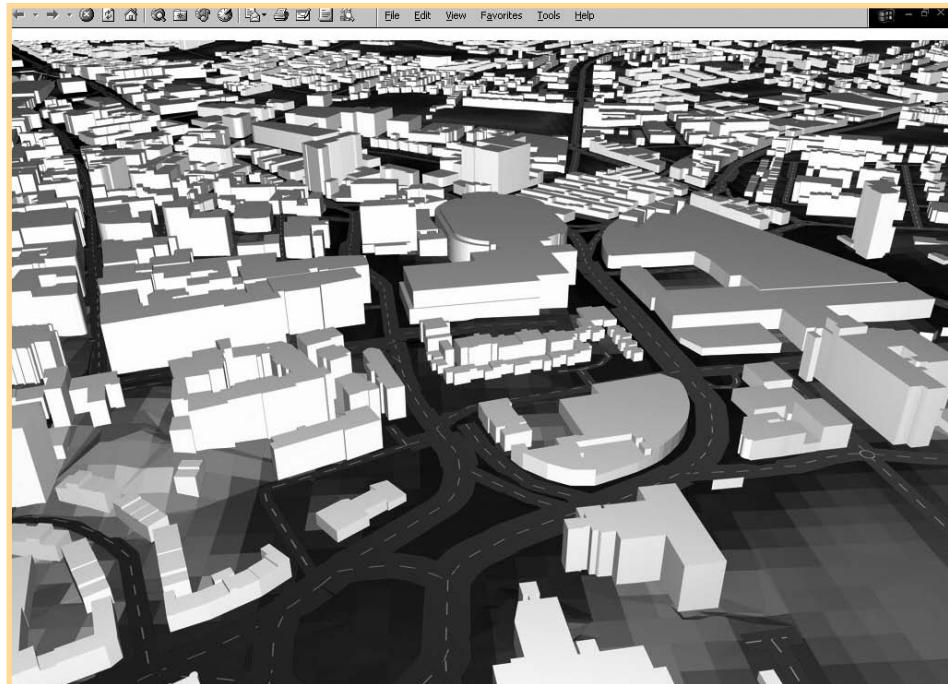




# California Planner

MAY - JUNE 2006



## *Why So Silent?* Noise Elements

By David Dubbink, Ph.D., AICP

Recently, the European Parliament directed its member states to prepare noise maps. Maps are to be produced for metropolitan centers and for land near airports, motorways, and rail lines.

The idea of having noise maps is familiar to California planners. The maps have been a required feature of General Plans since 1972. However, there is a quantum difference between the mapping effort now underway in Europe and the California noise maps.

It has been said that learning about another culture gives you insights into your own. This is certainly the case for noise control strategies. A quick look at the European initiatives tells us why the California Noise Elements are used so seldom.

### Mapping

The European maps are readable and accurate. The graphics on page 1 and below are typical of level of detail provided by interactive European

*If the community is provided with vivid demonstrations of the differing acoustic environments, individuals could choose noise settings that fit their preferences.*

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# Letter from the PRESIDENT

**By Jeri Ram, AICP, CCAPA President**



It is amazing that the year is passing so quickly and summer is almost here. By the time you read this, I will have attended the Chapter President's Council meeting in San Antonio, and then later, the National Conference.

One of the events that takes place just before the conference is the Delegate Assembly. At this Assembly, interested planners from all over the country convene by state to comment on and vote on new national policy papers. This year, the Delegate Assembly will be reviewing a Housing Policy Guide and an issue paper on Food System Planning. It is always interesting to attend the Assembly and to hear the issues other planners are concerned about throughout the Country.

The State Board will be holding a retreat in June in Oakland. The retreat gives us an opportunity to do more than hold our regular business meeting. It is a chance to focus on broader issues that would be of benefit to the State membership and to broadly discuss our goals and objectives for the coming year.

Conference planning is underway for our Fall 2006 State Conference in the Orange Section. In addition, planning has commenced for the 2007 conference in Northern Section and the 2008 conference in Los Angeles Section. So many people volunteer to orchestrate these conferences. These volunteers have the benefit of making new contacts and giving back to the profession. I know that we all appreciate their hard work and efforts.

In closing, I am looking forward to attending the San Antonio Conference – it promises to be a great event, and I am looking forward to seeing you all there!

Jeri Ram



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AMERICAN PLANNING  
ASSOCIATION

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#### *Section Directors*

##### *Central*

Deborah Kruse, AICP; 559.733.6291

##### *Northern*

Hing Wong, AICP; 510.464.7966

##### *Orange*

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# International Collaborations:

## *California's Central Valley & China's Southwest Region*

By Tina Chang

In this age, when technology has not only sped things up but also seemingly shrunk the size of the world, international collaborations on economy, science, and society are more crucial than ever. As information on one side of the planet can travel across oceans in the span of seconds, actions in one city can send reverberations throughout the globe for decades to come. How a community elects to accommodate population growth, shape economic development, and conserve resources, natural or otherwise, can affect the quality of life of its peoples and those of surrounding areas for decades. Undoubtedly, a society's political will can determine the maintenance of the status quo or develop a framework embracing dynamism, accounting for the only constant history has known: change.

The critical element, though, is not so much change itself, as the rate of change. While the world in general continuously spins into different interests, cultures, and lifestyles, two places particularly come to mind: California's Central Valley, and China's provincial level city, Chongqing (located in China's Southwest Region). Differences in topography, climate, and culture obviously exist; yet, similarities serve as the focus here. National Public Radio named the Central Valley as our nation's fastest growing region. Similarly, the internationally recognized British publication *The Guardian* named Chongqing as the world's fastest urbanizing metropolis. Yet, accelerated population growth is not the only similarity these ostensibly disparate regions share.

China's Southwest Region and California's Central Valley are both relatively diverse. The Central Valley has become home to ethnic immigrants, and the mountainous topography of China's Southwest Region naturally engenders more dispersed populations, attracting settlers from neighboring nations. While population density and concentration tend to be higher along the coastal areas in both regions, the Central Valley and China's Southwest Region are still heavily populated — if the Central Valley were a state, its population of approximately 6.7 million would exceed that of more than 20 states. Its Chinese counterpart (including Sichuan, Yunnan, and Guizhou provinces and the City of Chongqing), with over 197 million, would be the fifth most populous nation in the world, right after the United States and Indonesia, ranking third and fourth respectively.<sup>1</sup>

Unfortunately, despite the clout they should carry, both regions experience the neglected stepchild syndrome. San Francisco, Los Angeles, and San Diego garner the fame in California, while Shanghai, Beijing, and Hong Kong — massive metropolises of towering sky scrapers, neon lights, dynamism, and wealth — steal the limelight in China. Meanwhile, both the Central Valley and China's Southwest Region experience lower Gross Domestic Product per capita, fewer educated



individuals, and higher levels of unemployment and poverty, but all with higher levels of population growth and urbanization. While Californians rush to the Central Valley to capitalize on relatively inexpensive land, China's "Go West" Policy has created an influx of growth in China's Southwest Region, compounding the effects of massive urbanization and compromising natural land resources (e.g., agriculture lands and open space) as these regions strive to accommodate growth and respond to economic changes, environmental issues (e.g., increased air and water pollution), and potential depletion of water and other resources.

How the Central Valley and Chongqing accommodate change will affect not only lands and people within their boundaries, but also outside them as well. While Bay Area residents currently flee east in search of less expensive land and housing opportunities. Inefficient accommodation of growth can ultimately lead to greater displacement of individuals. For example, development resulting from insufficient density and intensity will decrease land supplies while demand continues to increase. While basic economic principles predict an inevitable price increase for the highly sought after commodity, namely land, the cost is arguably more than purely economical. Failure

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**Setting a New Standard:  
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## International Collaborations

*continued from page 3*

of Chongqing to stabilize a city of 32 million people will undeniably reverberate throughout China and the world. Migration of Chinese people to other provinces may trickle to outlying countries that are also experiencing growth challenges of their own.

An international collaboration simply made sense between two of the most dynamic areas in the world.

On April 16, RRM Design Group hosted a delegation of 27 mayors from the provincial level Chinese city of Chongqing at the Great Valley Center in Modesto, California. This event was the final stop for the mayors' APA organized course on "U.S. Planning Principles and Practices." After having visited cities such as New York, Washington, D.C., Annapolis, and San Francisco as well as exploring topics ranging from historical preservation to economic development, the Chinese dignitaries participated in a seminar on regional planning. The Chongqing delegation enjoyed

presentations from experts in the field of regional collaboration. They heard from:

- Carol Whiteside, president of the Great Valley Center, a think-tank organization that has helped the Central Valley create an identity and receive much-needed attention and funding.
- Go Funai from Valley Vision, an innovative and creative NonGovernment Organization that has established networks and programs for Sacramento Valley.
- John Wilbanks, principal and partner, of RRM Design Group, with over 27 years of professional experience, and a repertoire of projects ranging from designing streetscapes to entire new cities.

Each provided insight to issues like conversion of agricultural lands, air quality, human capital, regional business collaboratives, and form-based planning.

The power of sharing knowledge

and experience was immeasurable. We spoke of two areas in a world of millions. We all know the tipping point of an idea can potentially establish a phenomenon as commonplace as Coca-Cola, Starbucks, and Wal-Mart.

Will the fabric of our future be woven with resource-depleting, land-consuming development? Is a different future in the works?

The United States continues to wield immense influence in the world, as American models of growth, and examples of wealth, individuality, and independence heavily shape growth patterns across the planet. For now, American style suburbs have gained massive popularity in China, as newly wealthy individuals seek to emulate American status symbols with three-car garages, single-story homes, and isolated single-pod land uses. But studies have shown that this traditional suburbia model is unsustainable in the US.

Imagine how the spread of sprawl might affect America's Eastern counterpart, a country four times the size of the US.

Effective collaborations, such as the United Nations Development Program's Twinning Exchange (the practice of pairing cities facing similar challenges), and the American Planning Association's partnership with the China's Mayors Association will prove indispensable as our worlds continue to shrink and merge. Continued cooperation among Eastern and Western leaders in community planning and urban design will maximize the pursuit of responsible growth strategies for current and future generations — helping to create built environments our posterity can be proud of.

*Tina Chang is a Planner at RRM Design Group. Chang can be reached at [tchang@rrmdesign.com](mailto:tchang@rrmdesign.com).*

1. *China and India rank one and two, respectively. See [www.edu.pe.ca/southernkings/toptenspopulation.htm](http://www.edu.pe.ca/southernkings/toptenspopulation.htm)*

# Commissioner's CORNER

## *Planning Commissioners Taking Advantage of Learning Opportunities*

By **Kathy Garcia, FASLA**



For those Commissioners and Directors who did not attend the League of California Cities' Planner's Institute this March, mark your calendars to attend next year in San Diego. You missed three days packed with information, discussion and new friends. Here are some of the highlights:

Change was in the air, and communities are facing many challenges associated with growth, economic stability and shifting populations. Throughout all of California, Commissioners were eager to learn best practices for interpreting traffic studies.

Dan Burden, Director of *Walkable Communities*, challenged us all to discover our communities' livability by assessing their "walkability."

Professor Jerald Jellison of USC and author of *Overcoming Resistance* concluded the Institute by giving us the tools we need to promote change in our communities. In a lively and engaging session, Professor Jellison assured us that we could make change happen quickly by redirecting our energy from the common tools of persuasion (that often meet with fear, anger, or dread) to guiding through the process of acceptance.

Many of us agree that the League sponsors one of the best training opportunities for both new and seasoned Commissioners. In addition to core introductory classes for those newly appointed, the League presents the controversial issues of condominium

conversions, parking management, and water regulations. As you meet Commissioners and Directors from across the state, you see the wide range of opinions, situations, and solutions. With over 900 in attendance, you are sure to find someone you know, or someone you should know.

For those who cannot wait until next March for training, check out a new Planning Commissioners' Training Program offered by UCLA Extension, began on June 1, 2006. This series of seminars is designed to inform City Planning Commissioners about transportation, planning, and other related topics, such as environmental impacts. It is subsidized by the California Department of Transportation.

The first training seminar was June 1 in Los Angeles. One seminar is held each quarter and covers four topics. Commissioners can begin the series in any quarter. The seminars provide practical tools to expedite review of agenda item materials, present topical and timely information about today's critical issues, and offer the opportunity to discuss matters of importance with commissioners from other cities. Enrollment is limited, and registration is \$50. For more information, call the UCLA Public Policy Program at 310.825.7885.

*Kathy Garcia, FASLA can be contacted via email at KGarcia@sd.WRTdesign.com.*

### Share YOUR Ideas!

Share your ideas with California Planner readers by sending a fax or writing to:

California Planner Managing Editor  
916 Avenal Way  
Beaumont, CA 92223

Phone: 951.845.0174  
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E-mail: Karen@FireRose.us

# Legislative UPDATE

By Sande George, Stefan/George Associates, CCAPA Legislative Advocate



# New “Quick Leg Info” Feature for CCAPA Legislative Positions and Letters

April - May 2006

**A**s you may know, as part of the new website, CCAPA has a “live” legislative page for members only. It is a valuable tool to find complete information about any legislation of interest to members.

Recently, however, we have also added a quick legislative information feature — members can now quickly and easily access key information right from the home page, without signing in. Under the new QUICK LEG INFO feature, you can click on one of the following two links:

1. The “Hot Bill List” link provides members with access to a complete list of hot bills with positions that CCAPA has taken on those bills.
2. The “Position Letters” link allows you to view each letter that CCAPA has sent to legislators indicating support of or opposition to those bills.

### Please take the time to review this time-saving new feature.

For those who want up-to-the-minute and in-depth information on legislation all in one place, including copies of the latest bills, summaries, analyses, CCAPA position letters, bill status and history, recent votes, and hearing dates, the members-only legislative page is easy and quick to use. If you haven’t checked it out, please do. To get into the user page, you can use the following instructions:

### How To Access Legislative Bill Reports on the CCAPA Website

- Access the CCAPA website at <http://www.calapa.org/>.
- If not already logged on, enter your User Name and Password under “Members Only” in the left column.
- Click on “Legislation” on the left side to access the Legislation Main Page (no need to use the pop-up menu).
- Click on “What’s happening now? Hot Bills, Current Legislation and Regulations.”
- Click on “CCAPA Legislative Reports [www.stefangeorge.com/ccapa-nosec.php](http://www.stefangeorge.com/ccapa-nosec.php).” This launches the Stefan/George Associates website, where you can choose from one of four CCAPA reports:
  - Full Bill List w/Summaries.
  - Hot Bill Matrix w/Summaries.

- Hot Bill Master List w/Positions.
- Hot Bill Committee Hearings
- Click on any of the report titles to display the corresponding report.
- When reviewing a report, you can also click on any bill number to access additional information about that bill.

### Most Frequently Requested Letters

As you know, there are several very controversial bills that have been introduced this year regarding housing, density bonus law, specifically, flood planning and liability, and eminent domain. The flood planning measures will be completely amended soon, so information regarding those bills will be provided in the next *CalPlanner*. But the following are a few of the most frequently requested CCAPA letters – for SB 1800 (20-year zoning for housing) and SB 1177 (changes to density bonus law).

#### SB 1800 (DUCHENY) – BIA’S 20-YEAR ZONING FOR HOUSING PROPOSAL

**MEMO TO:** *Members of the Senate Transportation & Housing Committee*  
**FROM:** *CCAPA*  
**DATE:** *April 3, 2006*  
**SUBJECT:** *Oppose unless amended SB 1800 - Long Range Planning for Housing in Senate Transportation & Housing Committee, Tuesday, April 4, 2006*

The California Chapter of the American Planning Association must respectfully oppose SB 1800 as currently drafted. However, we have spoken with the Building Industry Association and are interested in working with the author, committee and the BIA on a framework for a major revision of existing housing planning law.

CCAPA participated in the League of Cities/BIA effort to revise housing law and agreed to the general proposal to require up front planning for housing, and streamline the project-by-

project review of housing that is currently required. Toward that end, CCAPA supports the following concepts that are similar in structure to SB 1800:

### ***Regional Planning***

- Develop the RHNA based upon improved growth data. Deference shifted from state to COG for validity of regional population and housing projections. State (Department of Finance and Housing & Community Development Department) has ability to challenge and seek mediation, but not dictate COG projections.
- COGs distribute housing allocations to local governments on a 10-year cycle, instead of the current five.
- COGs identify areas (priority investment zones) where they desire to target incentives to encourage additional housing development.

### ***Local Planning***

- Local governments plan for a 20-year outlook for land use, a 10-year cycle designating land supply for housing with minimum densities, and five-year designation and entitlement of housing sites with approval by right.
- The five-year designation by right must be provided intensive analysis and certainty. Local agencies would identify the areas, designate minimum densities, specify development standards and architectural criteria, through process of public discussion and review.
- Adoption and amendment of the plan would be subject to referendum. The plan may not be amended by initiative and projects would be protected from referenda.
- Local governments can deny projects that do not meet the plan's requirements, but can only deny projects that are consistent with the plan with a 4/5<sup>th</sup> vote and a health and safety finding.
- CEQA would be streamlined for projects consistent with the plan, and projects would be protected from CEQA challenge.
- Plans would be enforced by lawsuit, and through authorized fines and other penalties against "bad actors." Plans would not be reviewed by HCD.
- State housing laws conflicting with "certainty" concept would be suspended in areas covered by local plans.

### ***Paying for Planning***

- A state-imposed fee on new housing would accumulate sufficient funds to pay for all of the necessary local planning and environmental review (estimated \$100 million per year). Local governments access planning funds from a state pot.

### ***Funding for Services***

- Cities and counties would receive ongoing property tax

revenues for each new high-density unit (greater than 10 units per acre) constructed in a city. Approximately \$50 million per year would be needed to backfill the school's share of the property tax.

### ***Options for Infrastructure***

- Funding for local infrastructure related to housing in city infill areas and regional priority areas would be paid for in one or more of the following ways:
  1. Authorizing infrastructure investment districts which use the tax increment model.
  2. Directing several billion dollars in a potential state infrastructure bonds to these areas.
  3. Dedicating a portion of future property tax dollars, approximately \$2 billion, which will become available after the state pays off its deficit bonds in 2014, or earlier.
  4. The state would pursue a local 55% vote for special taxes.
  5. Authorizing a state-imposed transfer tax on real property sales, \$135 million per year @ 50 cents per \$1,000 of value.

### ***Affordable Housing***

- The need for a funding stream for affordable housing is a key goal. A property transfer tax is a potential option.

SB 1800 differs from the above framework in a number of significant ways and does not include some key provisions that CCAPA believes should be part of this major revision of planning and housing law. There are too many sections in the bill to review here in detail, but below are a few of the key concerns:

1. The bill mixes and blends planning and zoning law with the housing opportunity plan/specific plan implementation. Local governments should be authorized to use either a HOF or specific plan to implement the 20-10-5 year planning and housing provision process. In addition, housing element review by HCD should be streamlined following implementation of this completely revised housing approval process.
2. The bill does not suspend new housing laws that would conflict with these new processes and plans. Developers and local governments should both be granted certainty under this new, major revision of planning law.
3. The bill should provide a provision for review of existing laws that may conflict with the new framework to be sure there is a seamless transition.
4. The bill should specifically authorize cities and counties in implementing the framework to ensure phased development.

*continued on page 8*

**Legislative Update***continued from page 7*

5. The changes required under the new framework should be phased in so not every jurisdiction is going through this process at the same time.
6. S 16318-16319.5 is problematic. The Pooled Money Investment Account is a short term way for localities to manage their cash and is not a revolving fund. Another source of funding should be provided. Significant up front funding must accompany any new major changes as anticipated by SB 1800. Existing local fee authority would take too long to collect an adequate amount for implementation. In addition, any fee authority authorized under the bill to repay loans or provide funding for planning must apply to all construction, not just residential.
7. S. 65300 (c), the definition of “taking care of their own,” should be removed. It is a subset of the existing RHNA, and does not appear to replace the existing RHNA calculations, so is confusing.
8. S. 65300.1 is very specific to housing but is in the General Plan provisions of the law. These findings should be in the housing element section. In addition, the findings appear to require availability and zoning of sites, rather than planning for sites, for a 20-year projected need. This section also leaves out a number of competing interests that local governments must address in their General Plan, including open space, parks, infrastructure, schools, water supply, and flood protection.
9. S. 65302 requires cities and counties to “designate” rather than “plan” for land for residential use over a 20-year period. This would be an impossible requirement, essentially a new 20-year RHNA. CCAPA would agree to a 20-year plan of orderly and phased growth. But, it is important that the local governments be allowed to phase land use, infrastructure and entitlements in the 20-10-5 year framework described above.
10. Article 9 makes no effort to reconcile the housing opportunity plans with the existing housing law. As mentioned above, the two processes must be separated between planning (housing element) and implementation (HOF or specific plan).
11. S. 66582 (e) defines “regional housing need” again as a 20-year projection. The 20-year planning for housing should not include a requirement for a 20-year RHNA. There is simply no way that local governments can provide infrastructure and zone specific sites out 20 years, nor should the state encourage leap frog development or greenfield development that would prematurely pressure agricultural lands to develop.

If you have any questions, please contact CCAPA's lobbyist, Sande George with Stefan/George Associates, 443-5301 or [sgeorge@stefan/george.com](mailto:sgeorge@stefan/george.com).

**SB 1177 (HOLLINGSWORTH) –  
CAR AND CRLA 2006 DENSITY BONUS BILL**

**MEMO TO:** *Members of the Senate*

**FROM:** *The California Chapter of the American Planning Association*

**DATE:** *Mach 30, 2006*

**SUBJECT:** *Opposition to SB 1177 (Hollingsworth)  
Allows project using density bonus law wholesale  
waivers of local ordinances - on Senate floor*

The California Chapter of the American Planning Association is opposed to SB 1177. SB 1177 would modify existing law which allows a developer to apply to local government for a waiver or reduction of development standards if seeking a density bonus. SB 1177 would delete the requirement that the developer show that the waiver or modification is necessary to make the housing units economically feasible and replaces it with a requirement to show that the waiver is needed to physically accommodate the housing development at the density or with the concessions or incentives permitted by the bill.

The amendment to switch from an economic feasibility test to a physical test does not change existing law. The statute already permits up to three concessions or incentives depending on the amount of affordable housing provided in the project without a test. Existing law also currently requires that the city or county provide the developer waivers where the incentive or concession can't be accommodated on the site. So, no real change and no real test.

But, the existing waiver provision under current law already has the effect of allowing a developer to apply for an unlimited number of incentives and concessions. Eliminating the requirement for an economic showing, then, essentially allows wholesale violations of local ordinances. Specifically, our concerns are:

1. The statute prevents a city from imposing a development standard that precludes use of the density bonus (S. 65915 (e)). So the new physical test does nothing. In other words, it takes away a substantive requirement and replaces it with no requirement at all.
2. In fact, the new test makes things worse. If the language allows the waiver of a development standard because a concession or incentive can't be accommodated, the law

*continued on page 12*

## Noise Elements

*continued from page 1*

noise maps. The differences are more than aesthetic. The German map is an interactive, web-served document that can be zoomed, scrolled, and queried<sup>1</sup>. In the original, the gradations are in color with the most intense hues radiating from the sources. It shows the outlines of individual houses. This level of detail is typical for a European noise map. With this web page map, you can click on any location, and a popup box appears that gives the noise level at that point. Noise exposure is indicated using a color gradient, which is easier for people to understand than the usual noise contour maps. The map gradations and locations can be linked to digital recordings to deliver actual acoustic experiences<sup>2</sup>.

There is also a quantum difference in the accuracy of the maps. The German map is based on noise estimation technologies that consider topography, shielding, and reflections. If you look closely at the color gradations near the structures, you see that the buildings cast an “acoustic shadow.” Although it does not show in plan view, noise exposure is projected over the building’s surface too. Each building face and each floor level of the structure is evaluated separately. Small black and white discs are scattered over the German map, representing locations where the noise levels were measured by using a portable monitoring system mounted in a small trailer. You can click on one of these disks and see a photo of the trailer standing in the neighborhood along with a numeric table showing both the measured and estimated noise levels. The level of map accuracy appears to be on the order of plus or minus two decibels – at the threshold of detectable difference.

By contrast, the noise estimation technology used to produce the California map includes no topography. There is no shielding and no reflections. There are no buildings. The California noise map appears to have been created by drawing lines at a fixed distance from the center line of major roadways. The contour lines end at the city limits. At best, the California map is a crude indicator of places where noise might be an issue. It does not depict noise levels with anything approximating the precision of the German map. The German map looks better, is more informative, and is decidedly more accurate than its California counterpart.

### The Tyranny of Standards

There's no coincidence in the fact that every city in the state has a noise map that conforms to very explicit OPR guidelines.



*Courtesy of ©ACCON. Created by the Acoustic Consultancy ACCON, an engineering bureau for sound and vibration technology in Greifenseberg/Germany, [www.accon.de](http://www.accon.de).*

There was a time when California's noise element guidelines were cutting edge ideas. But that was in 1972. Eight-track and Betamax tapes were new then, too. The downside of being an early adopter of any technology is that a shift to still newer technologies necessitates writing off the original investment. The state's guidelines have been changed little since 1972. They date from an era when maps were printed in black and white, and desktop computers did not exist. Interactive maps such as we see everywhere on the web did not even show up in science fiction.

Throwing an established governmental program into the garage sale bargain box is not easy, but the state's obsolete noise mapping requirements are long overdue for an upgrade.

It is interesting to speculate why such obviously deficient noise maps were not trashed years ago. The present guidelines have a certain simple appeal; drawing the maps requires little effort or specialized knowledge. The

guidelines have been around so long that the text for a noise element and an implementing ordinance is stored on every general plan consultant's word processor. Traffic counts and the old “Sound 32” noise model can be used to figure out how wide to draw the contour lines. It is a simple drafting job to produce the maps. The maps are neither accurate nor easy to understand, but they score on the essential points of being easy to produce and on exactly meeting the state's requirements.

### Does Noise Matter?

It is not as if Americans do not consider noise to be a problem. The 2000 Census of Housing included a question that asked people to say whether they were so bothered by street noise that they would want to move. Of all households surveyed, 4.4 percent said that they wanted to move. This compares to 3.6 percent of all households responding that they were so bothered by crime that they wanted to move. Twice as many households reported that they were affected by street noise as by crime (28.2 percent *vs.* 14 percent).

The benefits of accurate, accessible, and easy to understand noise maps are more than just being a masterpiece of mapping technology. Some people are far more noise sensitive than others. If the community is provided with vivid demonstrations of the differing acoustic environments, individuals could choose noise settings that fit their preferences. The cost of providing

*continued on page 13*



## Welcome to the Happiest Place on Earth - Orange County!

**W**hat do Mixed Use Development, historic San Juan Capistrano and the magic of Disney all have in common? They are all part of fascinating mobile workshops featured at the 2006 CCAPA Conference this October 22-25 in Anaheim. This year's unique workshops range from entertainment, arts, wetland preservation, and exploration of the highest density greenfield and brownfield communities of Orange County.

That's not all! Among the highest anticipated workshops are the entertainment retail developments featuring Irvine Spectrum, The Block at Orange and Downtown Disney and a "behind the scenes" tour of Disneyland. If you have ever wondered what it takes to put on the Main Street Parade every night, your questions will be answered in this "can't miss" workshop. In addition, we will entice you with a tour of infill projects and revitalization of the most influential cities in Orange County.

To kick off this year's conference, the opening reception will be held at the beautiful Nixon Library in the City of Yorba Linda. This will be a great opportunity to mingle with other planners, consultants and planning commissioners from all across our state. Expand your network and let your expertise shine as you experience the magic of the 2006 CCAPA State Conference.

Limited sponsorship and exhibitor opportunities are still available. Go to [www.calapa.org](http://www.calapa.org) or e-mail Lynne Bynder at [lbynder@meetingsxceptional.com](mailto:lbynder@meetingsxceptional.com) for more information. Conference registration and hotel information are also available online. So hurry and take advantage of the early registration discount.

**"Plan" on visiting the  
Happiest Place on Earth - CCAPA 2006!**

**Visit [www.calapa.org](http://www.calapa.org) for up-to-date  
information on the conference, including  
exhibitor and sponsorship opportunities.**

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# Council Protects Native Trees

## *New Species, Stricter Protections Added To Native Tree Ordinance*

Los Angeles City Council President Eric Garcetti won the unanimous support of his colleagues for a revised and revitalized Native Tree Ordinance that protects Los Angeles' forest canopy and regulating the removal of oak, walnut, bay, and sycamore tree species.

"Who would have thought of Los Angeles as one of our nation's great forests?" said City Council President Eric Garcetti. "We don't look like Yellowstone to the naked eye, but trees are a vital part of our city's infrastructure. They improve our air quality, help control floods and conserve water and energy. They also raise property values and contribute to a higher quality of life in the city."

Though often caricatured as a "paved paradise," Los Angeles' 700,000 street trees, 800,000 trees in parks, and estimated 20 million trees on private property constitute the nation's largest urban forest. Tree protection helps reduce "heat island" effects, preserve ecological balance, and both clean the air and provide oxygen.

"Today we are protecting our heritage, our vital native habitat," said Clare Marter Kenyon, the chair of the mayor-appointed Community Forest Advisory Committee. "When

trees go, animals go, too. In the 26 years since the original Native Tree Ordinance was passed, we've seen encroachments on rare and threatened plant communities. The badly needed steps we're taking today will leave a green legacy in our city for future generations."

After a year of outreach and meetings, the recommended changes to the original Oak Tree Protection ordinance approved in 1980 include:

- Extending protection to the Southern California Black Walnut, the Western Sycamore, and the California Bay species; requiring a permit for protected tree removal/relocation on all property in Los Angeles.
- Reducing the threshold of truck diameter from eight inches to four inches; calculating the required replacement mitigation utilizing a value formula.
- Allowing small trees to be used as replacements if they will have a greater chance of survival than the larger sizes; and
- Including civil penalties, such as withholding permits for development of property if the protected trees are removed without a permit.

## 2006 Planners Sierra Retreat

*Hosted by CCAPA, Central Section*

**August 25-27, 2006**

4:00 PM Friday evening through 10:30 AM Sunday

YMCA Camp Sequoia — Lake Sequoia  
Sequoia National Forest (1 hour east of Fresno on Highway 180)

Join fellow planners, associated professionals, and their families at the 15<sup>th</sup> Annual Sierra Retreat, sponsored by the Central Section of the California Chapter, American Planning Association. The Retreat provides a great combination of camaraderie and professional development with activities provided for all members of the family.

**Professional Development:** Over the past 15 years, experts have facilitated panel discussions on such issues as city administration, ag land preservation, high-speed rail, professional ethics, smart growth, new urbanism, and regional water issues.

**Special Activities:** Campfire, Music, Crafts, Swimming, Hiking, Fishing, Watching the Sunset, Relaxing— Doing Nothing!

Adults / Children 13 and over - \$95: Children 12 or under- \$65. Includes two nights lodging (housekeeping cabins, bring your own towels and bedding), meals, and all special activities.

**For More Information:** Bruce O'Neal, boneal@pesc.com, 559.256.4250, or Mike Waiczis, mrw36@csufresno.edu, 559.434.8637.

**Legislative Update***continued from page 8*

changes in two ways: (1) deleted economic standard; and (2) allows an incentive or concession that can't be accommodated on the site. Existing law would not require or allow a concession or incentive that can't be accommodated on the site.

3. Under current law, a local agency is not required to grant an incentive or concession for a project without a density bonus unless the developer can demonstrate that it results in identifiable, financially sufficient, and actual cost reductions. Why should the procedure for a development standard waiver be any different?

Eliminating the showing of economic feasibility for securing such waiver would limit the ability of local government to enforce compliance with important development standards and local ordinances simply because the developer determines he or she does not wish to comply with them. Under existing density bonus law, if the local government decides not to grant such a waiver or concession, the city or county could face a lawsuit. This amendment was also included initially in SB 435 last year, another measure that amended density bonus law and was eventually signed into law. The amendment was removed from SB 435 after strong objections from planners, cities and counties.

By removing the economic test, SB 1177 will allow the developer to request an unlimited number of variances — beyond the up-to-three concessions or incentives granted with no showing required — with no requirement to show why they are needed.

For instance, without any explanation for why the developer needs a waiver or reduced development standard, the local government could be required to grant any or all of the following:

1. Reduce site development standards, such as retaining wall height, grading, sidewalk construction, drainage improvements, etc.
2. Reduce setback requirements or increase allowable building height.
3. Waive off-street children's play area requirements.
4. Reduce or waive landscaping requirements.
5. Grant fee deferrals until occupancy or require the local government to waive or pay the fees.
6. Reduce or waive park or open space requirements.
7. Increase allowable floor area ratio.
8. Eliminate minimum unit size.
9. Reduce parking requirements beyond what is already included in existing density bonus law.

And in exchange for both a density bonus and an unlimited number of waived development standards, the developer only needs to provide 10% of the project units for moderate income housing.

If these waivers are truly warranted to make a project pencil out, as shown by the developer, that is a fair process. But it is unclear why community standards should be reduced or additional concessions be granted to developers who cannot even demonstrate that they are necessary.

If you have any questions, please contact CCAPA's lobbyist, Sande George with Stefan/George Associates, 916.443.5301, [sgeorge@stefangeorge.com](mailto:sgeorge@stefangeorge.com).

## **How to Login for the First Time**

*CCAPA members are now able to login to gain access to Members- Only capabilities. To login for the first time, click on the link "Forgot your Password?" in the lower left area of the web page; type in the email address CCAPA has on file for you, and login with the information emailed instantly to your email account.*

## Noise Elements

*continued from page 9*

such information is modest compared to the costs of sound walls or residential noise insulation.

The bitterest community noise controversies come about when residents are injected into a noise environment that does not meet their expectations.

### Doing the Work

Technology for making accurate and accessible maps is available, but the question is, "What are the incentives to do this, and who pays for the work?"

Like the California plan guidelines, the European initiatives are based on directives that spell out what should be done. The methods and metrics are defined. They also specify that the resulting maps are to be posted on the Internet.

The first part of the task is to update California's antiquated guidelines. Some of this is about to be enforced since the Federal Highway Administration now requires use of a new traffic noise model<sup>3</sup>.

Moreover, noise modeling software now comes with point-and-click usability. The availability of digital elevation maps and GIS databases reduces the cost advantages of the handicraft approach. This is particularly so if, as in the European case, the scale of the mapping effort is expanded and analysis is applied across an entire transportation system.

But there is a first order of questioning the need to apply high-tech noise mapping in every city in California city. One problem of the one-size-fits-all prescriptions in the Noise Element guidelines is that they do not consider the extreme variability of noise issues. Many California towns are quiet places, without major industry, freeways, railroads, or airports. Certainly, these quiet suburbs can have their own noise issues – barking dogs, construction sites, noisy pool pumps, and loud parties – but these do not require complex, technical solutions.

More exacting technical analysis is appropriate for towns that are crossed by freeways or that have major airports and industrial facilities. Such noise sources are typically region-serving facilities. The drivers, passengers, and workers come from other places.

The European standards attach noise mapping requirements to noise sources instead of to cities. They require noise maps for roadways with more than 16,500 ADT, and for major airports and rail lines.

If there were to be a "regional" or "source-oriented" approach to noise mapping, who would do it, and who would pay for it?

There are economies of scale in dealing with larger regions. The design and the pricing of high quality noise analysis packages such as Cadna A<sup>4</sup> and SoundPlan<sup>5</sup> are based on the idea that purchasers will regularly use the systems. Users require training, as do the specialists in topographic mapping and GIS that deliver the baseline data. There is no need for cities to build such expertise on their own. The solution is to have noise studies produced through a Service Bureau with the appropriate technology and specialists. In California, Caltrans or a regional transportation planning agency, is the appropriate source for

organizing such expert assistance. Consulting firms could provide assistance and craft community strategies for dealing with localized noise impacts.

In environmental impact reporting the principal is "the polluter pays." Noise maps produced for commercial airports are typically supported by grants from the FAA, collecting the funds from airline ticket fees. In the case of noise maps for highways, the funding might appropriately come from vehicle license fees or FHWA planning funds. A rate structure might even be established that links vehicle license fees to vehicle noise production (which would be a noise control incentive itself).

When planners advocate Smart Growth and urban infill at higher densities, increasing noise is an authentic concern. The European initiatives provide California with a model of how to craft noise maps that provide accurate and understandable information. Decision makers and people making individual location decisions can benefit from such technologies. The FHWA mandate that requires the use of new noise forecasting technology provides us with an incentive for change. It creates an opportunity to rewrite the tired General Plan noise standards that anchor us to the past. We can do better, and in doing better, we can build a foundation for improving the acoustic environment of our cities.

*David Dubbink, Ph.D., AICP is a professor at Cal Poly and operates a consulting office. Dubbink has been a regular contributor at international conferences, and he can be reached at [dubbink@noisemanagement.org](mailto:dubbink@noisemanagement.org).*

- 1 *The address of the interactive source site is [www.noiserus.com](http://www.noiserus.com). The map example and photo were provided by the Acoustic Consultancy ACCON (engineering bureau for sound and vibration technology in Greifenberg/Germany) [www.accon.de](http://www.accon.de). The images are copyrighted by ACCON® but were approved for CalPlanner use.*
- 2 *The Interactive Sound Information System is an example. See [www.noisemanagement.com](http://www.noisemanagement.com)*
- 3 *This is the Traffic Noise Model 2.5 (TNM)*
- 4 *[www.dataakustik.de/download/seiter\\_6\\_CadnaA\\_E.pdf](http://www.dataakustik.de/download/seiter_6_CadnaA_E.pdf)*
- 5 *<http://www.soundplan.com>*

## Planners On The MOVE

**Mike Greene** and **Christopher Hetzel** have joined Jones & Stokes. Greene will work from the Irvine office, focusing upon noise and vibration analyses of transportation, commercial, industrial, and residential developments. Hetzel will be based in the Los Angeles office and will specialize in American urban and suburban history.

**Keith McCann** has joined The Planning Center as Chief Operating Officer and Chief Financial Officer.

# Job OPPORTUNITIES

## **City of La Mesa, CA**

### **Planning and Development Services Director**

**Salary:** \$92,988 to \$111,588 annually, plus an excellent benefits package.

The Planning and Development Services Director is responsible for the management of a wide range of activities within the Community Development Department, including: development services, current and long-range planning, housing, redevelopment, public transit, CDBG, and revitalization. The new Director must be an experienced professional with expert knowledge of urban planning, zoning, and development. Minimum qualifications: Equivalent to a Bachelor's degree from an accredited college or university with major course work in public administration, urban studies, planning, or a related field. A Master's degree in a related field and AICP designation are strongly desired. Six years of increasingly responsible experience in the administration of planning, community development, or redevelopment programs, including two years of administrative and supervisory responsibility.

Application-filing deadline: 5:30 p.m., Thursday, July 13, 2006. The filing period may be closed when sufficient applications are received. Apply to: City of La Mesa, Human Resources Division, 8130 Allison Ave., La Mesa, CA 91941. Application materials available in-person, by calling 619.667.1175, or by visiting our website at [www.cityoflamesa.com](http://www.cityoflamesa.com).

### **Urban Planner**

**Self-motivated; MS Planning; excellent salary; Resume to:** Crain & Associates of Southern California, 2007 Sawtelle Blvd., Suite 4, Los Angeles, CA 90025

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## **CCAPA Website User Manual**

The CCAPA Website User Manual is online at the following address:  
<http://www.insitemanager.com/InSiteManagerManual/>

Please bookmark this link for future reference.

All sections, with the exception of Events are complete. Events Help will be online in the coming weeks.

We appreciate any feedback on ease of use, additional helpful sections, errors or inconsistencies.

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**The San Francisco Public Utilities Commission  
Planner III – Environmental Review**

Salary: \$2,614 - \$3,178 Bi-weekly, \$67,964 - \$82,628

Annually, The San Francisco Public Utilities Commission (SFPUC) has embarked on a major Water System Improvement Program (WSIP) for the rehabilitation of the Hetch Hetchy System. The WSIP is a \$4.2 billion, 13-year program comprised of 77 local and regional projects to repair, replace, and seismically upgrade Hetch Hetchy, the Bay Area water delivery system. The 77 projects consist of 45 local water projects and 35 regional water projects to ensure future reliability and delivery of potable water to San Francisco, Alameda, San Mateo, and Santa Clara counties. The Environmental Planners to be hired for the two III positions by the Environmental and Regulatory Compliance Division will be working on environmental compliance for projects within this program. Both positions involve management of the entire environmental review process for complex water delivery projects; including management of consultants; participation in all phases of environmental review, analysis of environmental impacts and mitigation measures; and procurement of federal, state, regional, and local regulatory permits. Announcement and application available at [www.sfgov.org/jobs](http://www.sfgov.org/jobs) or call 415. 554.1660. Please log on to our website, [www.sfgov.org/jobs](http://www.sfgov.org/jobs), to get more information on the experience required for this job.

**Senior Environmental Analyst**

Range: \$54,614 - \$79,190

Review/manage, complex environmental projects including biological habitat issues. Degree in environmental planning or related field; exceptional verbal/written communication skills; general knowledge of state/federal laws/regulations governing submittal/approval of EIR/EIS for public works projects, workable knowledge of mitigation measures, three years' experience.

Manager, HR; P.O. Box 53770, Irvine CA 92619-3770; FAX 949.754.3467; E-mail: [recruit@sjhtca.com](mailto:recruit@sjhtca.com); EOE/M/F/D/V

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West Coast Environmental and Engineering (WCE) has an opening at the corporate office in Ventura, CA, for an experienced Project/Group manager to head up the land use planning group. Since 1987, WCE has been providing innovative solutions for our varied client base and has developed a substantial workload of CEQA, NEPA, 1600, 404/401, CUP, permitting and regulatory projects for private and public clients. This position requires a planning professional with experience in impact analysis, alternatives analysis, presentations at public meetings, mitigation and monitoring programs and regulatory compliance.

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Great opportunity for professional development. We offer excellent benefits, including medical benefits for employee and family, continuing education, and a matching 401k program. Minimum qualifications include BS/BA in planning or related discipline, 10+ years of related experience, and excellent written and oral communication skills.

Please apply by email with resume and salary requirements to [falvarado@wcenviro.com](mailto:falvarado@wcenviro.com); Fax: 805.644.5929, or by mail: 1838 Eastman Avenue, #200, Ventura CA 93003

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Fax: 951.769.3917  
E-mail: [Karen@FireRose.us](mailto:Karen@FireRose.us)

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Gary Conte, AICP  
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RRM Design Group  
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# UCLA Extension

## Public Policy Programs

### Advanced CEQA Roundtable: Practical Solutions for Addressing Tough Issues

*June 22 & 23, 9:00 am - 4:30 pm*

*UCLA Extension Lindbrook Center,  
10920 Lindbrook Drive, Room 204,  
Los Angeles (Westwood Village).*

**310.794.3176**

Focuses on some of the most difficult, yet, commonly recurring, issues in the implementation of CEQA. The goal of the session is to enable seasoned professionals to share their expertise about how to address these issues and apply solutions to real projects.

#### *Roundtable Conveners*

Ronald Bass, AICP, JD, a Legal and Regulatory Specialist with Jones & Stokes and coauthor of the *CEQA Deskbook*. Kenneth Bogdan, JD, Environmental Counsel and Principal at Jones and Stokes and co-author of *The NEPA Book* and *The CEQA Deskbook*. Margaret Moore Sohagi, JD, a partner with Fox & Sohagi LLP.

#### *Fee and Credit*

\$475 Reg# R9033F

Fee includes course materials and refreshments.

CEU Noncredit Program

Law 866.2 1.2 CEU

\*MCLE Credit Program: 12.0 hours

\*\*CPDP Credit: 12.0 hours

### Land Use Planning for Non-Planners: An Introduction to Planning in California

*July 14, 9:00 am - 4:30 pm*

*UCLA Extension Lindbrook Center  
10920 Lindbrook Drive, Room 204  
Los Angeles, California.*

**310.794.3176**

How California communities establish planning policies and the tools for implementing those policies. Role of the California Environmental Quality Act in the planning process and the legal guarantees afforded property owners.

#### *Seminar Leaders*

M. Thomas Jacobson, JD, AICP, Professor of Environmental Studies and Planning at Sonoma State University. Vivian Kahn, FAICP, Associate Principal of Dyett & Bhatia, San Francisco, and a partner with Kahn/Mortimer/Associates.

#### *Fees and Credit*

\$275/\$300 Reg# R9931

(\$275 for enrollments postmarked, phoned in, or faxed by June 30; \$300 thereafter)

Fee includes course materials and refreshments.

CEU Noncredit Program

Law 865.1 0.6 CEU

\*MCLE Credit Program: 6.0 hours

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### CCAPA Broadcasts Information

CCAPA will be broadcasting important information to your e-mail address. So that you don't miss out on these important messages, please check your e-mail address with National APA. You can review and update your membership information online at [planning.org](http://planning.org). On the home page go to the Member Services drop-down list and choose the Membership Database link. You will need your membership number which is located on your Planning Magazine label or your dues renewal invoice. Please call 916.736.2434 for further information.

## Moore Iacofano Goltzman, Inc. Joins Forces with Purkiss Rose-RSI

Moore Iacofano Goltzman (MIG), Inc., a Berkeley-based planning and design firm with a nationally recognized landscape architecture division has joined forces with the Fullerton-based landscape architecture, park, and recreation planning firm Purkiss Rose-RSI. The combination of MIG and Purkiss Rose RSI will provide deep capabilities in landscape architecture, and park planning and design, as well as an expanded Southern California base for the delivery of services in urban planning and community design, public policy, strategic planning, environmental planning and design, and communications and web technology.