

NORTHERN NEWS



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Democracy in action: Berkeley's *Downtown Area Plan*

By Matthew Taecker, AICP

In the end, support was overwhelming as eight of nine Council members adopted a new Downtown Area Plan ... but what a long, strange trip it has been.

The 2012 "DAP" was forged from the crucible of Berkeley's special style of community decision-making — fueled by passionate, intellectually rich debate in over 100 public meetings, six workshops, a hands-on draft from an advisory committee, and a controversial reformulation by Berkeley's planning commission. In the end, everyone seemed to participate in what can only be described as democracy in action.

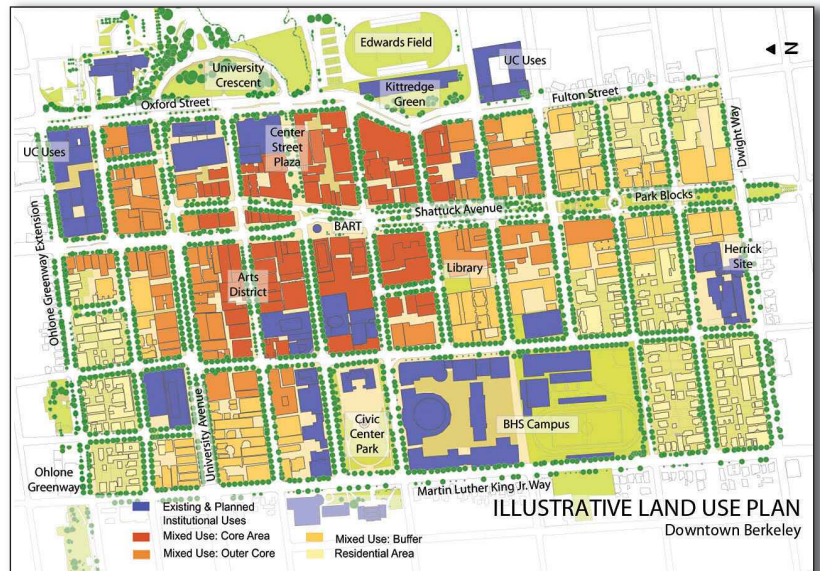
Democracy does not make for the most efficient decision-making, but it elevates debate and requires hard work to accommodate different and sometimes radical views. And as a consequence, Berkeley is committed to a plan for a revitalized downtown that will be a model of livability and sustainability.

Finding new relevance

The 2012 "DAP" replaces a 1990 Downtown Plan. The 1990 Plan banked on revitalization through historic preservation and previously overlooked economic and environmental advantages of infill.

The downtown area extends a quarter mile from Berkeley's BART station and runs along the west edge of the UC Berkeley campus. More than 30 bus lines converge here, making it the second busiest transit hub in the East Bay.

In the streetcar era, Berkeley's downtown was also the East Bay's second largest retail destination. But with the automobile age, downtown retail lost its locational advantage. Department stores closed, and downtown was left with a soft market for a million square feet of ground-floor space. Downtown needed a new reason for being.



Building heights and intensities. The DAP doubles the zoned capacity of downtown Berkeley. Six-story buildings are generally allowed within a quarter-mile of BART. High-rise buildings would be allowed within a few blocks of BART. (North is to the left.)

Two factors eventually emerged to put the brakes on downtown Berkeley's decline. Beginning in the early 1990s, community leaders recruited live theater and music venues to create a new arts district. And developers began to build high-density infill housing. But while housing and cultural attractions gave new relevance, most in Berkeley agreed downtown fell short of its potential.

Grassroots plan-making

The Downtown Area Plan was initiated in 2005 as part of a legal settlement between the City of Berkeley and UC Berkeley to address the university's expansion plans. Each saw the advantages of comprehensive planning, and leaders saw the Plan as a way to move past historic town-gown tensions.

A Downtown Area Plan Advisory Committee (DAPAC) was established in late 2005, with nonvoting UC Berkeley representatives. The committee was given two years to draft a plan — a rapid pace compared with other Berkeley planning efforts. Impassioned DAPAC

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Technology, despite its benefits, can add new pitfalls to an already grueling process. Long-term urban planning "requires leadership, and standing up, and saying, 'You know, you elected me, this is what we're going to do,' and not take a referendum on every single thing." —NYC Mayor Michael Bloomberg. <http://nyti.ms/GUoqS6>

DIRECTOR'S NOTE

APA Conference, Los Angeles

By Hanson Hom, AICP



As I write this, I am stuck at LAX due to low cloud cover at SFO, and pondering reasons to advocate for high speed rail. The weather for the four-day conference in Los Angeles was outstanding. It was a perfect backdrop for exploring the changes that have occurred in the downtown core and the region since the last national conference was held in LA in 1986.

The host committee seized the opportunity to showcase how the Los Angeles basin and the city are being reinvented as a transit connected metropolitan region and vibrant livable urban center. The conference coincided with the launch of David C. Sloane's book, *Planning Los Angeles*, which highlights the changing face of Los Angeles in recent decades and analyzes the successes as well as continuing challenges. You can read an interview with the author at <http://bit.ly/JgrlCX>.

The conference opened with a keynote address by Andrew Weaver, a scientist and leading authority on climate change. He removed any doubts that climate change is a reality despite the continuing politics and rhetoric surrounding this issue. Many planning sessions underscored the heightened awareness of climate change — from discussions that integrated energy, transportation, and land use to presentations highlighting case studies for local sustainable planning.

In line with the climate theme, the conference's closing address was given by Renée Jones-Bos, ambassador from the Netherlands to the United States. She enlightened the audience with promising initiatives for adapting to sea level rise in her country, where survival and urban form have been shaped by the power of water for centuries. Her message of “designing with water” is pertinent to all coastal areas in the United States that will be tackling this difficult issue in the decades to come.

With no intent of diminishing the importance of climate, I found it merciful that the conference topics extended beyond this issue. **Mitchell Silver, AICP**, APA President, set the proper tone for the conference in his opening remarks. The overarching theme was change itself, not just climate change, but also dramatic

shifts that are reflected in social issues (e.g., national and regional demographic trends, lifestyle preferences, and economic/equity disparities) and planning practice (e.g., new models for effective planning and evolving technologies for the profession.) Myriad sessions touched on these topics, with some more pertinent to big city planning but many applicable to smaller cities and rural areas.

In a follow-up session, Mr. Silver focused on the unprecedented population and lifestyle changes that are taking place in the America — the “browning and graying” of America, the decline of “traditional” households, and the diverse differences in generational values. It is tough to concede that the planning profession has not adequately responded to the impacts of these changes, while acknowledging that public reaction to the realities is often a formidable challenge. Planners in many regions of the United States are now or will be grappling with the implications of these demographic shifts in their communities, whereas California planners have recognized and responded to these trends for many years. In this arena, California is a leader for responsible community planning and lessons learned.

The conference lived up to its promise of providing an invigorating forum for dialogue and for reconnecting with colleagues, and many Northern Section planners took time out to travel south for the event. Last but not least, a huge congratulation is extended to two exceptional Northern Section projects that were recognized at the conference: Receiving the APA National Planning Excellence Award for Implementation was the *Contra Costa Centre Transit Village Plan*, Contra Costa County, <http://bit.ly/J2U5EH>; and receiving the APA National Planning Achievement Award for Hard-Won Victory was the *Candlestick Point – Hunters Point Shipyard Phase II EIR*, Atkins North America, <http://bit.ly/16x4KH>. (The links take you to a synopsis of each project in the April issue of *Planning*. You will be asked to log in.) ■

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Democracy in action: Berkeley's *Downtown Area Plan*

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members immediately voted to meet twice as often as originally proposed — 50 times in all — to give more time for debate. Then, as DAPAC's deadline approached, members redoubled their commitment and formed subcommittees to hammer out language — in another 50 meetings.

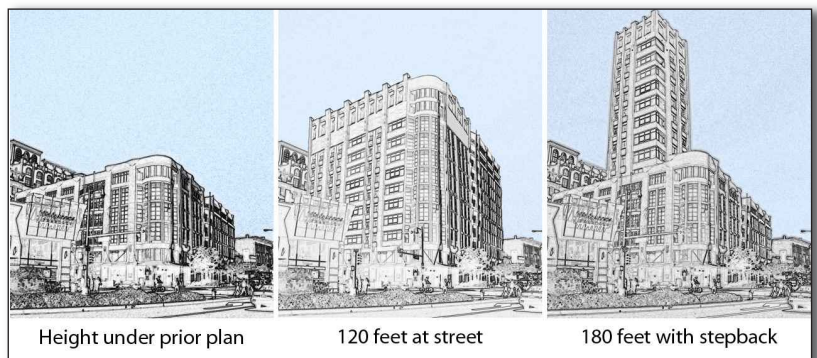
Taking advantage of a unique opportunity for partnership, one subcommittee worked with UC Berkeley staff to develop guidelines for property owned by the jurisdictionally independent university. Among the subcommittee's goals were to recruit UC museums for downtown locations, maintain retail frontage in key locations, and create new public open spaces.

DAPAC's hard work paid off as it reached unanimity around every chapter — except for the Land Use chapter and its policies on building heights and development requirements.

The DAP vision that everyone continues to agree on has three parts:

- 1) Downtown models Berkeley's commitment to sustainability by minimizing human impacts on the environment, through its emphasis on walking, bicycling, transit, green streets, and green architecture.
- 2) Downtown is an economically vibrant destination that increasingly serves Berkeley's residents and visitors with attractive retail, exceptional restaurants, and remarkable streets and open spaces.
- 3) Downtown is a great neighborhood with diverse housing options, and where local shops, services, and amenities meet daily needs.

Despite agreement on other issues, building heights and development requirements left DAPAC bitterly divided. Every technique for mitigating the effects of height and density was deployed, and a quota was proposed for buildings higher than 75 feet. Yet the committee remained philosophically split over whether higher densities — taller buildings in particular — would help make downtown more vibrant or do irreparable harm to the community's character. In an 11-10 vote, DAPAC recommended against the tallest buildings that were being considered (180 feet with an additional 45-foot bonus for a hotel).



Mid-rise or high-rise. Decision makers opted for high-rises over mid-rises because residential mid-rises were shown to be financially infeasible. High-rises are "stepped back" to avoid shadow and view impacts.

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Democracy in action: Berkeley's *Downtown Area Plan*

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Further deliberations

The Berkeley planning commission took up the DAP next. To the dismay of some DAPAC members, commissioners used their prerogative to recommend that tall buildings be allowed, and that policies avoid requirements that could make development infeasible.

The Planning Commission made its case by pointing to an economic study showing that residential projects exceeding 75 feet — the limit of wood-frame construction — generally need to reach 160 feet to pencil out. Only then can developers recoup the cost of going from wood-frame to steel construction. The commission eventually recommended that six high-rise buildings be allowed downtown: four residential buildings at 180 feet (equal to the tallest existing buildings), and two hotels up to 225 feet.

From the planning commission, the draft DAP moved to the city council early in 2009. The council kept half of the high-rises. It also required that new development meet tough green standards such as:

- LEED Gold or equivalent buildings,
- Transit passes for residents and employees,
- On-site carsharing,
- Unbundled pricing for on-site parking, and
- Contributed toward complete streets and green infrastructure.

The reuse and renovation of existing buildings would be exempt.

Now you see it, now you don't

In July 2009, Council adopted the DAP by a 7–2 supermajority. Four years had passed since the planning effort had begun — not bad by Berkeley standards.

Distrust of government and developers runs deep in Berkeley. Within 30 days, opponents of the plan gathered 8,000 signatures — enough to require a referendum. Opponents dismissed the benefits of transit-oriented development as “greenwashing.” They claimed the DAP’s focus on sustainability was a ruse to profit developers and politicians, and downtown’s better qualities would be destroyed. As one opponent put it:

Berkeley has its own urban, low-rise, small-town quality because citizens fought hard for decades to keep it that ... Carbon-neutral development is creative reuse of what we have, not search and destroy development ... Developer apologists would happily bulldoze the entire downtown and replace it with canyons of steel for a few more bucks.

Those who supported the DAP thought such critics were “too obsessed with building heights.” Said one supporter:

I've been living in Berkeley for almost 20 years, and I'm glad of all the new development that has happened, and I want more. More density, more residential buildings, more commercial spaces.

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Democracy in action: Berkeley's *Downtown Area Plan* (continued from previous page)

Measure R

Battle lines were drawn in anticipation of the referendum. Rather than put the entire 130-page 2009 DAP to a vote, the council rescinded its 2009 plan and put only five pages — the most controversial components — on the ballot. The resulting “Measure R” raised three central questions:

- Will a limited number of high-rise buildings near BART harm downtown’s character?
- Is high-density infill really best for the environment, or are the rhetoric and green building requirements just a form of “greenwashing”?
- Should a “green pathway” entitlement option limit review time for potential historic resources if a developer contributes additional community benefits like affordable housing and prevailing wages?

In effect, the green pathway option would reduce developer risk for extraordinary projects. Many existing downtown buildings had been identified as contributing to the area’s character, and efforts to replace them could be entangled by landmarking efforts. However, using the green pathway option, a developer could seek a predetermination of historic status within 90 days. To speed entitlements further, the green pathway would rely on predefined development standards and limit the scope of design review.

In November 2010, Measure R passed by a wide margin (65 percent to 35 percent). While opponents explained it away, the vote showed overwhelming support for high-density, transit-oriented development in Berkeley, even when it included high-rises. The vote showed residents’ belief that without dense development, their city would fall short of its environmental goals, and its downtown would continue to struggle.

No time lost

While politics for the DAP were sorting themselves out, an MTC-ABAG grant allowed city staff and consultants to develop three critical implementing documents:

- a new downtown zoning district and regulations;
- a parking and transportation demand-management strategy; and
- a plan for street and public open space improvements.

Of note, these documents were completed before the DAP returned to the city council for final action in March 2012. New zoning, which took effect at the same time as the 2012 DAP, regulates urban form, green buildings, and parking/TDM. And while the street and open space plan has not yet been adopted, it has been carefully vetted and unanimously endorsed by eight commissions, and should be before Council soon.

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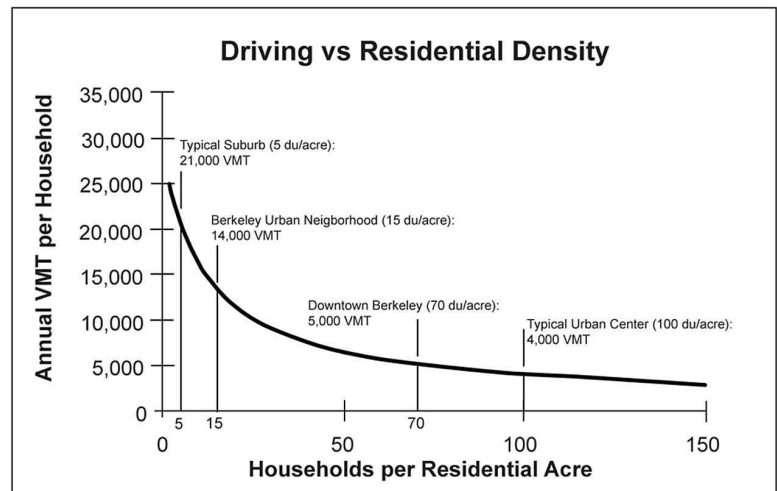
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Highlights of Berkeley's Downtown Area Plan

Environmental sustainability. Downtown Berkeley should be a model of sustainable development. New construction will be LEED Gold or equivalent, and developers will be required to provide free transit passes for residents. "Green infrastructure" will be used extensively in private and public projects. The adaptive re-use of existing buildings will be encouraged.

Land use. The DAP doubles allowable residential and employment growth. Because Berkeley's downtown is a transit hub with easy-to-walk-to conveniences, growth there will significantly reduce regional car use and greenhouse gas generation compared to conditions if this growth were to be accommodated elsewhere. If the estimated 1,500 new downtown dwelling units are built in the next 15 years, the release of an estimated 240 million pounds of carbon will be avoided. Land use policies will further strengthen downtown as a cultural destination and realize positive synergies with UC Berkeley.

Mobility. The DAP gives priority to pedestrians and promotes alternatives to the car. Where motorists' and pedestrians' needs conflict, priority will be given to the pedestrian.



Adapted from "Location Efficiency: Neighborhood and Socio-Economic Characteristics Determine Auto Ownership and Use," by J. Holtzclaw, *Transportation Planning and Technology*, 25(1), p. 1-27. March 2002.

Car-free living. Downtown residents can be expected to drive a third as much as residents in typical urban neighborhoods and less than an eighth as much as residents in the suburbs. Research shows that density drives the availability of walk-to conveniences and justifies more frequent transit service.

Parking and demand management. The DAP will implement a full palette of demand-management programs. Parking will be priced to discourage all-day commuter parking and increase the availability of short-term parking for store patrons and visitors.

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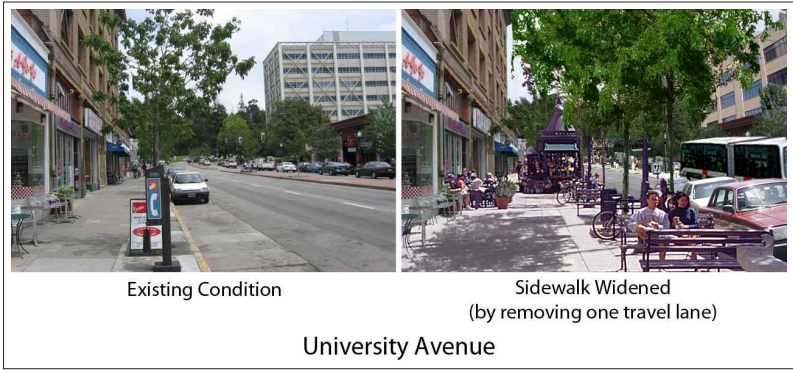
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Highlights of Berkeley's *Downtown Area Plan* (continued from previous page)

Historic preservation. DAP policies reaffirm the community's commitment to historic preservation and the compatibility of new development.

Urban design. Form-based standards require that buildings address the street. Retail or similarly active storefronts must maintain a continuous shopping experience in some locations. Standards will minimize adverse solar and wind impacts. They also mandate that taller buildings step down to meet the scale of adjacent residential neighborhoods.

Streets and open space. Placemaking improvements are envisioned and connected to funding sources. Unneeded traffic lanes will be repurposed as widened sidewalks and bio-retention basins.



An enhanced public realm. A street and open space plan describes several major projects to make downtown a more inviting pedestrian-friendly destination. A realistic finance strategy accompanies the plan.

Affordable housing and social services. The DAP encourages the construction of affordable housing with a variety of incentives. Policies support the ongoing availability of social services and health care.

Economic development. The DAP emphasizes retail revitalization and the continued development of downtown as a cultural destination. New development will provide an important vehicle for the positive transformation of the downtown area.

Matt Taecker, AICP, is a member of the California Planning Roundtable and was principal planner for the downtown area of Berkeley from 2005–2011. He recently joined Dyett & Bhatia, Urban and Regional Planners, San Francisco. You can reach him at matt@dyettandbhatia.com ■

Any proposed housing development on the property would have to be "suited to the zoning, the people who live here and the people who come here." —Liz Dale, president of the Lucas Valley Estates Homeowners Association. Source: Terence Chea, "Lucasfilm abandons studio plan at NorCal site," Bloomberg BusinessWeek, <http://buswk.co/InUT6N>

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AICP lists pass exam rates

The American Planning Association has posted an "inaugural summary" of the AICP Exam pass rates of graduates of PAB-accredited planning programs, 2004–2011.

The list below depicts AICP Exam pass rates of graduates of accredited planning programs in California. The pass rate for all PAB-accredited schools in the United States and Canada can be seen at <http://bit.ly/IIouFr>. For this summary, an examination attempt was counted if the examinee graduated from an accredited planning program during that school's accreditation period.

For context, the Mean Pass Rate (all examinees) was 72 percent. ■

School	Degree	Total	Pass	Pass Rate
UC Berkeley	Master	52	48	92%
Cal Poly, San Luis Obispo	Master	48	43	90%
UC Irvine	Master	34	30	88%
UCLA	Master	60	49	82%
USC	Master	89	63	71%
San Jose State University	Master	41	29	71%
Cal Poly, Pomona	Master	40	25	63%
Cal Poly, San Luis Obispo	Bachelor	57	34	60%
Cal Poly, Pomona	Bachelor	62	29	47%
California average		483	350	72%

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Norcal roundup

Assembled by *Erik Balsley, AICP, associate editor*. This month's items cover the far north and the Bay Area. [PAGE 14](#)

HSR notes

Janet Palma, AICP, keeps us in touch with high-speed rail in California — the changes, surprises, politics, outlook, hopes, and threats. [PAGE 16](#)

2012 APA California, Northern Section Awards

Celebration details and registration. [PAGE 19](#)

Planning commissioner workshop

Details and registration. [PAGE 20](#)

What others are saying

Compiled by *Naphtali H. Knox, FAICP, editor*. Planning news from Washington, New York, Minneapolis, Salt Lake, Los Angeles, and Sydney. [PAGE 21](#)

Northern Section calendar

Courses and events, April through July. [PAGE 24](#)

Board member directory and newsletter information

[PAGE 31](#) ■

Who's where

The City of Novato has hired **Bob Brown, AICP**, and **Anne Cronin Moore, AICP**, to fill two vacant city posts as interim hires. They jointly assume the responsibilities of **David A. Wallace**, the City's previous community development director, who retired in December.



Brown, the interim community development director, has been a planner for more than 33 years. He previously served as the community development director for the cities of San Rafael and Milpitas and planning chief for the City of San Mateo. Bob has a BS in Environmental Biology from Santa Clara University and a Master of Urban Planning from San Jose State University.



Moore, the interim general plan manager, has operated her own consulting firm since 1991 and also has managed general plan updates for the cities of San Rafael, Palo Alto, and St. Helena. Currently, she is managing the Larkspur general plan update as that city's part-time interim planning director. Anne has a bachelor's and a master's in geography from UC Berkeley.

Shelley L. H. Franklin, AICP, an Associate with Helber Hastert & Fee (Planners, Honolulu), is a new member of the Northern Section, having recently moved to Monterey. Prior to HHF, Dr. Franklin was an associate project manager in planning at **CH2MHILL**, Honolulu. Earlier she served in the US Air Force as a civil engineering officer in the US, Japan, Korea, and Saudi Arabia, separating from the service as a Captain. Dr. Franklin holds a Bachelor of Architecture, University of Notre Dame; Master of Architecture, Syracuse University (Florence, Italy); and Doctor of Architecture, University of Hawaii (Manoa).



Licinia McMorrow is now senior planner at the Town of Woodside. She was previously assistant project manager at the San Francisco Redevelopment Agency, working on community and economic development and financing in Bayview Hunters Point. Before that, McMorrow spent three years as a planner with the City of San Jose. She has a BA in Urban Studies from Macalester College (St. Paul) and a Master of Planning from USC. ■



CRA to shut down

The board of the California Redevelopment Association has agreed to dissolve the organization, and “most CRA staff will no longer be in the employ of the CRA” effective April 30, 2012. The CRA was formed in 1979 “for promoting best practices within the profession and in lobbying for local and redevelopment interests.” In an April 10 letter to the 360 members (<http://bit.ly/JnlPxM>) CRA President and Alhambra City Manager Julio Fuentes and CRA Interim Executive Director Jim Kennedy wrote:

“[W]e are confronted with the unfortunate reality that the years of incredible success with redevelopment — building affordable housing, creating jobs, cleaning up and reusing contaminated sites, and revitalizing communities — have now come to an end ... With the dissolution of local redevelopment agencies ... it has become clear ... that the business plan for CRA is no longer sustainable. The CRA Board of Directors has now concluded with great reluctance ... to initiate the dissolution of the association. The imperative [remains] for California’s communities to continue addressing their infrastructure, affordable housing, jobs/economic development, brownfield reuse, and military base reuse challenges. The next generation of tools and practitioners will build on the foundation left by redevelopment agencies.”

Josh Stephens, writing for CP&DR on April 12, notes that the “CRA had long fought for redevelopment agencies across the state and orchestrated the battle last year against Gov. Jerry Brown. Unfortunately for the CRA, the organization lost that battle and the war.” <http://bit.ly/IZyXJY> ■

Plan-it sustainably

Towards regional planning for sustainable transportation — A call for reform

By Katja Irvin, AICP, Sustainability Committee Co-Director

While browsing the new *Built Environment eJournal* from Social Science Research Network (SSRN), I saw and read *Sustainable Urban Development and the Next American Landscape: Some Thoughts on Transportation, Regionalism, and Urban Planning Law Reform in the 21st Century*, by Edward H. Ziegler (The Urban Lawyer, Vol. 43, No. 2, 2011). The author posits four issues that are likely to continue unless there is substantial reform to align land use policies to support regional transportation plans.

1. Local zoning control is likely to perpetuate automobile-dependent regional sprawl and is unlikely to result in sustainable jobs, housing, energy, transit, or infrastructure. In some communities, NIMBYism prevents efforts to build at sustainable densities and also does not allow for improvements such as urban trails and renewable energy infrastructure (e.g., wind turbines).
2. Development of higher-density housing will likely be scattered on less desirable sites, not part of walkable mixed-use neighborhoods. Despite a rising demand for multifamily housing, multifamily zones are still often located along interstate highways or commercial strips.
3. TOD will likely be limited in scope and density and provide few opportunities for auto-independent lifestyles. To date this has proven true in the Bay Area, with BART and Muni still waiting for transit-supportive densities and neighborhoods surrounding stations.
4. It is unlikely we will be able to afford to maintain both a public transit system and a private-auto infrastructure. The national infrastructure deficit is nearly \$2 trillion and increases every year, *and* we spend more per capita on transportation than any other country. Further, US densities and development patterns rarely support transit investments. Even in Portland transit ridership is lower than expected and traffic congestion is the top concern of residents.

The solution: initiate a regional policy framework that establishes goals and standards for sustainable local planning and zoning. To support efficient and affordable public transit the standards need to require densities closer to the European model, typically a one-mile radius with densities of 25 to 100 units per acre. To support auto-independent lifestyles, we also need to design for mixed-use neighborhoods — not just parking, houses, and roads for cars. Lastly, to make this happen we need a “new partnership between federal, state, local, and private-sector players to help metropolitan areas build on their economic strengths.”

California's SB 375 and our Sustainable Community Strategies seem to take baby steps toward Mr. Ziegler's call for reform. The problems

(continued on next page)

Plan-it sustainably

(continued from previous page)

he enumerates (NIMBYism, ensconced zoning, and displaced housing development) are clearly at play in the Bay Area. How successful One Bay Area will be in creating auto-independent communities remains to be seen.

An interesting report on sustainable energy infrastructure

Released in March 2012, *Bay Area Smart Energy 2020* (Bill Powers, P.E., Powers Engineering for Pacific Environment), "is a roadmap to rapid, cost-effective conversion to clean energy that relies on local resources." The report is available for download at <http://bit.ly/HNNIPA>

Sustainability committee

Send us your comments and suggestions, or to get involved in our publishing or education programs. Email co-directors Scott Edmondson, scott-e@sustainability2030.com; or Katja Irvin, katja.irvin@sbcglobal.net ■

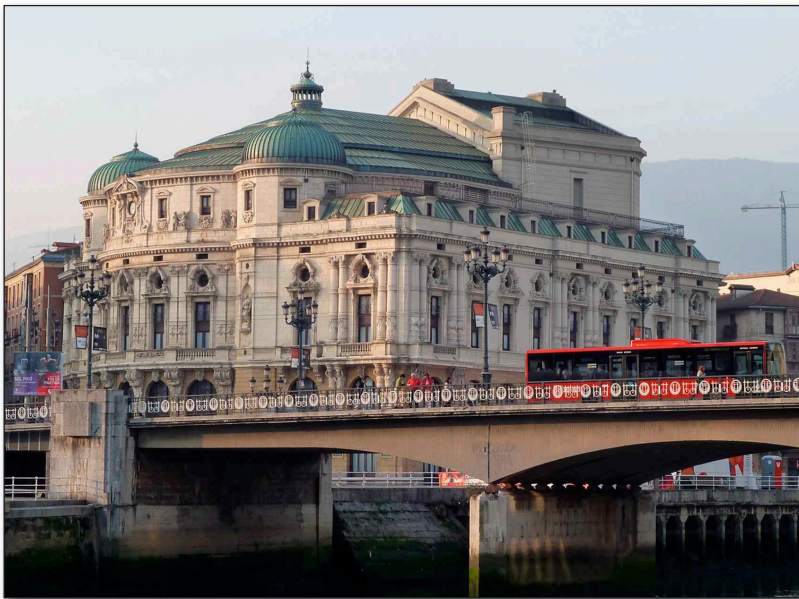
LETTERS

Editor:

I really look forward to the *Northern News*. My hat is off to you for all that you have been and are doing!

George Mader, FAICP ■

Where in the world?



Photos by James Rojas, Alhambra CA (Answers on [page 18](#))

"That antagonistic language keeps us from having this broader dialogue. It allows us to remain polarized around issues that at their central core are universal. We all want to live in places that we like. We all want to feel safe. We all want access to food, shelter, recreation, entertainment. These things are universal." —Chuck Marohn, <http://bit.ly/GXL7Rn> and <http://www.strongtowns.org>

Norcal roundup

Assembled by Erik Balsley, AICP, associate editor

Facebook deal approved by Menlo Park

<http://bit.ly/ITMwxa>

“Facebook relocated its 2,000 employees from Palo Alto to its campus in Menlo Park last year. To get approval of its plan to expand the Menlo Park campus to a full nine buildings housing 6,600 employees, Facebook has agreed to pay the city millions of dollars in the coming years, seed a community fund with a \$500,000 donation, sponsor internship and job training programs, support efforts to boost local businesses, back affordable housing and improve bike and pedestrian pathways. Facebook and Menlo Park representatives negotiated the agreement over the past 10 weeks. The plan calls for almost twice as many people on the 57-acre site as the maximum of 3,600 employees currently allowed by the city.” —Bonnie Eslinger, “Deal cut to give Menlo Park millions of dollars in exchange for Facebook expansion,” *San Jose Mercury News*, April 13, 2012.

You can view and download the complete term sheet at <http://bit.ly/HQUvrM>

Third largest parcel between Bay Area and Mexico preserved

<http://bit.ly/HQzkcT>

“The state’s Coastal Commission unanimously approved a deal to protect one of the largest privately owned swaths of land on the West Coast on April 12. More than a decade in the making, the deal protects a sprawling, 7 1/2-mile stretch of North Coast property known as the Coast Dairies land. The project represents a major leap forward in ending recurring speculation that Santa Cruz County’s pristine North Coast could once again fall under a developer’s eye. The deal also allows the transfer of 5,750 acres to the federal Bureau of Land Management with new, tougher language in place to restrict hydraulic fracturing for gas or oil on its property to address concerns in local environmental circles.” —Jason Hoppin, “Coastal Commission approves Coast Dairies preservation deal,” *Santa Cruz Sentinel*, April 12, 2012.

Lucasfilm cancels long-planned Marin expansion

<http://bit.ly/I3t0Nz>

“Lucasfilm pulled the plug on its bid to develop the old Grady Ranch on April 10, citing bitter opposition from neighbors and regulatory delays, and said it intends to sell the land for a low-income subdivision development. Revisions to the 16-year old master plan for the area to facilitate a smaller project were unanimously approved by

county planners, but approval by county supervisors was delayed following last-minute concerns by state and federal regulatory agencies about a plan for creek restoration. Lucasfilm said that after years of delays and “no end in sight,” the firm plans to build the production studios it needs elsewhere. The stunning move cheered project foes who called the ranch site near their homes the wrong place for a film production studio. But county officials and business interests were devastated, noting the project promised to energize the Marin economy, providing millions in revenue and hundreds of jobs.”—Nels Johnson, “George Lucas stuns Marin, pulls plug on movie studio project,” *Marin Independent Journal*, April 11, 2012. Purported Lucasfilm letter at

<http://bit.ly/I3y6ac>

Controversial vineyard project to get State approval

<http://bit.ly/HTRFm0>

“Napa-based Artesa Vineyards plans to create 116 acres of vineyards, 20 acres of roads and a nine-acre reservoir on 324 acres of second-growth forestland, former orchards, and grazed meadows in rural northwest Sonoma County. State officials signaled they intend to approve the project, under review since 2009, overruling the latest wave of objections, this time from some neighbors, local tribes, and several elected officials. Bill Snyder, deputy director of resource management for Cal Fire, the state forestry and fire agency overseeing the project, said reopening the proposal to another round of public comment was unnecessary under state law and unwarranted for the issues raised, as most have been dealt with by the project’s lengthy environmental report.” —Brett Wilkison, “Sonoma County timber-to-vineyard conversion headed for approval,” *The Sonoma County Press Democrat*, April 6, 2012.

State must revise Redwood study to expand roadway

<http://bit.ly/IvW81E>

“A federal judge says an environmental study by Caltrans that is supposed to clear the way for widening a one-mile long, two-lane wide stretch of U.S. 101 contains flaws. U.S. District Judge William Alsup of San Francisco, who had previously blocked the roadwork at Richardson Grove State Park in Humboldt County, ordered Caltrans to correct errors in its survey and reconsider its conclusion that construction would cause no environmental damage, but stopped short of

(continued on next page)

ordering a broad new environmental review. Alsop said U.S. Magistrate Nandor Vadas looked at a sampling of six trees and found discrepancies: the Caltrans study had understated the diameter of one redwood by 20 inches and left out that another is less than 15 feet from the road.” — Bob Egelko, “Caltrans ordered to fix flaws in redwoods survey,” *The San Francisco Chronicle*, April 6, 2012.

Bay Area counties among healthiest in California <http://bit.ly/H8NJP4>

“The Bay Area is home to three of the five healthiest counties in the state, according to the third annual national report from the University of Wisconsin Population Health Institute and the Robert Wood Johnson Foundation. A health report card of sorts, it ranked 56 of California’s 58 counties using publicly reported data, which wasn’t available for Alpine or Sierra counties, in more than 30 categories, including smoking and obesity rates, education and income levels, birth weights and access to both medical care and healthy foods. In general, wealthier counties with better educated residents fared better than poor, rural areas, where residents often have to travel farther to seek medical care and where more people are uninsured.” —Victoria Colliver, “Marin, Santa Clara, San Mateo counties are healthy,” *The San Francisco Chronicle*, April 4, 2012.

Bay Area grows despite resident outflow <http://s.tt/18wQp>

“More people are leaving the Bay Area than moving here from other locations in the United States, according to newly released data from the U.S. Census Bureau. If it weren’t for a steady influx of people moving to the region each year from other countries, the Bay Area’s population would be in decline, the data show. ‘The economy’s changed,’ said Russell Hancock, the president and CEO of Joint Venture Silicon Valley, a research group backed by businesses and local governments. ‘We are not creating midrange jobs that create growth and employ large numbers of people.’ Of the 400,000 residents who left the Bay Area, nearly half — 180,000 people — moved out of the state.” —Aaron Glantz, “Bay Area residents leaving in droves,” *The Bay Citizen*, March 30, 2012.

Google should google people movers <http://bit.ly/GYxE1A>

The author of this opinion piece makes an amusing case for Google to explore using people movers on its campus in Mountain View. He urges the company to trust him as he

believes “people will love them more than a basketful of cupcakes and snoring dormice.” Although only 5 U.S. cities have such systems, he believes the novelty of the system will better improve morale than a “giant pay-parking lot or rows of housing barracks.” He notes that Heathrow Airport received positive attention for installing such a system, most notably first place in the 2012 British Parking Awards. After all he notes, “Isn’t that what your company’s all about — dominating the competitors with the power of innovation?” — John Metcalfe, “Google: Please use these supercute people movers on your campus,” *The Atlantic Cities*, March 20, 2012.

New Yurok village will restore links to tribal practices www.bluecreekahpah.org

“At the confluence of Blue Creek with the Klamath River, Yurok tribe member Willard Carlson Jr. has vowed to do something that had not been tried here for at least 150 years: to build a traditional Yurok village from scratch, a ceremonial place that will ‘bring people home to reconnect with the old ways,’ he said.



To do so, Mr. Carlson and young student volunteers — all male, as is the custom — have cleared hundreds of stumps, hauled redwood logs from afar down muddy roads and split them into planks the old-fashioned way, using a hammer and an iron wedge. Ah Pah, the new village, will be a ceremonial rather than a residential gathering place. The prospect of a first brush dance at the village, which is planned for July, is a much-anticipated event, said Christopher Peters, president and chief executive of the Seventh Generation Fund for Indian Development, a nonprofit foundation that regards the village project as a reaffirmation of spiritual practices. Aided by foundation grants, the project is part of a broad resurgence in traditional tribal culture that began in tandem with the American Indian civil rights movement and aims to foster community resilience and identity.”

—Patricia Leigh Brown, “A vision of reviving tribal ways in a remote corner of California,” *The New York Times*, March 18, 2012. <http://nyti.ms/GOTIFQ> ■

Rail Authority approves latest business plan; next step: the legislature

March ended with announcement of an agreement to use HSR funds to electrify the Caltrain tracks between San Jose and San Francisco. The approach, which relies on MTC's role in distributing regional funding, will allow Caltrain to run faster and more-frequent service, and sets up the Peninsula for high-speed trains over the same rails. There is speculation that the "blended" tracks violate Proposition 1A passed in 2008.

The latest project cost, \$68 billion, is based on the revised "blended system" of track infrastructure and operations and the proposed elimination of the southern terminus to Anaheim. The decision to eliminate the leg to Anaheim was quickly reversed after the rail authority was "flooded with calls and letters." And Southern California pushed successfully for urban area construction to start there — after the Central Valley but before San Jose–San Francisco.

In June, the Legislature will vote on whether to start building the \$6 billion first leg in the Central Valley. Critics and state Republicans remain doubtful that the Legislature will approve. Some say the "blended" approach has compromised the integrity of the project and the cost is still too high with uncertain future federal funding. Governor Brown has proposed selling cap-and-trade pollution credits to help finance HSR.

Below is a chronological roundup from newspapers around the state.

Battle between North and South

<http://bit.ly/I1VrfN>

"No final decision has been made, but high-speed rail planners are increasingly focused on Southern California as the most financially promising place to build the project's first operational segment. Project officials say ridership and revenue projections clearly favor connecting the Los Angeles Basin's larger population base to initial construction proposed in the Central Valley. Tracks to the Bay Area would follow at least several years later under that scenario." —John Cox, "High-speed rail planners focus on running trains to LA before Bay Area," *The Bakersfield Californian*, March 17, 2012.

Peninsula not sold on "blended" plan

<http://bit.ly/HDG9jB>

"A new proposal by the California High-Speed Rail Authority to invest in rail improvements in the northern and southern sections of the controversial rail system is facing skepticism from Palo Alto and neighboring cities. Despite the reservations, the MTC is unlikely to withdraw from the process. The rail authority is pursuing a similar strategy in southern California, where various cities have banded and are negotiating a contract with the authority over early investment opportunities in existing rail systems." —Gennady Sheyner, "Palo Alto skeptical about 'new vision' for high-speed rail," *Palo Alto Online*, March 15, 2012.

Can CHSR save Caltrain?

<http://bit.ly/IERI6d>

"Caltrain's long-deferred dream of electrified tracks could finally become a reality under a proposal by the California High-Speed Rail Authority, the Metropolitan Transportation Commission (MTC) and several Bay Area transportation groups. 'This is an enormous step forward that prioritizes these improvements and delivers early benefits to the Caltrain system, its riders and surrounding communities,' [Caltrain Executive Director, Mike] Scanlon said in a statement." —Gennady Sheyner, "Caltrain's hopes ride on new rail agreement," *Palo Alto Online*, March 22, 2012.

But is it legal?

<http://lat.ms/HjHqJK>

"A series of concessions over the last year to quiet opposition to the California bullet train has created a potentially lethal problem: the revised blueprint for the system may violate requirements locked into state law when voters approved funding for the project in 2008. The Legislature packed the law with conditions intended to reassure voters, protect the project from later political compromises, and ensure that it would not end up a bankrupted white elephant. [Gov. Jerry] Brown has thrown his weight behind the blended plan, but also recognizes the potential legal problem." —Ralph Vartabedian and Dan Weikel, "Bid to appease bullet critics may violate law," *The Los Angeles Times*, March 26, 2012.

(continued on next page)

Electrification OK'd, but not final leg

<http://bit.ly/HGaoHh>

“A landmark agreement to electrify Caltrain and lay the groundwork for high-speed rail in the region [approved March 28] does not include funding for an extension into downtown San Francisco. While Bay Area transit agencies pulled together to fund that project, no money has been located for the underground extension to the Transbay Transit Center, envisioned as the future end-point of the high-speed rail network. It would cost an estimated \$3 billion to extend the tracks 1.3 miles from Caltrain’s Fourth and King streets station to the transit center.” —Will Reisman, “Caltrain electrification pact approved, but doubts remain for S.F. rail extension,” *The San Francisco Examiner*, March 28, 2012.

Environmental review fast tracking?

<http://lat.ms/HIUo32>

“Major environmental groups confirm they have been in discussions with state officials about some type of relief from possible environmental challenges to the project, which is falling behind schedule and risks losing federal funding if it must conduct new reviews of construction and operational effects. The environmental groups, including the National Resources Defense Council and Planning and Conservation League Foundation, say they are willing to consider small-scale concessions but will oppose a wholesale exemption of the environmental process.” —Ralph Vartabedian and Dan Weikel, “Brown administration, bullet train board seek to ease environmental reviews of the project,” *The Los Angeles Times*, March 29, 2012.

Creative financing 101

<http://bit.ly/HGo0Ae>

“Gov. Jerry Brown suggested in January that cap-and-trade money paid by industries throughout the state could provide a funding source for high-speed rail. Brown estimates that cap-and-trade could generate as much as \$1 billion a year for California. Cap-and-trade is a program in which industries in the state must reduce their air pollution below certain thresholds. If companies cannot achieve the reductions in time, they can buy credits built up by companies that comply ahead of

schedule.” —Tim Sheehan, “Selling pollution credits could raise funds for high-speed trains,” *The Sacramento Bee*, March 31, 2012.

New woes?

<http://bit.ly/HoFW1S>

“In response to a directive from Gov. Jerry Brown to make the project ‘better, faster and cheaper,’ the California High-Speed Rail Authority has reduced the system’s estimated cost from \$98 billion to \$68 billion, and sped up the completion between Los Angeles and San Francisco. Yet the new approach may conflict with speed, service, and funding standards that California voters agreed upon when they approved Proposition 1A, a \$9.95 billion bond measure to support the project. By sharing the network with slower local lines, it is unclear whether high-speed trains can reach the speed and service standards set by Prop. 1A.” —Will Reisman, “Putting high-speed rail on fast track may just slow down train,” *The San Francisco Examiner*, April 2, 2012.

A shrinking price tag

<http://bit.ly/IROxtU>

“Board Chair Dan Richard emphasized the significant difference between the agency’s previous proposal for the system’s initial phase and the one laid out in the new business plan. ‘Next year, we will begin construction in the Valley not of a mere track but a fully operational 300-mile electrified operating segment that will connect the valley to the Los Angeles Basin,’ Richard said. He lauded the plan for reducing both the project’s price tag and its timeline.” —Gennady Sheyner, “New high-speed rail plan has price tag dropping by \$30B,” *Palo Alto Online*, April 2, 2012.

Capitol Hill skeptical on funding

<http://bit.ly/HDpwVb>

“A streamlined California high-speed rail plan still relies on serious federal funding, even as skeptics try to sidetrack the project on Capitol Hill. The 212-page revised business plan anticipates a combination of federal loans as well as direct grants, with some projections extending into a politically opaque future. The plan, for instance, anticipates more than \$3 billion from unspecified federal sources in 2023.” —Michael Doyle, “High-speed rail plan still relies on federal funds,” *The Modesto Bee*, April 3, 2012.

(continued on next page)

Puttin' on the brakes

<http://lat.ms/IKvZZF>

“Gov. Jerry Brown has sent to the Legislature a budget order that lays out his funding request for the rail project. The technical document from Brown’s Department of Finance set at least one new condition that nobody expected. Brown wants to forbid any funding for urban rail transit projects, which are part of the so-called blended approach to the bullet project that the rail authority has proposed, unless the Legislature also approves money for the Central Valley segment.”

—Ralph Vartabedian, “State senators say they won’t rush bullet train plans,” *The Los Angeles Times*, April 11, 2012.

One down, one to go

<http://bit.ly/HNg9AO>

“A financial blueprint for linking the San Joaquin Valley to Los Angeles by high-speed trains within 10 years was approved [April 12] by the CHSRA. The Obama administration has pledged \$3.3 billion toward construction starting in the Valley, and the business plan anticipates \$20 billion or more in additional federal funding over the next decade. Republicans in Congress, however,

have blocked future money for high-speed rail. [HSR Chairman Dan] Richard acknowledged that high-speed rail could remain a tough sell in the state Capitol.”

—Tim Sheehan, “Newly cleared, bullet train plan chugs to capitol,” *The Fresno Bee*, April 12, 2012.

Hooray for Anaheim

<http://bit.ly/HOPK4P>

“Anaheim Councilwoman Kris Murray testified before the rail authority in Sacramento advocating for the trains to travel all the way to Anaheim. After the meeting, she said she’s thrilled to see Anaheim back in the project’s initial phase, although the Los Angeles-to-Anaheim leg of the journey might not be at top speed.” —Eric Carpenter, “Anaheim back on high-speed rail route,” *The Orange County Register*, April 12, 2012.

Janet Palma, MS, AICP, works in Environmental Health Services for the San Francisco Department of Public Health and is Principal at J. Palma & Associates. She serves on the San Leandro Board of Zoning Adjustments and as Planning Commissioner Representative for APA California–Northern’s board of directors. Disclosure: The author has been working on visual resources for the Bakersfield-to-Palmdale section of the proposed high-speed rail line as a sub-subcontractor to URS Corporation. ■

Answer to “Where in the world?” (Page 13)

Top: Paseo de Uribitarte, Bilbao, Spain

Bottom: Puente del Arenal and Teatro Arriaga, Bilbao, Spain

Photos by James Rojas, Alhambra CA

“We realize our solution to creating open space by placing low-impact commercial facilities on farmland, while permanently preserving over 95 percent of the total acreage, has not been accepted by our neighbor Nor are they or many of the public agencies interested in the \$50–\$70 million restoration of the stream. Maybe we’re ahead of our time.”

—Lucasfilm. Source: <http://bit.ly/HCi0bC>

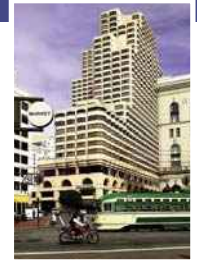
2012 APA California Northern Section Awards Celebration



Sip...Eat...Cheer...Celebrate the winning projects, programs, and people at the 2012 Awards Dinner

When: Friday, May 11, 2012, 6:30 to 9:30 PM

Where: PARC 55 Wyndham Hotel, 55 Cyril Magnin Street, Market Street Room, San Francisco (one block from Fifth and Market)



Menu:

No-host bar — includes one **free** drink ticket per person

- Salad: *Sonoma Garden Greens with vinaigrette dressing*
- Entrées (choose one):
 - Citrus Rosemary Chicken**, *Au Jus mashed potatoes, and vegetables*
 - Horseradish Crusted Baked Salmon**, *Tarragon Buerre Blanc mashed potatoes, and vegetables*
 - Vegan Grilled Vegetable Tower** with *Polenta Cake*
- Dessert: *Strawberry Bagatelle (white cake, vanilla cream filling, strawberries)*

BART:

BART to Powell Street Station, proceed to Cyril Magnin Street 1 block up from Market. PARC 55 is on the left corner.

Parking:

Valet: \$10 for first hour; \$8 for each additional half hour. O'Farrell Street Garage nearby.

Reservation:

\$40 per person by 5 PM Wednesday, May 9: Reserve online (<http://bit.ly/AFrP91>), or by check **with the completed reservation form below.**

After 5 PM Wednesday, May 9: \$50 per person for late reservations or at the door; **and** your reservation request must be emailed to Eileen Whitty, ewhitty@ebmud.com. Your reservation is a contract to pay. Entrée selection may be limited by restaurant.

If you need financial assistance, please contact Eileen Whitty at (510) 287-1109.

Print form and mail



Mail-In Reservation Form (please print and send with your check):

Please reserve _____ places @ \$40 each for the APA California Northern Section Awards Celebration and Dinner.

My check made payable to "**APA California Northern Section**" is enclosed.

Mail to Eileen Whitty, EBMUD, 375 11th Street, MS902, Oakland, CA 94607.

Name(s) _____

Firm/Organization _____

Address _____

Phone: (_____) _____ Email: _____ @ _____

Number of Chicken entrées _____ for Name(s) _____

Number of Salmon entrées _____ for Name(s) _____

Number of Vegan entrées _____ for Name(s) _____

Total enclosed: \$ _____



Basic Planning 101 Workshop Series

Free training for planning commissioners, elected officials and planning professionals

In the San Francisco Bay Area; Open to all interested parties

The American Planning Association, California Chapter-Northern is pleased to announce that we are offering a series of FREE Planning Commission training workshops. These trainings are geared to local government planning commissioners, elected officials, professional planners and/or interested parties in Northern California.

The Basic Planning 101 workshop series will be held in three different locations and dates throughout the San Francisco Bay Area. The sessions will be different each time, but you are free to attend any or all of them. Speakers are experienced planning professionals from the Northern California region; they will share basic planning concepts and go over practical situations commonly faced by planning commissioners and other elected officials. The schedule of workshops and descriptions are shown here, or visit the website at <http://www.norcalapa.org>.

WORKSHOP REGISTRATION

If you would like to attend, please register at <http://www.norcalapa.org> or contact Janet Palma, AICP, at janetpalma@comcast.net or (510) 390-3984 if you have further questions. Participants may also show up at the workshops unregistered, but seating will be limited to the capacity of the facility and priority will go to planning commissioners.

WORKSHOP SPONSORS



Association of Bay Area Governments

Bay Area Planning Directors Association

Basic Planning 101 Workshop

The Basic Planning 101 workshop reviews planning fundamentals in three interactivess sessions. A light breakfast will be provided.

Session #1

Topics: Role of officials and staff; Roberts Rules of Order; public hearing procedures; making an effective public record; basics of general plans and zoning.

Saturday, February 18

9:00 a.m. to 12:15 p.m.

San Leandro Main Library

300 Estudillo Ave | **San Leandro**

Session #2

Topics: Land use legal principles and key cases; Basic CEQA and environmental review; defensible findings and project conditions; development project case study.

Saturday, April 7

9:00 a.m. to 12:15 p.m.

Arlington Clubhouse

1120 Arlington Blvd | **El Cerrito**

Session #3

Topics: Housing laws, elements, RHNA process; economic development; land use planning fiscal issues; design guidelines and design review; sustainable planning.

Saturday, May 5

9:30 a.m. to 12:45 p.m.

Martin Luther King Jr. Library

150 E. San Fernando St | **San Jose**

What others are saying

Compiled by Naphtali H. Knox, FAICP, Editor

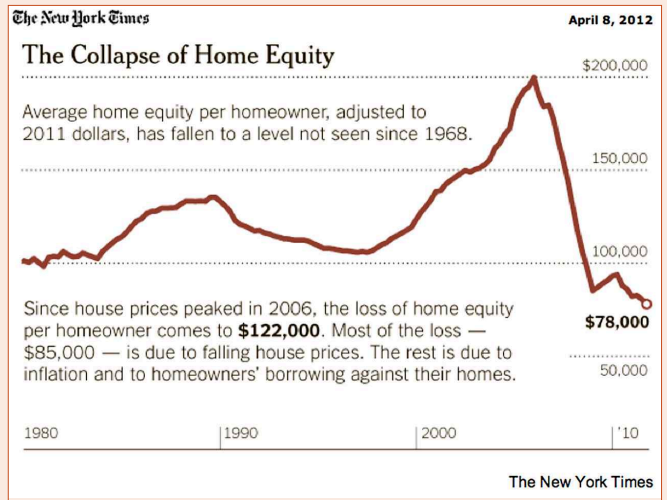
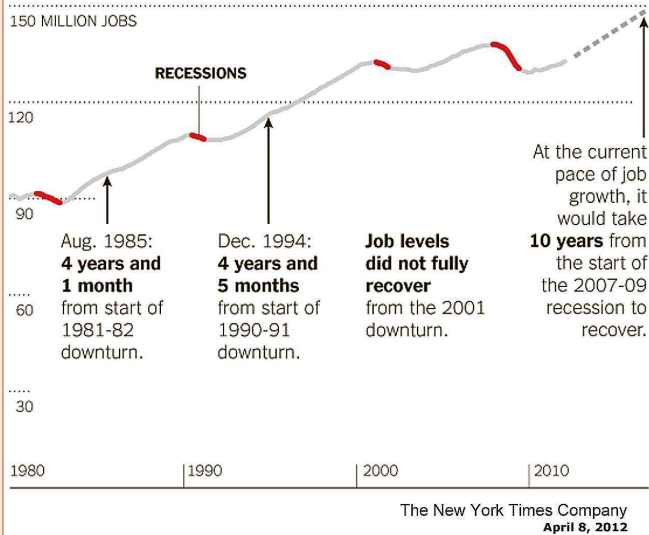
You'll be how old in 2017?

<http://nyti.ms/HyLozk>

"...[N]early three years into the [economic] expansion, the recovery has been a climb toward the rim of the crater left by the Great Recession, not an ascent to new economic heights. ... [T]he deepest deficits are in those areas that matter most to most Americans: jobs and home equity. ... Without a revival in jobs, income, and home equity, other indicators of recovery — like a rising stock market and more consumer spending — largely reflect gains among the top echelon of earners. Such lopsided growth can make for good numbers, but doesn't presage broadly higher living standards. ... The current recovery is largely the result of support from Congress and the Federal Reserve. A self-reinforcing, virtuous cycle of growth has yet to take firm hold, and until it does, the need for help remains." — Teresa Tritch, "Still crawling out of a very deep hole," *The New York Times*, April 8, 2012.

From Recession to Recovery

The amount of time it takes to recover lost jobs and add enough new ones to keep up with growth in the labor force:



Go to LA, see Hollywood now

<http://nyti.ms/HvwtSD>

"Hollywood, once in a spiral of petty crime and decay [and now] becoming a bustling tourist destination ... is on the verge of another transformation: to an urban enclave pierced by skyscrapers clustered around public transportation. A far-reaching rezoning plan that would turn parts of Hollywood into a mini-city with residential and commercial towers has won the support of key Los Angeles officials. And it has set off a storm of opposition from residents fearful that it would destroy the rakish small-town charm of their community [and] block views of the Hollywood Hills (and its iconic sign). 'This is L.A.'s opportunity to match the growth of our transit system with the jobs and housing critical to smart growth,' said Mayor Antonio Villaraigosa. While the plan has considerable institutional support, it has stirred anxiety among [locals who] have long been loyal to [Hollywood's] unique charms and hidden treasures. To opponents, the plan is a sop to real estate developers who see an opportunity to make fast money. The battle is the latest in a 30-year effort by Los Angeles to develop a comprehensive urban plan in a city that seems, by design, to resist one." —Adam Nagourney, "Facelift project for Hollywood stirs divisions," *The New York Times*, March 28, 2012.

(continued on next page)

APA chooses Californian as new president-elect

<http://bit.ly/HOPVzq>



The winners of the 2012 APA/AICP elections were announced April 17 at the APA/AICP Annual meeting in Los Angeles. They will take office on May 29. **William Raymond Anderson, FAICP**, of San Diego, is the new APA President-Elect. Bill is a Principal/Vice-

President with AECOM, former Director of City Planning & Community Investment for the City of San Diego, former Assistant Executive Director of the San Diego Redevelopment Agency, and is a member of the California Planning Roundtable. You can reach him at William.Anderson3@aecom.com

Garbage, garbage, everywhere, and not a drop to drink

<http://bit.ly/Hn02oN>

“It’s been just over a year since the devastating earthquake and tsunami wiped away coastal towns in Japan. As communities rebuild and mourn the loss of loved ones, a portion of the 25 million tons of wreckage is now swirling around the ocean and making its way to California shores. But scientists say don’t expect a deluge of trash. And despite the nuclear meltdown in Japan, radioactivity will not be on its way, since the meltdown occurred after the tsunami washed the debris to sea. As the debris moves, it’s dissipating throughout the ocean like a scatter-plot. Several models predict that if the tsunami debris collects anywhere, in about three years’ time that place will likely be near the center of the Pacific Ocean at what’s been termed the Great Pacific Garbage Patch. University of Hawaii, Manoa, researchers are concentrating their search for tsunami debris on the western coastline of the island of Midway, an atoll in the middle of the Pacific garbage patch.” —Chris Torres, “Japanese tsunami debris expected to reach West Coast this Fall,” *The Bay Citizen*, March 27, 2012.

Grand Canyon tramway to river proposed

<http://bit.ly/Idh4Ki>

“Generations of Navajo families have grazed livestock on a remote but spectacular mesa that overlooks the confluence of the Colorado and Little Colorado rivers. This is the East Rim of the majestic Grand Canyon — the last with no significant development. But ancestral tradition and the tranquility of the landscape could be subject to change if the Navajo government’s plans are realized for a resort and aerial tramway that would ferry tourists from cliff tops to water’s edge. Navajo President Ben Shelly recently signed

a nonbinding agreement that lists the gondola, a restaurant, a half-mile river walk, a resort hotel and spa, and RV park among the attractions of a proposed development that he says will bring up to \$70 million a year in revenue to the tribe and 2,000 jobs to the impoverished reservation. The National Park Service already is voicing objections to the large-scale development on its eastern flank. Environmental organizations and some Navajos who call the area home also oppose the project. And the tribe still must pursue land and leases from a community that appears largely opposed.”

—Felicia Fonseca, “Navajo Nation eyes Grand Canyon for development,” *The Salt Lake Tribune*, March 24, 2012

Can government help here?

<http://bit.ly/GZfHjj>

“Mexico’s early-alert earthquake warning system was established after 10,000 people were killed by a magnitude 8 temblor in 1985. It may have saved lives during Tuesday’s 7.4 magnitude quake. But a similar early-warning system planned for the Bay Area and the West Coast has languished for more than five years because of a lack of government funding. Developing such a system in the Bay Area and California, areas crisscrossed by fault lines, is more difficult than in Mexico, where shaking is predominantly caused by offshore earthquakes that can take tens of seconds to reach the coastline and seconds more to stretch inland. The nascent system relies on rapid computer analysis of data from about 400 of the nearly 1,000 sensors managed under the California Integrated Seismic Network. While it used to take 30 minutes for geologists to map and project the path of an earthquake, computers could now be programmed to make those calculations in seconds. But funding woes mean the early-warning system is plagued by too many errors, and crashes too frequently, to be rolled out for transit operators, utilities, building managers and others in California for whom it could be useful.” —John Upton and Matt Smith, “Why California lacks an earthquake warning system like Mexico’s,” *The Bay Citizen*, March 22, 2012.

Will Minnesota consider Bay Area governance model?

<http://bit.ly/GFBwzc>

Minnesota “Republican legislators are circulating a proposal to strip the Metropolitan Council of its powers, weaken its authority, and create two new boards. The bill — not yet introduced — would create a council of governments made up of local elected officials and a Regional Transportation Governance Board of more than 30 members — and a Metropolitan Transit Commission to run regional transit services. [The] draft bill [would make the] long-range plan

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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://bit.ly/ILq1gx>

CM | 4.0 may be earned by viewing all four parts of the symposium 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. The course was developed by the APA and the National Association of County & City Health Officials. See a video and earn CM credits. **Free.** The video is available through **December 31, 2012.** Visit <http://bit.ly/HKRZJe>

CM | 6.0 may be earned by viewing all course materials and taking an exam

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APRIL

4/24–4/26 UC Berkeley ITS Tech Transfer: Bicycle Transportation. 1:30–4 PM. This **ONLINE** UC Berkeley Technology Transfer Program course covers designing and implementing safe, compliant, multi-use, off-street, shared-use bicycle facilities. Case studies will be presented. Sample spatial design problems, use conflicts, and alternative solutions will be illustrated. **\$295.** Register at <http://bit.ly/HmSrrr>. **CM | 7.5**

(continued on next page)

“Most of the innovations in Silicon Valley can trace their source back to federal support for research. Does anyone really think that the federal dollars that flowed into Stanford, Berkeley, and the Lawrence Livermore National Laboratory had nothing to do with the Silicon Valley of today?” —Robert D. Atkinson, *How the Government built Silicon Valley, The Globalist*, <http://bit.ly/GF57c6>

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MAY

5/1–5/3

UC Berkeley ITS Tech Transfer: Pedestrian Facility Design. 1:30–4 PM. This **ONLINE** UC Berkeley Technology Transfer Program course shows how to plan, design, and operate a wide range of pedestrian-friendly facilities, including sidewalks, crosswalks, and other public spaces adjoining or intersecting the vehicular transportation system. **\$295. Register at <http://bit.ly/HrTZSo>. **CM | 7.5 pending****

5/2

East Bay Spring Social. 5:30 PM, Luka’s Taproom & Lounge, 2221 Broadway, **OAKLAND.** APA and AEP are jointly hosting this casual after-work social and will provide appetizers. Meet friends and colleagues to catch up, network, and imbibe impeccable cocktails and Belgian beer. We’d love to see you there. RSVPs encouraged but not required. Contact Joanna Jansen, East Bay RAC co-chair, at jjansen@planningcenter.com or (510) 848-3815.

5/3–5/6

37th California Preservation Conference. Oakland Marriott City Center, **OAKLAND.** “Old Roots, New Growth — Cultivating Communities.” Sessions, study tours, and events. 125 speakers. Special track devoted to **planning topics** such as preservation basics, economic development, new technologies for historic buildings, planning for change, industrial reuse, and preservation in the 21st Century. Earn continuing education credits and network with professionals from across the state. For more information and to **register**, go to <http://bit.ly/HVjNbC> or contact California Preservation Foundation at cpf@californiapreservation.org or (415) 495-0349. **CM | pending** for all sessions, mobile sessions, and most study tours.

5/4

California Planning Foundation, Sustainability Walking Tour: Cavallo Point/Historic Sausalito. 9 AM–4 PM, Cavallo Point, **SAUSALITO.** Join local planners, architects, developers, students, and other planning professionals on a spectacular walking tour. From military post to a world class destination, Fort Baker has been transformed into a luxury resort focusing on local food, health, and sustainability. Tour members will learn how a public-private partnership preserved historic buildings and provided for their adaptive reuse. Participants will also visit historic Sausalito and take in the sights and sounds of its magnificent waterfront, houseboats, and interesting cultural heritage. **\$100. Register now at <http://bit.ly/letwbR> to secure your spot. Questions? Contact Alex Hinds at (805) 704-7510. **CM | pending****

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“This plan is about more than just high-speed rail as a standalone system or a ‘cool train.’ It sees high-speed rail as a strategic tool in an integrated transportation system to meet California’s growing mobility needs.”

—Dan Richard, Chair, CHSRA,
<http://bit.ly/HHYrdl>

5/4 Oakland: Heart of the MegaRegion. Noon–6 PM, Jack London Market Building, 55 Harrison Street, **OAKLAND**. The summit offers a selection of themed mobile workshops for participants to explore Oakland, the city at the heart of the Northern California MegaRegion. Choose from: (1) Trade and Exports at the Port of Oakland by boat; (2) Commercial Development in the city of Oakland by bus; or (3) Urban Technology and Innovation panel discussion with several high-tech founders including Pandora Internet Radio’s Joe Kennedy. **\$75**. Includes a boxed lunch, keynote speaker, mobile workshop, USB drive, and locally catered reception. **Register** online at <http://bit.ly/AkcTWR> **by May 2** to reserve your space. Questions? Contact Eleanor Hollander, ehollander@oaklandchamber.com or (510) 874-4800 x320. **CM | 3.0 pending**

5/5 Planning Commissioner Workshop. 9:30 AM–12:45 PM, Martin Luther King Jr. Library, 150 E. San Fernando St, **SAN JOSE**. **Free**. A light breakfast will be provided. This is the last of three APA California–Northern planning commissioner workshops offered from February to May 2012. This workshop covers housing laws, elements, and RHNA process; economic development; land use planning fiscal issues; design guidelines and review; and sustainable planning. For information see [page 20](#), or contact Janet Palma, AICP, janetpalma@comcast.net

5/7 DCRP Professional Research Symposium. 5:30–8:30 PM, UC Berkeley, Wurster Hall, **BERKELEY**. The UC Berkeley Department of City and Regional Planning and Planning Students Association will be holding their the third annual Professional Research Symposium. Planning and joint degree Masters students will present their Professional and Client Reports with commentary from professionals in the field and a short Q and A. A reception follows from 7:30–8:30 PM with light food and drinks. For more information and to RSVP, go to <http://bit.ly/HJBbBB>.

5/8 Brown Bag Lunch Series: Recycling Food Waste. Noon–1 PM, GHD’s conference room, 718 Third Street, **EUREKA**. Humboldt County recycles many things, and with ever stringent diversion targets, Humboldt Waste Management is looking for items not typically thought of as commercially recyclable. Sara Mosser of HWMA will explore how food waste can be converted into a resource. Sara’s interest in local food sustainability has an obvious link to her professional work and will be part of the discussion. **Free**.

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5/10 **Résumé Reviews (and Happy Hour!)** 6 to 8 PM, UC **BERKELEY**, Wurster Hall, room 106. Bring a copy of your résumé and join our Section's Young Planners Group for an informal evening with several local planning directors and private sector recruitment professionals, who will be available to provide résumé reviews and critiques. Limited food and drinks will be provided. **Free** for APA members, \$5 for non-members. RSVPs encouraged but not required. Contact Tania Sheyner, Professional Development Director, at tsheyner@esassoc.com or Avalon Schultz, Young Planner Group Co-Chair, at avalon.schultz@gmail.com, for more information and/or to RSVP. And visit the YPG facebook page anytime, <http://on.fb.me/INowYN>

5/11 **Bay Area Planning Directors Association, Spring Meeting.** 8:30 AM–1:30 PM, Nile Hall, Preservation Park, 668 13th Street, **OAKLAND** (a short walk from BART 12th St/City Center station). *"Housing everyone in the 21st Century: Preserving what we have, getting what we need."* Populations change; what are the choices? Kate White will present ULI's 2011 report, "The New California Dream – How demographic and economic trends may shape the housing market." **Two panels**, featuring Duane Bay, San Mateo County; Claudia Cappio, CalHFA; Michael Covarrubias, TMG Partners; Steve Duran, Hercules; Hanson Hom, Sunnyvale; Mary Murtagh, EAH Housing; Laurel Prevetti, San Jose. **\$45**. Includes continental breakfast and lunch (speaker, Barbara Kautz, Esq.). See details and register by May 7 at <http://1.usa.gov/HLBZVn> **CM | 3.0 pending**

5/11 **2012 Planning Awards Celebration, APA California – Northern.** 6:30 PM, PARC 55 Wyndham Hotel, 55 Cyril Magnin Street, Market Street Room, **SAN FRANCISCO** (one block from Fifth and Market). For more information, see [page 19](#). Reserve and pay online at <http://bit.ly/AFrP91>, **\$40**. (\$50 at the door.) For more information, contact either of the Awards Co-Directors, Eileen Whitty at ewhitty@ebmud.com or Andrea Ouse at Andrea.ouse@lsa-assoc.com

5/17 **North Bay RAC, Walking Tour of Mare Island.** Social event following. 4–5 PM, Quarters H, 1195 Walnut Avenue, **MARE ISLAND**. Join us for a discussion on the status of, and challenges of implementing, the Mare Island Specific Plan which outlines the vision for reuse of the former Mare Island Naval Shipyard closed in 1996. Speakers include Michael Locher, Lennar Urban; and Michelle Hightower (tentative), Planning Manager, Vallejo. Meet afterwards at Mare Island Golf Club Café, 1800 Club Drive (light refreshments provided). Join us for either or both events. **Free**. RSVP by May 15 to Kristine Gaspar at kristine.gaspar@ghd.com or (707) 523-1010. **CM | 1.0 pending**

(continued on next page)

"COGs are a piece of government apparatus I would classify as the unburied dead. Everything they do is advisory and they are widely ignored."

— *Jim Solem, former regional administrator of the Minnesota Metropolitan Council.*

<http://bit.ly/GFBwzc>

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5/18 CalEEMod and GHG Mitigation Training. 9 AM–Noon, MBUAPCD Board Room, 24580 Silver Cloud Court, **MONTEREY**. The California Emission Estimator Model (CalEEMod) is the newest statewide computer emissions estimating model. Developed by the South Coast Air Quality Management District in collaboration with other California air districts, the model calculates criteria pollutant and greenhouse gas (GHG) emissions from a variety of land uses. The training will benefit likely model users, such as government agencies, land use planners, and environmental professionals required to quantify and review air emissions associated with the construction and operation of a land use or transportation project. Sponsored by CAPCOA, MBUAPCD, and APA. **Free.** No advance registration is necessary, but seating space is limited so arrive early.

5/22 Implementing Bus Rapid Transit in the Region. 12:30–1:30 PM, SPUR, 654 Mission Street, **SAN FRANCISCO**. Cities around the world are implementing Bus Rapid Transit (BRT) projects — a less costly form of transit service that mimics the speed and easy access of light rail. San Francisco has finished planning for the Van Ness BRT line and continues planning for the Geary BRT line, while Santa Clara County begins construction soon on Santa Clara–Alum Rock, El Camino, and Stevens Creek BRT lines. Join us for a review of these major transit investments and the challenges these projects face. **Free** for APA and SPUR members, \$10 for non-members. For more information, contact Brian Soland, AICP, at bsoland@gmail.com. **CM | pending**

5/22–5/23 UC Berkeley ITS Tech Transfer: Multi-modal Level-of-Service Analysis. 1–4 PM. This **ONLINE** UC Berkeley Technology Transfer Program course shows how to apply the HCM2010 level of service concepts to all transportation modes. The course will address how to conduct performance and level-of-service analyses for different types of urban streets (with various levels of accommodation for all modes), determine the impacts of system improvements, and analyze operational impacts of possible changes in the allocation of street cross-section to various modes. **\$275. Register at <http://bit.ly/Hx3iSt>** **CM | 6.0 pending**

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“By listening carefully to everyone involved, the High-Speed Rail Authority has offered a new plan that lays out a faster, better, and more cost-effective path to building a high-speed rail system.”
 —Karen Hedlund, deputy administrator, Federal Railroad Administration, <http://bit.ly/HHYrdl>

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5/24 Walking Tour of Mission District Parklets. 5:30–7 PM. Bring your walking shoes and join us for a walking tour of the Mission District’s newest open spaces. The tour will start promptly at 5:30 at Four Barrel Coffee, 375 Valencia Street, **SAN FRANCISCO**, and will be led by John Bela of Rebar Group and Paul Chasan of the San Francisco Planning Department. It will showcase parklets built in this part of the City and give a broader overview of the parklet creation process. A happy hour will follow at one of the local bars. **Free** for APA members; however, space is limited. Contact Tania Sheyner, Professional Development Director, at tsheyner@esassoc.com for more information and/or to RSVP. **CM | 1.5 pending**

JUNE						
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JUNE 6/7 Health Impact Assessments: An Innovative Approach for Planning Healthy Communities. 6:30–8:30 PM, URS, 1333 Broadway, Ste 800, **OAKLAND**. Learn about a new tool in the planner’s toolbox to assess policies, programs, and projects for their potential effects on a community’s health and the distribution of those effects. **Free**. For more information, contact Darcy Kremin, AICP, at darcy.kremin@urs.com or (510) 874-3110. **CM | pending**

6/11–6/13 UC Berkeley ITS Tech Transfer: Access Management. 1–4 PM. This **ONLINE** UC Berkeley Technology Transfer Program course covers access management strategies and techniques to locate, design, and manage safe, efficient means to move traffic to and from adjoining land uses, improve traffic flow and travel times with less delay, and protect the public investment in the road system to help reduce agency capital costs. **\$295**. Register at <http://bit.ly/HKRdFp>. **CM | 7.5 pending**

6/12 Brown Bag Lunch Series: Tsunami on the North Coast. Noon–1 PM, GHD’s conference room, 718 Third Street, **EUREKA**. It has been just over a year since a tsunami roared out from Japan and sent a noticeable wave into Humboldt Bay and the Crescent City Harbor. What can Humboldt County be prepared for? How might sea level rise affect a tsunami generated by a local earthquake? These and other questions about this potential threat to our future will be addressed by Lori Dengler, Professor of Geology at Humboldt State University. **Free**.

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JULY						
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JULY

**7/23–
7/25**

UC Berkeley ITS Tech Transfer: Roundabouts.

1:30–4 PM. This **ONLINE** UC Berkeley Technology Transfer Program course covers the principles and working concepts of modern roundabout design and operation. This course will address capacity analysis, crash rate experience, right of way impacts, geometric design principles, sight distance criteria, traffic operations, system considerations, and pedestrian and bicycle treatments. **\$295**. Register at <http://bit.ly/HpF9QE>.

CM | 7.5 pending ■

“Even as advocates and naysayers quibble about whether suburbs should grow up as well as out, cultural pressures are priming the pump. More people seek urban life but not necessarily the rough edges of a San Francisco or Oakland. Well-located suburbs open to change are poised to see the result.” —John King, <http://bit.ly/I71fF2>

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Our mailing lists come from APA National, updated every two months. To update your email address or other information, go to www.planning.org/myapa/contact_form.htm and login. There's a "submit" button at the bottom.

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) 4,000.

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 2012 schedule can be viewed at <http://bit.ly/wSH355>.

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