



NORTHERN NEWS



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California Chapter
Northern
Making Great Communities Happen

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Links to articles in this issue:

DEPARTMENTS

- 3 Director's Note
Darcy Kremin, AICP
- 9 Where in the world?
Linton Atlas
- 13 The Walker
Lexington Street, San Francisco
- 15 Letters
- 16 What others are saying—and doing
- 18 Calendar

ANNOUNCEMENTS

- 4 Urban planning tour of India
- 11 OPR CEQA guidelines for GHG emissions
- 15 APA unemployed member rate
- 15 Diversity Summit

OUR PROFESSION

- 10 Young Planners Group
- 12 Planners seeking employment
- 17 CM interview with Carol Barrett, FAICP
Christina Ratcliffe, AICP, and Tania Sheyner, AICP

Fighting global climate change one region at a time

By Terry Rivasplata, AICP, and Rich Walter

“Think globally, act locally” is expanding to “act regionally” as the massive task begins to reduce greenhouse gas (GHG) emissions and confront global climate change. This article reviews regional approaches to reducing GHG vehicle emissions including SB 375; SACOG’s “Blueprint” plan; Washington State’s Puget Sound region; metropolitan Chicago; and the City of London. Planning at a regional—as opposed to local—level can forge consensus over the future direction of land use and transportation decisions, create unique solutions that match regional needs, provide a larger resource pool from which to implement and fund solutions, and apply consistent and equitable rules across regions.

While regional transportation planning has been in place for decades to dispense state and federal infrastructure funding, the regulatory authority for land use planning remains the prerogative of local (not regional) government. Effectively reducing vehicle miles traveled (VMT) will stretch the limits of voluntary local-regional cooperation.

California – SB 375

Senate Bill 375 (enacted 2008) creates a new model for California planning. It assigns Metropolitan Planning Organizations (MPOs) the role of establishing complementary regional transportation plans, regional housing needs allocations (RHNA) for housing elements, and a sustainable communities strategy (SCS) that will meet regional GHG emissions targets. SB 375 will require MPOs to include an SCS in their regional transportation plans (RTPs). Developed through an extensive process of public involvement, the SCS will address:

- the general location and intensity of land uses in the region;
- areas sufficient to accommodate expected residential growth and housing over the RTP’s planning period;
- a transportation network to service the region’s transportation needs;
- information on resource areas and farmland; and
- a regional development pattern, transportation network, and other transportation measures that would reduce GHG from autos and light trucks.

(continued on next page)

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(Directory continues, next page)

Fighting global climate change *(continued from previous page)*

Assembly Bill 32, the California Global Warming Solutions Act of 2006, requires the California Air Resources Board (CARB) to promulgate regulations and programs that will reduce statewide GHG emissions to 1990 levels by 2020. Under SB 375, CARB will provide each region with GHG reduction targets for autos and light trucks for 2020 and 2035. The California Transportation Commission will establish guidelines for MPO travel demand models that are more sensitive to the benefits of smart development. The models will consider the relationship between land use density, vehicle ownership, and vehicle miles traveled (VMT); the effects of enhanced transit on vehicle ownership and VMT; travel and land development patterns likely to result from highway or passenger rail expansion; mode splitting; and transit operations.

CARB will review SCS compliance with the GHG target (but no other part of the RTP or SCS). If the SCS does not meet the target, the MPO may adopt an alternative planning strategy (APS) that would be separate from the RTP for purposes of meeting the target. RTP and SCS plans will come up for adoption by 2011–2013, depending on location.

SB 375 precludes MPOs from regulating land uses, and city and county general plans are not required to be consistent with an adopted SCS. However, SB 375 requires that MPO-determined RHNA be consistent with SCS, and state law requires housing elements to be consistent with the RHNA. CEQA streamlining is also offered for “transit priority projects” in proximity to high quality transit.

Analysis. SB 375 is a bold step for California land use planning. Its driving force is AB 32’s mandate to reduce GHG emissions. By linking future transportation funding to a plan that must reduce emissions, SB 375 may alter California’s emphasis on new road construction. With federal funding and environmental streamlining, SB 375 also has the potential to bring along local governments—the real powers over land use—by encouraging them to revise land use plans and related ordinances to match regional principles.

However, SB 375 is not a panacea. It is a complex statute filled with compromises. A number of crucial points bear watching: Will the MPOs accept CARB’s regional targets? If the SCS is rejected by CARB, will that remove the MPO’s impetus to conform its RTP to the regional GHG target? Will the MPO simply adopt existing general plans as their SCS rather than taking a fresh approach? Will any MPO be able to prepare an Environmental Impact Report for the SCS that will be acceptable, without litigation, to the environmental community, the builders, and local government? If the SCS is successfully adopted, will local governments follow it?

(continued on page 5)

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- 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. Earlier deadlines are sometimes established.

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DIRECTOR'S NOTE

By Darcy Kremin, AICP

Join us in celebrating Northern California's "excellence in planning" at the Northern Section's Awards gala on Friday, May 15, at the Sir Francis Drake Hotel, San Francisco. You won't want to miss this dinner event. Space is limited, so reserve your place early. For more information, and to register and pay online through PayPal, visit the "Awards Program" page at www.norcalapa.org; or contact our Awards Program Co-Directors **Andrea Ouse, AICP**, at andrea.ouse@lsa-assoc.com or **Eileen Whitty, AICP**, at

ewhitty@ebmud.com to place a reservation and pay by check.

This year's winners will be featured in an exhibit at the new SPUR headquarters—654 Mission Street



SPUR's new headquarters, opening May 2009

near 3rd Street,

San Francisco—and are eligible to compete for the California Chapter awards to be handed out in September at the California Chapter's annual conference at Lake Tahoe.

Last month, we hosted 11 events of various types around the Bay Area. Over 50 people attended the Young Planners Group social event in San Francisco. Anyone who would like to get more involved in YPG, participate in YPG programs and events, or get more information about the YPG is encouraged to attend YPG's next meeting, [Wednesday, May 13](#) at ABAG in Oakland. Also, 30 people joined the California Planning Foundation on its trek through great neighborhoods in Oakland. The Section is hosting many more events in the next few months ([see Calendar](#)), and we hope you can make it.

"May you live in interesting times." These are interesting times indeed. In the first 100 days of the Obama administration we've seen an immediate impact on our profession. The stimulus package is estimated to have already funded 2,000 separate transportation projects throughout the country, although the state's high speed rail project has yet to be allocated any money. On the housing front, the Census reports that one in nine homes is unoccupied; but the positive side to this news is that housing is becoming more affordable. This is particularly important in California where housing costs have for years been way above median household income. To further promote affordability, this year HUD will spend \$731 million around the country to buy and rehabilitate vacant, foreclosed homes and help low- to moderate-income families buy them. The coming months should see more changes as the stimulus money is expended. If you have any first-hand accounts of these interesting times, please share them with us. Send your letters to the editor at knoxnaph@gmail.com, or to me, Darcy Kremin, at DKremin@entrix.com. ■

Darcy Kremin

Urban planning tour of India

October/November 2009

The Northern Section of APA California announces an educational planning tour to India. The 20-day tour will combine a visit to some of India's best sights plus workshops and meetings with local planners and architects working on regional planning, rapid transit, and urban design projects. Stops include the metropolitan centers of Delhi, Mumbai, and Ahmedabad; Chandigarh; the dramatic Agra, Jaipur, and Jodhpur forts; the Udaipur lake palace; and the Taj Mahal.

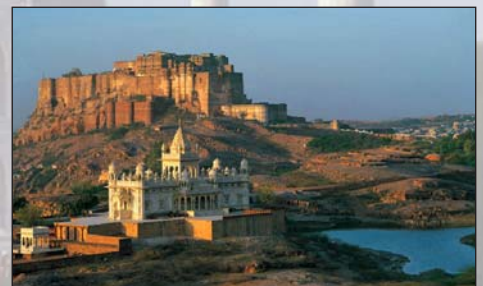
- * Target dates are October 24—November 13 (specific dates forthcoming).
- * Cost is approximately \$2,100, including in-country accommodation and transportation. **International airfare, generally \$1,200 – \$1,500, is not included.**

Registration deadline with required deposit is June 2009.

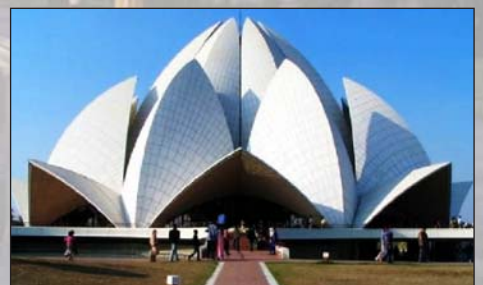
For more information, and to reserve for one or more travelers, contact Rob Eastwood at (408) 299-5792 or rob.eastwood@pln.sccgov.org



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Fighting global climate change (continued from page 2)

Sacramento Area Council of Governments – Blueprint

SACOG is the regional planning agency for the six-county Sacramento metropolitan area. It prepares and adopts the Metropolitan Transportation Plan that guides transportation funding within the region and the RHNA that establishes targets for city and county housing plans.

In 2002, SACOG began a series of hands-on public sessions to draft a Blueprint for regional growth to 2050. The objective was to link land use with transportation to reduce VMT and improve air quality, while offering the public an opportunity to choose what they would like the metropolitan area to become. Using sophisticated software and laptops, attendees saw for themselves what the region might look like if current trends continued, and suggest changes to policies and land use patterns. SACOG's board adopted a Preferred Blueprint Scenario in 2004.

The Blueprint's growth principles and preferred scenarios provide for a mix of infill and greenfield development to meet the region's growth over the next 40 years. In general, the Blueprint calls for higher residential densities and more compact development than cities and counties are currently planning. The Blueprint formed the basis for SACOG's \$42 billion *Metropolitan Transportation Plan 2035* adopted in 2008.

Analysis. The Blueprint process is a model for effective public involvement. It raised the bar for planning efforts in the region and is always a discussion point in major city and county land use decisions. However, its success in guiding local decisions is mixed.

The Sacramento region encompasses central city, inner and outer suburbs, and lands with agricultural or important natural resource values. Cities with a propensity for infill (Sacramento, West Sacramento, and Citrus Heights) have embraced the Blueprint. Suburban areas (Elk Grove and Sutter and Placer counties) have often disregarded it, continuing to approve low-density development that lacks sufficient nearby transit and job opportunities.

SACOG is subject to SB 375. Although the Blueprint was not designed to meet a particular GHG emissions target, SACOG is ready to upgrade the Blueprint to the SCS standard.

Puget Sound, Washington – VISION 2040

Washington's HB 2815 calls for a 50 percent reduction in GHG emissions and VMT from 1990 levels by 2050.

The Puget Sound Regional Council (PSRC) comprises cities, towns, counties, ports, and state agencies in the four central counties of the Puget Sound region (King, Kitsap, Pierce, and Snohomish). A forum for policy and decision-making, PSRC is designated as the region's MPO.

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Fighting global climate change *(continued from previous page)*

VISION 2040 is PSRC's long-range regional growth management, environmental, economic, and transportation strategy. It contains a Preferred Growth Alternative, the region's multicounty planning policies, and related goals, implementation actions, and monitoring measures to accommodate 1.7 million additional residents and 1.2 million additional jobs by 2040.

The Environmental Impact Statement prepared for VISION 2040 evaluated four different alternatives and their impact on CO₂ emissions—a metropolitan cities alternative, a larger cities alternative, an extension of current plan growth targets, and a smaller cities alternative. The preferred alternative (a mix of options from the four evaluated) concentrates growth inside the unincorporated urban growth area, inside cities, and inside regional and countywide centers.

PSRC used CO₂ emissions as one criterion for selecting future growth alternatives. Analysis of the alternatives showed CO₂ emissions varied from 21 to 23 million tons per year—a range of 9 percent between the highest and lowest alternatives. The highest emissions were associated with continuation of the more dispersed land use patterns in “current plan growth targets” and the “smaller cities alternative.” The lowest emissions were associated with the “larger cities alternative” and the “metropolitan cities alternative” which concentrate growth. CO₂ emissions for the preferred alternative were in the middle of the range.

Analysis. Compared to other MPOs, PSRC derives unique authority under Washington's Growth Management Act (GMA) to initiate multicounty planning policies that establish a common regional framework for countywide and local planning. However, land use authority remains in local hands, and regional/local tensions do exist over planning priorities. Nonetheless, the GMA and its implementation in the Puget Sound region offer a fertile case study for California MPOs implementing SB 375.

In cooperation with local, state, and federal partners, PSRC is also in the vanguard testing the US EPA MOVES model that can analyze GHG emissions at various speeds, and is now applying VISION 2040 to the Puget Sound long-range transportation plan, *Destination 2020*. Expect to learn more from PSRC that can be applied to regional planning throughout the country.

Chicago Metropolitan Agency for Planning (CMAP) – GO TO 2040

CMAP is currently drafting GO TO 2040, a regional plan for the seven-county metropolitan Chicago area. GO TO 2040 will comprehensively address land use, transportation, open space preservation, GHG reduction, housing, economic development, and human

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Fighting global climate change *(continued from previous page)*

services for a region of 8 million people that expects to add 2.8 million residents and 1.8 million jobs by 2040.

CMAP was established in 2005 by the Illinois Legislature as the Chicago area MPO. As such, it is responsible for the RTP and air quality conformity requirements that will direct federal transportation funding. The GO TO 2040 approach is both comprehensive and collaborative, with extensive outreach to cities, counties, and the general public. In the first of six phases of the planning process, the CMAP board adopted a set of general vision statements developed with government stakeholders and the public. Phases 2–4 will develop a range of potential growth scenarios and select a preferred scenario after public workshops and collaboration. In Phase 5, CMAP will select major capital improvements to support the preferred scenario. In Phase 6 (2010), the CMAP board will adopt and release the final GO TO 2040 plan.

Analysis. While it's too early to attribute success, GO TO 2040, like SACOG's Blueprint, will use the promise of infrastructure money to encourage local compliance. CMAP's broad outreach efforts will help strengthen the political appeal of the plan and improve its chances for implementation. GO TO 2040 covers a broader range of interests than the SACOG Blueprint, offering more opportunities to directly influence quality of life decisions (such as GHG reductions from more efficient housing and energy use) that are beyond the scope of SACOG's Blueprint.

Transport for London (TfL) – Transport 2025 Vision Plan (T2025)

T2025 is London's 20-year plan to provide transportation while reducing GHG emissions and accommodating an additional 800,000 people and 900,000 jobs. T2025's vision is to create a "world class transport system that delivers the safe, reliable, and efficient movement of people and goods that enhances London's economy, environment, and social inclusion."

Prior plans and policies fell short of meeting TfL's vision. The additional transport capacity provided in the prior investment plan would not have been able to address an underlying public transport demand increase of 40 percent and would have constrained London's job growth: road congestion would have increased by more than one third and CO₂ emissions would have decreased by only 6 percent from 1990 levels.

T2025's strategies include:

- renew existing infrastructure through repair and maintenance;
- improve efficiency and safety through road network management, better information, and extra security;
- reduce the need for travel and car use through land use planning;

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Fighting global climate change *(continued from previous page)*

- influence travel behavior through incentives to encourage people to walk, cycle, and use public transport;
- reduce congestion and emissions with a package of measures (including London's renowned congestion pricing scheme) to encourage shifting from car travel and to reduce traffic congestion and CO₂ emissions; and
- provide new capacity by major investment in public transport.

Benefits of the T2025 plan are:

- CO₂ emissions reduced by 22 percent;
- crowding and congestion reduced below 2009 levels;
- business journey time savings and increases in productivity resulting in £180 billion extra to UK GDP over 60 years;
- 9 percent mode shift from car to public transport, walking, and cycling; and
- 9 percent reduction in travel time from the most deprived areas in London to town centers and the central business district.

Analysis. T2025's ambitious planning benefits from the apparent consensus between London and UK national policies on the importance of GHG reduction. This contrasts with the dispersed nature of land use and transportation planning authority in California and the lack of substantive federal GHG reduction efforts to date. The transport plan benefits from the broad perspective of the areawide land use plan (*The London Plan: Spatial Development Plan for Greater London*); a climate change plan that covers all sectors (*London CO₂: The Mayor's Climate Action Plan*); and supporting plans for transport and freight. Transportation emissions have been among the most challenging areas of GHG reduction in the UK. If T2025's actions result in the expected benefits, London could be the real-world example of what MPOs in California may be able to achieve through similarly robust land use and transportation approaches.

Conclusion

Reducing the GHG emissions that fuel global climate change is one of the great environmental challenges of the 21st Century. A regional planning approach that links land use, transportation, and funding policies to the overall objective of substantially reducing GHG emissions from transportation is part of the answer.

Areas where regional government has broad influence (such as Puget Sound) or actual control over land use (such as the City of London) are more likely to implement their plans. The effectiveness of regional agencies like SACOG and CMAP that rely on local decision-makers to voluntarily follow regional direction has often been limited by the parochial interests of individual agencies'

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Fighting global climate change *(continued from previous page)*

incompatible land use decisions. Yet voluntary action can be powerful. Seattle and King County, Washington, have achieved milestones far in advance of state level mandates and regional efforts. Where a shared regional interest and vision is lacking, can SB 375 succeed with voluntary, incentive-based approaches?

The authors are employed by ICF Jones & Stokes. Terry Rivasplata is a Technical Director and Rich Walter is a Principal. For more information, contact Rich Walter at rwalter@jsanet.com or (510) 433-8962. ■



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Young Planners Group (YPG)

Over the past two years, a movement at the national and local levels of APA has been addressing the educational and developmental needs of younger planners who also are relatively new to full-time planning work. The national effort began in summer 2007, when APA President Bob Hunter commissioned the “Young Planners Group,” a task force to serve as an advisory group to the APA Board of Directors. Hunter charged YPG with identifying ways for young planners to become more involved in the profession, both in leadership roles and among local chapters and sections. YPG’s work culminated in a report to the APA Board and a session at the 2008 national conference in Las Vegas to present the report’s findings.

About the same time, APA California–Sacramento Valley Section set a goal of establishing a Young Planners Group to address similar needs and build participation within APA. The Section worked diligently on a YPG and in October 2008 hosted a well attended YPG networking event. By November, Sacramento Valley’s YPG held its first subcommittee meeting and developed a schedule of exciting events and programs for 2009. The Sacramento Valley Section is hosting the 2009 APA California Chapter Conference at the Resort at Squaw Creek, Lake Tahoe, September 13–16, where their YPG has several programs and events scheduled for young planners.

APA California Chapter–Northern Section covers the coastal counties from Monterey County to Del Norte County, including the nine-county San Francisco Bay Area and Lake and San Benito Counties. As such, the Section has the ability to reach a large number of young planners, including those who are not yet members of APA. Recognizing this, Northern Section recently began its own efforts to establish a Young Planners Group open to young professionals 35 and under, as well as students in planning-related fields. The YPG’s goals are to provide young professionals with opportunities to engage socially and professionally with their peers, learn about different aspects of planning, provide educational and career building programs, and help members prepare to become future leaders in the planning profession.

On April 2nd, Northern Section hosted a networking event to bring together young planners to learn more about the YPG. The two-hour event was held at Zebulon Restaurant & Bar in

(continued on next page)

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Hannah Young, AICP, Advertising Director
(510) 540-7331,
hannah.young@lsa-assoc.com

Young Planners Group (YPG) *(continued from previous page)*

San Francisco. Over 60 young planners from throughout the Bay Area attended. All were excited at the prospect of joining this type of program and expressed interest in attending future events.

The next step for APA California Northern YPG is to establish a committee to organize future programs and events. The first committee meeting will be held on May 13, 2009, from 6:15 to 7:30 PM at ABAG's MetroCenter in Oakland. All those interested in joining the YPG, helping to organize future YPG programs and events, or desiring more information about the YPG are encouraged to attend. For more information, contact Kimberly Comacho or Roscoe Mata at norapaypg@gmail.com. ■

OPR Proposes CEQA Guideline Amendments for GHG

On April 13th, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions, as required by SB 97 (Chapter 185, 2007). The proposed amendments provide guidance to public agencies regarding analysis and mitigation of the effects of GHG emissions in draft CEQA documents. The Natural Resources Agency will conduct formal rulemaking in 2009, prior to certifying and adopting the amendments.

In an email from Ian Peterson, OPR expressed "deep appreciation to the numerous organizations, agencies and individuals that participated in the development of OPR's guideline amendments over the past 16 months. Your advice, comments and support have helped OPR to craft amendments that we believe are practical and useful, and which will encourage consistency in the environmental impact assessment of greenhouse gas emissions."

OPR's proposed CEQA Guideline amendments for GHG emissions can be downloaded at

http://www.opr.ca.gov/ceqa/pdfs/PA_CEQA_Guidelines.pdf. ■

Planners seeking employment

One in four college graduates is unemployed. Please email or call those below if you can employ one of them or if you know someone who might be able to.

Land Planning & Entitlements; Advance Planning/General Plans/Specific Plans;

CEQA; LAFCo. 24 years experience. Previous employers: Arnaiz Development Co. Inc., 5 years; City of Stockton, 5 years; County of Sacramento, 14 years. Most recent salary upon request. MA and BA Geography, California State University, Fresno. Contact truskowski@comcast.net or (209) 612-0605. (3-18)

Land Planning & Entitlements; Community Planning & Urban Design. 12 years experience. Previous employers: McLarand Vasquez Emsiek (MVE) 4 years; Van Meter Williams Pollack (VMWP) 4 years; Community Design + Architecture (CD+A) 1.5 years; City of Oakland Community and Economic Development (CEDA) – internship; Tennessee Valley Authority (TVA) Architectural Branch, 3 years. Most recent salary upon request. AICP. Master of Urban Design 1998, UC Berkeley. Bachelor of Architecture 1992, University of Tennessee. Contact erinelisemiller@gmail.com or (510) 593-6168. (3-13)

Urban Design, Current & Advanced Planning.

9 years experience. Previous employers: Centre City (San Diego) Development Corporation, 4 years; RRM Design Group, 3 years. Most recent salary, \$78,000/yr. AICP. MA City and Regional Planning, Cal Poly SLO. BA Political Science, San Diego State University. Contact sdrolet@comcast.net or (619) 436-7953. (2-20)

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. BS Psychology, U of Pittsburgh; MURP, Florida Atlantic Univ. Contact davis_kf@hotmail.com or (484) 477-3727. (3-13)

Generalist. 1.3 years experience. Previous employment: Intern, City of Fremont planning division. English teacher, Taiwan (1 year); high school teacher with Grant Joint Unified School District, Sacramento County (2 years); US Army Reserve, 351st Civil Affairs Command (7 years). Most recent salary, \$15/hr. BS Mathematics, UC Davis; MUP, San Jose State University. Contact relbdour@yahoo.com or (408) 509-6303. (2-26)

APA California Northern has undertaken this pilot program 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 (35-50 words maximum) including one email link and/or one phone number. To be published in the June issue, ads must be received no later than 5 PM, Friday, May 15. Send to: 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. ■

Lexington Street in the Mission

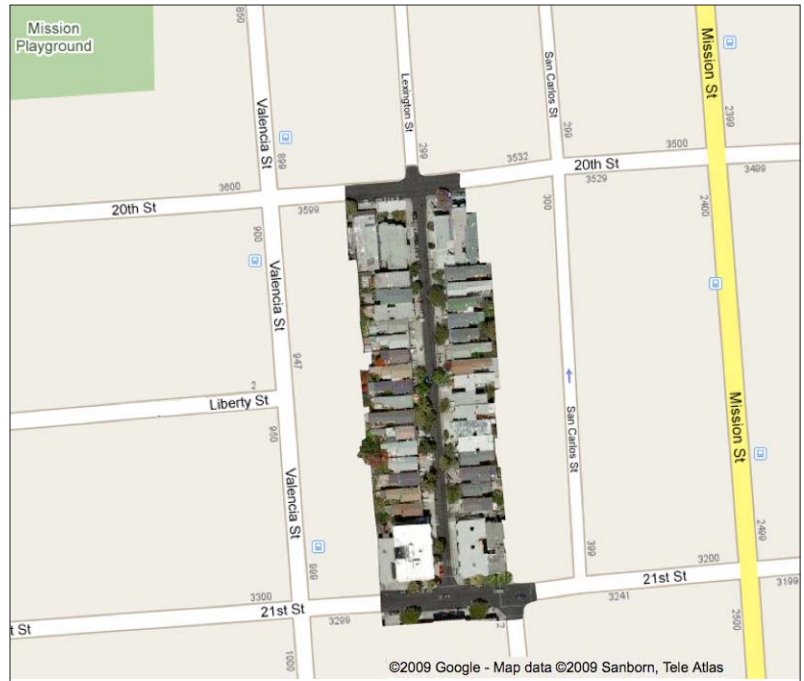
Another in a series of urban walks

Lexington Street is four blocks long. It runs parallel to Mission and Dolores Streets and lies about halfway between them (see map). In its southernmost reach, Lexington is quiet except for birdsong. The 300 block (bounded by 20th and 21st Streets) offers a delightful stroll on sidewalks lined with creatively painted, almost identical, two- or three-story, single or duplex Italianate Victorians.

Enter Lexington from 20th Street, where a three-story apartment building anchors the west corner and, across the street, a small retail vinyl record store—topped with Victorian flats—helps conceal the single-family look of the rest of the block. Walking south, a slight rise in the street further obscures the long view but carries the walker up to the first of the Italianates, its white paint worn and softened by age and weather. Even the street curbs here are worn down to almost nothing, blurring the edges of the sidewalks as they meet the street.

Looking closely, distinctive touches abound in individualized small front stoops, entrance porches and doorways, and side yard gates. Each building boasts a front yard—most with a low cement wall facing the street. A few of the walls support low black wrought iron fencing reminiscent of the early 1900s. Each house has one side yard with a gate that matches its host building in color if not in style. The gates lead to deep back yards.

Painted with delightful and sometimes complicated color schemes, each structure is worth a snapshot: cream walls with pistachio wood window trim; entrance doors painted oxblood or terra cotta; weathered wood walls with peeling white paint and elaborate trim painted soft brown; walls of dark turquoise plus lavender trimmed with green and cream; a structure dressed in cream, gray, green and pink; and an all yellow and white home. Especially nice is a very weathered wood front door set in a building clad in green, dark gray, white, and



Area map highlighting Lexington between 20th and 21st.



*Looking East on 20th at Lexington.
Cross 20th to begin tour.*

(continued on next page)

lavender paint. The roofs—their eaves and pediments elaborately trimmed and painted—almost touch each other along both sides of the street.

A small scattering of stuccoed Victorians keep their dignity via careful color coordination (one is cranberry and black) and well thought out ceramic roof tiles. Lush gardens of all kinds are evident, and each lot proudly claims a street tree that determinedly advances across the street or shades the yard next door. Vines lace the building fronts; their tightly twining tendrils climb electric wires to the other side of the narrow street, giving the neighborhood a sweet, slightly mysterious cover.

Growth is not restrained in one small front yard that has pink blooming camellia bushes. Another gardener allows a showy vine to boast an orange pumpkin. Vegetable gardens sprout on the ground or in containers; another garden is full of roses, lavender, and geraniums. Highly visible across the street, dramatic narrow plantings of flax and bamboo rise high along each side of a set of steep steps, almost hiding the front entrance. Vigorous jade plants crowd each other in the next door yard. You will like the large, crisp jade plants with tops as big as heads of broccoli.

At the end of the block, one of the apartment buildings at 21st Street is vaguely Mackintosh in style, with bright white paint and intricately cut inset block designs on its walls.

One stroll has not been enough to savor all of Lexington Street's charm. —*The Walker* ■



Yellow house, brick walk, worn curbs



Victorians touching eaves

Unemployed?

APA California has a new membership rate for you

The APA California Board approved an annual unemployment membership rate of \$25 for unemployed members. To be eligible, you must be a current APA or Chapter-only member; and you must request the unemployment rate when you renew your membership. For additional information, contact the California Chapter office at (916) 736-2324 or sgassoc@msn.com ■

LETTERS

Thank you for putting my ad in APA California Northern newsletter last month. You can pull my ad from future newsletters. I have found a job that unexpectedly relocates me to Washington, DC. Thank you for providing the employment service and I wish all those seeking jobs good luck. I will be working as a program manager for an energy nonprofit.

Best,
Arlene Fetizanan



Answer to “Where in the world?” ([Page 9](#))

Before the fireworks: Tower Bridge, Sydney, December 31, 2006

Photo by Linton Z. Atlas

— Save the date —

APA California 2009 Conference
at the Resort at Squaw Creek, Lake Tahoe
September 13–16, 2009



<http://www.calapa.org/en/cms/?2846>

For additional information, contact Lynne Bynder at
lbynder@meetingsxceptional.com

Annual Diversity Summit seeks volunteers

APA California will host the annual Diversity Summit on Sunday, September 13, at the Resort at Squaw Creek, Lake Tahoe, from 3–5 PM. This year’s Summit features a panel of professional planners who will explore the broader concepts of diversity and community planning—age, gender, ethnicity, class, sexual preference, and disability. To assist with program development and implementation, contact the chapter’s Membership Inclusion Director, Michele Rodriguez, AICP, at michele@boggis.com or (415) 845-9110. ■

What others are saying—and doing

Petaluma to go without planning. On April 13, by a 4-2 vote, the Petaluma City Council “agreed to lay off the remainder of its already downsized planning staff, saying development was not generating enough fees to support it. The positions of four Community Development Department employees will be eliminated by April 30 and the director’s job will be abolished this summer. Other employees such as building officials, code enforcement officers and affordable housing workers will be folded into other departments. Traditional duties of the department are expected to be handled by private contractors or former city employees hired on a project basis.”—Paul Payne, [“Petaluma council cuts city planners,”](#) *The Press Democrat*, April 14, 2009.

In an email to colleagues, CDD Director Michael Moore, AICP, said, “The recommendation by the City Manager and the decision by the City Council is the result of a combination of the department being a fee-based enterprise suffering from significantly declining permit and cost recovery revenues and no available General Funds to fill the gap. Since the first round of layoffs last Fall that reduced the department by more than half, the focus of the Council’s deliberations has been on the lack of permit revenue and not on the value of planning as being much more than just processing permits and development applications. Given Petaluma’s historic reputation for innovative planning and the current City Council’s interest in furthering sustainability and smart growth, the decision is ironic, to say the least.”

An APA award-winning plan is dead for another year.

“The [Redwood City] Council voted 7-0 not to appeal a court ruling that invalidated the Downtown Precise Plan, a blueprint for downtown development that envisions up to 2,500 new high-rise housing units in a pedestrian-friendly shopping district. Officials estimated an appeal of [Judge] Weiner’s decision would have taken 12 to 18 months and added to the city’s legal tab for the case, estimated at \$80,000 as of October. Adding to the cost, Weiner ruled the city must pay at least a portion of the [plaintiff’s] legal fees, which total \$350,000 since April 2006. Revising the plan also will be expensive—up to \$250,000 in staff time and consultant fees. The effort will be put on the back-burner until a new general plan is finished late this year. The city is now aiming to have [the downtown plan] corrected and ready for the judge to sign off by spring of 2010. —Shaun Bishop, Daily News Staff Writer, [“Redwood City council rescinds downtown development plan,”](#) *The Mercury News*, March 17, 2009.

Half Moon Bay: light at the end of the tunnel? State Sen. Leland Yee and Assemblyman Jerry Hill, “want to use \$10 million of state bond money to rescue the city of Half Moon Bay from an \$18 million property dispute that has brought the community to the brink of financial insolvency.

Senate Bill 650 and Assembly Bill 650 would allocate \$10 million to the city from a pool of \$5.4 billion in Proposition 84 funds that state residents approved in 2006 to protect the quality of California’s water supply. If state legislators vote to allocate the funds, the city would be able to pay for more than half of the \$18 million lawsuit settlement it owes to a Palo Alto-based developer for Beachwood, a 24-acre expanse of tall grass, trees, and scrub along Highway 1.” —Michael Manekin, [“Sen. Yee proposes bonds to save city,”](#) *Bay Area News Group*, March 28, 2009.

After recession, expect fewer residential high-rise, more sprawl. “Most of the residential towers erected in [San Francisco] during the boom were financed by multimillion dollar loans in which banks took on 80 percent of the risk. Few will accept such lopsided ratios again. It’s not just skyscrapers that are at risk, but mid-sized condominium projects as well. Once developers begin construction on condos, they are on the hook for the entire structure. In contrast, builders can tilt up single-family homes one at a time, drawing down their loan in increments as the market dictates.” —James Temple, [“High-rise plans teeter with economy in SF,”](#) *The San Francisco Chronicle*, April 2, 2009.

Application withdrawn for Stanford shopping center expansion.

“Stanford University has dropped its ambitious plan to expand the Stanford Shopping Center and to add a hotel to the mall site. Stanford had been planning to add 240,000 square feet of retail space and a new hotel to the shopping center. The application had been crawling through the city’s approval process since August 2007. The withdrawal of the application means the city will not receive the millions in sales- and hotel-tax revenues. The city was also planning to collect about \$9 million in impact fees from Stanford that would be used to mitigate the project’s impacts on local schools.” —Gennady Sheyner, [“Stanford drops plans for mall expansion,”](#) *Palo Alto Online*, April 14, 2009.

“The center’s owner/manager, Simon Property Group, said it is ‘very, very disappointed. As owner of the land under the shopping center, they have the right to withdraw the application.’ The expansion and hotel both were a 2006 initiative of Palo Alto city officials, including [two] former mayors, [the] former city manager, and former planning director Steve Emslie (now interim deputy city manager). City officials have been consistently referring to the expansion as one of Stanford’s two potentially “transformative” projects—the other being Stanford’s proposed hospital expansion. Jean McCown, Stanford’s director of community relations, said the university’s application withdrawal reflects Stanford’s position that the hospital project is the higher priority of the two.” —Gennady Sheyner, [“Shopping center withdrawal ‘disappoints’ Simon,”](#) *Palo Alto Online*, April 16, 2009.

(continued on next page)

Diversity down? “A new University of California admissions policy, adopted to increase campus diversity, could increase the number of white students on campuses while driving down the Asian population. Asian-American community leaders and educators are attacking the policy as ill-conceived, poorly publicized and discriminatory. Although Asians account for only 12 percent of the state’s population, they represent 37 percent of UC admissions. At UC Berkeley, 46 percent of the freshman class is Asian. Under the new policy, the proportion of Asian admissions would drop as much as 7 percent, while admissions of whites would rise by up to 10 percent.” —Lisa M. Krieger, “[UC admissions raise flap—Asian-Americans object to new ‘diversity’ proposal](#),” *Bay Area News Group*, March 29, 2009.

Borrow to invest, Economics 101. “... long-run deficits? ... Carrying debt is costly. The government can pay just the interest on its debt each year, or it can pay interest plus some additional amount to reduce the principal. The yearly payment is clearly greater in the second case, just as a homeowner’s monthly payment is larger with a 10-year mortgage than with a 30-year one. But the total burden of the various repayment options (in technical terms, their “present value”) is exactly the same. It’s a simple trade-off between intensity of burden and duration of burden. The main issue is what we do with the borrowed money... If the political system cannot figure out how to pay for productive investments with tax revenue, [we’ll be] richer, on balance, by making those investments with borrowed money.” —Robert H. Frank, “[When ‘deficit’ isn’t a dirty word](#),” *The New York Times*, March 22, 2009. ■

Great ways to obtain CM credits: An interview with Carol Barrett, FAICP

By Christina Ratcliffe, AICP, and Tania Sheyner, AICP, LEED AP

Many planners are anxious about fulfilling their CM requirements in the middle of a deep recession with extensive job cuts in our field. We posed some questions about low cost and convenient ways to obtain CM credits to Carol Barrett, FAICP, the APA California Chapter vice president for professional development. Ms. Barrett, planning manager for the City of San Gabriel, is responsible for coordinating AICP’s CM credit program at the statewide level.

Q: What’s the best place to find low cost/free courses to fulfill CM requirements?

A: The chapter will continue to send e-blasts to members about free or low cost CM credits. If you look at everything we’ve sent in the past couple of months, it adds up to more than 15 credits! We’ll keep you informed on more opportunities.

Q: Is APA considering extending the initial deadline to complete the CM requirements?

A: The *official* party line is that *no extension is being considered at the present time*. I am reminded that planners could start earning credits beginning with the national conference in April 2007. But reality has to set in at some point. My guess is that national is considering something, but it may not be as generous as a waiver—more likely an extension of some kind. I could be wrong and you shouldn’t rely on this answer as providing any special concessions.

Q: What steps is APA California taking to provide more low cost/free courses in light of the recession and job losses in planning?

A: We are:

- setting up a library to loan CD-ROMs that planners can borrow, watch, and submit for CM credit;
- investigating a partnership with the Utah Chapter to co-sponsor less expensive online training; and
- setting up a single place on the Chapter’s web site where information we gather about free/low cost CM credit can be accessed easily.

Q: What advice would you have for planners who are having trouble fulfilling their CM requirements?

A: Take advantage of the free CM offerings that are out there. Start logging the CM credits you may have already earned. It’s likely that the computers at APA will crash if everyone waits until December to start logging credits. It’s really not painful once you get the hang of it. I reward myself with a nice glass of wine! ■

NORTHERN SECTION CALENDAR

APRIL

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
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APRIL

4/21

Growing Sustainably in a Low-Carbon World, Session 5, 5–7 PM, Faculty Club, Heyns Room, UC Berkeley.
 Topic: **Vision California 2050—Setting the Land Use Target**.
 Moderator: Robert Cervero. Speaker: Peter Calthorpe. Discussants: Therese McMillan, Deputy Executive Director—Research, MTC; and Jason Corburn. **All sessions are free and open to the public, no reservation required.** For more information, contact Janet Dawson, Institute of Urban and Regional Development, at jgdawson@berkeley.edu or (510) 642-4874; or go to <http://iurd.berkeley.edu>.

4/25–

APA National Planning Conference, Minneapolis.

4/29

<http://planning.org/nationalconference/>

4/27

India Urban Planning Tour meeting. 7 PM, City of San Leandro Library, Karp Room, 300 Estudillo Avenue, San Leandro. (The library is one-half mile east of the San Leandro BART station; walk east on Davis Street/Callan Avenue.) A small dinner will be catered. **RSVP to** Rob.Eastwood@pln.sccgov.org.

4/28

Growing Sustainably in a Low-Carbon World, Session 6, 5:15–7 PM, 305 Wurster Hall, UC Berkeley. Topic: **Integrated Transportation and Land Use Modeling**. Moderator: Caroline Rodier. Speakers: Bob Johnston, Urban Land Use and Transportation Center, UC Davis; Jeff Weir, Air Resources Board; Gordon Garry, SACOG. **All sessions are free and open to the public, no reservation required.** For more information, contact Janet Dawson, Institute of Urban and Regional Development, at jgdawson@berkeley.edu or (510) 642-4874; or go to <http://iurd.berkeley.edu>.

4/30

Climate Change, local solutions and strategies. 6–8:30 PM, Kula Ranch, 3295 Dunes Road, Marina (<http://www.kula-ranch.com>). How does a medium-to-small sized community address climate change? Planners from the cities of Monterey, Santa Cruz, and Seaside will share experiences preparing climate action plans, green building ordinances, etc., as well as lessons learned. \$20/person, including dinner. **RSVP to** Elizabeth Caraker, AICP, caraker@ci.monterey.ca.us or (831) 646-1739. **CM | pending**

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MAY						
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24	25	26	27	28	29	30
31						

MAY

- 5/3** **AICP Test preparation**, final session, 10 AM–3 PM, San José State University. Contact Dr. Don Bradley at (650) 592-0915 or email dr.donbradley@comcast.net for more information.
- 5/5** **Growing Sustainably in a Low-Carbon World**, Session 7. 5:15–7 PM, 305 Wurster Hall, UC Berkeley. Topic: **Local and Regional Planning Challenges**. Moderator: Mike Teitz. Speakers: Steve Heminger, MTC; Paul Fassinger, ABAG; Representative from SACOG. **All sessions are free and open to the public, no reservation required.** For more information, contact Janet Dawson, Institute of Urban and Regional Development, at jgdawson@berkeley.edu or (510) 642-4874; or go to <http://iurd.berkeley.edu>.
- 5/7** **Northern Section Board meeting**, 6:30–8:30 PM, (light dinner and networking from 6–6:30 PM). PMC, 500 12th Street, Suite 240, Oakland. RSVP to Hanson Hom at hhom@ci.sunnyvale.ca.us or (408) 730-7450.
- 5/13** **Young Planners Group committee meeting**, 6:15–7:30 PM, MetroCenter, Room 171, 101 Eighth Street, Oakland. Anyone who would like to get more involved in YPG, participate in YPG programs and events, or get more information about the YPG is encouraged to attend. For more information, contact Kimberly Comacho or Roscoe Mata at norapaypg@gmail.com.
- 5/15** **2009 APA California Northern Section Awards gala**. 6:30 PM, Sir Francis Drake Hotel, 450 Powell Street, San Francisco. Reserve by 5PM Wednesday, May 13th. \$40 per person via PayPal; \$50 per person for late registrations and payments received by mail or at the door. PayPal payments accepted April 20–May 13 at www.norcalapa.org. Or pay by check to “APA California Northern Section” and mail to Eileen Whitty, EBMUD, 375 – 11th Street, MS 808, Oakland, CA 94607. For additional information, visit www.norcalapa.org or contact Eileen Whitty at ewhitty@ebmud.com or Andrea Ouse at Andrea.ouse@lsa-assoc.com.
- 5/21** **Defensible space: Crime prevention through environmental design (CPTED)**. 6–8:30 PM, Lucie Stern Community Center, Fireside Room, 1305 Middlefield Road, Palo Alto. Cost is \$30 for non-APA members and \$20 for APA members. Payment details to be announced. The workshop will teach planners how they can apply the principles of CPTED in everyday planning practice, from reviewing site plans and development projects to preparing land use, policy, and area plans. RSVP Hanson Hom, AICP, hhom@ci.sunnyvale.ca.us, or (408) 730-7450. **CM | 2.0**

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JUNE						
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JUNE There are no calendar items for June.

JULY						
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JULY

- 7/1 Northern Section Board meeting.** 6:30–8:30 PM, (light dinner and networking from 6–6:30 PM). SPUR, 654 Mission Street (near 3rd Street), San Francisco. RSVP to Hanson Hom at hhom@ci.sunnyvale.ca.us or (408) 730-7450.
- 7/1 SB 375: What local governments need to know about Climate Change legislation.** 8–4:15 PM, MetroCenter Auditorium, 101 8th Street, Oakland. How AB 32 and SB 375 relate to local governments; CEQA thresholds; economic benefits, stimulus, and funding opportunities; networking lunch; sustainable communities strategy; regional collaboration; case studies; climate change plans. Hosted by Local Government Commission, Sacramento; the Governor’s Office of Planning and Research; and Senator Darrell Steinberg. \$75. Information at <http://www.lgc.org/events/sb375.html>. Register by July 10 at <http://sb375oakland.eventbrite.com/>
CM | pending