



NORTHERN NEWS



American Planning Association
California Chapter
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Making Great Communities Happen

A Publication of the Northern Section of the California Chapter of APA



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What we saw and learned on our planning tour of India

By Steve Ross; photos by Alice Daly, AICP, except as noted

Twenty planners, engineers, and architects from APA California Northern Section traveled to India in October and November for a three-week planning tour. The group visited eight cities from Delhi to Bombay, meeting with local planners and architects along the way. We learned about several Indian cities, their history, how they are planned, and how they are coping with urbanization. In every city the dramatic influx of rural migrants was the primary driver of the planning challenges to be faced.

The Rome of Asia. The tour started by exploring Delhi's 16th century towers and tombs, living mosques, Delhi old town (Shahjahanabad), and the grand boulevards of 20th century New Delhi. We were struck by the similarities between Delhi and major European cities in architecture, the sense of history, the number of monuments, and urban design.

We met with a cross section of Delhi's planning professionals. The Delhi Development Authority gave us an overview of their very comprehensive new draft Master Plan and how it incorporates lessons learned from their 1962 and 1990 plans. The 1962 plan, which focused on the government acquiring and then developing land, grossly



The group in Delhi. Photo by Hing Wong, AICP

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DIRECTOR'S NOTE

By Darcy Kremin, AICP

Congratulations to **Jeff Baker** on his re-election as Section Treasurer! Jeff has done an outstanding job and we are very happy he will continue in his role. Also, please welcome our newest Northern Section board members, appointed in November: **Daniel Serrano**, San Francisco RAC Chair; **Justin Meek**, Student Representative from San José State University; and **Raquel Paniagua**, Co-Webmaster. Raquel will help Pierce Macdonald manage our website. We are happy to have such willing and able professionals volunteer their efforts for the benefit of our Section. As always, if you are interested in joining the board or volunteering at an event, please contact me.

In this issue of *Northern News*, our editors present their first Silver Pen Award to a submitted article ([see page 14](#)). We hope you, too, will be inspired to write for the newsletter.

This year has been one of our most productive to date. The Section has hosted or co-sponsored over 30 professional development and social events, not including board meetings and AICP workshops. We will continue to look for opportunities to provide events of all kinds at no or low cost to our members, so that you can enjoy the many benefits of APA while socializing with and learning from your colleagues and other professionals, right here in Northern California.

We also welcome back the 20 intrepid planners who spent three weeks touring India in October and November. Steve Ross has written about their journey ([see page one](#)), and **Alice Daly, AICP**, and **Hing Wong, AICP**, have provided photos.

If you have suggestions for our 2010 goals or would like to discuss the Section's budget, please drop me a note at dkremin@entrix.com or call me at (925) 988-1278. The board will be setting goals and the 2010 budget at the annual board retreat on **Saturday, January 23**, in Benicia. At that time, we will review our priorities, with a focus on continuing to provide high quality services that you can use everyday. All members are welcome to attend the retreat. Simply RSVP to **Hanson Hom, AICP**, at (408) 730-7450 or hhom@ci.sunnyvale.ca.us.

The Northern Section Board joins me in wishing you our very best for the holiday season and 2010. It's the last year of the first decade of the new millennium! We've seen many changes in the first 10 years, and it will be exciting to see how the next 10 shape up. We hope the new year will be a good one for you, with health, happiness, and quality jobs for all seekers. ■



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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* online in PDF 10 times each year as a medium for the exchange of ideas and information among its members. Circulation (complete web downloads per issue) is 7,500.

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.

The deadline for submitting materials for inclusion in *Northern News* is the 15th day of the month prior to publication.

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What we saw and learned on our planning tour of India (continued from [page 1](#))

underestimated population growth. It anticipated 5.3 million residents by 1981; the actual was 6.8 million. Also, the plan's command and control style proved to be too much for the government to implement.

The 1990 plan did better at projecting population (12.8 million projected by 2001, compared to 13.8 million). It also tried to decentralize the city center with new low-rise but high density development.

The 2021 plan still relies on growing out rather than up. Key features of the plan aim to reduce in-migration, place new government buildings on the outskirts instead of downtown, shift other public sector and logistics employment to the outskirts, and restrict industrial growth in Delhi to sectors like high-tech that require less manpower. The new plan relies on cooperation with the private sector and is more flexible than earlier plans. It envisions a population of 18 million by 2011 and 22.5 million by 2021.

During a visit to the School of Planning and Architecture, the presenters reiterated the importance of including the talents of the private sector and individuals in implementing the plan. The group also visited Delhi's Metro Rail organization. Metro Rail is run like a consultancy and is proud both of its financial record (lines operate without subsidy) and the corporate culture (honest and hard-working). We visited the Shahjahanabad redevelopment agency, where we heard again of plans to shift entire industry clusters to the outskirts of Delhi. We also visited Delhi's Urban Art Commission, which reviews the design of new public buildings and public places in Delhi. The commission's workings were the closest we heard to anything like a public participation process.



Code compliance Issues in Shahjahanabad. Photo by Hing Wong, AICP

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What we saw and learned on our planning tour of India
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Delhi traffic

Towers on the Green. The next stop was Chandigarh, designed by Le Corbusier at Nehru's request after the Punjab state lost its original capital, Lahore, to partition after 1947. Nehru wanted a city that would encapsulate the ideas of a new India, and Le Corbusier wanted a chance to build a new town according to his ideas of grand architecture and neighborhood-based design. Chandigarh is essentially a grid of over 100 sectors of 1200 meters by 800 meters, most of which are self-contained residential communities with local retail and commercial districts.



The Chandigarh Plan. Photo by Jim Miller

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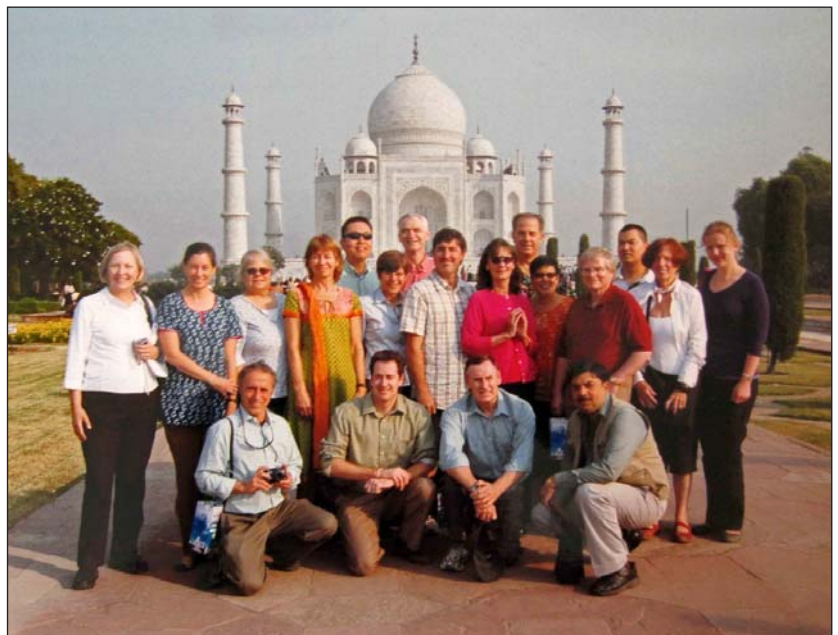
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What we saw and learned on our planning tour of India (continued from previous page)

Roshan Malhotra guided us through Chandigarh. He had worked on the Chandigarh project with Le Corbusier as a young draftsman 60 years ago. Later he taught, and many of his students continue to be involved with the further development of Chandigarh, including its current chief architect.

The Taj Mahal and the cities of Rajasthan. The Taj Mahal was built by Emperor Shah Jahan over a 20 year period starting in 1632. Later that day we visited a town, Fatehpur Sikri, built by Shah Jahan's grandfather Akbar. The town was abandoned within a decade of its construction because of an insufficient water supply.



Group at Taj Mahal. Photo by Hing Wong, AICP

Jaipur is considered the first planned city of India, laid out in a 3x3 grid consistent with classic principles of Hindu architecture. In a presentation at the Malaviya National Institute of Technology we learned that a major challenge for Jaipur and other Indian cities is maintaining the continuity required to implement long range plans in the face of political conflicts and shifting alliances and priorities at the state and national levels.

Jodhpur's most remarkable features are its massive fort at the top of a knoll overlooking the city, and the beautiful view from the fort to the old town living quarters, all painted a periwinkle blue. Udaipur is famous for the marble palaces in and around Lake Pichola. One of the two hotels on islands in the middle of the lake is so exclusive that only paying guests are allowed (no visitors).

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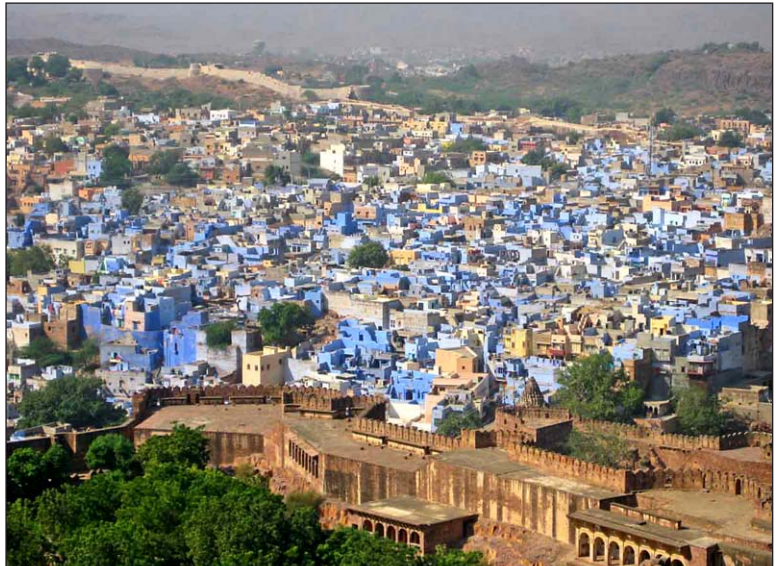
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Jodhpur Fort



Jodhpur blue

The revolution starts here. Ahmedabad is known for its association with Gandhi. Gandhi stayed in Ahmedabad in an ashram for several years practicing what he preached—to live simply, serve the state, include all castes, and develop cottage industries. From here he developed and refined his political philosophy and began his Salt March. Ahmedabad has a reputation for pragmatism and business, and prides itself on progress. Architects Louis Kahn and Le Corbusier both came here to design buildings, and the Indian Space industry started here in a garage. The city is also on the cutting edge in the planning business.

At the Center for Environmental Planning and Technology (CEPT), we met with planners of the Ahmedabad Bus Rapid Transit System. Inspired by Bogota and Curitiba, they decided to have level-entry

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stations with pay-in-advance fare cards to make the stations easier to use. They chose Bus Rapid Transit over fixed rail because it is cheaper, more flexible, allows stations to be closer to each other, and permits a higher frequency of buses. (See "[Putting buses on fast track](#)," *The Hindu Business Line*, November 28, 2009.) Project planning started in 2005, the first line opened early in 2009, and the entire project is scheduled for completion in 2011.

We rode on the first line established. An entire media entourage was waiting, and we were photographed and interviewed the entire 15 minutes of the test trip. Our photo was on page 2 of the Ahmedabad edition of the *India Times*.



Every mode of transit



Bus Rapid Transit System

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Private sector. We visited two private practices while in Ahmedabad. Both were very comprehensive in their approach to planning and architecture, including social and economic considerations in their work. Both were also concerned that public sector planning is too bureaucratic, despite a trend toward liberalism and free market mechanisms in the last 20 years.

Bimal Patel heads an architecture and urban planning firm in Ahmedabad. His team compared urbanization in India today to the industrializing West of the 1800s, and suggested that we only need to look at that history to understand what India is facing. As happened in the West, India's city institutions cannot not keep up, partly because of competing priorities, and partly because social learning takes time. The challenges of in-migration are compounded as wealth increases and the wealthy demand more space, more cars, and consume more energy. His team recommends spreading the costs and benefits of development around, with less reliance on eminent domain and more reliance on impact fees and developer provision of public infrastructure.

Nimish Patel and Parul Zaveri are architects who focus on green building and use of local materials and craftsmen. Their flagship example of a modern building is the Torrent Research Center, a laboratory that uses evaporative cooling instead of air conditioning. Their heritage work includes rehabilitation of dilapidated mansions using lime masonry instead of cement, and using the materials found near the ruins, all done without drawings, for \$1 per sq.ft. They believe that traditional craftsmen and their methods are more sustainable, and have set as a goal to help the crafts survive.

At the Indian Institute of Management, our group attended a lecture by Prem Pangotra, formerly a planning professor at Cal Poly SLO. He had an interesting take on in-migration. In other places we had heard that in-migration must be stopped or reversed, but he said it must be accommodated. Cities depend on in-migrants for growth, and countries depend on cities for the type of growth needed in developing countries in the 21st century. He noted that in-migrants are not jobless; they just can't afford housing or transportation. He also showed respect for the expanding informal sector that operates not just in slums. He recommends decentralization of land use decision-making power to the local governments, and increasing transparency and the introduction of public hearing processes. Later in Bombay we would hear similar descriptions of the in-migrants, their work ethic, and their self-organizing economy and community.

The Land of R1-200 zones and 27-story SFRs. Bombay is a relatively young town. It began as a trading port and was expanded by the British in the 1600s as a deep water port for large ships. In its 400 years, Bombay has become India's most populous city, eight times the density of New York City.

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What we saw and learned on our planning tour of India (continued from previous page)

Bombay is a rich town—one local multi-millionaire is building a 27-story skyscraper just for himself and his family and aides. It is also a poor town: 55 percent of the population lives in squatter settlements, and Bombay hosts what was until recently the biggest such settlement in Asia (Dharavi): With a population between 600,000 to 1,000,000 on approximately 450 acres, it could be the densest community in the world. On the way into Bombay, we saw squatter settlements all along the rail right-of-way.

Sir J. J. College of Architecture, the oldest architecture school in Asia, was the site of our primary planning event in Bombay. During a three-hour seminar on planning in Bombay, we heard five speakers, including the head of the College, an urban designer, an activist, an architect, and a developer. They outlined the city's history, architecture, urban challenges, and the policies planned to address them. As in other cities we visited, their post-1990 master plan relies less on bulk land acquisition as a planning tool than did earlier plans. Bombay is also purposefully creating renter housing, and they intend to change the settlements from horizontal to vertical development.

The speakers noted that in-migration is caused not just by the pull of the city, but also by the push of poor prospects in the villages. At least there is food in the city, and food is more important than shelter.



Bombay, 27-story "single-family" residential under construction

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What we saw and learned on our planning tour of India (continued from previous page)



Squatter settlement

There also is work in the city. Squatter settlements are not always slums full of helpless poor and unemployed. Sometimes they are self-organizing communities of people earning a living, as had been described to us before in Ahmedabad. The squatter settlements have more jobs than residents, with 68 percent of employment in the informal sector. There are many projects to redevelop squatter settlements and other housing. The redevelopment projects typically cover 40 to 70 acres and aim to create housing units ranging in size from 150 to 300 sq.ft.

Dharavi, the largest squatter settlement, has an incremental development scheme in place. It addresses the settlement piece by piece in townships of 15,000-20,000 residents. The redevelopment plans preserve the mix of residential, commercial, and light industrial by having the new structures accommodate retail and light industry on the first few floors. Towers of 12-14 stories will accommodate needs for light, air, foot traffic, retail activity, schools, and the desired multifunctionality in the redevelopment areas. The planners have confidence in the redevelopment plan because they have confidence in the aspirations and work ethic of the squatter settlement residents.

Lessons from India for Bay Area planning. Our conversations with our Indian counterparts offered insights into challenges shared by city planners everywhere: How do we anticipate and manage the infrastructure needs and increased energy consumption associated with rapid in-migration to urban areas? Urbanization is a global trend, but Indian cities—because of their unprecedented growth rates—offer a laboratory of ideas for Westerners to explore as we plan for higher-density, transportation-centered, urban nodes in our own backyards.

Steve Ross is a Planner III in the County of Santa Clara Planning Office. You can find day-by-day details of the trip at norcalapaindiatour.blogspot.com/

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- Evaluating the nexus between new development and need for affordable housing and child care facilities in support of inclusionary housing and impact fee programs; and
- Evaluating market support for a range of proposed projects.

The successful candidate will be creative, analytic, have excellent interpersonal skills, and possess the following experience and qualifications:

- Developing and working with complex Excel models for fiscal impact analyses, tax increment projections, and real estate financial feasibility analysis;
- Analyzing financial feasibility of affordable housing projects;
- Familiarity with local government finance and proficiency in interpreting city budgets;
- Knowledge of California redevelopment law;
- Familiarity with planning and entitlement processes in California;
- Excellent oral and written communication skills;
- Ability to work well in a team environment; and
- Master's degree in planning, public policy, business, economics, or related field.

Please e-mail a letter of interest and résumé to David Doezema DDoezema@keysermarston.com, with "Associate" as the subject line. No phone calls please.

Company Web Site: www.keysermarston.com ■

Successful San José SB 375 soiree

By Katja Irvin, AICP

On Thursday evening, November 19, more than 40 planners gathered at the Water District in South San Jose to be enlightened on SB 375. Panelists Bill Yeates, Ted Droettboom, and Doug Johnson impressed the crowd with their knowledge and passion. Attendees were visibly excited about tiering traffic analysis off of the Sustainable Communities Strategy. Audience questions also brought up some major issues that need to be addressed, such as the hard reality of schools, crime, and health care, and how SB 375 will interact with other regulations such as the California Coastal Act.

The event was made possible by a generous monetary donation from HMH Engineers and an excellent venue donated by the Santa Clara Valley Water District. The South Bay Regional Advisory Committee (RAC) looks forward to continuing its collaboration with these groups and with the event's co-producer, the Association of Environmental Professionals. ■



Bill Yeates, Ted Droettboom, and Doug Johnson



Mike Campbell, AICP, and Ray Hashimoto, AICP, HMH Engineers



Christine Bradley, Alison Imamura, and Elizabeth Caraker, AICP

Planners seeking employment

The unemployment rate in California is now 12.5 percent. Please email or call the following Northern Section members if you can employ one of them or if you know someone who might be able to.

Urban Design, Land Use, and Environmental Planning.

2.5 years of experience. Previous employment: Planning and landscape architecture assistant, RRM Design Group (1 year); Intern, City of Berkeley Downtown Area Plan (1 year); Intern, City of Walnut Community Development (summer). BA Urban Studies, UC Berkeley. Strong interest in sustainable development, climate change, and community engagement. LEED accredited. Contact carolineteng@gmail.com or (909)967-5400. (10-12)

Land Planner/CEQA/Project Management. Over 25 years experience. Previous employers: City of Alameda (17 years), Alachua County Florida (3 years), Pasadena Texas (5 years), San Joaquin County (4 years). MS Environmental Management, University of San Francisco, BA Inter-American Studies, BA Human Ecology. Contact comstockeliason@yahoo.com or (510) 483-1666. (9-29)

Transportation Planner. 3.5 years experience in transportation analysis, multi-modal transit planning, and engineering design. Previous employers: Delaware Valley Regional Planning Commission (Philadelphia, 2.5 years); The Mouchel Group—Hertfordshire Highway Authority (England, 1 year). BS Community & Regional Planning, Temple University, Philadelphia. Contact jamestj2@gmail.com or (510) 778-1543. (8-25)

Land Planner/Urban Designer. 9 years experience in project entitlement and neighborhood and commercial layout, specific plans, and graphics. Part- or full-time, flexible availability. Recent Employers: MacKay and Soms, Pleasanton (3 years); Randall Planning and Design, Walnut Creek (2 years). Salary history on request. AICP, LEED AP. Master in City Planning, MIT. BS, Planning and Development, USC. Contact kelsey_moldenke@yahoo.com. (8-24)

Land Planning & Entitlements; Advance Planning/General Plans; Community Planning/Specific Plans; CEQA; LAFCo.

24 years experience. Recent employers: Arnaiz Development Co. Inc., 5 years; City of Stockton, 5 years; County of Sacramento, 14 years. Salary history upon request. MA and BA Geography, California State University, Fresno. Contact ttruszkowski@comcast.net or (209) 612-0605. (5-04)

General, Municipal, GIS. 3 years experience. Previous employers: City of Miami Beach, FL, (Planning intern, full time, 1 year); City of Philadelphia, Economic Development (2 years). Most recent salary, \$42,000/yr. MURP, Florida Atlantic Univ. BS Psychology, U of Pittsburgh; Contact davis_kf@hotmail.com or (484) 477-3727. (3-13)

APA California Northern is using this vehicle to let potential employers know of urban, regional, and environmental planners who are unemployed and available. Job-seekers who are members of Northern Section APA can post a brief ad (67 words maximum) including one email link and/or one phone number. Ads to be published in the February issue must be received no later than 5 PM, Wednesday, January 13th at Editor, *Northern News*, knoxnaph@gmail.com.

Northern News reserves the right to reject or edit ads, and to place them as space permits. Northern Section and Northern News reserve the right to cancel this service at any time, or to charge a nominal fee for posting an ad, or to limit the number or type of ads in any way. ■

Historic agreement helps define sustainable community

By Tina Montgomery,
Sonoma Mountain Village

Codding Enterprises, developer of Sonoma Mountain Village, and the Accountable Development Coalition (ADC)—along with 10 of its member organizations—have signed Sonoma County's first Community Benefits Agreement. An agreement between Codding and the ADC's members, it represents a firm commitment to extend the social and environmental benefits of the Sonoma Mountain Village development to the surrounding community.

Michael Allen, Chair of the ADC, stated, "This historic agreement should be the model for future development in Sonoma County and throughout California. It provides jobs, is socially responsible, is a green development that minimizes traffic impacts, [and] will provide a place for healthy lifestyles, without over-burdening our environment."

The agreement guarantees that the development will include affordable housing, responsible contracting, high labor standards, regional transportation, first source hiring, living wages for the developer's employees, the option for an employee/employer benefit association, and an Environmental Center. The agreement also incorporates the [10 principles of One Planet Communities](#), which aim to make it easy and convenient to live a healthy, high-quality lifestyle within our fair share of the planet's natural resources. The developer will provide a biannual statement for review by the ADC, outlining progress made towards meeting the commitments in the agreement.

ADC, founded in 2005, is an alliance of local organizations working to ensure that development in Sonoma County is environmentally sustainable, equitable, and accountable to all segments of the community. ADC partners include the International Brotherhood of Electrical Workers, Local 551; Sonoma County Conservation Action (SCCA); Sonoma County Asthma Coalition; Housing Advocacy Group; North Bay Labor Council; Sonoma County Transportation and Land Use Coalition; Sonoma County Young Democrats; Community Housing Sonoma County; Sonoma, Mendocino, and Lake County Building Trades Council; and New Economy Working Solutions. Learn more at www.accountabledevelopmentcoalition.org.

Renovations to the commercial buildings continues as business moves to Sonoma Mountain Village. The construction of new homes is scheduled to begin in the Summer of 2010. Learn more at www.somoliving.com. ■

Onward and upward

Michele Rodriguez, AICP, has moved to Bevilacqua-Knight, Inc., (BK) as a program manager to implement regional building energy retrofit programs. She previously worked at ICF International/Jones & Stokes on sustainability in community planning, SB 375, and climate action planning. Michele was instrumental in arranging several Latinos and Planning workshops throughout the country and in creating APA's Latinos and Planning Division. Currently she is Membership Inclusion Director, APA California. Prior planning positions include 10 years with the City of Cupertino Community Development Agency and 12 years with the Marin County Community Development Agency, where she was principal in charge of community planning. Michele holds both a bachelor's and master's degree in urban and regional planning from San José State University.



Amy Skewes-Cox, AICP, has accepted a position with Environmental Science Associates as a senior project manager for its San Francisco Bay Area community development group. Ms. Skewes-Cox has nearly 30 years experience in preparing and managing EIRs and other environmental documents for specific plans, master plans, and general plans. Before joining ESA, for 10 years she owned her own consulting practice, Amy Skewes-Cox, Environmental Planning, and worked as a project manager for the firms of LSA Associates, Inc., Parsons Engineering-Science, and Baseline Environmental Consulting. She also served as interim county planner for Alpine County and contract planner for San Joaquin County and the Town of Corte Madera. She holds a bachelor of science degree in conservation of natural resources and a master's in landscape architecture/environmental planning from UC Berkeley.



Sheara Cohen has accepted a position as a planner with Calthorpe Associates, Inc. She is using her GIS and analytical skills to develop scenario and analysis tools as part of the [Vision California](#) project, which is evaluating the role of land use and transit investments in meeting statewide environmental challenges including carbon emissions reduction. Sheara previously interned in Sasaki Associates' landscape architecture group (Boston) and worked for several years as a policy analyst, community organizer, and program coordinator in conservation and community development (Portland OR, Heber UT, and Ann Arbor MI). She holds a bachelor's degree from Washington University—St. Louis and a master's degree in natural resource planning from the University of Michigan, and has completed a year in landscape architecture at Harvard's Graduate School of Design. ■



What others are saying

“Localize Eminent Domain. Pfizer’s decision to abandon its New London facility conjures up two conflicting reactions. Opponents of economic development takings, like the Institute for Justice, will say this confirms the folly of using scarce taxpayer dollars and the harsh instrument of eminent domain to subsidize particular commercial enterprises. The legacy of the anti-eminent domain crusade, at least for New London, is a vacant Pfizer building and a vacant lot next door... Those who support urban redevelopment efforts will say that the very controversy generated by the Kelo decision and the artificially hyped political backlash are what killed off the New London project.” —Thomas Merrill, professor of law at Yale Law School, writing in [“A Turning Point for Eminent Domain?”](#), *The New York Times*, November 12, 2009. See also the front page article, [“Pfizer to leave city that won land-use case,”](#) Patrick McGeehan, *The New York Times*, November 13, 2009.

Bus rapid transit in India. “A 20-member team of American Planning Association went on a tour of the newly-launched Ahmedabad Janmarg Limited (AJL)-run BRTS system [November 9th]. Chief planner for BRTS, Shivanand Swami, explained to the visiting team about BRTS operations. The team has already visited Metro Rail in Delhi and will be going to Mumbai. They also met Ahmedabad Municipal Commissioner IP Gautam. The team was impressed by the progress made by Ahmedabad Municipal Commission.” —[“US team in city to study BRTS progress,”](#) *The Times of India*, November 10, 2009. Also see http://en.wikipedia.org/wiki/Ahmedabad_BRTS.

Where and how to grow. “Work has begun that could lead to an explicit government vision for how and where the state should grow. This sort of top-down planning would alter politics in California, where cities and counties for decades have deflected any initiatives that might crimp their autonomy. The effort, called [Vision California](#), will be overseen by the Strategic Growth Council, a Cabinet-level committee that awarded it a \$1.5 million grant last month, and the California High Speed Rail Authority, which already has set aside \$1 million for the work. The work will be done

(continued on next page)

Silver Pen Award

Ambitious new stormwater rules adopted for Bay Area

By Niko Letunic

With little fanfare, environmental protection in the Bay Area received a major boost on October 14. That’s when the San Francisco Bay Regional Water Quality Control Board adopted a new stormwater permit for much of the nine-county region. The new *municipal regional stormwater permit* consolidates a patchwork of countywide and local permits, strengthens provisions found in the older permits, and introduces requirements to reduce discharges of trash, mercury, and other pollutants. The new permit covers stormwater discharges from 76 local agencies in Alameda, Contra Costa, San Mateo, and Santa Clara counties and the cities of Fairfield, Suisun City, and Vallejo in Solano County. (Other parts of the Bay Area are covered by separate permits.)

Stormwater runoff can contain pollutants such as heavy metals, petroleum hydrocarbons, pesticides, and microbial pathogens. Polluted runoff discharges into storm drains and creeks, which in turn flow into San Francisco Bay. The new permit requires the covered agencies to implement, individually or collectively, a variety of strategies to reduce polluted runoff.

Of greatest interest to planners and urban designers should be the permit’s provision regarding *new development and redevelopment projects*. Permittees must generally require development and road projects which create 10,000 square feet or more of impervious surface to incorporate source control, site design, and storm-water treatment measures to reduce stormwater runoff flows and pollutant discharges. Projects that create less than 10,000 but more than 2,500 square of impervious surface are required to incorporate site design measures only. While similar requirements exist in the previous-generation permits, the new permit emphasizes low impact development (LID) techniques.



The new municipal regional stormwater permit requires large development and road projects to incorporate Low Impact Development (LID) treatment measures such as planters.

Photo: Kevin Robert Perry, City of Portland

(continued on next page)

What others are saying (continued from previous page)

by Calthorpe Associates, a Berkeley firm that has developed similar plans for southern Louisiana and the Chicago region. The project has three phases and will continue for about 18 months.” —John King, [“State exploring detailed strategy for growth,”](#) *San Francisco Chronicle*, November 8, 2009.

“Regionalism makes complete sense

conceptually. Our economies, our natural systems, and our transportation systems are, indeed, regional and require a regional approach. The problem comes when, in the name of regionalism, decision makers become place agnostic. In other words, they can’t favor any one place in the region for fear of offending every other place in the region. The result too often is places with no strong center and blurred identity, places of no distinction and no vibrancy, places that force us to drive too much and generate too much carbon...” —Carol Coletta, [“Identity theft for cities: How poor regional planning can suck the life out of cities,”](#) *GOOD magazine*, November 18, 2009.

Carol Coletta is President of CEOs for Cities and host of Smart City Radio. She spoke on “The Next Generation City” at the 2008 Great Cities Speaker Series in San José.

A house built to rise with surging flood

waters. “From the main route into the Lower Ninth, the Claiborne Avenue Bridge, it’s impossible to miss the Brad Pitt Houses, as everyone here calls them. They are sprawling, angular buildings in bold hues not usually seen outside a gelateria. Monuments to the city’s resilience, and to Hollywood’s big heart, they are also New Orleans’s newest tourist attraction. Indeed, the houses seem better suited to an exhibition of avant-garde architecture than to a neighborhood struggling to recover. A number of designers—some of whom had visited the neighborhood, lamented the absence of familiar forms that would have comforted returning residents.” —Fred A. Bernstein, [“Brad Pitt’s Gifts to New Orleans,”](#) *The New York Times*, November 29, 2009. ■

Ambitious new stormwater rules adopted for Bay Area (continued from previous page)

LID is quickly becoming the “maximum extent practicable” standard for development-related stormwater treatment. As stated in the new permit, the “goal of LID is to reduce runoff and mimic a site’s predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring or biotreating stormwater runoff close to its source.” LID principles include preserving natural areas and open space, clustering structures and pavement, limiting disturbance of water bodies and drainage systems, protecting slopes and channels, minimizing compaction of permeable soils, and directing roof runoff to vegetated areas. LID treatment measures include rain barrels and cisterns, green roofs, permeable pavement, rain gardens, bioswales, and planters.

Also of interest to planners, the permit requires the completion of 10 “green street” pilot projects. The projects must incorporate LID techniques for site design and stormwater treatment; create “attractive streetscapes that enhance neighborhood livability”; incorporate parking-management strategies; and provide pedestrian and, where appropriate, bicycle access. Parking lot projects that provide LID treatment for stormwater runoff may be counted as pilot green streets.



“Green streets” provide water quality benefits, create attractive streetscapes, and have traffic-calming effects.

Photo: Nevue Ngan Associates

Another eye-catching provision commits permittees to eliminate all trash from their storm drains by 2022. Whereas the previous-generation permits contained only modest suggestions on street cleaning, the new requirement is the most comprehensive effort yet to stem the flow of litter into San Francisco Bay. The focus of the new permit is a short-term trash-reduction target of 40 percent from current levels by 2014. This is to be accomplished through trash-reduction ordinances (imposing restrictions on packaging, for example); installation of inserts, filters, booms, nets, or other devices which capture litter in streams or prevent it from entering storm drains;

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California Medical Association supports Smart Growth

By Jenny Bard, Regional Air Quality Director, American Lung Association in California, Santa Rosa

A "Smart Growth and Air Pollution Reduction" resolution was adopted October 18th by the California Medical Association (CMA) supporting smart growth as a critical tool for improving air quality and public health, fighting global warming, and reducing chronic illness in California communities. The resolution, authored by the California Thoracic Society, the medical section of the American Lung Association in California, supports the adoption of ambitious regional targets for local governments to reduce greenhouse gases, efforts to reduce vehicle trips by means of land use and transportation measures, and the role of public health professionals in land use decision making.

In presenting the resolution to the CMA House of Delegates, Tom Addison, MD, a Kaiser pulmonologist in San Francisco, said the resolution "demonstrates that physicians are extremely concerned about the public health crisis caused by air pollution and global warming and that they can play a critical role in shaping land use and transportation planning."

Ralph DiLibero, MD, a supporter of the resolution, past president of the Los Angeles County Medical Association, said the relationship between smart growth and health is clear. "In a state where 19,000 premature deaths every year are linked to air pollution—much of that from transportation related pollution—we would all breathe easier if we all had more options to walk, bike, or take transit."

Following is the adopted resolution:

RESOLVED:

- That CMA support efforts to develop ambitious regional targets for local governments to reduce greenhouse gas emissions and support land use and transportation strategies to meet those targets;
- That CMA support efforts to reduce vehicle trips by means of land use and transportation measures that promote "smart growth," improve air quality, improve community health and reduce chronic illness; and
- That CMA support the participation of public health officials in land use decision making and transportation planning to help identify and mitigate potential health impacts.

You can access the American Lung Association in California on the web and find background documents on global warming and public health at

<http://www.californialung.org/advocacy/global-warming>. ■

Ambitious new stormwater rules adopted for Bay Area (continued from previous page)

and cleanup of trash "hot spots." The permittees must also submit a long-term plan for reducing trash loads by 70 percent by 2017 and 100 percent by 2022.



Trash is a regulated water pollutant, as it adversely affects numerous beneficial uses of waters, particularly aquatic habitat and recreation.

The new permit requires the covered agencies to implement control mechanisms, education, inspections, monitoring, reporting, enforcement, and other strategies under a number of *additional areas* within their jurisdictions to address polluted runoff. These areas are:

- Permittees' own municipal operations, particularly public works construction and road maintenance and repair.
- Industrial and commercial sites that "have a reasonable potential to contribute to pollution of stormwater runoff."
- "Illicit discharges" into storm drains of materials other than stormwater, resulting from spills, dumping, or illicit connections.
- Construction sites, particularly for erosion-related discharges.
- Public information and outreach on the causes and impacts of stormwater pollution and potential solutions.
- Water quality monitoring of the San Francisco Estuary and of local creeks, rivers, and tributaries.
- Control programs for various pollutants of concern, including pesticides, mercury, PCBs, copper, and selenium.

As long as the permit is approved by the U.S. Environmental Protection Agency, it will go into effect December 1, though requirements will be phased in over several years. If implementation of the permit does not result in attainment of applicable water quality objectives, the Water Board may reopen it to require additional controls. The permit and additional information about it can be found on the Water Board's website, www.swrcb.ca.gov/rwqcb2/water_issues/programs/stormwater/mrp.shtml.

Niko Letunic is a principal at Eisen | Letunic, a Bay Area-based transportation, environmental and urban planning firm. He may be contacted at niko@eisenletunic.com. The Silver Pen is presented by the editors of Northern News to recognize and honor clarity of expression and quality of writing. ■

Northern California roundup

Housing element watch—only 18 certified.

A number of Northern California jurisdictions, including those in the San Francisco and Monterey Bay areas, are required to adopt housing elements in compliance with Article 10.6 of the Government Code in 2009. As of November 23rd, HCD had certified the Housing Elements of the following APA Northern jurisdictions as complying with State law: Del Norte and Sonoma counties and the cities of Campbell, Cloverdale, Dixon, Fairfield, Fremont, Gonzales, Greenfield, Hillsborough, Monterey, Napa, Oakley, Petaluma, San José, Soledad, Suisun City, and St. Helena.

Planning and planners hindered by past mistakes.

“City planners have been on the hook for some of the last century’s greatest metropolitan mishaps: urban freeways and ‘slum clearance,’ arbitrary minimum parking requirements, and land use laws that have left little room for the mingling of uses. But when planning directors from some of North America’s most progressive cities spoke about the political challenges that face urban planners, several said the field needs to move beyond worrying about past mistakes. SPUR and the San Francisco Planning Department hosted the discussion with planning heads from SF, New York, Portland, Seattle, Vancouver, Minneapolis, and San Diego. ‘Unfortunately, the field has evolved into focusing on preventing bad things from happening instead of making good things happen,’ said Bill Anderson, San Diego’s planning head. San Francisco’s planning director, **John Rahaim**, said he thinks planning staff should be more up front with the public about their objectives—‘about what we’re doing and what we’re not doing.’” —Michael Rhodes, [“Planning chiefs: Urban planning still hindered by politics, past mistakes,”](#) *Streetsblog San Francisco*, November 6, 2009.

Taller towers for SF. San Francisco’s planning department has “released an ambitious set of proposals to turn the blocks around the Transbay Terminal into a commercial and transportation centerpiece over the next two decades. Officials say they’re confident the 147-page plan, in the works since 2007, will bear fruit despite a stumbling economy that has stalled several projects in the area. The focus of the new district is the block of Mission Street between First and Fremont streets.”

—John Coté and John King, [“Towering plan for new SF skyline unveiled,”](#) *San Francisco Chronicle*, November 20, 2009. The plan can be downloaded in full or in two parts at <http://transitcenter.sfplanning.org>.

A draft EIR will be published mid-2010. ■

Building healthy, active communities on the North Coast

By Alison Pernell, Local Government Commission,
and Naphthali H. Knox, FAICP

Several local and state organizations combined efforts to offer three days of workshops for the general public and policymakers in Humboldt County in mid-October. Topics included compact rural communities, complete streets, and safe routes to school. The workshops addressed the needs of participants and provided inspiration, support, and tools for moving these issues forward in Humboldt County.

Nearly 80 people attended the opening workshop on October 19th in Fortuna on “Compact Rural Communities: How and Why?” The evening presentation focused on the benefits of compact development to both rural and urban residents. What compact development looks like, who lives in it, and how it affects the quality of life in rural areas were explored and discussed by Alison Pernell and Paul Zykofofsky of the Local Government Commission (LGC). Compact development concepts including design issues, changing demographics, agriculture and timberland preservation, and community health. A housing image survey asked participants to rate images of housing from –5 to +5. A review of the findings and discussion of the issues followed. Steve Frisch, President of the Sierra Business Council, discussed SBC’s work with businesses, decision-makers, and industry, to support the preservation of compact, walkable communities in rural Sierra Nevada towns.

Eureka was the site of Complete Streets technical training on October 20th. Approximately 45 people attended to hear national expert Michael Ronkin and LGC’s Paul Zykofofsky. The workshop—based on curricula developed by the Association of Pedestrian and Bicycle Professionals—was geared toward professional and technical staff from planning, engineering, public works, police, fire, and transportation departments, as well as planning commissioners, city council members, and county supervisors. The four-hour session addressed how complete streets policies can help communities create safe and inviting road networks for bicyclists, drivers, transit operators and users, and pedestrians.

A later session on October 20th built on the efforts of existing Safe Routes to School projects in Humboldt County. It was geared toward teachers, school administrators, parents, transportation planners and law enforcement, with a focus on two of the “five

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Alison Pernell uses examples to make her point



Paul Zykofsky (standing, second from left) and Michael Ronkin (seated, far right) confer with participants at the break



Larry Oetker brings it home



Steve Frisch addresses the audience

e's of Safe Routes to School"—education and encouragement. Seventeen people attended.

The workshops concluded on October 21st with more than 60 people attending a technical training on "Compact Rural Development: Policy and Practice for Decision-makers and Planners." Topics included how development patterns support transportation options; providing housing options for a changing residential marketplace; and zoning standards, policies, and programs that encourage and support mixed-use and traditional development. After the presentation of more technically-oriented information, Larry Oetker, City of Arcata Community Development Director, told how his city is implementing compact development. He emphasized that government needs to state specifically what kind of development the community is looking for and then make it easy for developers to build it through excellent customer service.

PowerPoints presented at these events can be downloaded at www.humpal.org.

The workshops received good local media coverage before and after, including KMUD Community Radio and Humboldt State Radio. [Click here](#) to read Ryan Burns' "Social Compact," *North-Coast Journal*, October 29, 2009.

Spinning off from the workshops, new alliances were formed and strengthened between local community organizations, nonprofits, and elected officials. APA California-Redwood Coast worked with the Local Government Commission and local event organizers to apply for AICP certification maintenance (CM) credits for planning professionals. Humboldt County Health and Human Services' Public Health Branch staff was instrumental in organizing the food and providing staff at the events. Major support was also provided by The California Endowment and the Humboldt Partnership for Active Living (HumPAL). Lunches were sponsored by local firms GreenWay Partners and PlanWest partners.

The LGC staff is conducting an online survey to determine how participants perceived the quality of the workshops; the likelihood of moving forward toward implementation; and whether participants would like follow-up technical assistance from LGC staff. ■

In memoriam



NINA OSHINSKY, 52, on October 29th. Planner with the city of Antioch from February 2000 until just a few months ago. She attended Occidental College in Los Angeles and Cal Poly–Pomona, from which she graduated with a master's degree in urban planning in 1982.

Nina began her career in the 1980s as a planner for the cities of Glendale and

Alhambra, then worked for the cities of Whittier and Santa Barbara, Santa Barbara County, and the city of Concord. In Santa Barbara, Nina was a member of the city's environmental review committee and a member of the community advisory council for the county's Air Pollution Control District.

She was an APA member, serving on the Santa Barbara Section's legislative review committee and on the program committee for the 1995 California APA Conference, held in Santa Barbara.

Nina worked on just about every type of planning project—large and complex residential, commercial, and industrial developments; environmental documents; subdivisions; general plan and zoning policies; and hillside and historic preservation. Her Santa Barbara projects included an expansion of Westmont College, Fess Parker's Waterfront Hotel, and an early approach for maintaining Goleta Slough.

Nina leaves behind her husband of 25 years, Mitch Oshinsky, AICP, and two college age children. Mitch is El Cerrito's community development director.

LAWRENCE HALPRIN, 93, on October 25th. Bay Area landscape architect, designer, and teacher. He attended Cornell University, the University of Wisconsin, and Harvard Graduate School of Design, from which he graduated in 1942 with a bachelor's degree in landscape architecture. His professors included architects Walter Gropius and Marcel Breuer. After discharge from WW II military service, he joined the firm of San Francisco landscape architect Thomas Church.

Halprin opened his own office in 1949. His best-known national work is the Franklin Delano Roosevelt Memorial in Washington, completed in 1997. Local projects include:

- Sproul Plaza, UC Berkeley, 1960
- The Sea Ranch, 1963, with architects Charles Moore and Joseph Esherick
- Ghirardelli Square, San Francisco, 1968, an early model for adaptive reuse
- United Nations Plaza, San Francisco, 1975
- Levi Plaza, San Francisco, 1982
- Approach to Yosemite Falls in Yosemite National Park, 2005
- Letterman Digital Arts Center, the Presidio, 2005
- Stern Grove redesign, 2005

Mr. Halprin was awarded the National Medal of Arts in 2002, the highest honor conferred to an individual artist on behalf of the people. Honorees are selected by the National Endowment for the Arts, and the award is presented by the President of the United States. To read more about Lawrence Halprin, [click here](#). ■

Updates from AICP

CM grace period, January 1–April 30. December 31, 2009, marks the end of the first two-year CM reporting period. However, AICP will grant members who have not completed all requirements a four-month grace period—through April 30, 2010—to attend and record CM-eligible activities. The grace period is automatic—nothing to fill out—and members will not lose their AICP designation during the grace period. However, if CM requirements are not completed by April 30, your AICP credential will lapse retroactively as of January 1, 2010, and will require reinstatement for continued use. For detailed information, go to <http://www.planning.org/cm/faq.htm>.

AICP to offer advanced certifications. AICP is launching a new program exclusively for certified planners with expertise in specific planning specializations. Two Advanced Specialty Certificates (ASC) will be offered starting in 2010: *AICP Certified Transportation Planner* and *AICP Certified Environmental Planner*. Other Advance Specialty Certifications under consideration include urban design, economic development, historic preservation, and community

planning. All are for expert professionals and are in addition to the basic AICP credential.

To help develop the ASC examinations, APA retained Prometric, the same testing and assessment firm that administers the Comprehensive Planning Examination required to receive the AICP credential. Last spring, Prometric began its work developing the advanced specialty exams by undertaking a preliminary job analysis of the first two areas of specialization. That analysis was used to prepare a survey—sent this past Fall to all AICP members—to rank different knowledge areas for both transportation and environmental planning specializations.

A task force of experts comprising each planning specialty is working with Prometric to write questions for the first two exams. When ready, an announcement will be made setting forth the guidelines and prerequisites for taking *AICP Certified Transportation Planner* and *AICP Certified Environmental Planner* examinations.

Comments, suggestions, and questions about the new program can be addressed to asc@planning.org. ■

NORTHERN SECTION CALENDAR

DECEMBER

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

DECEMBER 2009

12/16 APA California Northern—Redwood Coast Region's Holiday Party. 5 PM–9 PM, Eureka Women's Club, 1531 J Street, Eureka. \$5 donation encouraged. RSVP to Stephen Avis at (707) 725-1407 or savis@ci.fortuna.ca.us.

JANUARY

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JANUARY 2010

Early January Northern Section Planning Awards 2010 application materials available. See <http://norcalapa.org/>. Contact

Award Co-Directors Eileen Whitty at (510) 287-1109, ewhitty@ebmud.com, or Andrea Ouse at (650) 985-2590, andrea.ouse@lsa-assoc.com, with any questions.

1/21 AEP Learning Event—Vibration Impacts and Analysis.

12 PM–3 PM, Hearing Room 3, Oakland City Hall, 1 Frank H. Ogawa Plaza, Oakland. This environmental planning learning event co-sponsored by AEP will cover how to identify potential vibration impacts, make an educated guess as to whether impacts might be significant or not, and ask the right questions of the noise and vibration consultants on project teams. For more information, contact Leslie Garlinghouse at leslie.garlinghouse@ch2m.com or (510) 587-7505.

1/23 APA California Northern Section Board Retreat.

10 AM–3 PM, First Street Café, 440 First Street, Benicia. The Board will set its goals and budget for the year. All members welcome. RSVP to Hanson Hom at (408) 730-7450 or hhom@ci.sunnyvale.ca.us.

1/30 Big Steps, Little Steps to Addressing Climate Change.

9 AM–2 PM, MetroCenter, 101 Eighth Street, Oakland. The SB 375 implementation process and reducing greenhouse gas emissions in air quality, transportation, housing, and land use. Registration deadlines to follow and will be via the League of Women Voters Bay Area (LWVBA) PayPal at <http://www.lwvba.ca.lwvnet.org/>. Cost is \$25 with a light breakfast and bag lunch or \$15 without lunch. Payments at the door are \$30/\$20 respectively. Ten scheduled speakers include Mary D. Nichols, CARB; Julia Lave Johnston, Governor's Office; Jeremy Madsen, Greenbelt Alliance, others. For more information, contact Eileen Whitty at (510) 287-1109 or ewhitty@ebmud.com.

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FEBRUARY

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FEBRUARY 2010

2/2

Closing the Climate Gap. 5 PM–8 PM, SPUR, 654 Mission Street, San Francisco. Free for SPUR and APA California Northern members, \$5 for general public. Climate change affects us all, but has an even more severe effect on people of color and the poor. Professor Rachel Morello-Frosch, co-author of *The Climate Gap* (2009), will discuss the disproportionate effect climate change has on disadvantaged communities and offer recommendations for closing the gap. Following will be a reception and panel discussion on how Bay Area businesses and organizations are implementing solutions to close the gap. Find out what you can do to help those in your community. Co-sponsored by SPUR.

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MARCH

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MARCH 2010

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Deadline for receiving Northern Section Planning Awards 2010 Applications. Contact Award Co-Directors Eileen Whitty at (510) 287-1109, ewhitty@ebmud.com, or Andrea Ouse at (650) 985-2590, andrea.ouse@lsa-assoc.com, with any questions.

