



NORTHERN NEWS



American Planning Association
California Chapter
Northern
Making Great Communities Happen

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Links to articles in this issue:

ELECTION FALLOUT

9 Transportation funding via tax measure
Elizabeth Caraker, AICP, and Christina Watson

REVIEWS

- 5 Significant planning-related
CA legislation, 2008
Bryan Wenter, AICP
- 12 Walking the South Park Neighborhood
The Walker
- 14 Urban Transformation—Understanding City
Form and Design, by Peter Bosselmann
Reviewed by Riad El-Bdour

DEPARTMENTS

- 2 Where in the world?
Aliza Knox
- 3 Director's Note
Darcy Kremin, AICP
- 4 Onward and upward
- 17 What others are saying
Climate change
Transportation
Housing
CEQA
- 19 Calendar

ANNOUNCEMENTS

- 14 Aging-friendly communities survey
- 15 Monterey Bay RAC
- 16 Young Planners Group formed

Out of work? Pilot program will advertise your availability and abilities

A free service for members of APA California Northern Section only

APA California Northern is undertaking a pilot program to let potential employers know you're available. Beginning with the April issue of *Northern News*, job-seekers who are members of Northern Section APA can post a very brief ad (35-50 words maximum) including one email link and/or one phone number.

Job seekers must provide their names and phone numbers. (We will check to be sure that email and phone numbers are legitimate; names will not be used in the ads.) Ads will run in two consecutive issues (space permitting). Job posters must notify *Northern News* prior to the deadline for the subsequent issue if they wish to discontinue an ad. *Northern News* will contact you to learn whether you have received any contacts through the ad placed in our newsletter.

This service is aimed at helping individual members of APA Northern Section who are seeking employment. The service is not available to consulting firms or sole practitioners.

To help standardize content and flow, ads are to be submitted with the following data in the sequence below:

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- Contact information (one email address and/or one telephone number, and your name—which will not be used)

(continued on next page)

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Your ad should look like this sample:

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To be published in the **April issue**, your ad must be received no later than **5 PM, Wednesday March 11**. 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. ■

Where in the world?



Photo by Aliza Knox
(Answer on [page 16](#))

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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. Earlier deadlines are sometimes established.

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DIRECTOR'S NOTE

By Darcy Kremin, AICP

In late January, the APA California board met to discuss the Chapter's goals for the year. The most pressing issue was the **economic downturn** and how it has affected and will continue to affect planners. As an organization, we would be remiss not to do everything we can to help our members through this time. To that end, the board chose to focus the Chapter's efforts on providing high quality, no- or low-cost events for all members to help with professional development, networking, and other ways to survive in these tough times. Look for an updated "Planners Survival Guide" to be produced this year (the last edition was 1994). In line with the Chapter's focus, *Northern News* will be providing a new service to our unemployed members where they can let prospective employers know they are available for work. Hopefully, this service will help these great planners find great work. See [page one](#) for more details.

Separately, this is the time of year when we get serious about **section awards**. Submittals are due by **5 PM Friday, March 13**, and there are many different award categories including "Innovation in Green Community Planning." Visit norcalapa.org and download the Awards Program Policy and Awards Categories and the Awards application form. Contact Section Awards Program Co-Directors **Andrea Ouse, AICP**, at andrea.ouse@lsa-assoc.com or **Eileen Whitty, AICP**, at ewhitty@ebmud.com if you have questions.

We are very excited to have a new group forming within the section. **The Young Planners Group** is modeled after the successful Sacramento Valley YPG, which formed last spring. That group has hosted well-attended social networking and career building events, and is planning events for the state conference to be held in Lake Tahoe in September. Our Section YPG will kick off its first social event on **April 2** in San Francisco, location TBD. All are welcome! We hope you can join this enthusiastic group of up and coming planners. For more information, please contact **Kimberly Comacho** and **Roscoe Mata** at norapaypg@gmail.com (details on [page 16](#)).

(continued on next page)

Onward and upward



After 11 years of serving clients and leading NRM Environmental Consulting (Berkeley and San Francisco), **Patricia Berryhill** has joined HNTB Corporation as

Northern California Environmental Planning Director. Patricia brings over 20 years of diverse research and consulting experience. Her focus has been providing clients with thorough environmental documentation to speed compliance for infrastructure and environmental restoration projects subject to local, state, and federal regulations. Ms. Berryhill holds a bachelor of science degree in conservation of natural resources from UC Berkeley.

Elizabeth Caraker, AICP, formerly senior planner and senior associate in RBF's Monterey Bay office, is now principal planner for planning, engineering, and environmental compliance, City of Monterey. Before joining RBF, Ms. Caraker was planning services manager for the City of Marina, and before that, worked for several public agencies since 1993. She holds a bachelor of science degree from Cal Poly SLO, and a masters in community and regional planning from the University of Oregon. ■

DIRECTOR'S NOTE *(continued from previous page)*

Lastly, join your colleagues in Minneapolis, **April 25–29**, for the **2009 APA National Planning Conference**. More than 6,000 planners, students, officials, and citizens are expected to attend over 400 conference sessions, mobile workshops, training seminars, and special events, and avail themselves of countless networking opportunities. This year for the first time, APA and CarbonFund are excited to provide conference attendees the option to offset their carbon dioxide emissions as they travel to the 2009 National Planning Conference. Visit www.carbonfund.org, select Carbon Calculation, determine how much CO₂ your trip will generate, and make a donation. ■

Daray Kremin

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Highlights of significant planning-related State legislation, 2008

By Bryan Wenter, AICP

In what some commentators have called the most significant legislation affecting land use since the adoption of the California Environmental Quality Act (CEQA) in the early 1970s, the state legislature approved a bill that attempts to reduce greenhouse gas (GhG) emissions by promoting regional land use planning through reducing vehicle miles traveled. The bill will also have major implications for housing element law. In addition, the legislature acted on several pieces of legislation designed expressly to deal with the economic turmoil plaguing the development industry, including statutory changes that allow certain development impact fees to be deferred and a one-year automatic extension of certain tentative subdivision maps.

Important land use issues addressed in 2008 were not confined to the legislature, however. California voters considered high profile initiatives relating to eminent domain. And the courts decided several noteworthy cases that deal with CEQA compliance, takings, and public notice requirements. Those will be reviewed in the April issue of *Northern News*.

Below are highlights of California legislation passed in 2008.

SB 375 (Steinberg). Transportation planning; travel demand models; sustainable communities strategy; environmental review. Chapter 728, Statutes of 2008. By far, the most significant (and complex) bill the legislature adopted was SB 375 relating to land use planning, transportation planning, and GhG emissions. SB 375 builds on the existing regional transportation planning process to connect the reduction of GhG emissions from cars and light trucks to land use and transportation policy.

In 2006, the legislature passed AB 32—The Global Warming Solutions Act of 2006—which requires the state to reduce GhG emissions to 1990 levels no later than 2020. AB 32 set the stage for SB 375, which asserts that “Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.”

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Highlights of planning-related State legislation, 2008 (continued from previous page)

Accordingly, SB 375 has three goals: (1) to use the regional transportation planning process to help achieve AB 32 goals; (2) to use CEQA streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce GhG emissions; and (3) to coordinate the regional housing needs allocation process with the regional transportation planning process.

SB 375 encourages planning on a regional scale, in a manner designed to reduce vehicle use and associated GhG emissions. It requires the state Air Resources Board to provide GhG emissions targets for automobiles and light trucks for all regions of the state that have a metropolitan planning organization (MPO). Each MPO then must adopt a sustainable communities strategy designed to achieve its assigned targets, or describe an alternate strategy that would achieve the targets. Once those plans and strategies are in place, SB 375 also will relax CEQA requirements for certain projects that implement the region's sustainable communities strategy.

AB 2604 (Torrico). Developer fees. Chapter 246, Statutes of 2008. Authorizes local agencies to delay fees imposed on a development project, but not fees for school facilities, until the close of escrow. This authorization is permissive and the measure does not authorize anything local agencies could not do already.

SB 1185 (Lowenthal). Land use: subdivision maps. Chapter 124, Statutes of 2008. An urgency measure that became effective in July 2008, it extends the life of any tentative map or vesting tentative map that will expire before January 1, 2011, by 12 months. It also increases the total amount of time that a local agency can extend a tentative map or vesting tentative map from five to six years.

AB 3005 (Jones). Community development: mitigation fees. Chapter 692, Statutes of 2008. Requires local agencies to reduce vehicle impact fees for housing developments where the project: (1) is located within a half mile of a transit station via a barrier-free walkable pathway; (2) is within a half mile of retail-convenience uses, at least one of which must sell food; and (3) includes a minimum number of parking spaces.

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Highlights of planning-related State legislation, 2008 (continued from previous page)

Significantly, the implementation of this measure is delayed for two years (until January 1, 2011) for qualifying projects located within an area covered by a capital improvement plan for traffic facilities that was adopted on or before January 1, 2009, and for which fees are collected to mitigate the impacts of traffic.

SB 947 (Hollingsworth). California Environmental Quality Act: consultation: transportation facilities. Chapter 707, Statutes of 2008. Increases notification and consultation requirements governing lead agencies overseeing significant projects under CEQA. For a project with statewide, regional, or area-wide significance, lead agencies must notify relevant transportation agencies and other public agencies about project scoping meetings. The bill also adds overpasses, on-ramps, and off-ramps to the list of transportation facilities where increased consultation is required.

AB 242 (Blakeslee). Land use: annexation: housing. Chapter 11, Statutes of 2008. Applies when land is annexed into a city after a council of governments (COG) has assigned regional housing needs assessment (RHNA) numbers to each jurisdiction. If the annexation was not accounted for when the RHNA numbers were distributed, the city and county must agree how many units should be transferred to the annexing city. The agreement must be submitted to the COG within 90 days after the annexation becomes effective.

AB 2069 (Jones). Local planning: residential development. Chapter 491, Statutes of 2008. The “no net loss” rule in the housing element law states that when a local agency takes an action that reduces the number or units on a parcel that was counted toward meeting the agency’s regional housing needs assessment number, it must take an accompanying action to accommodate those “lost” units on another parcel. AB 2069 clarifies that when a local agency approves a project that reduces or eliminates the units designated on a *nonresidential site*, the agency must take an accompanying action to accommodate those units on another site. Agencies need not comply with the “no net loss” provision when the designated units are no longer necessary for the local agency to accommodate their need.

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Highlights of planning-related State legislation, 2008 (continued from previous page)

AB 2280 (Saldaña, Caballero). Density bonus. Chapter 454, Statutes of 2008. Makes several changes to the Density Bonus Law. It (1) clarifies that the 20 percent density bonus for senior housing must be based on the total number of senior affordable units, not the total number of units in the development; (2) states that a developer can only seek an additional waiver of local development standards when they “physically” preclude the construction of the allowed number of units; (3) extends the period in which the funds recaptured from the sale of moderate income units may be reinvested from three to five years; (4) specifies that the density bonus limits may be extended beyond the state imposed minimums if authorized by local ordinance; and (5) clarifies the definition of the term “development standard.”

AB 1358 (Leno). Planning: circulation element: transportation. Chapter 657, Statutes of 2008. Requires local agencies that make substantial revision of the circulation element, after January 1, 2011, to plan for a “balanced, multimodal transportation network” that meets the needs of all users of streets, roads, and highways in a manner that is “suitable to the rural, suburban, or urban context of the general plan.” Ed. note: See *Northern News*, Dec 2008/Jan 2009, lead article, “Complete Streets—completing the vision,” by Brooke DuBose, Christine FitzGerald, and Meghan Mitman:

www.norcalapa.org/assets/chapter/newsletter/Dec_Jan09.pdf

SB 732 (Steinberg). Strategic Growth Council. Chapter 729, Statutes of 2008. Establishes a Strategic Growth Council that will consist of the Secretaries of Resources; California Environment Protection Agency; Business; Transportation and Housing; Health and Human Services; the Office of Planning and Research, and one member of the public. The Council will award and manage grant and loan programs authorized in Proposition 84 for sustainable planning (\$90 million) and urban greening (also \$90 million). It will also work to improve coordination between state agencies on issues related to sustainable growth.

Bryan Wenter, AICP, is assistant city attorney, City of Walnut Creek, where he specializes in land use, environmental, and engineering issues, and staffs the planning commission.

Bryan previously practiced in the Walnut Creek offices of Morgan Miller Blair and Bingham McCutchen. He is Legislative Director for APA California Northern. ■



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Transportation funding by tax measure— An analysis

By Elizabeth Caraker and Christina Watson

California's policymakers face a dire challenge finding sufficient funding for California's overburdened transportation infrastructure. The traditional funding sources are not up to the task of supporting the growing population. This article analyzes several factors in the success or failure of recent countywide local transportation sales tax measures in California, and should be helpful to those planning future transportation revenue measures.

In the June 2006 election, there were four countywide transportation measures in California, each requiring a two-thirds supermajority vote. All four failed. In the following election, November 2006, five of the 11 countywide local transportation sales tax measures were successful. Only one of those that succeeded in reaching the two-thirds threshold was a new sales tax; the rest were reauthorizations of existing taxes. The differing results of these two successive elections raised two questions: Why did some tax measures pass while others failed? What factors determined a measure's success?

It turns out that the majority of successful sales tax elections occur in urban areas. While the urban areas rake in the revenues from their sales taxes, the state increases its support of such local bootstrap mentality by allocating funds specifically to match local sales tax revenues. As suburban and rural counties noticed this trend, they began to play catch-up, proposing their own local sales tax measures. It is also clear that ballot measures that reauthorize sales taxes have a greater chance of success than new efforts.

Case studies

While urban areas logically focus their sales tax project lists and campaigns on congestion relief, the issues are different for less urbanized areas. Such is the case with the neighboring counties of Santa Cruz and Monterey.

During the November 2004 presidential election, Santa Cruz County voters were asked to approve a half-cent increase in the local countywide transportation sales tax. The 2004 ballot Measure J aimed to raise \$577 million over 30 years for roadway improvements, transit, bicycle and pedestrian projects, and safety programs. The measure failed, receiving only 43 percent of the vote. Although this was a presidential election, the main Santa Cruz newspaper published a slew of articles about Measure J and

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Transportation funding by tax measure *(continued from previous)*

endorsed the measure. Overall, however, the media coverage was heavy and negative, mainly due to the opposition's strong campaign.

A campaign committee and some business groups raised funds in support of Measure J, but failed to gain momentum or create a strong "yes" campaign. Meanwhile, the "no" campaign—cleverly named the "Campaign for Sensible Transportation"—was well funded, well organized, active, and visible. The opposition included the Sierra Club and the City of Santa Cruz.

In the June 2006 gubernatorial primary election, the Transportation Agency for Monterey County (TAMC) proposed to the voters a half-cent sales tax increase for traffic safety and congestion relief. TAMC ran an extensive public education and outreach effort with printed materials in English and Spanish, bus signs and road signs, a website overhaul, and numerous speaking engagements. In addition, the agency began reaching out to the media, including regular appearances on a local cable television show to talk about transportation issues and projects. The measure (A) was relatively isolated on the gubernatorial primary ballot, which was less interesting than had been anticipated. As a result, only 35 percent of the registered voters showed up on Election Day. Measure A failed with 57.13 percent of the vote.

While the County's major newspapers and free alternative paper supported the measure editorially, most of the articles about the measure included quotes from the measure's opponents. Though the campaign opposing Measure A was small, it was relatively well organized and vociferous. Voters may also have been distracted by the Board of Supervisors' decision against placing a controversial County General Plan measure on the ballot just three months before the election, and many county voters viewed the government as "crying wolf" on funding issues.

In the November 2008 election, the voters of Monterey County were asked for the second time for their approval to enact a special transactions and use ("sales") tax. The tax measure (Z) received 62.11 percent approval, barely falling short of the required two-thirds majority.

In preparing for that second attempt, TAMC revamped the project list and included more stakeholders—especially the environmental community—in its development. So, the question stands: Why did TAMC's second attempt at a tax measure fail?

(continued on next page)

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Transportation funding by tax measure *(continued from previous)*

When asked to summarize, Debbie Hale, TAMC's Executive Director, attributed the near-miss to the economic downturn, the resulting need for different fundraising techniques, and the lack of support from leading local conservation and watchdog organizations.

Any analysis, however, cannot ignore that the campaign won support from over 62 percent of the voters. Ms. Hale acknowledged that the campaign effort, while missing its ultimate goal, was nevertheless successful in winning a high percentage of votes. She identified a few factors that contributed to the success, including high voter turnout due to the presidential election; near unanimous support from elected officials; strong financial support and outreach from labor groups; enthusiastic leadership from supervisors and mayors; two key endorsements from opinion leaders Leon Panetta and Julie Packard; a broad coalition of supporters for the measure; an easy-to-read plan and good TAMC webpage; and a well-organized, if underfunded, campaign.

Elizabeth Caraker, AICP, is principal planner for planning, engineering, and environmental compliance, City of Monterey. She was formerly senior planner and senior associate in RBF's Monterey Bay office. Christina Watson is a senior transportation planner at TAMC, the Transportation Agency for Monterey County. ■

The building blocks of contextual communities?

Don't miss this must-see seven minute video in which "MIT grad student David Merrill demos *Siftables*—cookie-sized, computerized tiles you can stack and shuffle in your hands. These future-toys can do math, play music, and talk to their friends, too. Is this the next thing in hands-on learning?"

http://www.ted.com/talks/david_merrill_demos_siftables_the_smart_blocks.html

Walking the South Park Neighborhood

First in a series of urban walks

The South Park neighborhood in San Francisco is bounded by **2nd and 3rd Streets** and **Bryant and Brannan Streets**. (See map) The neighborhood entry from Second Street (see photo) nestles between an original brick industrial building on the right and—across South Park Street—a cement block building recently redeveloped into town homes with arched two-story windows.

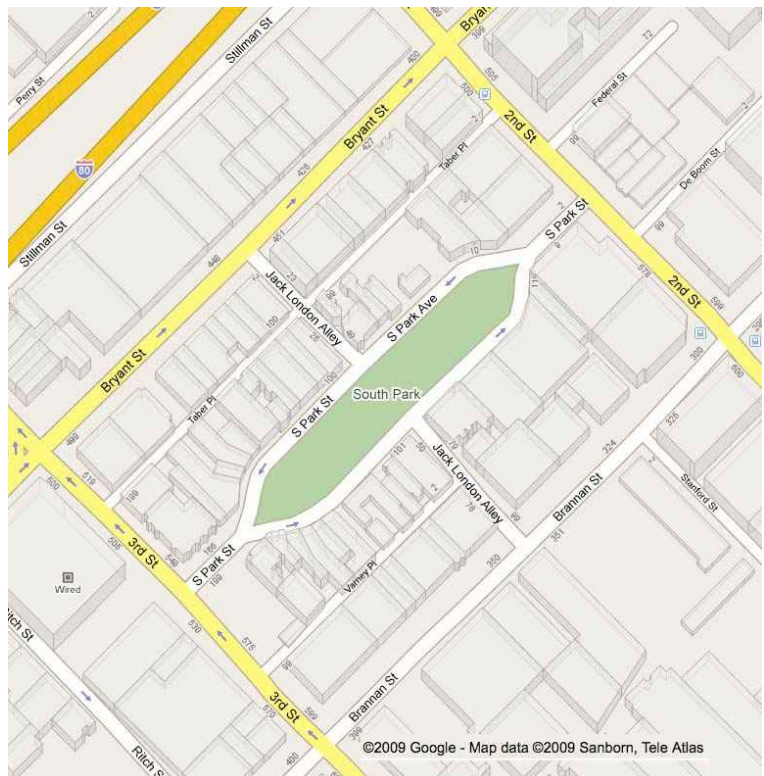
Traffic noise from Second Street quickly fades as you walk southwest toward the oval park that is an active and central feature of this small neighborhood. The slight downslope of the street propels you along the sidewalk. On the outer edge of the sidewalk, street trees pace you; the inner edge is a wall of structures rising immediately from the sidewalk.

From the sidewalk looking up at the buildings, you can see depth to the layers of construction—courtyards shyly show themselves; some deeper entrances to front doorways are apparent; and many large windows allow the curious to see into the deep building footprints with glimpses of roof skylights.

The line of structures makes for a satisfying but uneven rhythm of architectural styles, old and new, of mostly muted color palettes—each one eye-catching in its own way, and many worthy of mention. New steel and glass structures dot this street where once only industrial warehouses, car repair garages, and manufacturing shops thrived. But you can still find cracked green tar shingles, wooden doors and window frames peeling, bright red painted brick, an old gray metal rollup door, and an old car repair garage with wonderful huge folding wooden doors complete with rusting padlocks and hinges. Multiple skylights still provide much natural light into the units.

Starting from Second Street, the first building on your right is a three-story original brick warehouse, wrapped with multi-paned windows containing cheery red awnings and matching red window frames on every floor. Windows open onto partially visible retail on the ground floor, with upper stories dedicated to offices (or perhaps living spaces).

A new Italianate villa is right next door—five stories of soft crème-painted stucco, boasting a deeply inset front entrance.



South Park neighborhood. Map courtesy Google, Sanborn, Tele Atlas



Looking northwest on Second Street at South Park Street; South Park is out of the photo, to the left. Photo: Eileen Whitty

(continued on next page)

A metal fire-escape ladder bisects the front of an older, yellow, three-story hotel or school—now apartments for smiling residents who mill about the entrance with their groceries and books.

Delightfully corrugated aluminum siding on doorways is revealed on the neighboring building whose crisp crenulations and innovative remodeling of city flats into a sparkling white spa is notable. The spa boasts the only sideyard between buildings in the neighborhood, celebrated with a lightly brush-stroked mural of tall green grasses on its outer wall. Spanning the setback is a glass door that opens onto a recycled brick walkway.

A few more surprises: An elegant dark gray horizontally sided carriage house is set back in its own courtyard of recycled gray brick. An older wooden saltbox-style four-story hotel holds the corner at Jack London Alley and South Park. Pale yellow with green trim, it boasts one of three coffee stops in the neighborhood, Caffe Centro. *(See photo)* Strolling on, an amazing trompe l'oeil wall mural appears. The entire granite gray façade is painted with pillars and vines to give depth perspective to an otherwise uninteresting flat wall.

Suddenly, a tiny yellow café! Bright blue awning! Sidewalk table and umbrellas. Very French, with chalked blackboard menu outside. Aha! Here is 'the Big Pink'—happily garish, two-story flats covered with lights and humorous Christmas ornaments.

At the end of the walk, look again at the oval park, sitting like a raised garden bed surrounded by curbs, creating a spacious central green away from all buildings. *(See photo)* Bright green wooden benches, carefully maintained packed earth walkways, children's play equipment, and antique carriage street lights on black standards are embraced by mature deciduous trees—branches bare in the January winter but hinting at a green canopy later in the year. The neighborhood and park give relief to those fortunate to live or visit here. —*The Walker*



North side of the park at Jack London Alley.
Photo: Naphtali Knox



North side of the park, looking northeast.
Photo: Naphtali Knox

Local government efforts to create aging-friendly communities—Request for survey participation

According to the California Department of Aging, the Bay Area will be the oldest region in the state by 2040, with 41 older adults (60+ years old) per 100 working adults. Amanda Lehning, a doctoral candidate at the UC Berkeley School of Social Welfare, is conducting a research project to gather information on policies and programs that can potentially benefit the aging population. An online survey questionnaire is being distributed this month to city and county planning, community development, transportation, and social service providers within the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma).

The project will explore housing policies and programs, zoning ordinances, transportation policies and programs, community design, health care services, and social services that may improve the health and well-being of older adults. The research will provide an overview of what local governments are doing to help older adults remain in their homes and remain connected to their communities. In addition, it will explore factors associated with adopting and implementing relevant policies and programs. It is anticipated that the results will be helpful in planning and providing services for the region's aging population.

An online survey questionnaire will be emailed to city and county offices in March. Individuals interested in participating are encouraged to contact Amanda Lehning for more information at (510) 642-3285 or ajlehning@berkeley.edu. All responses will be kept confidential, and research reports will not identify the names of individuals or specific cities or counties. All participants will receive a summary of the research results once the project is completed (spring 2010).

The project was developed by Amanda Lehning under the guidance of Andrew Scharlach, Ph.D., Kleiner Professor of Aging at the School of Social Welfare, UC Berkeley. The survey is sponsored by the US Department of Housing and Urban Development, the Hartford Foundation, and the Society for Social Work and Research. ■

BOOK REVIEW

Urban Transformation—Understanding City Form and Design, by Peter Bosselmann

Reviewed by Riad Steven El-Bdour

Perhaps there is nothing new under the sun. When we walk along a shore and see footprints, we can recognize or guess the nature and volume of the animal that left them—bird, human, dog, horse. Buildings, too, leave footprints as signs of their impact on the ground.

Two authors who recorded and commented on those footprints 50 years ago were Argentinean architect Eduardo Sacriste, Jr., and Danish architect and town-planner Steen Eiler Rasmussen (1898-1990).

In *Building Footprints* (Raleigh, NC: School of Design, North Carolina State College, 1959), Sacriste presents a collection of 45 plates (each 8.5 x 8.5 inches) showing ground floor plans of well-known structures in the world, all drawn at the same scale. They include buildings like the Parthenon (Athens), Notre Dame (Paris), St. Peter's (Rome), and the UN Building (New York).

In *Towns and Buildings* (Cambridge, MA: Harvard University Press, 1951), Rasmussen draws the footprints of cities at 1:20,000, comparing ancient Miletus (Greece), Chester (England), Turin (Italy), Brandenburg (Germany), Copenhagen (Denmark), and Vienna (Austria). And at 1:100,000 he presents the footprints of and compares Paris and London at different stages of their development.

In the first chapter of *Urban Transformation* (Washington, DC: Island Press, 2008), Peter Bosselmann presents a startling collection of dual footprints for 41 world cities as they appear in this century and at the time of their founding, all mapped at the same scale, 11 cm = 50 km (1:454,545).

Bosselmann's objective is to compare city size and form of the past with that of the present. Maps show how cities have grown in vastly different ways. A city like Rome has retained much of its compact footprint, while most cities retain little if any of their original footprint. Most interesting is the comparison of the footprints of three areas with similar populations: the San Francisco Bay Area, Hong Kong, and the Randstad (Amsterdam, Rotterdam, and neighboring cities). At first glance, as Bosselmann points out, it is difficult

(continued on next page)

Monterey Bay RAC

On December 18, 2008, the Monterey Bay Regional Advisory Council held a well-attended joint holiday social with the local AEP chapter at the Ol' Factory Café, Sand City. Monterey Bay RAC looks forward to regular networking opportunities with AEP and ACEC.



*Christine Bradley, EMC Planning Group;
Deborah Kleffman, City of Salinas;
Mike Zeller, Transportation Agency of
Monterey County. Photo: Juan Borrelli, AICP*



*Sarah Hardgrave, City of Pacific Grove;
Elizabeth Caraker, AICP, City of Monterey;
Matthew Sundt, Golden State Planning &
Environmental Consulting.
Photo: Juan Borrelli, AICP*

BOOK REVIEW

Urban Transformation—Understanding City Form and Design, by Peter Bosselmann *(continued from previous page)*

to believe the same number of people could possibly live in areas with such vastly different urban footprints.

Bosselmann seeks to answer the basic question, why do some cities and neighborhoods thrive while others deteriorate? He then takes us on a tour of Copenhagen's historical development. His purpose is to show that "through direct observation, urban design principles are discovered that can lead to a better integration of new and old: a strategy that can help define a city anew in an age of global change." Throughout this section, Bosselmann skillfully guides us through the stages of Copenhagen's development, helping the reader understand how the central city has preserved its scale so well (primarily by maintaining buildings of similar footprints throughout its history). This contrasts with the neighborhood and scale-destroying methods of urban renewal, which Bosselmann points out is still occurring at a frightening pace in so much of the developing world. The example he gives of Beijing's transformation and its continual loss of the hutongs (alley cities) is especially disheartening. He clearly shows how the intricate grid of hutong alleyways is being replaced by seemingly more efficient but imposing blocks which are altogether less conducive to a good living environment. It is no accident that so many cities are becoming more and more car dependent.

His discussion of the Hayes Valley neighborhood of San Francisco is fascinating. The connectivity of the neighborhood was previously severed by an obtrusive freeway. However—with the application of good urban design principles—the neighborhood is regaining its connectivity.

Bosselmann reviews the more common urban design principles. The seemingly difficult-to-measure urban design concepts of livability, sense of place, and vitality are each carefully articulated and applied. He discusses the need to model new structures and interpret and learn from transformations that have occurred. How do structures perform? How do they fit with existing social and economic conditions? Throughout the design process, he emphasizes the importance of working with the natural environment as much as possible.

Though the urban designer is not a politician, Bosselmann wishes a designer to be "both an agent for change and committed to place." Cities need to be transformed in ways that enhance urban design, creating greater livability, vitality,

(continued on next page)

Northern Section Young Planners Group

Please join us for an evening of social networking and a chance to learn more about the Northern Section Young Planners Group (YPG). The YPG provides young professionals and students in planning and related occupations the opportunity to interact with their peers and other professionals in the Northern Section region. The YPG seeks to cultivate young professionals through career building programs, social and professional events, and mentoring opportunities.

The YPG is open to any young planning professional 35 years and under and to planning students. If you are interested in learning more, the Northern Section YPG will host a social networking and informational happy hour on **Thursday, April 2, 2009**, in San Francisco (location TBD). If you are interested in attending or would like more information about the Northern Section YPG, please contact Kimberly Comacho and Roscoe Mata at norapaypg@gmail.com.

Answer to “Where in the world?” (Page 2)

Causeway Bay, Hong Kong: The trolley to Happy Valley.

Photo by Aliza Knox

BOOK REVIEW

Urban Transformation—Understanding City Form and Design, by Peter Bosselmann *(continued from previous page)*

and a better sense of place. Too often this has not been the case; and like any good historian, he argues we should learn from the good and bad lessons of the past.

Again Bosselmann guides the reader—this time through the developmental transformation of Oakland, California, an example that seems readily applicable to other cities. A series of intriguing historical maps show where and how streets were originally laid out and how Oakland’s neighborhood scale has morphed. The reader sees how building footprints have in many cases dramatically changed over time. As has occurred in so many cities, small, neighborhood-inducing buildings have been replaced with larger and less receptive structures, and the original scale of the city has been dramatically transformed. All is not lost, however. Bosselmann shows how a neighborhood can be brought back to a more receptive scale given proper foresight and application of urban design principles.

Overall, Bosselmann’s book is well thought out and an excellent read. It should be of great interest to planners, decisions makers, and anyone concerned with the quality of cities and how good urban design can help ensure positive urban transformation.

URBAN TRANSFORMATION—UNDERSTANDING CITY FORM AND DESIGN, by Peter Bosselmann (Island Press, 2008); Hardcover, \$90.00; \$72.00 online. Paperback, \$45.00; \$36.00 online. 366 pages. ISBN-13: 9781597264808.

Riad Steven El-Bdour is an aspiring urban planner who recently finished his masters degree in urban and regional planning at San José State University. He can be reached at relbdour@yahoo.com. ■

What others are saying

CLIMATE CHANGE

Climate Change Plan 3000. “A new scientific study led by the National Oceanic and Atmospheric Administration (NOAA) reaches a powerful conclusion about the climate change caused by future increases of carbon dioxide: to a large extent, there’s no going back. The pioneering study, led by NOAA senior scientist Susan Solomon, shows how changes in surface temperature, rainfall, and sea level are largely irreversible for more than 1,000 years after carbon dioxide (CO₂) emissions are completely stopped. Increases in CO₂ that occur in this century ‘lock in’ sea level rise that would slowly follow in the next 1,000 years. Considering just the expansion of warming ocean waters—without melting glaciers and polar ice sheets—the irreversible global average sea level rise by the year 3000 would be at least 1.3–3.2 feet,” according to the study conducted in Switzerland and France. —“[New study shows climate change largely irreversible](#),” NOAA, Jan. 26, 2009. [Click here to download a six-page PDF of the study with full-color graphs and maps.](#)

Dire climate change scenario. “Unless there is timely action on climate change, California’s agricultural bounty could be reduced to a dust bowl and its cities disappear,” according to **US energy secretary Steven Chu**. “Scientists have long cited the declining spring run-off as a contributing cause of California’s wildfires. Governor Arnold Schwarzenegger has blamed climate change for making forest fires a year-round threat. Barbara Boxer, the chair of the Senate’s environment and public works committee, said she hoped to produce a draft bill reducing greenhouse gas emissions by the end of this year. Henry Waxman, her counterpart in the House of Representatives, has set an even more ambitious target to have a draft out of committee by the end of May.” —Suzanne Goldenberg, “[Obama’s energy secretary outlines dire climate change scenario](#),” *The Guardian*, Feb. 4, 2009.

New jungles vs. old rain forests. “New ‘secondary’ forests are emerging in tropical regions at such a fast pace that the trend has set off a serious debate about whether saving primeval rain forest may be less urgent than once thought. By one estimate, for every acre of rain forest cut down each year, more than 50 acres of new forest are growing in the tropics on land that was once farmed, logged, or ravaged by

natural disaster. The idea has stirred outrage among environmentalists ... but has gained currency in mainstream organizations like the Smithsonian Institution and the United Nations, which in 2005 concluded that new forests were ‘increasing dramatically’ and ‘undervalued’ for their environmental benefits. At issue is how to tally the costs and benefits of forests, at a time when increasing attention is being paid to global climate management and carbon accounting.” —Elisabeth Rosenthal, “[New jungles prompt a debate on rain forests](#),” *The New York Times*, Jan. 20, 2009.

Old-growth trees die at faster rate. “Tree mortality rates have doubled in old-growth forests across the Sierra Nevada and the western United States because of rising temperatures associated with climate change.” **A study led by USGS scientists** “gathered data from 76 research plots across the western United States and southern British Columbia over the past half century. In California, most of those plots were in the southern Sierra, with a handful in Yosemite National Park and near Lassen Volcanic National Park.” —Tom Knudson, “[Old-growth trees die at faster rate, scientists blame climate change](#),” *The Sacramento Bee*, Jan. 23, 2009. [Click here to download a Science magazine podcast interview with the study’s lead author, Phillip van Mantgem, U.S. Geological Survey, Western Ecological Research Center, Three Rivers, California.](#)

TRANSPORTATION

Safer roads? In California? After examining nine years of safety records from 159 California cities with populations of 30,000 to 150,000, University of Connecticut researchers Wesley Marshall and Norman Garrick (Center for Transportation and Urban Planning) concluded that cities developed before 1950 are safer. Possibly that’s because street systems in the pre-1950 cities are more grid-like, and connectivity tends to reduce travel speeds—and thus the severity of accidents. Among 24 cities with the best and worst crash frequencies, “the safer cities” included “**Santa Cruz, San Mateo, Berkeley, and Danville**. The more dangerous cities were places such as Turlock, Rialto, Victorville, **Antioch**, and West Sacramento.” Besides being older, “the safer cities had roughly twice the

(continued on next page)

population density of the more dangerous cities—5,736 people per square mile, versus 2,673 per square mile.” —Philip Langdon, “[Key to safer roads is identified in California study](#),” *New Urban News*, Feb. 2009. *Ed. Note: The full paper is still under review; Northern News will provide a link when available.*

HOUSING

Walnut Creek will add affordable housing. “A new \$23 million development is on the horizon for Walnut Creek to help the city meet its state-mandated affordable housing requirements. The Third Avenue project, 48 multifamily housing units” will be built by nonprofit Satellite Housing Inc., which received \$793,500 from the city to move quickly to buy the first of four parcels needed for the site. The development is scheduled to return to City Council on March 17 for a final installment of the financing, which will bring the project total to \$3.6 million. “This will be the city’s fourth affordable-housing partnership project in the last five years.” —Elisabeth Nardi, “[Walnut Creek allocates nearly \\$800,000 for affordable housing](#),” *Contra Costa Times*, Jan. 9, 2009. *For further information, contact Laura Simpson, Walnut Creek’s housing program manager, at Simpson@walnut-creek.org or (925) 943-5899, ext. 2236.*

Santa Rosa’s future. “The primary focus of the updated general plan, which covers everything from land use and transportation to economic development and historic preservation, is a revised housing element that all cities must complete by June. Over the next 26 years, housing densities would be increased to create an urban city of 233,000, but with a return to the more pedestrian and kid-friendly neighborhoods of the Santa Rosa of the 1940s. Senior planner Lisa Kranz, AICP, said that, ‘Spread over 26 years, the annual growth rate would be 1.2 percent [but] would provide a more urban living environment.’ ” —Mike McCoy, “[Santa Rosa in 2035: More density, walking](#),” *The Press Democrat*, Jan. 11, 2009. *For further information, contact senior planner Lisa Kranz, LKranz@ci.santa-rosa.ca.us.*

“The housing market is far from dead.” That’s what “panelists agreed at a community forum” in Palo Alto on January 27th. “The slowdown in the Palo Alto-and-environs housing market has not been as severe as the national trend, and local trends tend to parallel the stock market, not the national housing market. Mark Duval, chief investment officer for Opes Advisors, predicted a turnaround could impact the local housing market as early as the end of 2009. Inventory is already starting to increase, and more than a hundred potential buyers have been turning up at recent open houses, noted Coldwell Banker Realtor Steve Bellumori. ‘Long-term economic growth in the U.S. is positive,’ said Duval, and it ‘will keep a premium for housing in this area.’ ” —Carol Blitzer, “[Palo Alto housing could rebound by end of year](#),” *Palo Alto Weekly*, Jan. 28, 2009.

CEQA

2008 Award winner goes down. In a writ of mandate issued February 11, a San Mateo County Superior Court set aside an EIR, effectively throwing out a Redwood City plan to revitalize downtown and add thousands of housing units. Judge Marie Weiner found that “the EIR inadequately described and mitigated impacts to historical resources, and incorrectly determined that CEQA does not require analysis of shadow impacts” from several proposed and substantially taller buildings than exist currently. “The court found that an EIR must consider shadow impacts “if a project will substantially degrade the existing visual character or quality of the site and its surroundings. While the decision is not yet final, ... its treatment of shadow impacts, in particular, addresses an unsettled area of CEQA law.” — Brian F. Crossman, Meyers Nave, *The Public BLAWG*. Also see “[Judge tosses Redwood City’s plan to revitalize downtown](#),” by Shaun Bishop, *Daily News* staff writer, Feb. 14, 2009, *The Mercury News*. *Ed. note. The Redwood City Downtown Precise Plan won the 2008 Northern Section Award for Comprehensive Planning, Small Jurisdiction.* ■

NORTHERN SECTION CALENDAR

FEBRUARY

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

FEBRUARY

2/26

Deadline for APA's 2009 Great Places in America program.

Suggestions for Great Places in America will be accepted through February 26 for designation during National Community Planning Month in 2009. To learn more about the Great Places and to suggest your Great Place, go to

<http://planning.org/greatplaces/suggestion/suggestiondetails.htm>.

2/28

AICP Test Preparation, 10 AM–3 PM, San José State University, Student Union, Pacheco Room. Materials charge is \$100. Free parking across from King Library. See map at www.sjsu.edu. Remaining sessions will be held March 28, April 18, and May 3, 2009. Dates and location are somewhat tentative, so call Dr. Don Bradley, AICP Director, (650) 592-0915 or email dr.donbradley@comcast.net for more information on applications and reservations. Provide your name, email, and phone numbers.

MARCH

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1	2	3	4	5	6	7
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15	16	17	18	19	20	21
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29	30	31				

MARCH

3/4

Northern Section Board Meeting, 6:30–8:30 PM, ENTRIX, Inc., 2300 Clayton Road, Suite 200, Concord. RSVP to Hanson Hom at hhom@ci.sunnyvale.ca.us or (408) 730-7450.

3/6

Carbon-free Mobility: Configuring PRT to shift VMTs to Green Modes. A one day conference on designing a mode shift to personal rapid transit, Nile Hall, Preservation Park, Oakland. Sponsored by Advanced Transit Association. Peter Calthorpe; Mary Bell Austin, EPA; Lawrence J. Fabian, Trans.21, Boston. \$97 for the day; APA members receive a \$30 discount. For conference time and registration information, email shanta-bonsall@comcast.net.

3/11

Form-based Codes Workshop, 8:30 AM–Noon, River Lodge Conference Center, 1800 Riverwalk Drive, Fortuna. Cost is \$35 (\$45 after March 6) for non-students and \$25 for students. Learn about form-based codes and how they work. The workshop is led by Stefan Pellergrini, AICP, LEED-AP, Opticos. RSVP to Stephen Avis at savis@ci.fortuna.ca.us or (707) 725-1407. Cosponsored by APA California Northern, **5.0 AICP/CM credits pending**. To view an animated flier, go to <http://www.precisionintermedia.com/FortunaPlanning/fbcworkshop.html>. **CM | 5.00**

3/13

Deadline for 2009 Northern Section Awards Program nominations. See the website (www.norcalapa.org) for application materials.

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MARCH

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MARCH

3/28

AICP Test Preparation, time and location TBD. Materials charge is \$100. Remaining sessions will be held April 18 and May 3. Call Dr. Don Bradley, AICP Director, (650) 592-0915 or email dr.donbradley@comcast.net for more information on applications and reservations. Provide your name, email, and phone numbers.

APRIL

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APRIL

4/2

Northern Section Young Planners Group (YPG), 6–8 PM, San Francisco (location TBD). YPG is hosting a fun social networking and informational event for this new group. Contact Kimberly Comacho and Roscoe Mata at norapaypg@gmail.com or (925) 949-2484 for more information.

4/3

Bay Area Planning Directors Association, Spring Meeting, 8:30 AM–1 PM, Jack London Aquatic Center, 115 Embarcadero, Oakland. “SB 375: Game Changer or Paper Chase?” Ted Droettboom, Joint Policy Committee, Director of Planning Programs; Bruce Riordan, JPC, Climate Consultant. \$45, including continental breakfast and lunch. Register by March 27 at <http://www.abag.ca.gov/abag/events/BAPDA>. For directions to Aquatic Center, see <http://www.jlac.org/location.shtml>.

4/9

FOCUS Forum—Cities and schools: Solutions and best practices for urban areas, 9:30–11:30 AM, Pier 1, Bayside Rooms, San Francisco. Guest speakers are Deborah McKoy, executive director, Jeffrey Vincent, deputy director, and Ariel Bierbaum, program director, the Center for Cities & Schools, UC Berkeley. RSVP to JoAnna Bullock at (510) 464-7968 or joannab@abag.ca.gov.

4/18

AICP Test Preparation, 10 AM–3 PM, San José State University, Student Union, Pacheco Room. Materials charge is \$100. Free parking across from King Library. See map at www.sjsu.edu. The final session will be held May 3. Dates and location are somewhat tentative, so call Dr. Don Bradley, AICP Director, (650) 592-0915 or email dr.donbradley@comcast.net for more information on applications and reservations. Provide your name, email, and phone numbers.

**4/25–
4/29**

APA National Planning Conference, Minneapolis. <http://planning.org/nationalconference/>.

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MAY

5/3

AICP Test Preparation, final session, 1–5 PM, San José State University, Martin Luther King, Jr. Library, Room 525, Cultural Heritage Center, 4th and San Fernando, San José. Materials charge is \$100. Free parking across the street. Call Dr. Don Bradley, AICP Director, (650) 592-0915 or email dr.donbradley@comcast.net for more information and reservations. Provide your name, email, and phone numbers.

5/7

Northern Section Board meeting, 6:30–8:30 PM, location TBD. RSVP to Hanson Hom at hhom@ci.sunnyvale.ca.us or (408) 730-7450.

5/15

2009 APA California Northern Section Awards gala, 6:30 PM, Sir Francis Drake Hotel, 450 Powell Street, San Francisco. For information, 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. Contact Hanson Hom at hhom@ci.sunnyvale.ca.us or (408) 730-7450.

2.0 AICP/CM credits pending. CM | 2.00 ■