



NORTHERN NEWS



American Planning Association
California Chapter
Northern
Making Great Communities Happen

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

MARCH 2011

Links to articles in this issue:

DEPARTMENTS

6 Director's note

7 Correction

9 Northern California roundup

12 Where in the world?

12 Onward and upward

13 Letters

14 HSR notes

16 What others are saying

18 Calendar

OUR PROFESSION

8 Membership survey results;
AICP | CM information

11 Awards Program Sponsorship Opportunities

13 Prominent planner promotes book,
criticizes profession

15 UPDATE: Plan-it sustainably

Residential TODs in Santa Clara County are "over-parked"

By Eduardo C. Serafin, PE, AICP, and Justin Meek,
with Robert W. Swierk, AICP, and Ying C. Smith, AICP

Last year, a graduate class in urban and regional planning at San José State University teamed up with the Santa Clara Valley Transportation Authority (VTA) to study parking at transit-oriented development (TOD) residential projects in the southern portion of the San Francisco Bay Area. Observing the parking utilization rates at 12 housing developments near VTA light rail and Caltrain stations, this collaborative research effort produced local evidence that the parking supply at residential TODs exceeds demand. The study corroborates recent research that other Bay Area residential TODs are also "over-parked" (Cervero 2009)—useful evidence for decision-makers that parking requirements should be reduced for housing projects near rail transit.

This article summarizes the objectives, methodology, key findings, and policy implications of the SJSU-VTA project. A complete Technical Report (December 2010) is available at <http://bit.ly/gk9Y7p>.

OBJECTIVE AND METHODOLOGY

The project objective was to corroborate other research and determine whether reduced parking requirements can work in Santa Clara County. If the surveys showed parking utilization significantly below parking supply, then local parking requirements could be lowered—in turn reducing residential TOD construction costs and their overall footprint, and making land available for other uses.

An initial literature review was conducted to determine best practices for estimating parking demand, identify local parking requirements, and develop a parking survey work plan. An on-site survey methodology was selected, and pre-survey field visits were made, followed by on-site surveys to collect a range of parking-related data.

KEY RESEARCH FINDINGS

Local parking requirements for residential developments (set by local zoning) clearly have led to a considerable oversupply of parking at the residential TODs surveyed. Each of the 12 TODs surveyed offers more parking than residents need and actually use. Unused parking ranged from 17 to 39 percent. Overall, 2,496 of 9,751 parking spaces (26 percent) were not used at the time of the surveys. A factual and reasonable conclusion is that more

(continued on next page)

BOARD MEMBER DIRECTORY

Director			
Hanson Hom, AICP	(408) 730-7450	hansonapa@gmail.com	
Director Elect			
Allen Tai, AICP	(408) 975-2544	allen.tai@sanjoseca.gov	
Immediate Past Director			
Darcy Kremin, AICP	(925) 988-1278	darcy.kremin@cardno.com	
Administrative Director			
Justin Meek	(831) 430-6796	justin.meek@gmail.com	
Treasurer			
Jeff Baker	(925) 833-6610	Jeff.Baker@dublin.ca.gov	
AICP Director			
Don Bradley, AICP	(650) 592-0915	dr.donbradley@comcast.net	
Awards Program Directors			
Andrea Ouse, AICP	(650) 985-2590	andrea.ouse@sa-assoc.com	
Eileen Whitty, AICP	(510) 287-1109	ewhitty@ebmud.com	
CPF Liaison			
Hing Wong, AICP	(510) 464-7966	hingw@abag.ca.gov	
Ethics Review Director			
Colette Meunier, AICP	(707) 748-4453	Colette.Meunier@mindspring.com	
International Director			
Rob Eastwood, AICP	(408) 299-5792	rob.eastwood@pln.co.santa-clara.ca.us	
Legislative Director			
Bryan Wenter, AICP	(925) 943-5800	wenter@walnut-creek.org	
Membership Director			
Brenna Moorhead, AICP	(415) 279-4763	membership@norcalapa.org	
Planning Commissioner			
Margaret Kavanaugh-Lynch	(510) 227-9995	mkavlyn1@gmail.com	
Planning Diversity Director			
Miroo Desai, AICP	(510) 596-3785	mdesai@ci.emeryville.ca.us	
Professional Development Director			
Tania Sheyner, AICP	(415) 896-5900	tsheyner@esassoc.com	
Section Historian			
Juan Borrelli, AICP	(408) 793-4384	juan.borrelli@sanjoseca.gov	
Student Representatives			
Michelle Thong	(650) 207-5239	mthong@berkeley.edu	
Sara Billing	(510) 703-5896	yoosarab@yahoo.com	
University Liaison			
Emy Mendoza	(510) 326-1919	emymendoza@earthlink.net	
Webmaster			
Pierce Macdonald	(510) 459-6092	piercemac@hotmail.com	
Young Planners Group Directors			
Lindsey Virdeh	(650) 235-5004	lindseyahill@yahoo.com	
Natalie De Leon	(408) 313-2662	natdeleon@sbcglobal.net	

Regional Advisory Councils (RACs)

East Bay			
Joanna Jansen, AICP	(510) 848-3815	joanna@dceplanning.com	
Jane Wardani	(510) 260-7180	jane@ecocitybuilders.org	
Monterey Bay			
Elizabeth Caraker, AICP	(831) 372-1314	caraker@goldenstateplanning.com	
North Bay			
Ladd Miyasaki	(707) 935-3145	ladd@sonomaecologycenter.org	
Peninsula			
Surachita Bose, AICP	(650) 393-4481	surachitab@gmail.com	
Redwood Coast			
Stephen Avis, AICP	(707) 725-1407	savis@ci.fortuna.ca.us	
San Francisco			
Brian Soland, AICP	(415) 495-6201	BSoland@WilburSmith.com	
South Bay			
Katja Irvin, AICP	(408) 569-8214	katja.irvin@sbcglobal.net	

(Directory continues, next page)

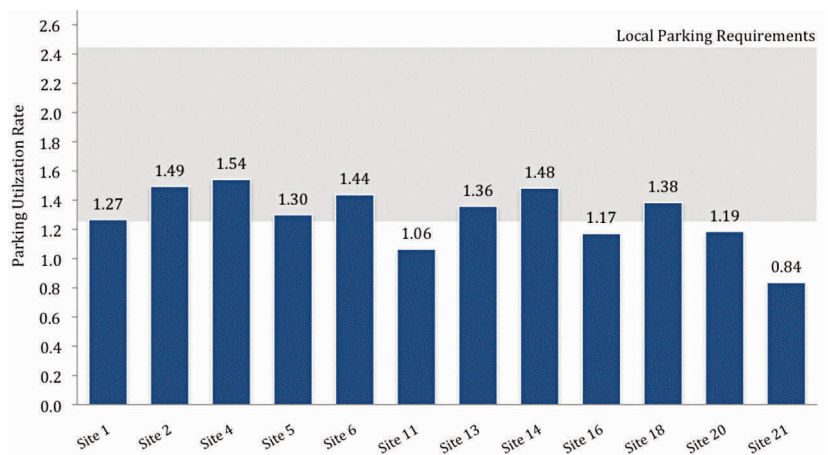
Residential TODs in Santa Clara County are “over-parked”

(continued from previous page)

parking is provided than is needed and that parking requirements for residential TODs in Santa Clara County and similar locations could be reduced by as much as 26 percent.

Currently, required residential parking in Santa Clara County municipalities ranges from less than 1.3 parking spaces per dwelling unit to 2.5 spaces per unit. On average, only about 1.3 spaces¹ are needed per unit in a residential TOD in Santa Clara County, compared to an existing average parking supply of 1.7 for the survey sites. Our research showed that residential parking demand within one-half mile of a rail transit station is less than what current zoning codes require (see Figure 1). Thus many Santa Clara County municipalities could reduce residential parking requirements significantly without the risk of “underparking” a TOD residential site.

Figure 1. Parking utilization rates for surveyed sites compared to local zoning requirements



POLICY IMPLICATIONS

Reducing parking and overall project costs

Reducing parking requirements for TOD residential projects could benefit both local municipalities and developers. Construction and maintenance of unused or underused parking areas consumes land, money, and other resources. The unneeded parking unnecessarily increases costs for developers and also deprives municipalities of alternative uses for the land. In addition, the savings in development costs could be used to support project enhancements desired by the developer, the city, or the community.

Simplifying local parking requirements

Many Santa Clara County municipalities have their own unique way of granting reduced parking requirements for residences near transit stations. Most often, the process requires case-by-case decisions (such as granting conditional use permits) or a previously completed planning effort (such as a Specific Plan). In several jurisdictions, parking reductions can be granted only through issuance of a variance or in conjunction with the developer's participation in and promotion of transportation demand management (TDM) programs.

(continued on next page)

NEWSLETTER INFORMATION

Editorial

Naphtali H. Knox, FAICP
Tel: (415) 699-7333
knoxnaph@gmail.com

Mika Miyasato, AICP
Associate Editor
Tel: (510) 587-8677
mmiyasato@hnlb.com

Theresa M. Alster
Associate Editor
Tel: (408) 981-8346
theresamalster@gmail.com

Advertising Director/Jobs

Hannah Young, AICP
Tel: (510) 847-9936
hannahyoung.mrp@gmail.com

Newsletter Designer

Nancy Roberts
Tel: (408) 723-3200
tproberts@sbcglobal.net

ADDRESS CHANGES

Membership Department
APA National Headquarters
205 North Michigan Ave, Suite 1200
Chicago, IL 60601
Tel: (312) 431-9100
www.planning.org

The American Planning Association, California Chapter Northern, offers membership to city and regional planners and associated professionals primarily living or working in California, from Monterey County to Del Norte County, including the nine county San Francisco Bay Area and Lake and San Benito Counties. APA California Northern promotes planning-related continuing education and social functions in order to:

- Provide an arena for communication and exchange of information about planning related activities;
- Raise member awareness and involvement in APA affairs;
- Increase public awareness of the importance of planning;
- Encourage professionalism in the conduct of its members; and
- Foster a sense of community among the members.

APA California Northern publishes *Northern News* 10 times each year in PDF for the exchange of planning ideas and information. Current and back issues are available for download at <http://bit.ly/9YpPxS>. Entirely the effort of volunteers, the *News* is written and produced by and for urban planners in Northern California. Circulation (downloads per issue) averages 6,000.

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

Deadlines for submitting materials for inclusion in *Northern News* range from the 12th to the 16th of the month prior to publication. The 2011 schedule can be viewed at <http://bit.ly/dHlgyM>.

Permission to reprint is granted. Please credit "Northern News," APA, California Chapter.

Residential TODs in Santa Clara County are "over-parked"

(continued from page 2)

Providing for reduced parking requirements for residential TODs in local zoning codes would save municipalities the staff time and resources required to review and grant special permits. Developers would likely embrace this move, as it would provide them with greater predictability and simplify their cost determinations. Codifying the parking requirements for residential near transit might even result in an increased number of TODs.

Adapting for future transit expansion

Several new transit projects are planned for Santa Clara County, including Bus Rapid Transit (BRT) lines and a BART extension to San José. These will provide better transit service to many areas of the county, providing residents the option to access destinations such as central business districts without driving. As more areas in the county are connected by frequent and convenient transit, opportunities will arise for residents to take advantage of the accessibility and convenience that TOD residential projects offer. As that occurs, there may be further potential to reduce TOD parking requirements.

Our research has shown that the surveyed TOD residential sites near rail stations in Santa Clara County are over-parked. Extrapolating, we suggest that TOD residential projects near new BRT transit stations could also enjoy reduced parking requirements, especially if the convenience, comfort, and quality of BRT is comparable to rail service.

Improving land use and urban form

Municipalities should expect positive impacts from decreasing parking ratios for residential TODs. Land would be more efficiently used, making it available for additional housing or enhanced community amenities. According to Arrington & Cervero (2008), decreasing parking ratios from 2.2 to 1.1—while holding other factors constant—increases the potential for building more units by 20 to 33 percent. Reducing parking ratios should result in lower construction costs, greater housing production, higher transit ridership, and improved overall physical form and performance of residential developments (Arrington & Cervero 2008, 48-51).

As to urban form, putting surface parking lots between housing units and adjacent roads and walks typically creates barriers to walkability. Reducing the amount of parking (especially surface parking) can improve the overall physical form of residential developments, making them more inviting and pedestrian friendly—i.e., more "livable."

AREAS OF FURTHER RESEARCH

Mixed-use developments and TOD projects present an opportunity to offer shared-parking. Depending on the time of day, parking shared among residents and commercial business patrons reduces the overall need for parking. By integrating commercial and residential parking, the parking supply will be used more efficiently (Boroski 2002, 9). This is especially true if the mixed-use development is located within one-half mile of a transit station. Future research on shared parking in Santa Clara County TODs would be useful in the planning and approval process.

(continued on next page)

The display of calling cards from firms offering professional services appears in every issue of *Northern News*. Fees paid by the firms for this service help defray the costs of this newsletter.

innovative solutions | stronger communities



www.migcom.com

Lorraine Weiss

DESIGN AND DEVELOPMENT REVIEW



1800 WASHINGTON ST. No. 218 SAN FRANCISCO CA 94109
415 921-5344



EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

Monterey, CA 831.649.1799 www.emcplanning.com

Residential TODs in Santa Clara County are “over-parked” (continued from previous page)

At the same time, TOD residential properties with reduced parking ratios should result in higher transit ridership. Municipalities could then offer an incentive to private developers in the form of reduced traffic-related impact fees. The rationale would be that since these TOD residential projects generate fewer vehicle trips, their associated fair-share contribution to roadway traffic impacts could be lowered. However, future research studies should be conducted to verify that those who choose to live in Santa Clara County TODs drive less often and have fewer cars, thereby reducing parking demand.

The Research Team developed a work plan for estimating parking demand using stated-preference user surveys. For reference in future research, a methodology for conducting a user survey is included in Appendix C of the final research report for parties who may wish to estimate the total residential parking demand at TOD sites.

POLICY IMPLICATIONS SUMMARY

- Lowered construction costs associated with reduced required parking could incentivize more residential TODs and support project enhancements desired by the city or community. The cost of constructing parking facilities often exceeds \$30,000 per space in a garage and about \$5,000 per surface space. Further savings could be achieved by not having to maintain underused parking spaces.
- Simplifying local parking requirements would save municipalities staff time and resources. And by providing greater predictability, developers might pursue TOD residential in cities that codify TOD parking requirements.
- As more areas in Santa Clara County are connected by frequent and convenient transit, there will be new opportunities for residents to take advantage of the accessibility and convenience that TOD residential projects offer, and more developments should be able to reduce their parking supply. Residential TODs near new BRT stations could similarly reduce parking demand.
- By reducing the amount of parking (especially surface parking) at a site, the overall physical form of residential properties can be improved to make them more inviting and pedestrian friendly, and thus more “livable.”

THE PRIMARY AUTHORS

Eduardo C. Serafin, PE, AICP (eduardo.serafin@sjsu.edu) is technical program manager of the Technology Transfer Program, Institute of Transportation Studies, UC Berkeley; and adjunct lecturer for transportation planning courses in the Urban and Regional Planning program, SJSU.

Justin M. Meek (justin.meek@gmail.com) is contract planner, City of Pacific Grove; research assistant, Mineta Transportation Institute; administrative director, American Planning Association, California-Northern; and sits on the policy committee for APA's Healthy Communities Interest Group. He holds a master's degree in urban planning from SJSU.

(continued on next page)



COMPREHENSIVE
MUNICIPAL
SERVICES

PMC[®]

OUR WORLD REVOLVES AROUND YOURS

www.pmcworld.com
(866) 828-6PMC



CEQA/NEPA Planning
Mitigation Planning & Monitoring
Biological Resource Management
Environmental Engineering
Construction Management
Resource Agency Permitting
Water Supply Assessment
Greenhouse Gas Modeling
Hazard Assessment & Remediation

**ENVIRONMENTAL
PLANNERS AND
SCIENTISTS
FOR A SUSTAINABLE
FUTURE**

WWW.W-AND-K.COM



LAMPHIER·GREGORY

URBAN PLANNING & ENVIRONMENTAL ANALYSIS

lamphier-gregory.com 510-535-6690

Residential TODs in Santa Clara County are “over-parked” (continued from previous page)

THE COLLABORATING AUTHORS

Robert W. Swierk, AICP (robert.swierk@vta.org) is a senior transportation planner at VTA. He holds master degrees in city planning and transportation engineering (UC Berkeley) and a BS in geological and environmental sciences (Stanford University).

Ying C. Smith, AICP (ying.smith@vta.org) is a transportation planning manager for VTA. She is a graduate of the master’s planning program at University of Nebraska – Lincoln.

THE RESEARCH SPONSORS

The Department of Urban and Regional Planning at SJSU offers graduate study leading to the degree of Master of Urban Planning. Accredited by the Planning Accreditation Board, the program is designed to prepare skilled professionals who are well grounded in the theories, methods, and techniques of planning in local, regional, and state government for the purpose of improving the quality of urban regions.

The VTA began as a Santa Clara County department in 1972 to oversee the region’s transportation system. Until 1995, VTA’s primary responsibility was the development, operation, and maintenance of the county’s bus and light rail system. VTA separated from the County and merged with the region’s Congestion Management Agency in January 1995, undertaking the added responsibility of managing the county’s blueprint to reduce congestion and improve air quality. The agency has a strong interest in seeing transit-supportive land use and transportation policies implemented by local agencies in the county.

REFERENCES

- Arrington, G. B. and Robert Cervero. 2008. *Effects of TOD on Housing, Parking, and Travel*. Washington, D.C.: Transportation Research Board.
- Boroski, John, Topaz Faulkner, G.B. Arrington, Stuart Mori, Terry Parker, and Daniel Mayer. 2002. *Statewide Transit-Oriented Development (TOD) Study: Factors for Success in California. Parking and TOD: Challenges and Opportunities (Special Report)*. California Department of Transportation.
- Cervero, Robert, Arlie Adkins, and Cathleen Sullivan. 2009. *Are TOD sites Over-Parked?* UCTC Research Paper No. 882. Berkeley, CA: University of California Transportation Center.

¹ This result for Santa Clara County TOD sites is comparable to the average parking demand rate of 1.2 spaces per dwelling unit for other San Francisco Bay Area TOD sites studied by Robert Cervero in 2009. (See Table 2.1 in the Technical Report.) ■



SOLOMON ★ E.T.C.

City + Regional Planning San Francisco
Urban Design 1328 Mission Street, 4th Fl.
Landscape Architecture San Francisco, CA 94103
Architecture 415.575.4722
www.wrtdesign.com

PLANNING URBAN DESIGN ARCHITECTURE
LANDSCAPE ARCHITECTURE INTERIOR DESIGN

S A S A K I

www.sasaki.com

San Francisco, CA

Watertown, MA



Jones & Stokes
Your Project Means The World To Us

- General & Specific Plans
- CEQA/NEPA Compliance
- Public Involvement
- Environmental Planning & Studies

San Francisco
415.296.0524

Oakland
510.433.8962

San Jose
408.434.2244

www.jonesandstokes.com

bae

urban economics for
sustainable development

bae1.com

san francisco 510.547.9380

sacramento 530.750.2195

los angeles 213.471.2666

new york 212.683.4486

washington dc 202.588.8945

DIRECTOR'S NOTE

By Hanson Hom, AICP

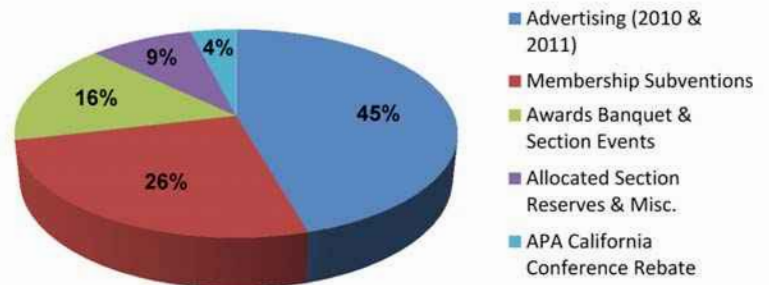
Board retreat. We had a very productive all-day retreat in January to identify goals and priorities for 2011 and to plan Northern Section activities for the year. Results of the membership and sustainability survey sent to all members at the end of 2010 were particularly helpful in the Board's goal-setting. (See [page 8](#) for survey results.) Key goals and priorities for 2011 include:



- Explore strategies to increase membership and support services;
- Emphasize providing free or low-cost AICP | CM professional development events, and research other avenues such as webinars;
- Continue to create partnerships and seek co-sponsorship opportunities with private and nonprofit organizations;
- Expand outreach and career development for young planners and students, including outreach to universities, additional scholarships, a mentorship program, and support for the Young Planners Group;
- Expand Northern Section's website and use of other social media tools and sites;
- Improve the format of the *Northern News* to be more reader-friendly and focus on local/regional news and activities; and
- Create a Sustainability Subcommittee to provide resources and promote dialogue on effective sustainability planning, with initial task to create a webpage on Northern Section resources. (See [page 15](#).)

The Board also adopted its 2011 budget at the retreat. The budget correlates with the above goals and priorities and totals \$50,500. The following pie charts summarize the projected revenue and expenses for the Northern Section.

Projected 2011 Sources of Funds



(continued on next page)

LSA

- Environmental Sciences
- Planning
- Design

www.lsa-assoc.com

Berkeley
Carlsbad
Fresno
Irvine
Palm Springs
Point Richmond
Riverside
Rocklin
San Luis Obispo
South San Francisco

Hatch Mott MacDonald

Delivering Transportation Planning Solutions

1300-B First Street
Gilroy, CA 95020
T. 408.848.3122
F. 408.848.2202
www.hatchmott.com

BMS DESIGN GROUP

URBAN DESIGN
CAMPUS PLANNING
LANDSCAPE ARCHITECTURE
LAND PLANNING

San Francisco (415) 249-0130
Nevada City (530) 264-7033
www.bmsdesigngroup.com

MHA ENVIRONMENTAL CONSULTING, INC.

Certified WBE, founded in 1983

- Planning
- Permitting
- CEQA/NEPA Compliance
- Biological Resources Assessment
- GIS/Cartographic Design

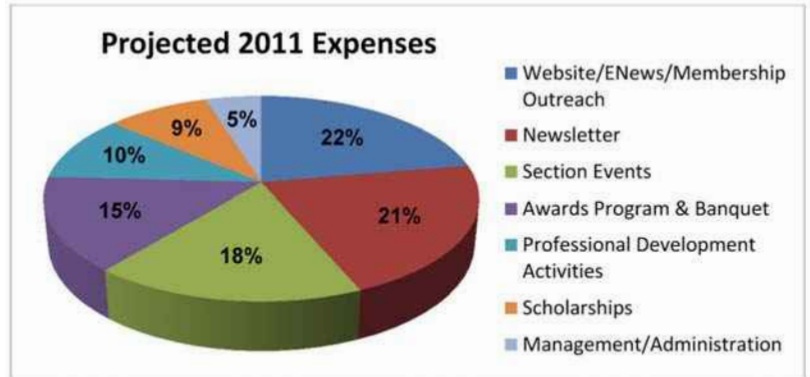
For more information, contact Dain Anderson, Director of Planning
4 West Fourth Avenue, Suite 303 • San Mateo, California 94402
voice (650) 373-1200 • fax (650) 373-1211 • www.mha-inc.com

ESA

Environmental and Planning Consultants

Los Angeles
Oakland
Olympia
Petaluma
Portland
Sacramento
San Diego
San Francisco
Seattle
Tampa
Woodland Hills
www.esassoc.com

DIRECTOR'S NOTE (continued from previous page)



New Board members and opportunities. Several new Board members were appointed at the retreat and we welcome them to the Board: **Theresa Alster**, who joins Mika Miyasato as a *Northern News* Associate Editor; **Brian Soland**, San Francisco Regional Advisory Council (RAC) Chair; and **Michelle Thong**, Student Representative, UC Berkeley. **Juan Borrelli, AICP**, was appointed to the new position of Section Historian.

We have an additional opportunity for you to participate on our board as Planning Diversity Co-Director. The Co-Director would work with **Miroo Desai, AICP**, on important diversity outreach activities for Northern Section. Please contact me at hansonapa@gmail.com if you are interested in becoming more involved on the board of your professional association by filling this position.

APA Northern Section Awards program. The deadline for submitting nominations for an **APA Award** is fast approaching. Completed nominations are due by **March 18**. Information is available on the Northern Section website, www.norcalapa.org. And mark your calendar for **May 20** to attend the Awards banquet at Scott's Seafood Restaurant, Jack London Square, Oakland, when we will honor the awardees. This has always been a well-attended and joyous event and a great networking opportunity. This year we are pleased to offer a **sponsorship program** at four levels (see [page 11](#)). It is a great opportunity to market your firm and support APA. Please contact **Darcy Kremin, AICP**, at darcy.kremin@cardno.com for more information. ■

Correction

In "Talk about change!" (*Northern News*, February 2011, page 22) the 1960 population for California was misstated. It was 15.7 million, not 1.7 million. ■

PHOTOMONTAGES WALK-THROUGHS VIDEOS

SQUARE ONE

415.398.7044 www.squareoneproductions.com

METROPOLITAN PLANNING GROUP

T. 650 938 1111
www.MplanningGROUP.com

RBF CONSULTING
PLANNING • DESIGN • CONSTRUCTION

Where Exceptional People are the Rule!
www.RBF.com

Monterey Bay 831.883.8187 | Sacramento 916.928.1113 | San Jose 408.993.9224 | Walnut Creek 925.906.1460

DYETT & BHATIA

urban and regional planners

GENERAL PLANS • URBAN DESIGN
ZONING • ENVIRONMENTAL PLANNING
COMMUNITY PARTICIPATION • GIS

dyettandbhatia.com | 415 956 4300

Membership survey results; AICP | CM information

By Tania Sheyner, AICP, Professional Development Director

Survey. In November of last year, Northern Section emailed a survey to solicit input from local APA members regarding what our section is doing well and what we can do to better serve your professional needs in 2011. Approximately 13 percent of the Northern Section members responded, giving the Board useful information and great suggestions to inform our program planning.

Two issues were reiterated throughout the survey. Members look to the Section —

- to provide low-cost or free opportunities to obtain AICP | CM credits, and
- to keep them informed on local and regional planning issues.

Other subject areas that respondents said they would like to see covered (through the Section's publications and through upcoming programs and events) are legislative issues; state, national and global issues; legal issues; and issues related to job search. In addition, survey respondents revealed that they read most or all issues of *Northern News* and have attended at least one APA-sponsored or co-sponsored event in the past year.

We appreciate everyone's feedback and encourage those who did not take the survey to offer their suggestions for future programming. Please email the Professional Development Director (tsheyner@esassoc.com) or any of the Board members. Board member contact information can be found on [page 2](#) of this issue of *Northern News* or on our website, www.norcalapa.org.

Availability of CM Credits. After reviewing all of the CM-eligible courses that Northern Section sponsored or was involved in over the past year, we find that the Section either sponsored or co-sponsored a total of some 35 courses with a total of nearly 90 CM credits, including Ethics and Law credits. The courses were given across the Section's geographic area, and most were either free or fairly low-cost (\$20 or less per CM credit). The section's CM courses ranged from walking tours to presentations on local planning efforts, emerging trends in the profession, workshops on new legislative changes, and other offerings. A list of CM-eligible courses provided in 2010 will be available on the Northern Section website, www.norcalapa.org, in the coming weeks. Check it to be sure that you have logged in all of your local CM-eligible APA events on your APA profile.

You can keep up with local events being sponsored or co-sponsored by Northern Section by checking the Calendar in the back of *Northern News* (see [page 18](#)) or by reading the biweekly eNews. If CM credits are offered, that is noted at the end of the item. Also check our website, www.norcalapa.org, for updates. ■



Chandler W. Lee
Contract Planner

940 Diamond Street
San Francisco, CA 94114
Phone: 415.282.4446



PLANNING AND ENVIRONMENTAL CONSULTING

Environmental Assessment • CEQA / NEPA

Regulatory & Permit Assistance • GIS / Mapping

Community Planning • Water Resource Management

Natural Resource Planning • Habitat Restoration



DENISE DUFFY & ASSOCIATES, INC.

www.ddaplaning.com

MONTEREY • 831-373-4341 TRUCKEE • 530-582-8297 SAN JOSE • 408-451-8438



PLANNING URBAN DESIGN
ARCHITECTURE

Design Review Design Guidelines

180 Harbor Drive Suite 219
Sausalito, CA 94965
415.331.3795
e-mail: cdgplan@pacbell.net

DAVID GOLICK
(925) 798-6276
e-mail: dfgolick@msn.com
4241 Dubhe Ct., Concord, CA 94521

- Community Planning
- Project Management
- Office Administration

Northern California roundup

Redwood City plan reinvented. A plan that won APA awards in 2008 but was stymied by a successful lawsuit has been reinvented and approved. “City leaders had already approved a Downtown Precise Plan and an environmental impact report in 2007. The plan was sent back to the drawing board after a local property owner sued. He said the city did not sufficiently study how taller buildings would affect shorter ones, open space issues, or the impacts new developments might have on historic structures. The environmental impact report approved January 24 was rewritten—as ordered by a judge—to include a comprehensive shadow study and a list of existing and potentially historic buildings. The approved plan would allow for a maximum development in the downtown area of 2,500 residential units, 500,000 square feet of new office space, 100,000 square feet of shops and other retail, and 200 hotel rooms. Dan Zack, the city’s downtown development coordinator, told the council that it would likely take 10 to 20 years to reach those caps.” —Bonnie Eslinger, *Daily News* Staff Writer, “Redwood City approves improved downtown plan,” *San Jose Mercury News*, January 25, 2010, <http://bit.ly/g77MbL>.

San Francisco and San José. “Australian homes are the most unaffordable among English-speaking nations, while those in the US are the cheapest relative to incomes, according to a survey by Demographia, a consulting company in Belleville, Illinois. San Francisco and San José topped the survey’s list as the least affordable housing markets in the US. Markets where home prices are 5.1 times household income or more are considered severely unaffordable by the report. In the US, the most unaffordable major metropolitan market was San Francisco, where homes cost 7.2 times income, followed by San Jose (6.7 times), San Diego (6.2), New York (6.1) and Los Angeles (5.9 times).” —Nichola Samanther, *Bloomberg News*, January 24, 2011, <http://bloom.bg/fi3vvx>. Download the 52-page survey at <http://www.demographia.com/dhi.pdf>.

Oakland. “Governor Brown’s budget will force Oakland to make even bigger cuts than it already has. His plan not only blocks future revitalization efforts, it prohibits cities from using redevelopment funds to help balance their general fund budgets. In Oakland, including when Brown was mayor, the city increasingly used its redevelopment agency to pay the salaries of public employees previously paid from the general fund. Brown touted his new plan as a way for cities to spend more on basic services, including police and fire. But in Oakland, it promises the opposite impact. It will

(continued on next page)

Integrated Environmental & Communication Solutions



CirclePoint®
The whole view.

- Environmental Analysis and Planning
- Strategic Communications
- Program Planning and Management
- Creative Services
- Emergency Management
- Public Involvement
- eLearning Tools
- Training Programs

www.circlepoint.com
San Francisco • 415.227.1100 Oakland • 510.268.8400
Sacramento • 916.658.0180



ROMA
www.roma.com • 415.616.9900

architecture
engineering
environmental review
landscape architecture
planning

rrm design group
creating environments people enjoy®

We have moved to Oakland!

414 13th St. 6th Floor
Oakland, CA 94612
P: (510) 830-3990, F: (510) 830-3997
www.rrmdesign.com

3d imaging services
before-and-after photo composites
animations
for
EIR visual analysis
city presentations



dis digital imaging studio
dahlin group
415.538.0933 www.disstudio.com

Northern California roundup *(continued from previous page)*

force the city to use its cash-strapped general fund to pay for services currently financed by the redevelopment agency.”—Robert Gammon, “The hidden costs of Jerry Brown’s plan,” *East Bay Express*, January 26, 2010, <http://bit.ly/gbnujD>.

Caltrain expected to close stations. Caltrain officials have proposed “closing up to 16 stations in Santa Clara and San Mateo counties—turning half the rail line’s stops into ghost depots, stranding thousands of riders, and leaving several huge shopping and housing centers without train stops next door. The plans come in addition to a fare hike and deep service cuts revealed last year. City leaders said the closures would be a big blow to their economies and limit the ways residents and workers get around. The cities have built or are planning large developments around stations specifically to take cars off the road: **San Mateo** approved two ambitious commercial developments next to the Hayward Park station.

Mountain View endorsed a plan to build hundreds of apartment units and several shops next to the San Antonio station. **Burlingame** would lose service at its historic downtown depot. **Santa Clara**, with more than 200,000 residents and workers combined, would lose its only train station. About 13 percent of Caltrain’s 40,000 daily riders board at stations proposed for closure.” —Mike Rosenberg and Gary Richards, Bay Area News Group, “Caltrain proposes shuttering half its stations,” *San Jose Mercury News*, February 4, 2011, <http://bit.ly/fymhgz>.

Pleasanton. “The Pleasanton City Council, in complying with a court settlement, voted 5-0 for transit-oriented development standards and design guidelines for 31 acres in the Hacienda Business Park (near Interstate 580) that were rezoned by the council in October 2009. The guidelines and rezoning—for buildings between three and five stories, apartments, and possible retail uses—are in response to a lawsuit the city settled with Urban Habitat over Pleasanton’s voter approved 29,000-unit housing cap. Urban Habitat said the cap prevented Pleasanton from providing its share of affordable housing.” —Robert Jordan, “Pleasanton completes rezoning to allow more housing in Hacienda Business Park,” *Contra Costa Times*, February 17, 2011, <http://bit.ly/dFrk6u>. ■

DESIGN, COMMUNITY & ENVIRONMENT

COMPREHENSIVE PLANNING ♦ URBAN DESIGN
LANDSCAPE ARCHITECTURE ♦ ENVIRONMENTAL REVIEW
TRANSFER OF DEVELOPMENT RIGHTS
TRANSPORTATION PLANNING & DESIGN
TRANSIT-ORIENTED DEVELOPMENT
PUBLIC PARTICIPATION ♦ SMART GROWTH
GIS ♦ GRAPHIC DESIGN

Offices in Berkeley and Ventura

DAVID EARLY

TEL: 510 848 3815
FAX: 510 848 4315

BILL FULTON

TEL: 805 643 7700
FAX: 805 643 7782

CONTACTDCE@DCEPLANNING.COM
WWW.DCEPLANNING.COM

CB Richard Ellis, Inc.

Global Research and Consulting



- Real Estate Strategy and Asset Management
 - Economic Development and Redevelopment
 - Economic and Fiscal Impact Analysis
 - Market Research and Analysis
 - Financial Location Analysis
- 415.781.8900
213.613.3750
RE Lic. 00409987
www.cbre.com/consulting

Wagstaff/MIG

Environmental Planning/
CEQA Compliance

Urban and Land Planning

www.wagstaffassociates.com

phone (510) 845-7549

800 Hearst Avenue Berkeley, CA 94710

Calling card advertisements support the *Northern News*. For more information on placing a calling card announcement and to receive format specifications, contact:

Hannah Young, AICP, Advertising Director
(510) 847-9936

hannahyoung.mrp@gmail.com

APA California Northern 2011 Awards Program Sponsorship Opportunities



Platinum Level = \$2,000 includes:

- 10 tickets (includes event access, dinner, and one drink ticket per person) plus a "VIP" reserved table at the gala awards ceremony;
- a table near registration for displaying promotional materials including one free-standing board on easel;
- recognition by the section director at the beginning and closing of the ceremony;
- special recognition as a "platinum level" event sponsor in one issue of the *Northern News* and on the section's website (where the 2011 awards program winners are featured online);
- a calling card ad in *Northern News* for 10 consecutive issues;
- a hyper-linked ad in eNews for six months;
- and your logo and special recognition as a "platinum level" sponsor printed on the event program.

Gold Level = \$1,000 includes:

- five tickets (includes event access, dinner, and one drink ticket per person) to the gala awards ceremony;
- a tabletop near registration for displaying promotional materials;
- recognition by the section director at the beginning and closing of the ceremony;
- special recognition as a "gold level" event sponsor in one issue of the *Northern News* and on the section's website (where the 2011 awards program winners are featured online);
- a calling card ad in *Northern News* for five consecutive issues;
- a hyper-linked ad in eNews for three months;
- and special recognition as a "gold level" sponsor printed on the event program.

Silver Level = \$500 includes:

- two tickets (includes event access, dinner, and one drink ticket per person) to the gala awards ceremony;
- a tabletop near registration for displaying promotional materials;
- recognition by the section director at the beginning and closing of the ceremony;
- special recognition as a "silver level" event sponsor in one issue of the *Northern News* and on the section's website (where the 2011 awards program winners are featured online);
- a calling card ad in *Northern News* for two consecutive issues;
- and special recognition as a "silver level" sponsor printed on the event program.

(continued on next page)

Onward and upward

Margaret Kavanaugh-Lynch

was appointed planning services manager for the City of Alameda, October 2010. She previously was senior associate, PMC, San Francisco Bay Area, 2004–2010. Margaret serves on Northern Section's board as Planning Commissioner Liaison. She has been a member of the El Cerrito Planning Commission since 2004 and is currently the Chair. Margaret also has her own consultancy, Mosaik, where she does project coaching, mostly in the realm of sustainability and entitlements. ■



APA California Northern 2011 Awards Program Sponsorship Opportunities

(continued from previous page)

Bronze Level = \$250 includes:

- a tabletop near registration for displaying promotional materials;
- recognition by the section director at the beginning and closing of the ceremony;
- special recognition as a "bronze level" event sponsor in one issue of the *Northern News* and on the section's website (where the 2011 Awards Program winners are featured online);
- a calling card ad in *Northern News* for one issue;
- and special recognition as a "bronze level" sponsor printed on the event program. ■

Where in the world?



Photo by Gary B. Larson, Seattle (Answer on [page 17](#))

LETTERS

Editor:

Kudos to you once again for maintaining exquisite quality control at the *Northern News*!

Chandler Lee

San Francisco

Editor:

While "California's Prop 26" (*Northern News*, February 2011) presents useful information on the content of the proposition, its history of California's tax limitation measures is misleading.

Proposition 13 was not a simple "taxpayer revolt." It was a successful effort by conservative activists, backed by landlords and the real estate industry, to implement their agenda by hiding behind homeowners' concerns over rapid increases in property taxes. That is why Proposition 13 limits property taxes on commercial investment property as well as owner-occupied homes.

Proposition 218 was not the result of "public sentiment" that "local governments were intentionally circumventing" Prop 13. Rather it was sponsored by the same anti-tax organizations. Propositions 13 and 218 "reformed" municipal finance law in the sense that they gave one-third of the electorate and legislature veto power over taxes.

The article does accurately describe Proposition 26 as sponsored by "taxpayers' associations" and funded by "oil companies as well as alcohol and tobacco" companies. Proposition 26 prevents government from requiring that businesses pay fees to mitigate the damage they cause to the environment and public health.

The cumulative effect of Propositions 13, 218, and 26 is to protect the excess profits that some businesses gain by privatizing rising land values created by a growing population and major public investments—and that some other businesses gain from doing uncompensated harm to the public. We will be better equipped to understand what needs to be changed if we understand the real purposes behind these propositions.

Stephen Barton

Berkeley ■

Prominent planner promotes book, criticizes profession

By *Riad El-Bdour*

"It's time to return to a robust urbanism," wrote Columnist Neal Pierce (<http://bit.ly/i5Jxuj>) in his January 1st review of "Urbanism in the age of climate change" (Peter Calthorpe, Island Press, December 2010). On January 27, the author of the recently published book plugged it at a standing-room-only crowd at the San Francisco Planning and Urban Research Association. The talk was co-sponsored by Transform, a Bay Area-based transit advocacy group. Calthorpe—the first to coin the term "transit oriented development"—is best known among urban planners for his work on sustainable "new urbanism" projects such as the Laguna West neighborhood in South Sacramento. He was a cofounder of the Congress for New Urbanism, a Chicago based nonprofit that promotes smart growth.

"We are largely in this mess of climate change because of a dramatic increase in our Vehicle Miles Traveled over the past 50 years," said Calthorpe. In 1960 the average person drove 11,000 miles per year. Now we drive about twice that. "The time for action on climate change is now."

The environmentalist community is dominated by groups that think in "silos," and liberal groups often spend more time fighting each other when they need to come together to combat climate change, said Calthorpe. The Bay Area is behind others in terms of smart growth because of the "fractured politics of the left," while Salt Lake City is a "bastion of smart growth."

Despite differences among groups, "climate change has to be the default issue. If we don't deal with it, everything else will be irrelevant." To come anywhere near meeting AB32 mandates to achieve 80 percent of 1990 greenhouse gas emission levels by 2020—Calthorpe spoke of a longer range goal of reducing GHG emissions to 12 percent of today's values by 2050—Californians require a dramatic rethinking of how new housing developments are built.

Calthorpe compared the extremely low density East Bay city of San Ramon to the moderately dense Rockridge neighborhood in north Oakland. He described San Ramon as dominated by large-lot single family homes creating car dependency, while Rockridge is dominated by small-lot bungalows and is very walkable and transit oriented. His point: AB32 goals can be reached simply by building more neighborhoods like Rockridge.

Most shocking was his prediction that outer Bay Area cities like San Ramon will experience "negative housing growth" in the next 40 years, with many abandoned homes in low density suburban areas as people move inward toward job-rich central cities.

No surprise to most planners, Calthorpe is good at selling his smart growth vision. He associates smart growth projects—such as the new buildings built along Berkeley's University Avenue over the last 30 years—with large drops in crime. Smart growth also leads to energy efficiency, lower costs for government-provided services such as water treatment, and a general improvement in the health of residents, he said.

In closing, Calthorpe expressed hope that new technology and smart growth—combined with a growing awareness among people of what individuals need to do to address climate change—will help us succeed in reaching the AB 32 goals while living better and healthier lives.

Read an excerpt from "Urbanism in the Age of Climate Change: Urbanism Expanded" by Peter Calthorpe. See Streetsblog San Francisco, February 1, 2011, <http://bit.ly/dNiXnF>. ■

HSR notes

Assembled and reported by Janet Palma, MS, AICP

Below are excerpts from recent news on high-speed rail in or affecting the Bay Area. The focus has shifted to funding and the inclusion of business in the dialogue for operation and maintenance of the system within California. In the latest news, East Bay city officials in Tracy and Union City said they would welcome the high-speed railroad as key to revitalizing their downtowns and making them more transit friendly. Pleasanton leaders, however, view the rail line as a party crasher to their scenic city center. While “current plans for the initial phase of high-speed rail call for the route to pass through Pacheco Pass on its 520-mile, \$43 billion line from Anaheim to San José, the rail authority didn’t give up on the East Bay. The agency intends to build the \$6 billion Altamont Corridor segment in a later phase at a time yet to be determined.”

—Denis Cuff, “Routes for high-speed rail segment from Stockton to San José stir debate,” *Contra Costa Times*, February 14, 2011, <http://bit.ly/fogOX0>.

For a time in 2010, it looked like an infusion of HSR money and track sharing would bail out the financially imperiled Caltrain. A Caltrain Summit on January 29 and sponsored by Friends of Caltrain included Congresswoman Jackie Spier and Sierra Club Executive Director Michael Brune as Keynote Speakers. Long term funding could take years to secure, and Friends of Caltrain is urging people to write their representatives to prevent drastic cuts in service.

—Shirley Johnson, “Caltrain summit: Grassroots effort to save commuter rail service,” *SFStreetsblog.org*, January 31, 2011, <http://bit.ly/fCnKYf>.

On January 21, at a prior Save Caltrain Summit hosted by Stanford University, Jim Beall, D-San José, urged local transportation agencies to merge and use funds to support a regional transit agency. —Sue Dremann, “Merge transit agencies, Caltrain summit told,” *The Almanac*, January 22, 2011, <http://bit.ly/eFOJ3g>.

Also of note:

January 25. “In his State of the Union address, President Barack Obama called for ‘an upfront investment’ in 2011 so that by 2036, 80 percent of Americans have access to high speed rail. That would mean high speed rail lines connecting, more or less, Tampa to Orlando, San Francisco to Southern California, Boston to Washington, Chicago to Milwaukee, St. Louis to Detroit, and Portland to Seattle, at a cost to exceed—conservatively—\$100 billion. Right now, no Americans have access to high speed rail. The administration has invested \$10 billion to date. China has spent at least half a trillion dollars.” —Andrea Bernstein, “Obama: 80 percent of Americans should have access to High Speed Rail by 2036,” *Transportation Nation: A Public Radio Reporting Project*, January 25, 2011, <http://bit.ly/ig8K5K>.

February 3. “Cities that expect to have passenger stations for California’s proposed high-speed train system will get help from the state to plan for development around the stations. Meeting in Sacramento, the California High-Speed Rail Authority board approved putting up as much as \$200,000 per station site. The board also approved guidelines for station-area planning. In the San Joaquin Valley—where the initial construction on the 800-mile system is expected to commence in 2012 or 2013—the cities of Fresno, Bakersfield, and Merced all welcomed the financial help.”

—Tim Sheehan, “High-Speed Rail panel OKs station site funding,” *The Fresno Bee*, February 3, 2011, <http://bit.ly/e7lopZ>.

February 4. “State leaders said they won’t unveil information on how the tracks will run through the Peninsula until at least 2012. California High-Speed Rail Authority CEO Roelof van Ark announced to board members during a meeting in Sacramento that the San Francisco-to-San José section of the project would take a back seat to the Central Valley. The delay means cities up and down the Caltrain line won’t know for at least a year how the high-speed train tracks will run through their communities—either below ground, on a raised platform, or at street level. Also delayed will be the selection of a possible mid-Peninsula station, which officials are considering for either Redwood City, Palo Alto, or Mountain View, in addition to confirmed stops in San Francisco, Millbrae, and San José.

The location of a planned maintenance yard, proposed for Brisbane despite officials’ objections there, will also remain up in the air. The decision to delay Peninsula planning gives project opponents time to lawyer up, poke holes in the state’s current plans, and advocate their concerns. But supporters could lose the momentum they had built in the past year as the state raked in billions of dollars for construction, which had been slated to start as soon as 2012 in the Bay Area.” —Mike Rosenberg, Bay Area News Group, “High-speed rail leaders delay release of Bay Area plans for at least a year,” *San Jose Mercury News*, February 4, 2011, <http://bit.ly/ie0bsi>.

February 5. “I was pleased—even relieved—by the decision of the Federal Railroad Administration to require the California High-Speed Rail Authority to assign federal high-speed rail money to the Central Valley, rather than along the Peninsula Caltrain right of way. Now that the pause button has been hit for the Peninsula segment, the CHSRA has the opportunity to build trust, answer critical questions, and work effectively with Peninsula communities. Peninsula cities must also take responsibility to work through their differences and develop a seamless alignment proposal that will benefit all and be worthy of support from all.” —Jerry Hill, Assemblyman—19th District, San Mateo County. “Readers’ Forum: Must do high-speed rail right,” *Contra Costa Times*, February 5, 2011, <http://bit.ly/hikg5v>.

(continued on next page)

February 9. “In the first formal step to figure out who’s going to build and run California’s high-speed rail system, officials invited companies to speak up if they’re interested—and send in ideas. The California High-Speed Rail Authority’s ‘request for expressions of interest’ is 44 pages long, and it’s going out to businesses around the world. Its release marks the start of a yearlong process to select firms to design and build the initial segment between Fresno and Bakersfield. Companies have five weeks to respond.” —Tim Sheehan, “High-Speed Rail Authority invites input from business,” *Fresno Bee*, February 9, 2011, <http://bit.ly/dUqCoK>.

Federal funding support for HSR. The President’s FY 2012 budget “Supports high-speed rail service as a real transportation alternative. For the first time ever, the Administration proposes to include intercity passenger rail programs in the multi-year reauthorization proposal. The goal is to provide 80 percent of Americans with convenient access to a passenger rail system, featuring high-speed service, within 25 years. The budget provides \$53 billion over six years to fund the development of high-speed rail and other passenger rail programs as part of an integrated national strategy.” The amount proposed for the Federal Railroad Administration for 2012 is \$8,046,000,000—an amount that will translate into thousands of local jobs. And the budget includes a proposal to spend nearly 17 percent of the overall \$556 billion transportation package in the first year. Will mayors and governors be lobbying their Congressional representatives to keep that in the budget? Go to <http://bit.ly/11kJzo> to download “Budget of the United States Government, Fiscal Year 2012” and click on Dept. of Transportation (pp 121-125, PDF 358K). ■

UPDATE: Plan-it sustainably

A report by Katja Irvin, AICP, and Scott Edmondson, AICP

We hope you are as excited as we are about Northern Section’s new Sustainability Program approved by the Board January 22nd. Our goal for 2011 is to establish a Northern Section learning and practice network in sustainability planning. The network will highlight examples of leading edge, innovative sustainability planning; create opportunities for members to act as resources for other members in their areas of expertise; organize easy access to learning resources; and encourage a dialogue among members. The Committee and network are forming to accelerate innovative practice in the Northern Section as part of the wider quickening response from planners and others (*Northern News*, November 2010, p. 16,

<http://www.norcalapa.org/assets/chapter/newsletter/Nov10.pdf>).

Many thanks to the Sustainability Proposal Committee for its work this past fall (Hanson Hom, AICP, Katja Irvin, AICP, Justin Meeks, Tania Sheyner, AICP, Kay Cheng, and Scott Edmondson, AICP). The committee used results from our recent Membership Sustainability Survey to develop a program to meet your needs. Those 195 of you who took the survey—a 13 percent response rate—indicated a need for specific information and technical analysis, practical solutions, and workshops that focus on specific topics or promote networking and coordination with multiple stakeholders. You also requested education for and outreach to elected and appointed officials and the public.

About two-thirds of the survey respondents are involved in a wide range of sustainability-related projects and activities. Interestingly, a majority did not distinguish between traditional planning and new sustainability challenges. At the same time, many said addressing climate change (implementing SB375 and AB32, climate action plans, measuring GHGs, renewable energy, and climate adaptation) is a new challenge.

Respondents also said they most need access to self-learning, best practices, and case studies related to sustainability (59 percent); sustainability knowledge and resources in general (55 percent); and training workshops (51 percent). Stay tuned for more updates as we flesh out the sustainability program based on the survey results, research, and outreach (including collaboration with students at San Francisco State University).

Continuing Sustainability Committee members Katja, Kay, and Scott, and new member Caroline Teng invite you to join the core group of volunteers launching this effort in:

- deepening our understanding and expertise of sustainability planning,
- producing our newsletter column,
- creating content for the web-based resource, and
- developing other aspects of the network over time.

To volunteer, please contact Scott Edmondson, scott-e@sustainability2030.com, or Katja Irvin, katja.irvin@sbcglobal.net.

As the network evolves, you can access resources as you need them in your daily work or become an expert resource on a particular area of sustainability planning. You can help us expand the dialogue among members by sharing your thoughts, ideas, and questions about sustainability planning and the Committee’s program. To those ends, we will have more powerful technology in the near future, including a website. In the meantime, send us your questions and examples of innovative projects and plans you feel would be valuable resources for other planners, or volunteer to be a resource. We will use your questions to inform our work and will respond individually to as many as we can. ■

What others are saying

Is Navy off base? The February issue called your attention to a Thomas L. Friedman editorial, “The U.S.S. Prius: There’s a green revolution going on in the Navy and Marines” (*The New York Times*, December 19, 2010, <http://nyti.ms/gy37PN>). Now, as if to disparage everything that is being done to test and use green fuels to replace oil that has to be hauled, flown, or tankered over long distances—with all the security problems that poses—RAND corporation has released a report saying: “The United States would derive no meaningful military benefit from increased use of alternative fuels to power its jets, ships, and other weapons systems. The RAND report argued that most alternative-fuel technologies were unproven, too expensive, or too far from commercial scale to meet the military’s needs over the next decade. If such fuels are to be pursued, the report concluded, the most economic, environmentally sound, and near-term candidate would be a liquid fuel produced using a combination of coal and biomass, as well as some method for capturing and storing carbon emissions released during production.” —Tom Zeller, Jr., “Alternative fuels don’t benefit the military, a RAND report says,” *The New York Times*, January 25, 2011, <http://nyti.ms/eWqzua>.

How your tax dollars are used. “Buried in a major new poll on Californians’ attitudes toward government is a finding that explains many things: Only 6 percent of adults can identify where the bulk of the state’s money comes from, and how it is spent. But you can’t blame the public for not being able to follow the money. State and local finance in the state has become so Byzantine that even the professionals barely understand it. Here, then, is an attempt to sort some of the myths from the facts.” —Jonathan Webber, “Few Californians understand the state’s tax system,” *The Bay Citizen*, January 29, 2011, <http://bit.ly/ha0I3E>.

Home ownership rate lowest in 12 years, rental vacancies fall. “The meltdown of the U.S. mortgage market and rising foreclosures have wiped out more homeowners than were created in the 2000-07 housing boom. In the fourth quarter of 2010, 66.5 percent of Americans owned homes, the lowest rate since the end of 1998, according to the Census Bureau. The first wave of trouble struck several years ago as borrowers took out subprime mortgages with low interest rates that later reset, often with much higher payments they couldn’t afford. The problem spread as the recession led to high unemployment. Now, as declining real-estate values leave many borrowers owning more than their homes are worth, more Americans are simply walking away. The vacancy rate for


rental housing fell to 9.4 percent, from 10.7 percent a year earlier. Housing experts say each 1 percent decline in the home-ownership rate represents the movement of one million households to rentals.” —Dawn Wotapka, “Home ownership falls to preboom levels,” *The Wall Street Journal*, February 1, 2011, <http://on.wsj.com/foP2G9>.

Harvard economist’s controversial vote for cities. “City politics is better than national politics because the problems are more tangible and the communication is more face to face. This is a point Edward Glaeser fleshes out in ‘Triumph of the City’ [The Penguin Press, Feb 2011]. Glaeser points out that far from withering in the age of instant global information flows, cities have only become more important. Cities magnify people’s strengths, Glaeser argues, because ideas spread more easily in dense environments. Cities thrive because they host quality conversations, not because they have new buildings and convention centers. That’s because humans communicate best when they are physically brought together. When you clump together different sorts of skilled people and force them to rub against one another, they create friction and instability, which leads to tension and creativity, which leads to small business growth. As Glaeser notes, cities that rely on big businesses wither. Those that incubate small ones grow.” —David Brooks, “The splendor of cities,” *The New York Times*, February 7, 2011, <http://nyti.ms/g0J3DM>.

More on Glaeser’s views on cities:

- “Ed Glaeser’s *Triumph of the City* makes arguments on behalf of the city I hadn’t seen before, like the fact that large numbers of poor people are in some ways a sign of vitality and opportunity rather than decay. But like all polemics, it sometimes goes a little far in its advocacy for building as much and as tall as possible. In particular, Glaeser blames historic preservation bodies and stringent zoning regulations for impeding growth, and thinks that their authority should be curtailed.” —Lydia DePillis, “What does Ed Glaeser have against planning?,” *WashingtonCityPaper.com*, February 14, 2011, <http://bit.ly/enR6A7>.
- “The great urbanist Jane Jacobs was correct about so much in cities, but she got housing prices wrong. She noted that old housing was cheaper than new housing, and so she thought that restricting new development could keep prices down. That’s not how supply and demand works. Abundant supply is the only way to reduce prices in really high-demand areas.” —Glaeser to David Leonhardt, “A conversation with Edward L. Glaeser,” *The New York Times*, February 15, 2011, <http://nyti.ms/fmCdVj>.

(continued on next page)

- Jon Stewart interviews Ed Glaeser on *The Daily Show*, February 14, 2011, <http://bit.ly/gqGZFa>. Six-minute video. 

Despatch from E.G. in Austin, via Britain. “The United States is less exercised about climate change than a lot of countries, and it’s one of the few places where you can turn on the television and catch a debate between mainstream figures about whether climate change is even real.” Possible reasons:

- “The costs of a large-scale effort to fight global warming are too steep to bear. Therefore, ignore the issue, or pretend it doesn’t exist, or the economy (including development) is more important.
- “This is a political issue, not a scientific one, [with this] feedback loop: if climate change were real, why is it so polarising? Because it’s so polarising, it must be slightly suspicious.

“America’s recalcitrance relative to the rest of the rich world reflects two things. The first is that America consumes a lot of the world’s resources [and] would incur heavier costs than a small European state from a large-scale effort to fight climate change. The second is that America is big enough that its agreement is probably necessary and perhaps even sufficient for a serious

climate fight.” —*The Economist*, “Why don’t Americans believe in global warming?”, February 8, 2011, <http://econ.st/e142rz>.

California—blue forever. “The census is over, its findings known, and California has a brand-new redistricting commission made up of citizens who have never before been public figures. Will all this lead to lots of new faces in both Sacramento and in California’s delegation to Congress? The best guess here is probably not.

There’s a surprising likelihood it might not change this situation very much. In fact, it stands a chance of placing even more Democrats in office than we see now. The fact there are 2 million more Democrats than Republicans now becomes a factor. If lines are drawn without regard to party, chances are in most districts there will have to be more Democrats than Republicans. [Thus] Democrats will have the best shot at winning the bulk of them by sheer dint of their numerical preponderance.” —Tom Elias, “Expect California to stay blue despite redistricting,”

The Daily News, February 16, 2011, <http://thedailynews.ca.newsmemory.com/index.php#>, page A11. ■

Answer to “Where in the world?” (Page 12)

Lhasa, Tibet. Potala Palace, former residence of the Dalai Lama.
Photo by Gary B. Larson, Seattle

NORTHERN SECTION CALENDAR

To list an event in the Northern Section calendars (*Northern News*, monthly; *eNews*, every two weeks), go to <http://bit.ly/fp5soO> to see the required template (at top of page), the current listings, and where to send your formatted item.

ONGOING

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

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

MARCH

- 3/2 SF City Hall Fellows program.** Meet our Fellows and staff at the Silicon Valley Nonprofit Career Fair, Stanford University, Tresidder Memorial Union, 2nd Floor, 5–8 PM. Submittal deadline for the City Hall Fellows San Francisco Class of 2012 is **midnight March 18**. Applications are available at www.cityhallfellows.org. To submit a competitive application, read the Applicant Handbook (PDF, 10 pages) before applying. If you have questions after checking the website or attending the event, feel free to contact apply@cityhallfellows.org
- 3/2 APA California – Northern, Regular Board Meeting.** 6–9 PM, HNTB, 1111 Broadway, 9th Floor, Oakland. RSVP to Hanson Hom at hhom@ci.sunnyvale.ca.us
- 3/11 Recognition Dinner for retired SJSU planning professor Bert Muhly.** 6 PM social hour, 7 PM buffet dinner and program, Mariani's Restaurant, 2500 El Camino Real, Santa Clara. Celebrate and honor the many contributions of retired SJSU urban and regional planning professor Bert Muhly. Cost: \$45 per person for meal and gift. First five SJSU students: \$20. Buffet will include a vegetarian option. Make checks payable to Scott Lefaver and mail to Scott at 760 Chapman Street, San Jose, CA 95126 by **March 1**. Volunteers or questions? Contact Art Henriques at ahenriques11@gmail.com or Scott Lefaver at lefavor@sbcglobal.net
- 3/12 AICP Exam Preparation Workshop.** 10 AM–3 PM. To register, contact Don Bradley, dr.donbradley@comcast.net or (650) 592-0915.

(continued on next page)

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

3/18 **APA California Northern Planning Awards.** Nominations and application materials for the APA California Northern Planning Awards are available at <http://www.norcalapa.org> or <http://bit.ly/bTWiq7> and are due by 5 PM, Friday, March 18, 2011. Materials received after this date will not be accepted and will not be returned. **No exceptions!**

3/30 **Land Use and Climate Change: A regional and local perspective.** 6:30 PM Networking, 7:30–8:30 PM Program. Redwood City Main Library, Redwood City. Panel discussion on regional and local issues, opportunities, and constraints associated with climate change legislation, CEQA, and strategic planning efforts by cities. Panelists include experts from BAAQMD, PMC Consulting, and city planners. For more information or to RSVP, contact Surachita Bose at surachitab@gmail.com
CM | pending

3/31 **Diversity and Peninsula RAC social mixer.** 6–8 PM, Windy City Pizza, 35 Bovet Road, San Mateo. This is a first call-out for planners of color! Meet, network, and exchange ideas with other planners over pizza and beer. Explore the possibility to create a forum for planners of color to share practices that reflect our experiences. No-host bar. For more information or to RSVP, contact Miroo Desai at mdesai@emeryville.org or Surachita Bose, surachitab@gmail.com

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	26	27	28	29	30

APRIL

4/2 **AICP Exam Preparation Workshop.** 10 AM–3 PM. To register, contact Don Bradley, dr.donbradley@comcast.net or (650) 592-0915. **NOTE:** Because of Spring Break, SJSU is closed April 2. Therefore, this Workshop will either have to move off-campus or be rescheduled to another date.

(continued on next page)

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

MAY

- 5/5** **APA California – Northern, regular Board Meeting.**
6–9 PM, Location TBD. RSVP to Hanson Hom at hhom@ci.sunnyvale.ca.us

- 5/18–20** **WTS (Women’s Transportation Seminar) 2011 International Annual Conference.** Hyatt Embarcadero in San Francisco. The conference theme is Building Bridges. It will span a host of technical transportation topics, help you bridge your professional development divide, and provide opportunities to connect with international transportation leaders. Go to www.wtsinternational.org and click on the 2011 conference site under Annual Conference for updates. Sponsorship opportunities are available. For assistance, contact Jane Bierstedt at j.bierstedt@fehrandpeers.com

- 5/20** **2011 Planning Awards Celebration, APA California – Northern.** 6:30 PM, Scott’s Seafood Restaurant, 2 Broadway, Oakland. For more information, contact the Awards Co-Directors: Eileen Whitty at ewhitty@ebmud.com or Andrea Ouse, Andrea.ouse@lsa-assoc.com ■