



NORTHERN NEWS



American Planning Association
California Chapter
Northern
Making Great Communities Happen

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



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Redistricting—my view as a Commissioner

By *Connie Galambos Malloy, AICP*

In November 2008, California voters passed Propositions 11 and 20 to create an independent Citizens Redistricting Commission to draw fair Assembly, Senate, Board of Equalization, and Congressional districts. A stated intent of the propositions was to end the partisan Gerrymandering of the past by having a bipartisan 14-member public commission, rather than members of the California state legislature, redraw the boundaries after completion of the decennial census. As one of three urban planners on the initial Commission for the 2010 redistricting process, I believe that it delivered on its promise ... against all odds.

Even though the process is called redistricting, the Commission didn't tweak existing lines. We started from scratch with a blank slate and drew new lines from Crescent City in the north to San Diego in the south as per our voter-approved mandate. Therefore, our process should be called *districting*.

To produce the maps in the light of day, the process was based on a strong partnership with the public. Deliberative discussions and instructions to the line drawers were all made in public meetings that were live streamed and archived online. From Redding to San Marcos, Santa Rosa to Norco, thousands of people attended our 34 public input hearings at which over 2,700 individuals gave testimony. Tens of thousands of others put their thoughts in writing. The Commission found this public input, from a diverse cross section of Californians, incredibly important in drawing the district maps.

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Connie Galambos Malloy serves on the 14-member California Redistricting Commission and on the board of APA California as the Membership Inclusion Director for Northern California. She also was on the board of the Northern Section, 2005–2010, first as University Liaison and later as the Section's Planning Diversity Director. She holds a masters degree in city and regional planning from UC Berkeley and has worked with a number of California organizations on urban planning issues. She is currently Senior Director of Programs at Urban Habitat, Oakland.

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Redistricting—my view as a Commissioner

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The new maps have three distinct advantages over the existing ones. The districts were drawn without regard to political parties or incumbents, reflect geographic and common sense boundaries, and incorporate community interests. As a result, the new maps maximize fair and effective political representation.

However, as individual Commissioners, and as a collective body, we faced challenging tradeoffs at every point in the process. State agencies normally take at least a year to set up. We had less than eight months to set up our infrastructure, draw 177 districts, and fully implement a proposition without precedent anywhere in the nation. Although I participated as a Bay Area resident from Oakland, I found it humbling to be a California constitutional officer balancing the best interests of the entire state and not simply playing advocate for my “center of the universe.”

The Commission followed the ranked criteria set forth in the Voters First Act. First, we complied with the U.S. Constitution—one person receives one vote. Second, to comply with the Voting Rights Act, our districts were designed to ensure an equal opportunity for minorities to elect a candidate of their choice. Third, districts were geographically contiguous. Fourth, where practicable, cities, counties, local neighborhoods, and communities of interests were kept whole. The resulting districts are compact and do not bypass nearby communities for more distant ones. Where practicable, Senate districts comprise two whole nested and blended Assembly districts so as to not conflict with the criteria above. Board of Equalization districts comprise 10 Senate districts.

Most importantly, our Commission never considered incumbents, political candidates, or political parties when drawing districts, in contrast to the long self-serving legacy of the insider process in previous redistricting efforts. If anyone doubts that incumbents weren’t considered, they should read recent news stories which estimate that dozens of the new districts will not have an incumbent. Further, many of these stories also report that quite often two incumbents have found themselves in one district.

In part, this is because the public could weigh-in at so many stages of the process—before the first draft maps, following the draft maps, and then in a final interactive, public comment process with real-time visualization—when they had never had a seat at the table before. Many news stories have noted that Commissioners were able to refer to and address public comments as they were received during the actual map drawing sessions. With the public having a formal seat at the table—as Commissioners and as members of the public attending the meetings—the public’s expectations for the maps have been high. However, given a state as geographically and demographically diverse as California, not all individual requests could be accommodated in the final maps—leading to understandable disappointment.

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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* 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>.

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Redistricting—my view as a Commissioner

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Consequently, some interest groups have threatened to sue, and the Voters First Act provides that the Commission is solely responsible for defending the maps. Such litigation is commonplace during redistricting, but the Commission has a high degree of confidence it has followed the Voting Rights Act and the Voters First Act. It is confident that the maps will prevail against any and all potential legal challenges since the public was such a key driver in the creation of the new districts. This will also increase the maps' acceptance in the court of public opinion.

As I travel about the state, I'm seeing that the public has embraced the Commission's process, and citizens are starting to demand the same transparency, with public input, for upcoming county and city redistricting efforts.



Commissioners Cynthia Dai, of San Francisco, and Connie Galambos Malloy, of Oakland, talked with Belva Davis of KQED-TV on July 29, 2011, about the process and challenges of drawing new district lines for California. View this articulate discussion (7:30) at <http://bit.ly/r6MdRG> or in HD on YouTube, <http://bit.ly/pfx98L> ■

The question is why robust civilizations committed suicide. To say that suburban sprawl happened because of favorable governmental policies only begs the question why those were the policies.

—Frank Gruber, <http://huff.to/oLEaRT>

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DIRECTOR'S NOTE

By Hanson Hom, AICP



Now that the summer is winding down and most everyone has taken their summer vacation, it's time to refocus and get energized again. What better way to do this than to attend the upcoming APA California 2011 Annual Conference in idyllic Santa Barbara, September 11–14 at Fess Parker's Doubletree Resort! The conference, with the theme "Mission Possible," will feature almost 90 diverse planning sessions, 9 mobile workshops, and social opportunities for professional networking and just catching up with colleagues. It's not too late to register; see <http://www.calapa.org/2011-conference/> for more information. I hope to see many Northern Section planners at the conference and especially at the opening reception Sunday night at the Santa Barbara Zoo.

Please take the opportunity to let me know how the Northern Section can better serve your needs and what we are doing right or wrong. I truly welcome the dialogue. Shameless plug: For those who are interested in getting involved in APA at any level, please consider attending the session "Everything you wanted to know about APA California" on Tuesday, September 13, in which I will be participating.

Staying on the conference theme, we are most fortunate that the next APA National Planning Conference will be held in Los Angeles April 14–17, 2012. For more information, please see <http://bit.ly/oFYmzB>

Despite the apparent focus on conferences, the Board fully realizes that many planners cannot afford or do not have the opportunity to attend these conferences to keep up with the latest planning issues or acquire their AICP CM credits. Thus, we will continue to sponsor free or low cost planning events and activities for members to meet your needs. Please regularly check our calendar of events in *Northern News* and our bi-weekly eNews blasts for upcoming events.

I am pleased to announce that the Board will be entering into a contract with a new web designer, **Devin Dombrowski**, who will work closely with our Board Webmasters, **Pierce MacDonald** and **Ronny Kraft**, and the rest of the Board on keeping our webpages current and implementing much desired enhancements to the Northern Section website to better serve our members. We welcome Devin and look forward to his ideas and perspectives on technology and content improvements as well as his good suggestions for

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enhancing user experience and navigation. Please feel free to provide ideas and suggestions to our webmasters as we embark on this major undertaking. We hope to see some tangible improvements to the website in the upcoming months.

Lastly, an acknowledgement goes out to **Connie Galambos Malloy, AICP**, who serves on the inaugural California Citizens Redistricting Commission. The Commission just concluded its difficult and exhaustive task of adopting new district maps for the Congressional, State Assembly, State Senate, and Board of Equalization districts. Connie previously served as Northern Section's Diversity Director and is currently the Membership Inclusion Director (North) for the APA California Chapter. ■

The redistricting maps probably will generate a large number of congressional retirements, with a domino effect as state legislators replace them. —Dan Walters, <http://bit.ly/nxnU7b>

Where in the world?



By Naphtali H. Knox, FAICP (Answer on [page 10](#))

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Northern California roundup

Up in Silicon Valley. “A rush of venture capital into high-tech firms in the Bay Area—more than \$2.3 billion into in the first quarter alone—is creating a white-hot employment market reminiscent of the last tech boom. The resulting increase in compensation packages for well-qualified employees has led venture capitalist Marc Andreessen to call it ‘the most competitive market for talent he has ever seen.’ The rapid growth in disposable income for many is visible in many ways, though one of the readily apparent indicators has been a rapid escalation in the cost of residential real estate. For instance, real estate research firm DataQuick indicates that Palo Alto saw an 11 percent increase in the median price of homes in June from a year earlier, to \$1.58 million. Such growth is not strictly confined to the housing market as the demand for office space has also increased commercial rents up to 35 percent in some prime locations. Furthermore, as companies such as Twitter and Apple continue to expand they are planning new large corporate headquarters to meet their office needs in the region. However, such heady growth has left some to question whether a new boom has started or if things have changed for good.”—Jessica Guynn, “What recession? It’s boom time again in Silicon Valley,” *The Los Angeles Times*, July 17, 2011.

<http://lat.ms/pfonf2>

Montana pushes project towards its goal. “Despite changes, a transit-oriented development project slated for the area near the South Hayward BART Station to be developed by a partnership that includes former football star Joe Montana is still moving forward for approval. In March, the developer was allowed to change the scope of the project because of the questionable status of redevelopment funds and the lack of interest from a grocer for a proposed supermarket. The plan originally called for 788 residential units, 206 of them affordable, plus a retail center that would include the large supermarket. The new plan calls for development of an area between Mission Boulevard and Dixon Street with 354 housing units. Of those, 151 would be affordable units built through a partnership with Eden Housing, while 203 would be market-rate rentals. Although some components of the project still need to be agreed upon, Montana expressed his ongoing support in an appearance at a Hayward City Council meeting in July to maintain its forward progress.”—Eric Kurhi, “Housing project backed by Joe Montana still alive for South Hayward BART area,” *Oakland Tribune*, July 25, 2011.

<http://bit.ly/o5zpLW>

Pleasanton completes affordable housing plan. “After a 1996 voter-approved housing cap in the city of Pleasanton was determined to be illegal by the State Superior Court, the city council recently approved a plan that will help it catch up to its ABAG-determined housing mix targets. Over 3,000 units of affordable high-density housing will be built on 105 acres scattered across 17 sites in the preliminary plan approved by the council. The plan is the culmination of more than a year’s worth of work by an 11-member Housing Element Task Force that was set up in response to the court ruling that involved a series of community

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Northern California roundup *(continued from previous page)*

meetings, public hearings, and studies. The plan will now be sent to the California Department of Housing and Community Development (HCD) for review to determine if it will meet the city's mandated housing requirements. As there is still some debate over the ability of some of the sites to accommodate additional housing units, it is expected that 60 of the 105 acres will ultimately be rezoned for affordable housing."—Jeb Bing, "Council approves draft rezoning plan for 105 acres of new 'affordable' housing," *Pleasanton Weekly*, July 20, 2011. <http://bit.ly/nWjpC2>

Hunters Point redevelopment clears court hurdle. "The State Superior Court has tossed out most of a legal challenge to the controversial plan to convert the shuttered Hunters Point Naval Shipyard and nearby Candlestick Point into a new neighborhood with more than 10,500 homes, clearing the way for work to begin on the project. Originally, the Sierra Club, the Golden Gate Audubon Society, and Power—a local activist organization—all brought legal challenges against the City and County of San Francisco and the private developers it's teaming with on the project. The challenge from the Power organization was the sole remaining litigation as the other two organizations settled their suits with the city and Lennar Urban, the project's developer, in January. The early transfer of two parcels of the 700-acre shipyard from the Navy was the only portion of the plan not allowed. Developers working with the city had hoped to take over these parcels and finish their remediation themselves to initiate construction earlier. However, the overall environmental mitigation measures for asbestos and hazardous substances in the plan were determined to be adequate allowing the project to proceed as planned."—John Coté, "Hunters Point redevelopment given OK to progress," *San Francisco Chronicle*, July 12, 2011. <http://bit.ly/n3WMb9>

Crescent City continues to rebuild. "The 2011 tsunami generated by the magnitude 9.0 earthquake off the coast of Japan ravaged Crescent City's harbor, destroying pilings and sinking 16 boats, crippling a local economy dependent on the fishing industry. Surges deposited more than 78,000 cubic yards of sediment in the inner boat basin, effectively shutting out boats longer than 15 feet." The permitting process to complete dredging of the material is anticipated to be completed by the end of August so that the project can be completed Oct. 15 in time for Dungeness crab season, which starts December 1st. Fishing, and the crab season is particular, are important to the town as it already "took a significant employment hit when most of its lumber mills and fish processing facilities were shuttered in the last decade, forcing hundreds to leave in search of jobs." With the efforts currently underway "it likely will be late next summer before the harbor is back to normal. Right now, the diminutive harbor is still a long way from functional."—Matt Drange, "Fishing town struggling in aftermath of tsunami," *California Watch*, July 22, 2011. <http://bit.ly/oCZ5mW>

Humboldt's multifamily rezoning temporarily delayed. "The Humboldt County Board of Supervisors put off a final decision on its multifamily rezoning effort for about a month, putting the county in

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Northern California roundup *(continued from previous page)*

breach of a recent legal settlement and jeopardizing hundreds of thousands of dollars in grant funding. The county's plan seeks to rezone about 55 parcels throughout the county to allow for the development of more than 1,000 multifamily units, a little more than half of which would be designated for low-income families. Under state law, the county needs to rezone enough properties to provide at least 980 multifamily units. However, if the board does not receive state approval by August 15 it could lead to a moratorium on the issuance of building and development permits within the county beginning October 1 and cost \$800,000 in grant funds. The tight timeline has posed problems for the county's Community Development Department, which has been changing elements of the plan and the inventory of properties to be rezoned almost constantly. The Board postponed its vote in part due to the deep divisions in the county over the plan and to provide time to better estimate the plan's impacts."—Thadeus Greenon, "Supervisors punt rezone decision to next month; board action puts county in breach of lawsuit settlement," *The Times-Standard*, July 28, 2011. <http://bit.ly/pZLZip>

Desalination plant woes. "A proposed regional seawater desalination project in Monterey County has created conflicts over groundwater rights in the Salinas Valley. The \$400 million project, a public-private partnership among Marina Coast, the county water agency, and California American Water (Cal-Am), is designed to provide a replacement water source for Monterey Peninsula residents facing a state-ordered reduction in pumping from the Carmel River. The Salinas Valley Water Coalition, a group of agribusiness interests, has urged its members to seek a postponement of a critical Coastal Commission hearing on the desal project's slant test wells, which are needed to determine if they will be converted into long-term source wells for the project. The hearing would be the first test of the project's viability by a regulatory agency that has not been involved in its planning. In addition, a lawsuit filed by the Agricultural Land Trust, questioning whether the project can obtain groundwater rights from the overdrafted Salinas Valley Groundwater Basin, must also be resolved for the project to proceed. Despite these delays, the project is still working out its remaining issues, including land acquisition and environmental impacts, in an effort to prepare for a larger hearing on the project's viability."—Jim Johnson, "Salinas Valley ag group airs desal project concerns," *The Monterey Herald*, August 7, 2011. <http://bit.ly/oDV6Oy>

Iconic apple faces difficulties. "The unique characteristics of the Sebastopol area—namely fine sandy loam soils and a location at the boundary of two climate zones—have made it the center of Gravenstein apple cultivation in California. The unique quirks of the breed combined with cheap imports of apple juice concentrate, tightened sanitary standards, and greater profits from planting wine grapes have greatly reduced the acreage planted with the trees. Gravenstein acreage has contracted steadily, from 1,200 acres a decade ago to 763 in 2010, while Sonoma wine grapes increased to 56,300 acres. To avoid the removal of

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Northern California roundup *(continued from previous page)*

the remaining trees, a small band of farmers and preservationists have organized events at farmers markets, recruited restaurants to feature Gravensteins on their menus, and sponsored a mail-order service that buys Gravensteins. These efforts are designed to promote awareness of and revive interest in the apple so that it remains a profitable component of local agriculture.

While these new approaches have created a new life for the apple, their long-term success has yet to be determined.”—David Karp, “The future of Gravenstein apples hangs on a thin stem,” *The Los Angeles Times*, July 26, 2011. <http://lat.ms/pB1KEq>

Santa Rosa’s solar glare. “The success of Santa Rosa’s solar energy efforts are being threatened, some in the solar industry say, by burdensome fire regulations that reduce the size of many residential solar systems, increase their cost, and in some cases may be unnecessary. Recommended rules regarding solar installations from the California Fire Marshal’s Office were adopted by Santa Rosa and many other cities in Sonoma County as part of their fire codes last year. The state fire marshal’s task force was made up of firefighters, building code officials, and solar industry representatives, so that the resulting standards balanced the competing demands of fire safety with technological requirements. Since January, the Santa Rosa Fire Department has been requiring that solar panels on homes be set back 3 feet from the eaves and ridgelines of roofs to give firefighters safe pathways during a fire. To ensure compliance, the city now requires that fire inspectors complete a plan review and site inspection of the systems in a separate process from that of building officials, which has increased installation costs in comparison to other cities in the county. While the industry adjusts to the new rules throughout the county, these additional process requirements in Santa Rosa have been of particular concern.”—Kevin McCallum, “Solar flare-up over inspections,” *Sonoma County Press Democrat*, August 7, 2011. <http://bit.ly/mQtYjI>

Bay Area transit grows. “In a remarkable turnaround for transit agencies that have repeatedly slashed services, raised fares, and lost state and federal funding, transit ridership is steadily rising throughout the Bay Area. The increased price of gas, higher bridge tolls, and parking fees have all hit drivers in the pocketbook and led some to take the bus or train to save money. Caltrain ridership was up almost 12 percent and BART almost 8 percent in weekday use in June compared with the same month a year ago. Additional reasons for the increase include transit riders utilizing free passes from employers and the widespread use of the Clipper Card that is now accepted as a universal ticket pass by almost all Bay Area transit agencies. Combined they make purchasing transit and transferring between systems much more convenient. Express trains and buses with improved wireless connections have also provided shorter commute options that allow riders to work or relax while on transit. As vehicle maintenance and fuel costs continue to rise, it is anticipated that more commuters will take advantage of the new perks to keep ridership high.”—Gary Richards, “Transit ridership surges throughout the Bay Area,” *San Jose Mercury News*, August 12, 2011. <http://bit.ly/nSaiXL>

(continued on next page)

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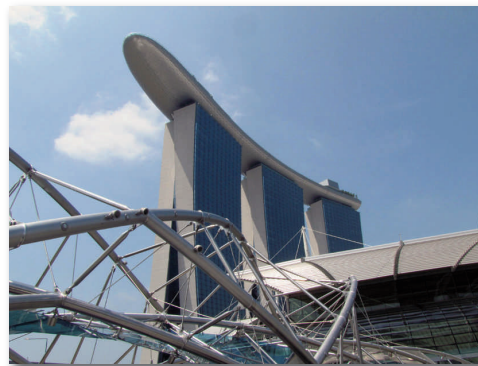
Northern California roundup *(continued from previous page)*

BART-to-San José will move ahead. “The California Transportation Commission has approved \$40 million for the 10-mile BART line from Fremont to the Berryessa area of San José. The state has now given about \$640 million for the \$2.1 billion BART project. The state has pledged \$760 million, with the remaining \$120 million to be allocated over the next three years in three installments. Earlier this year, the Federal Transit Administration announced it would give the BART extension \$130 million as a down payment on \$900 million in aid from Washington—although congressional budget cuts could lower that amount. The CTC vote marks another turnaround in the fortunes of the South Bay BART extension. Five years ago, federal officials put the project on its ‘not recommended’ list, considering it too expensive and pointing to the VTA’s inability to cover BART’s operating expenses.” —Gary Richards, “State approves more than \$200 million for South Bay transit and road projects,” *San Jose Mercury News*, August 11, 2011. <http://bit.ly/ojNHGp>

HQ move reversed. “The Metropolitan Transportation Commission has voted unanimously to turn back the clock by rescinding its earlier approvals to use bridge toll revenues to buy a building in San Francisco’s SOMA neighborhood for a regional government hub. The vote was a huge relief to Oakland officials, although it does not mean that San Francisco is out of the running. Vice Chairwoman Amy Worth and Chairwoman Adrienne Tissier said there were too many issues that needed answers before the agency could move ahead with the building purchase.” —Cecily Burt, “MTC rescinds earlier vote to move from Oakland to S.F.” *Oakland Tribune*, August 17, 2011. <http://bit.ly/rj7gKi> ■

Answer to “Where in the world?” (*Page 5*)

Singapore skyline from the SkyPark on the surfboard-like roof atop the Marina Bay Sands Hotel, shown here. Architect Moshe Safdie designed the 50-acre resort which opened Spring 2011. Photo by Naphtali H. Knox, FAICP



Planning should steer growth in certain directions, deem other areas off-limits, and find ways to ensure attractive streets, sidewalks, and parks. —John King, <http://bit.ly/qsAEom>

In memoriam—Walter Monasch, led American Institute of Planners

Walter J. Monasch, a dedicated city planner and deep thinker, died August 2 in Novato, California, the San Francisco Bay Area community which he led as planning director and where he lived much of his life. He was 88.

Mr. Monasch's professional career as a planner was largely in California, with stints in Chicago and Oregon. He landed his first planning job in Sacramento, followed by a position with the San José Redevelopment Agency. He later headed the city of Alameda redevelopment agency until Governor Edmund G. "Pat" Brown appointed Mr. Monasch director of housing and community development in the state's Office of Planning and Research. Mr. Monasch served in that post until the end of the Brown administration, January 1, 1967. Summarizing a visit by Mr. Monasch and Senator George Murphy (R-Cal.) to Tulare County's Linnell Camp for migrant farm laborers, the March 1966 issue of *El Malcriado—The Voice of the Farmworker*, referred to Mr. Monasch as the "top official in charge of all of California's public housing," and an ally "in their struggle for fair treatment from the county."

Dismayed by the election of Ronald Reagan as governor and his promises to dismantle Brown's progressive programs for housing and development, Mr. Monasch left California for Chicago, where he worked for Barton-Aschman Associates, a large planning and transportation firm that has since merged with Parsons. After several years in the Midwest, he returned to California, where he served as planning director of Santa Cruz County in the early 1970s. After working in Gresham, Oregon, Mr. Monasch capped his governmental planning career with the city of Novato as its community development director. Mr. Monasch continued to provide planning services through his consulting firm, WJM & Associates.

Describing the planning era in Santa Cruz County, "The 1970s were amazing years, with new planning and regulatory potentials taking shape, from the California Environmental Quality Act to the new Coastal Commission to large-scale planning and rezoning," said Karen Alschuler, FAICP, who as a young planner worked for Mr. Monasch in Santa Cruz County. "We created the early Park Dedication Fee and the first Santa Cruz County Housing Authority," she recalled.

Other planners remember working as consultants to Santa Cruz County during Mr. Monasch's tenure. Douglas Duncan, AICP, notes that his firm, Duncan & Jones, helped Mr. Monasch with drafting the county's first Parks, Recreation, and Open Space Plan. Paul Sedway, FAICP, worked with Mr. Monasch on the Tri-County Coastline Plan for Santa Cruz, Monterey, and San Luis Obispo counties. "We remained close during his later years in Marin

County," said Sedway, "and I can assure you that he never lost his candor and forcefulness."

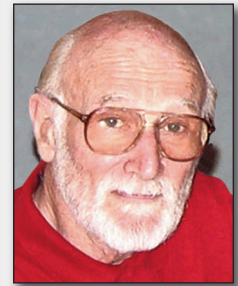
Mr. Monasch "was in the thick of planning during the formative years of the profession in the late 1950s and into the 1970s," recalled George Mader, FAICP, and "a notable person in early planning in California." "Walter saw planning not as a job but as a calling," said Marjorie Macris, FAICP. "He understood the political realities and knew how to step around them to get things done."

Mr. Monasch served in the national leadership of the American Institute of Planners (AIP) for five years—as an elected member of the board of governors, 1966-69, and as president 1969-71. (AIP and the American Society of Planning Officials merged in 1978 to become the American Planning Association.) Mr. Monasch was a Life member of the American Planning Association and a 30-year member of the American Institute of Certified Planners.

Walter Julius Monasch was born in Stettin, northern Germany (now Szczecin Poland), on August 29, 1922. He lived there with his parents until age 13. His father was forced to leave his job in 1936, and the family moved to Cologne. They emigrated from Germany to the United States in 1938 and very soon afterward settled in the Chicago area where Walter attended high school. Upon graduation, he apprenticed to a dye maker, as he couldn't afford college.

Drafted into the U.S. Army in 1943, Walter soon found himself in Europe, assigned to counterintelligence with the Texas National Guard, 36th Infantry Division. Staff Sergeant Monasch was among the troops who captured Field Marshal Gerd von Rundstedt, the commander of all German army forces on the Western front, May 8, 1945. Months later, Sergeant Monasch was conducting prisoner interrogations in Nuremberg.

Mr. Monasch returned to the U.S. in 1946 and attended college under the GI Bill. He received a bachelor's degree in civil engineering from Antioch College (Ohio) and a master's in city planning from the Massachusetts Institute of Technology in 1953. In his later years, Mr. Monasch gave his time and expertise to nonprofit organizations including the Northern California Community Loan Fund, www.nccflf.org/—a provider of financing and expertise to low-income neighborhoods—and to the Marin Interfaith Council, www.marinifc.org. ■



Walter Monasch in 2005.
Photo by Ladd Miyasaki

Onward and upward



Mark Spencer, PE, has joined Whitlock & Weinberger Transportation, Inc. (W-Trans) as a Principal to oversee the firm's East Bay office. Before joining W-Trans, he worked for DKS Associates for 21 years, most recently as principal. Mark holds a B.Eng. in Civil Engineering from McGill University and an M.S. in Civil (Transportation) Engineering from UC Berkeley.



Michael McCormick, AICP, is now a senior planner in the Governor's Office of Planning and Research, where he will be implementing statewide priorities related to climate change, energy, and sustainability. He previously was at PMC for seven years, most recently as climate change and sustainability services manager. Michael has an M.S. in Urban Planning from Florida State University.

Rob Wall, AICP, has been named director of community development for the city of Eureka. He previously served as senior planner, providing long-range planning for the city, most recently completing the city's Housing Element. Rob holds a B.A. in Geography from Humboldt State and an M.A. in Rural and Town Planning from Chico State University. ■

We need to convey with compelling evidence the value of nature and the cost of losing it. It is humanity that is collectively deciding the future course of all known life.

—Dr. Gretchen Daily, *Science Times*,
<http://nyti.ms/pkPOx>

Plan-it sustainably

By Scott T. Edmondson, AICP, Co-chair,
Sustainability Committee

A Review of PAS Report No. 565, "Assessing Sustainability: A Guide for Local Governments"

The PAS report is free to subscribers; others pay \$48. <http://bitly.com/pQtoVg>

In Chapter 2, the PAS report characterizes measuring sustainability as the Holy Grail for planners. The chapter concludes with two quotes that aptly frame the challenge.

"What gets measured gets done," but ...

"Not everything that can be counted counts and not everything that counts can be counted." —Albert Einstein

The quotes illustrate the inherent blind spots in any method and the resulting need for intelligent treatment of what can—and cannot—be measured.

The report is a cornucopia of information on all aspects of measurement, from definition and principles, to simple and complex quantitative methods and qualitative methods. It covers recent and emerging efforts such as LEED ND, ICLEI's STAR system, and some preliminary results of the APA Sustaining Places Task Force (<http://bitly.com/pShLQX>) on the role of the comprehensive plan (early draft: <http://bitly.com/pituju>). It is instructive reading for anyone trying to measure sustainability or progress towards other goals, e.g., community health.

If there is an Achilles' heel in the report, it lies not in the report itself, which is excellent, but in the young state of sustainability planning best practices summarized in the report. The report takes us to the edge of the known sustainability world, but not beyond. It comprehensively reviews the many definitions of sustainability, but concludes that operational robustness and clarity are lacking. It acknowledges overuse of the word to the point that it "means everything and therefore nothing." And finally, the report's survey of definitions and guiding principles leaves the authors with the feeling that reviewing the enormous and varied "literature and labeling of sustainability ... is like taking a Rorschach test, with each definition and discussion creating a different projection or interpretation."

In what is likely an extreme characterization, the authors note the difficulty this definitional variety can pose. A shared understanding of the conditions of sustainability success is critical for creating sustainable communities. Accurate definition illuminates the right direction, benchmarks, strategies, and actions on which measurement techniques can chart absolute progress. Measuring absolute progress is essential for making the many mid-course corrections required for an initiative's success and that of the longer sustainability journey.

The report contains two telling points on the definitional problem. The report contains only one short paragraph (page 13) on benchmarks (absolute objectives) and no discussion of benchmarks in Chapter 4, Model Indicators, Benchmarks, and metrics. The absence of benchmarks and definitional clarity limits the value of the accumulated experience with sustainability indicators. Indicators without

(continued on next page)

Federal agencies seek public scoping comments on 34th America's Cup races

The National Park Service and the U.S. Coast Guard, in cooperation with the U.S. Army Corps of Engineers and the Presidio Trust, are preparing an Environmental Assessment (EA) to analyze the potential effects of the 34th America's Cup sailing races and associated activities on the lands and waters administered by the federal government. Information describing the project in greater detail is available at <http://www.americascupnepa.org>

Three public scoping meetings were held August 17–23 in Sausalito, San Francisco, and Oakland. Public comments may be submitted through September 9 at <http://parkplanning.nps.gov/AC34> or may be mailed to

ESA

550 Kearny Street, Suite 900,
San Francisco, CA 94131. ■

BART has unveiled three detailed concepts and three color schemes for its "Fleet of the Future," <http://1.usa.gov/oBShdC>

Plan-it Sustainably (continued from previous page)

benchmarks and benchmarks without clarity of goal/definition reveal only directional uncertainty and only the relative appearance of progress between jurisdictions. They do not reveal actual progress toward sustainability or the intended shrinking of the sustainability gap.

In two unrelated opposing points, the authors incidentally touch on the way beyond. The first paragraph of the report supports "the skeptics' notion" that sustainability does not represent a paradigm shift of transformational potential but only traditional good planning. But the last paragraph of Chapter 3 suggests that sustainability is more than traditional good planning: "The new focus on sustainability represents a different mind-set and way to bring together all of the disparate goals of the planning profession." Exactly how to accomplish this aggregation and possible synthesis is the unanswered question and a likely next step.

In conclusion, the Holy Grail for sustainability planners may be more a robust and clear operational definition of sustainability than the measurement of it, for which there are plenty of good methods! Unfortunately, the report does not review the implications of the emerging arena of strategic sustainability and its application to communities internationally over the past 20 years. Strategic sustainability uses a clear principle-based definition of sustainability—rooted in standard science—and a range of other tools and methods to facilitate the paradigm shift required to understand sustainability issues and achieve success.

Nevertheless, the report's wealth of information brings planners up to this strategic next step. The many measurement techniques offered make a significant contribution to a strategic approach. So read the PAS Report for the values it "counts," and bring that into the next (uncounted) step of strategic sustainability. Comment/discuss: <http://bitly.com/nHSJxZ>

Committee update

Visit our temporary web home, find resources, and send feedback.

<http://bit.ly/oOgi1W>

Review the Northern Section/SFSU Report—*Leveraging Leading Edge Sustainability Planning*. <http://bitly.com/r7D21g>

Join the email list for news, updates, and resources:
email scott-e@sustainability2030.com

Upcoming events

Eco Districts: Building Blocks of Sustainable Cities, San Francisco, SPUR, Sept. 20. <http://bit.ly/qTqSuG>

See also *Portland Eco-District Planning*. <http://bitly.com/pTu0ru>

Recommended resources

Women's Environmental Network. *Mission*: foster a strong community of women and enhance stewardship of the environment through networking and career development. <http://bit.ly/oMT7nE>

The Victoria Transport Policy Institute: independent, innovative research, planning, and policy. <http://bit.ly/pGrpt2>

Universal sustainable urbanism in Freiburg, Germany: a benchmark case.
<http://bit.ly/mPDTcA> ■

While reports of the death of high-speed rail in California may be exaggerated, political and financial pressures—at least as reported by the media—seem to be intensifying and coming together to block HSR altogether or at least put it on hold. And if it is put on hold, the requirements for receiving federal moneys will not be met, further dooming the project.

The past month has seen yet another roller-coaster ride for California's largest and most controversial public works project. Except for China's high-speed rail, California's trains would travel at the highest speeds in the world unless Peninsula politicians and citizenry have their way.

Four articles in the *San Francisco Chronicle* on August 14 noted that France has been running their TGV (very high-speed) trains the longest—since 1981. China, in the wake of a two train collision on July 23 in which 40 people died, has suspended further construction and is recalling problem-plagued trains. An August 12 article in *USA Today* noted the fallout from the tragedy will have a ripple effect: “Chinese contractors want to bid for work on a planned California high-speed line, though it might be harder to woo buyers who see China's government has lost faith in its own system.” <http://usat.ly/o5SrAJ>

Still, there are many reasons for moving HSR forward, including California's continuing population growth. On August 9 the CHSRA released two environmental documents, one for the Merced-Fresno section (<http://1.usa.gov/oSQLjs>) and one for the Fresno-Bakersfield section. These two sections of the system may have been the least controversial, yet the documents took over two years to prepare. U.S. Transportation Secretary Ray LaHood remains a major supporter of California's embattled project, noting that both voters and train passengers are on board for the rail system (see summary, next page).

In an opinion piece in the *San Francisco Chronicle*, Jim Wunderman, president and CEO of the Bay Area Council, compared the will to build CHSR to the Golden Gate Bridge. Few people today may know that arguments ran high against spending precious funds for a bridge during the Great Depression (<http://bit.ly/rOKXlt>). Wunderman supports the proposal for HSR to share Caltrain's tracks. He calls HSR the test of our time and says “it's our turn to stand strong and not quit” and to build high-speed rail.

In an opinion piece in the same *Sunday Insight*, the chairman of the Associated Professionals and Contractors of California and the president and chairman of the San Francisco African American Chamber of Commerce complain that local firms and small businesses have been shut out of project work (<http://bit.ly/rf3dqZ>). While it is true that a small group of large engineering firms have secured the environmental work to date, even I was able to get a small piece of the pie as an independent contractor working for a subconsultant on part of the Fresno-Bakersfield section.

Clearly, many issues need to be worked out; many are coming to a head. The following are excerpts from the flurry of articles we've seen in just the past month.

New ideas for state's high-speed rail. “The California bullet train project is buffeted by bad news. Some proponents of the \$45 billion, 800-mile rail system fear the ambitious project—and the huge economic boost they foresee from its construction—is starting to slip away. Recently a compromise proposed by three Peninsula lawmakers suggested confining high-speed rail to the present right of way of the Caltrain commuter rail service and scrapping plans for elevated tracks. This would create a ‘blended system that integrates high-speed rail with a 21st Century Caltrain,’ they said. Michael Setty, a transportation consultant and proprietor of the *publictransit.us* transportation blog, has proposed a high-speed ‘reboot’ that he says would be far cheaper than the current plan.

His stripped-down version of high-speed rail would use ‘existing, mostly underutilized rail lines’ whenever possible, thus saving the tremendous cost of constructing new tracks for the bullet train. ‘The project is in a lot of trouble,’ he said, ‘but there are ways to salvage it.’” —Lance Williams, “High-speed rail proponents see ways to salvage project,” *California Watch*, July 22, 2011. <http://bit.ly/o14mQG>

Conflicting ideas about high-speed rail. “California's futuristic plans for 220-mph bullet trains linking the Bay Area with Los Angeles and beyond are facing a moment of truth. More than \$250 million has been spent so far, but the real money will kick in with the scheduled start of construction between Bakersfield and Fresno in 2012, which is estimated to cost \$5.5 billion. **House Republicans want to kill the entire venture.** They zeroed out all funds for high-speed rail in their budget and voted last week to redirect rail funds, including \$368 million for California, to flood-control projects in Missouri. **At the same time, a string of highly critical reports from outside panels have questioned the project's feasibility.** Supporters insist that California must build the project. The state is expected to add as many as 11 million more residents by 2025, reaching a population of 48 million. ‘For every two train tracks, one running north and one running south, you would have to widen a freeway by six lanes to carry the same amount of people,’ said Jeffrey Barker.” —Carolyn Lochhead, “California's bullet train plans' moment of truth,” *San Francisco Chronicle*, July 24, 2011. <http://bit.ly/oZQrA7>

Peninsula wants slower trains and track share with Caltrain.

“Regional transportation officials plan to push for a scaled-back high-speed rail system on the Peninsula that also would accommodate a modernized Caltrain with a minimum of new construction. The rail authority all but halted planning and environmental studies for the Peninsula segment two weeks ago, saying it needs to know what kind of project the Bay Area will support—and whether it is legally and physically possible—before it spends any money. **Any plan to share the Caltrain tracks, however, relies on the railroad having sufficient capacity to handle its commuter trains, along with the high-speed service. Caltrain is completing a capacity study, with results expected in August.** Rachel Wall, spokeswoman for the High-Speed Rail Authority, said the Bay Area Council letter caught the agency by surprise but that it would welcome assistance in building consensus along the Peninsula.” —Michael Cabanatuan, “Slower high-speed rail encouraged by officials,” *San Francisco Chronicle*, July 27, 2011. <http://bit.ly/ppQJyF>

(continued on next page)

Panel finds flaws in high-speed-rail forecasts. “The California agency charged with building America’s first high-speed rail system has been using a flawed forecasting model to predict ridership for the proposed system, a peer-review panel concluded in a report that largely confirms previous criticism from transportation experts and rail watchdogs. The five-member panel, which consists of professors and transportation experts, found that the ridership model, while ‘generally well founded and implemented,’ suffers from a series of major flaws, ‘primarily with respect to specification that should have been addressed during previous work.’ **The report is particularly critical of the survey method used by Cambridge Associates, ‘choice based sampling,’ which targets and, as a result, over-represents airline and train travelers.**” —Gennady Sheyner, “Panel finds flaws in high-speed-rail forecasts,” *Palo Alto Weekly*, August 1, 2011. <http://bit.ly/oj0a5E>

Predictions from the past on high-speed train failure. “In October 2008, Joseph Vranich, a preeminent authority on high-speed rail in the United States, testified before a hearing of California’s State Senate Transportation and Housing Committee. Vranich, the best-selling author of *Supertrains* and a 40-year advocate of high-speed rail, had come to offer his thoughts on the state’s plan to build a high-speed rail line from Orange County to San Francisco. **‘This is the first time I am unable to endorse a high-speed rail plan,’** he told the senators, saying that he found the California High Speed Rail Authority’s work to be ‘the poorest I have ever seen.’ Declaring that voters were deceived in 2008, Republican state senator Doug La Malfa sponsored Senate Bill 22, legislation that would end bond purchases on January 1, 2012—thus reducing the state’s indebtedness to the amount contracted by the HSRA before that date. SB 22 was voted down in committee in May, but it’s eligible for reconsideration. Perhaps it’s time for Vranich to reprise his appearance in Sacramento.” —Cynthia Ward, “High-speed train wreck,” *City Journal*, August 3, 2011. <http://bit.ly/nGlr8g>

“Dan Walters: Jerry Brown has a way out of high-speed rail mess. When Jerry Brown began his first stint as governor in 1975, he became embroiled in an intense controversy over setting aside lanes in Los Angeles of the extremely congested Santa Monica Freeway for carpools. Brown vacillated, at first attempting to shift responsibility for the project to his predecessor, Ronald Reagan, and then embracing it as a gesture toward environmental stewardship. This bit of history is offered because Brown is once again occupying the governorship, once again he has a big, high-concept transportation project that may be a debacle in the making, and once again he has a way out. His way out is this: **The new federal deficit-reduction deal requires cutbacks in spending, and Republicans in Congress—including those from the San Joaquin Valley—have made high-speed rail a prime target.** California’s project is very dependent on many billions of federal dollars, so Brown could—and should—put the bullet train project on hold and block any construction until the financing picture clears up.” —Dan Walters, *Sacramento Bee*, August 5, 2011. <http://bit.ly/qUwITU>

“Editorial: The slow death of high-speed rail. Back in 2008, Palo Alto voters, the City Council and the *Weekly* liked the idea of bullet trains zooming at more than 200 miles an hour between the Bay Area and Los Angeles, providing an alternative mode of travel that was economical and more environmentally friendly. But the likelihood of that happening is withering away as the economy remains stagnant and Congress appears headed toward massive cuts in federal spending. At the state level, Sen. Joe Simitian and other legislators have publicly questioned the project’s business plan as well. These and other recent developments have all but cast the death knell on this project. **High-speed rail supporters have enormous obstacles to overcome in order to get this project back on track. HSR is looking more and more like a pipe-dream.**” —*Palo Alto Online News*, August 5, 2011. <http://bit.ly/o9gA57>

USDOT gives financial boost to CHSR project. “U.S. Transportation Secretary Ray LaHood announced \$179 million for the State of California to continue building a statewide, passenger rail network with both high-speed and intercity service. \$86 million will extend high-speed rail service along Central Valley segment, the backbone of the Los Angeles to San Francisco corridor. The funding will kick-start several major projects throughout the state including the construction of new tracks, the purchase of next generation trains, and the installation of high-tech signaling systems. ‘California voters and train passengers have said it loud and clear, they want access to a world-class rail system in California.’ said Secretary LaHood. **‘With 20 million more people expected to be in California within the next 40 years, we can’t build enough highways and airport runways to accommodate the demand,’** said Federal Railroad Administrator Joseph C. Szabo. A strict ‘Buy America’ requirement ensures that U.S. manufacturers and workers will receive the maximum economic benefits from this federal investment.” —*U.S. Department of Transportation website*, August 8, 2011. <http://1.usa.gov/okQkpa>

Price to build CHSR project rises again. “For the second time since voters approved California’s massive bullet train project, the state raised the total price tag for the first stretch by several billion dollars—and now the cost for the entire rail line is on pace to skyrocket to an eye-popping \$60 billion to \$80 billion or even more. The CHSRA’s **new cost estimates show the initial stretch of construction between Merced and Bakersfield will cost \$10 billion to \$13.9 billion depending on how it’s built.** Project planners had previously pegged the section at \$6.8 billion. Elizabeth Alexis, co-founder of Palo Alto-based Californians Advocating Responsible Rail Design, tore through the authority’s detailed engineering figures months ago and predicted the cost increase almost perfectly. The state also faces lawsuits from Peninsula and Southern California towns to block the project, while Kings County in the Central Valley is so fed up that it has asked federal officials to intervene.” —Mike Rosenberg, “High-speed rail price tag soars again, this time on pace to surpass \$60 billion,” *San Jose Mercury News*, August 9, 2011. <http://bit.ly/pcMSLP>

Janet Palma, MS, AICP, works in Environmental Health Services for the San Francisco Department of Public Health and is Principal at J. Palma & Associates, an environmental planning concern. She currently serves on the City of San Leandro Board of Zoning Adjustments as the At-Large member. ■

What others are saying

Major flood? Just rebuild. “[S]ome people are using the high waters from North Dakota to New Orleans to revisit longstanding questions about whether the very government programs designed to safeguard people from floods, including protective measures like dams and levees and recovery programs like flood insurance and disaster assistance, actually encourage them to take unnecessary chances. But **even as many experts warn that climate change is increasing the frequency and severity of flooding and other natural disasters, developers continue to build homes in flood-prone areas.** Many people in these higher-risk areas mistakenly believed that a flood could not happen more than once a century—the areas are called hundred-year flood zones, based on the calculation of an annual 1 percent chance of flood. Those outside often falsely believe that they are not at risk, even though they account for about a quarter of all flood insurance claims. Most residents dropped their flood insurance; only 172 homes in the entire county now carry it, backing studies that found that homeowners typically dropped the insurance after several dry years.” —A. G. Sulzberger, “In the Flood Zone, but astonished by high water,” *The New York Times*, July 31, 2011.

<http://nyti.ms/qDtQsY>

Coastal Commission’s Douglas steps down. “Peter Douglas, who has worked four decades to rein in development and keep vast stretches of the one of the world’s most breathtaking coastlines natural, has announced his retirement as executive director of the California Coastal Commission. In the 1970s while working as a legislative aid Douglas co-authored the proposition that created the coastal commission and, later, **as a consultant for a state assembly environmental committee he co-drafted legislation that would become the country’s most stringent coastal protections.** Since then he’s served as the agency’s deputy director and executive director and is largely credited with helping to turn the start-up panel into one of the nation’s most powerful land-use authorities.” (*The Olympian*, August 10, 2011.) “Beach access has always been a big issue for Douglas, who has fought for public access in places like Sea Ranch in Sonoma County, Shelter Cove in Humboldt

County, Hollister Ranch in Santa Barbara County, and on private sections of Malibu in Southern California.” —Peter Fimrite, “Peter Douglas retires from CA Coastal Commission,” *San Francisco Chronicle*, August 11, 2011. <http://bit.ly/oobYDp>

“White picket fence? Not so fast. Americans love the idea of a house and a white picket fence. The government encourages ownership through housing subsidies, believing that it stabilizes communities. Owners see their homes as their share of the American dream, and their best way to save money. But according to the Congressional Joint Committee on Taxation, these tax breaks add up to \$700 billion in lost government revenue over the five-year period through 2014. As the government struggles to come up with spending cuts and revenue sources, housing subsidies are an obvious place to look. ... **A better policy would be to gradually wind down Freddie Mac and Fannie Mae and to scale back homeownership subsidies.** We favor a long-term focus on rental assistance programs for the poor that are on budget and housed in the Federal Housing Administration, and whose costs are transparent to taxpayers.” —Viral V. Acharya, Matthew P. Richardson, Stijn Van Nieuwerburgh, and Lawrence J. White, professors at the New York University Stern School of Business, *The Opinion Pages*, *The New York Times*, August 17, 2011.

<http://nyti.ms/qMg9Mu>

Representation will change—eventually. “The overwhelming majority of [Citizens Redistricting] Commissioners voted in favor of the new lines, including Chairman Vincent Barabba, a Republican from Capitola, who said that in past years when lawmakers drew their own boundaries, the two major parties often struck deals to protect incumbent lawmakers. He noted that **since 2002, California has held 765 congressional and legislative elections, yet only five seats have changed parties,** and predicted that the true impact of the commission and new maps won’t be felt for several years. He urged critics of the new maps to look at the ‘totality’ of the state, rather than only their district. To view the new maps, visit <http://bit.ly/n6V1k0> ” —Marisa Lagos, “California redistricting panel OKs new boundaries,” *San Francisco Chronicle*, August 16, 2011. <http://bit.ly/qPJup4> ■

NSF has identified the 20 “geekiest” cities in America. Metro area acreage and population variations notwithstanding, San Francisco (plus neighbors) ranks 19th and San José and its neighbors rank first. <http://bit.ly/qyBwJv>

State supports innovative Catalyst projects

Source, HUD User, Breakthroughs, July 2011
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In recent years, Californians have been working to rejuvenate and address struggling neighborhoods with statewide efforts to create more opportunities for affordable housing and sustainable communities. The state's latest endeavor—*Catalyst Projects for California Sustainable Strategies Pilot Program* (<http://bit.ly/nZEUoF>)—leverages resources to aid projects that exemplify sustainable development principles. With the Catalyst Program, the state has the opportunity to test innovative strategies and revitalize communities experiencing decline. Discussed here is the Diamond Neighborhoods—a diamond-shaped San Diego business improvement district that experienced neglect and underinvestment for several decades. The Catalyst Program is helping transform 60 acres of underutilized, blighted land within this district into a vibrant, mixed-use community.

The Catalyst Program

The program is tied to two key pieces of state legislation: *Proposition 1C* (<http://1.usa.gov/pRtyOI>) which authorizes the state to use funds for new and existing housing programs, and the landmark *Senate Bill 375*, which aims to reduce greenhouse gas emissions by promoting coordinated regional transportation and housing planning. The program supports the goals and objectives of SB 375 by leveraging public and private financing to support the development of projects that increase housing supply and affordability, encourage multimodal transit options, and achieve energy conservation. In addition to state and local funds, the program will help municipalities compete for funding opportunities that are made available through the *Partnership for Sustainable Communities* (<http://bit.ly/p2g57Q>)—a federal interagency partnership among the Departments of Transportation, Housing and Urban Development, and the Environmental Protection Agency. The partnership among these three Cabinet-level agencies has been created to support healthy, transit-rich, thriving, and affordable neighborhoods for American families.

Local governments in the state were invited to submit applications for new or rehabilitation developments within their jurisdictions to be designated as Catalyst Projects. Of the 25 applications received, 13 communities were selected in August 2010. The successful applicants were chosen based on their ability and commitment to remove barriers to the development of transformative projects, effectively promote



Market Creek Plaza, part of the Village of Market Creek development in San Diego. Photo credit: JCNi Staff; Photographer: Jean Savage

the relationship between jobs and housing, and develop a Sustainable Communities Strategy as required by SB 375. Each Catalyst project will receive support from the state, including access to state funding resources, bonus points for specified state funds, technical assistance from teams of state agencies, and other state assistance as deemed appropriate. Five of the thirteen communities, designated as Gold Catalyst projects, are also eligible for additional funding. *The Village at Market Creek* in San Diego's Diamond Neighborhoods is one of the five Gold Catalyst projects awarded \$1.35 million to aid in the development of a former brownfield site.

The Village at Market Creek

The Village at Market Creek is the result of a resident-led planning process in conjunction with the *Jacobs Center for Neighborhood Innovation*, <http://bit.ly/mUCJLz>—a nonprofit foundation, and sister organization to the *Jacobs Family Foundation*, <http://bit.ly/n3SXnf>, which helps build strong communities by supporting resident ownership. “What makes our project different—and truly sustainable—is that the work is being planned, implemented, and owned by residents who are revitalizing their neighborhoods,” said Jennifer Vanica, president and CEO of the Jacobs Center for Neighborhood Innovation.

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The Village at Market Creek, centered around a transit hub, is being developed in several phases over a period of 10 to 15 years. When fully completed, the Gold Catalyst-designated project will contain over 1,000 affordable housing units, 645,000 square feet of commercial space, and 400,000 square feet of open space and parks. Over half of the housing units will be affordable to families earning between 30 and 60 percent of area median income. The homes will be located within a quarter mile of medical centers, community centers, and transit facilities.

Approximately 5,500 linear feet of wetlands will be restored and a number of sustainable features, such as drought-tolerant landscaping, recycled building materials, and solar power, are included. The Village, which is expected to become a LEED Gold-Certified Neighborhood, incorporates sustainability principles with efficient patterns of infill connected by pedestrian pathways and bikeways to fully redevelop the previously underutilized land.

Conclusion

For several decades, the Diamond Neighborhoods faced economic hardships and neighborhood decline. To reverse disinvestment and spur revitalization, the state of California introduced an innovative program that helps leverage resources to areas most in need. The Catalyst Program allowed the Diamond Neighborhoods to gain access to finances and technical assistance. With increased funding and community involvement, the heart of the neighborhood—The Village at Market Creek—has helped transform the area from a blighted brownfield site into a vibrant, mixed-use community.

You can find the original article (and more) at Breakthroughs, Volume 10, Issue 4, HUD USER, <http://bit.ly/oExQvf>. Read about all the northern California Catalyst Communities—Emeryville Marketplace, Emeryville; Mission Bay, San Francisco; The Dunes on Monterey Bay, Marina; and Bay Front Transit Village, Hercules—at <http://bit.ly/ojQhXB> ■

Redevelopment hope springs eternal



On August 11, the California Supreme Court put on hold Assembly Bills ABx1 26 and ABx1 27, two laws passed with the state budget that would effectively eliminate the state's 398 redevelopment agencies—although some may be resurrected in other forms. The court halted most provisions of the laws,

issued a stay on "remittance payments" to be made by redevelopment agencies to the state, and directed that the case be heard quickly.

The court ruling allows agencies to remain open, but they won't be able to incur new debt, purchase property, or enter into new contracts while awaiting the court's decision. The court set an expedited briefing schedule, requiring opposition briefs by September 9, reply briefs by September 24, and any friend of the court application and proposed brief by September 30. The court explained that this "briefing schedule is designed to facilitate oral argument as early as possible in 2011, and a decision before January 15, 2012," when the first remittance payments are due from redevelopment agencies.

Nevertheless, some cities still are taking the actions required by the two laws to preserve their redevelopment agencies. Novato officials voted August 11 to keep their redevelopment agency alive by making the payments. If the laws are upheld, Novato would pay \$2.4 million this year and \$550,000 in 2012-13. Further payments throughout the life of the agency would devour about 48 percent of the agency's cash.

Plaintiffs in the lawsuit against Ana Matosantos, director of the state's Department of Finance, include the California Redevelopment Association, the League of California Cities, and the cities of Union City and San José.

H.D. Palmer, spokesman for the Department of Finance said, "Redevelopment agencies were created by an act of the Legislature and can be dissolved by an act of the Legislature." San José Mayor Chuck Reed said, "The basic argument is that the state is prohibited by the California Constitution from taking these funds. At least the Supreme Court will hear the case."

This news clip was assembled from the following news articles: Rob Rogers, "Novato agrees to pay state redevelop funds pending high court review," Marin Independent Journal, August 12, 2011, <http://bit.ly/oDgRiK> ... Steven Harmon, "State Supreme Court temporarily halts raid of redevelopment agency funds," Contra Costa Times, August 11, 2011, <http://bit.ly/oWKmFG> ... and a news release by Perkins Coie LLP, August 17, 2011; <http://bit.ly/pa4cGu> ■

NORTHERN SECTION CALENDAR

To list an event in the Northern Section calendars (*Northern News*, monthly; *eNews*, every two weeks), go to <http://bit.ly/ed1Ekc> to see the required template (at top of page), the current listings, and where to send your formatted item.

ONGOING

ONLINE VIDEO. 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

ONLINE VIDEO. Planning for Healthy Places with Health Impact Assessments. Through examples and activities, this “how-to” guide explains the value of Health Impact Assessments and outlines the steps involved in conducting one. APA and the National Association of County & City Health Officials developed the course. See a video and earn CM credits. **Free.** The video is available through **December 31, 2011**. Visit <http://bit.ly/2ZH32W>
CM | 6.0 may be earned by viewing all course materials and taking an exam

AUGUST

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AUGUST

- 8/24 Redwood Coast Region's Education and Social Event: Adaptive Reuse and Tour.** 5:15–6:15 PM. Winzler & Kelly, 718 3rd Street, **Eureka**. Tour the firm's new facility and hear a presentation on *Adaptive Reuse of Historic Structures* presented by Bill Hole, Department Chair, College of the Redwoods, Construction Technology program. Following the tour and presentation, adjourn to Lost Coast Brewery for lively discussion. **Free.**
- 8/24 Young Planners Group Networking Mixer.** 6:30–8:30 PM, Xanh Restaurant, 110 Castro Street, **Mountain View**. Join your fellow planners for an evening of discussion and no-host food and drinks. All planners are welcome. **Free.** RSVP at <http://on.fb.me/pfoucX> or send an email to Natalie de Leon or Lindsey Virdeh at norapaypg@gmail.com

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9/13 Redwood Coast Region's Brown Bag Lunch Series: Salt River Restoration. Noon–1 PM. Winzler & Kelly, 718 3rd Street, **Eureka**. Jeremy Svehla of Winzler & Kelly will present information on the Salt River Restoration Project. This ecosystem-scale project includes a large tidal wetland restoration component. **Free**.

9/19 Planning for Distributed Renewable Energy. 6–8 PM, MetroCenter, 101 Eighth Street, **Oakland**. **Free**. Refreshments and networking 6 PM, program 6:30 PM. What are the built environment implications from the generation of more electricity from smaller, increasingly dispersed renewable energy facilities? What role should planners have in such development? Stephanie Wang, the Clean Coalition's Programs and Campaigns Director, will discuss Clean Local Energy Accessible Now (CLEAN) programs, including the CLEAN California Campaign and Local CLEAN Program Guide. Attendees will advise on Coalition engagement of the planning profession. RSVP to Josh Hohn at jnhohn@gmail.com
CM | 1.5 pending

9/22 Big store in the urban core, 12:30–1:30 PM, SPUR, 654 Mission Street, **San Francisco**. Target's arrival in San Francisco is upon us, with new locations underway at the Metreon and at Geary and Masonic. Join Rich Varda, FAIA, Target's senior vice president for store design, as he explains the strategy and challenges of developing stores within the urban core while dealing with the ever-changing economy and demographics of U.S. cities. Examples from across the U.S. and Canada of mixed-use and multi-level projects that include Target stores will be presented. **Free for APA and SPUR members**, \$5 for non-members. For more information contact ghilyard@spur.org **CM | pending**

9/29 North Bay RAC Mixer, 5–8 PM, Third Street Aleworks (upstairs room), 610 Third Street, **Santa Rosa**. Join with and meet fellow planners for the first of four local brewery mixers around the North Bay, one in each county. **Free**, but no AICP credits. RSVP to kristinegaspar@w-and-k.com. For information about 3rd Street Aleworks, visit <http://thirdstreetaleworks.com>

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OCTOBER						
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OCTOBER

10/1 **AICP Exam Prep Workshops.** 10 AM–4 PM, **San José State University.** All sessions are on Saturdays. The application deadline for the November exam has passed.

10/15 **10/29** If you intend to take the exam in May 2012, you may join our fall classes, get a good head start, and avoid having to cram early next year. To register, contact Don Bradley, dr.donbradley@comcast.net or (650) 592-0915.

10/4 **Building Asian cities,** 12:30–1:30 PM, World Affairs Council, 312 Sutter, Suite 200, **San Francisco.** Asian cities are experiencing extraordinary population growth and are working to improve air quality, access to clean water, adequacy of agricultural land, and overall economic strength in order to build livable and sustainable environments. There is much we can learn from their success and failures. John Kriken is an urban design architect with SOM and has been engaged in Asia's development since the mid-1980s. He will share examples and ideas drawn from Shanghai, Beijing, Tianjin, Dalian, Jiaying, Foshan, Guangzhou, Hong Kong, and Saigon. This forum is sponsored by, and will be held at, the World Affairs Council of Northern California. **Free for APA and SPUR members,** \$5 for non-members. For more information contact ghilyard@spur.org **CM | pending**

10/11 **Redwood Coast Lecture Series: GIS Innovations for the Field of Planning.** Noon–1 PM. SHN, 812 W. Wabash Street, **Eureka.** Geographic Information Systems (GIS) has revolutionized the world of planning and promises to continue to transform the way planners gather, analyze, and present information. Robert Holmlund of Winzler & Kelly and Bryan Kang, City of Arcata, will present an overview of recent GIS innovations being used in the City of Arcata, Humboldt County, and beyond. **Free.**

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NOVEMBER

11/3 Getting commuters out of cars. 12:30–1:30 PM, SPUR, 654 Mission Street, **San Francisco**. With nearly seven in 10 commuters still driving alone to work in the Bay Area, getting more jobs near transit and more commuters out of their cars remain important goals. A recent SPUR paper explores what it would take to get half of commuters to work without driving alone. The paper identifies actions at the local, regional, and state levels. With Egon Terplan from SPUR, Jed Kolko from the Public Policy Institute of California, and Mark Shorett from Arup. **Free for APA and SPUR members**, \$5 for non-members. For more information contact ghilyard@spur.org **CM | pending**

11/5 Symposium: The State of Planning: Navigating New Roles and Careers. 11 AM–6 PM, **San José State University**, location TBD. The event will feature speakers, networking opportunities, and a job expo. Light lunch and refreshments provided. The symposium will help students, young planners, professionals, and others interested in the planning field understand the current state of the profession and employment trends in light of current economic crises. Sponsorship opportunities and expo participation are available. Cost: \$5 students, \$8 APA members, \$10 general. For more information or to discuss sponsorship and expo opportunities, please contact Johnasies McGraw at Johnasies.eastlake@gmail.com. Event updates available at www.theupc.org

11/8 What are Communities of Excellence [CX³]? Noon–1 PM. Winzler & Kelly, 718 3rd Street, **Eureka**. CX³ is an important tool that harnesses the power of neighborhood-level data to promote healthier communities. The data collected measure food quality, availability, and affordability in low-income communities. Kelley Kyle, Public Health Division, Humboldt County Health and Human Services, will share results of data gathered in neighborhoods in West Eureka, Fortuna, and Arcata during the summer of 2011. **Free**.

11/12 AICP Exam Prep Workshop. 10 AM–4 PM, **San José State University**. To register, contact Don Bradley, dr.donbradley@comcast.net or (650) 592-0915.

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DECEMBER

12/2 **Northern Section Holiday Party.** 7–10 PM, **San Francisco**, location TBD. Save the date! ■

Read or download San Francisco's *25 Years: Downtown Plan Monitoring Report, 1985–2009*, <http://sfg.ly/nwfjkh>