct future residential, commercial and office growth to our transit centers, and develop them with superior design.

Dr. John Holtzclaw is a transportation and land use analyst and researcher with the Sierra Club and the Natural Resources Defense Council. He chairs the Sierra Club Transportation Subcommittee.

The Commentary section of the newsletter is intended to provide a forum for members to express their views relative to planning related topics, or to express an opinion relative to articles printed in this newsletter. If you would like to submit an article, contact the Newsletter Editor at (408) 866-2140.

by Steve Matarazzo, AICP

The Death of a Salesman?: Selling Urban Design Principles to Wal-Mart

I just returned from the California League of Cities Conference in Long Beach (did anyone miss me in San Diego?), where I listened to a well-reasoned talk by Urban Designer, Michael Freedman regarding design factors that establish a sense of place and feeling of "community" within an urban environment.

Freedman presented an effective slide show of some of the dos and don'ts of urban design, but failed to mention a couple of key ingredients that militate against good urban design, ingredients that often are determining factors of community development, particularly nowadays. Basically, Mr. Freedman's dictum was stated as follows: "As urban planners and managers, facilitate the design and placement of buildings in order to create interesting, inviting public spaces." Sound advice; however, the reality of the situation is that because of the economic climate in this state, and the state's fiscal crisis which has further diminished municipal revenues, cities have had to resort to the old game of competing for "tax ratables", and some of the best today are the big-box users that provide cities with one of the last bastions of protected revenue, the sales tax.

These big box users get to push their weight around as they are courted by every impoverished city in the State (and their numbers are growing). These retailers are acutely aware of the needs of the lazy shopper, demanding in their pre-lease agreements or purchase contracts with developers that a sea of asphalt be provided as close to their entrances as possible, and for as far as the eye can see. The challenge is this: educate the largest retailers in the Country regarding the benefits of creating "attractive" public spaces from a profit-motive perspective. (Mr. Freedman alluded to some case studies illustrating that by creating interesting public environments mixed with retail shopping, actual sales figures have been better than those experienced by contemporary strip centers or regional malls.) Urban designers need to shift their educational venue from that of preaching to the choir to delivering their message to the Wal-Marts of the world. It will be an extremely difficult sell, but professionals like Michael Freedman are just the type of articulate salespeople to do it. And Michael, God's speed.

Steve Matarazzo is the Community Development Director of Sand City.

Excerpts from County Hearing Officer's Statement


This was not a close case. The applicant's traffic estimates were vastly under stated. A critical zoning requirement cannot be satisfied. Simply stated, the property is too small for the proposed use.

Notwithstanding, this hearing officer remains unmoved by the apocalyptic and exaggerated claims of some opposition groups. I reject, for example, the notion that "Bacountown will cease to exist" or that Laurel residents will be "prisoners in their own homes" if the stadium is built. Church groups are simply wrong when they say that their "First Amendment right to worship will be denied" because of Sunday traffic. I found no evidence that the proposed stadium would "destroy the social fabric of the community" or that "neighborhoods will be destabilized." Such characterizations and hyperbole served to undermine, rather than promote, legitimate community concerns and objections.

Nor was the applicant immune from engaging in semantic overkill. There was no evidence to support promised (tax) riches, significant employment opportunities or widespread business development. Economic impact studies were noticeably absent. Despite claims to the contrary, stadium lights, visible during night games, will be more noticeable than "a house porch light" and water runoff from the site will not be cleaner if the facility is built.

In sum, the impact of the Laurel (Redskins) Stadium would not be as bad as predicted nor as good as promised. Mercifully, this hearing officer is relieved of the task of making these subjective judgements, since the applicant cannot meet the objective traffic test requirement for this special exception, the special exception cannot be approved.

Excerpt from the Washington Post.



Public Affairs Management

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December

- 2 In-Fill Development and Transit Oriented Design Seminar, City of Mountain View
- 3 Eleventh Annual Planning Seminar for Commissioners, Elected Officials and Agency Staff, Sonoma State University
- 7 UC Davis Extension, Legislative Update
- 7 SFIA, San Francisco Landscape
- 7 SFIA, Sustainable Bay Area
- 15 NSCCAPA Holiday Party

DECEMBER						
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JANUARY						
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29	30	31				

January

- 19 Berkeley General Plan

FEBRUARY						
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

February

- 22 UC Davis Extension, Transportation Impacts of Land Use Planning
- 23-25 UC Davis Extension, Designing Communities of Place

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