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American Planning Association
California Chapter

Making Great Communities Happen

Planning News & Updates from APA California

The Embarcadero and the San Francisco Waterfront. Source: Perkins+Will

MARC YEBER | VP-Public Information

Urban Design: Why it Matters

This issue of the *CalPlanner* attempts to address the role of design in city-making. Unlike building architecture, landscape architecture, planning and engineering, **Urban Design** is a practice that requires a construct and a design intervention from several (or all) of the aforementioned professions. It is a process not formalized in its own right, but has become the linchpin to many of the planning functions today.

A mid 20th Century term, urban design germinated from the acknowledgement that the mere act of planning or architecture could not evolve into meaningful *city-making*. It is generally believed that urban design grew out of the 1956 Urban Design Conference Series held by Harvard University. However, the practice dates further back. Ancient Rome, with its gridded streets and water-delivery infrastructure, laid some claim to what we consider basic tenets of urban design. Others point to the Renaissance where Michelangelo, Della Porta, and Palladio all employed planning and architecture strategies that framed urban design principles. Then there is the 19th Century Spanish civil engineer Idelfons Cerdà who developed a framework with which the built form was as much a part of the proposal as the streets they front while the individual experience was as critical as the collective function. More recently, James Corner made the case for Landscape Urbanism by espousing organizing principles that placed an emphasis on landscapes and not buildings. In any case, the philosophy of employing urban design, whether conscious or not, is deeply rooted in *city-making* throughout civilization.

Urban design since the previous decade has become a more formalized design process that is complementary to the policy and regulatory framework defining much of the planning activity. That said, following are different perspectives on the ways the process functions. For obvious reasons, the articles here only touch upon the topic. But we hope you find it both interesting as a denizen who interacts with urban design and informative as a practitioner who is confronted with the challenges of the built environment.

Happy Reading, **MY**

FEATURE | Ric Abramson, AIA & Marc Yeber, ASLA

Urban Design: Nurturing Civic Pride and *City-Making*

Meaningful *city-making* in the 21st century relies on a collective vision and collaborative sensibility that harnesses multiple community resources in a sustainable manner. At least that is the supposed vision. Without a semblance of mutual agreement, building a city or town is reduced to the adoption of a regulatory framework directed at land use, infrastructure or new development. Yet, cities and their environs are living entities that stem from a more complex arrangement of established cultural and economic relationships, available material resources and community ideals. Although difficult to define, the unique composition that is characteristic of each city or town ultimately influences resulting community values and the spaces and programs that bring them to light.

The nurturing of community, whether directly or indirectly requires actions that address not only the physical form of a street or place, but also the civic mindset. This psychological factor eventually determines “wellness” with respect to livability, economic vitality and overall urban identity. Our legacy for a sense of place is tied to the Roman term of *civitas*, which in a contemporary context is best understood as a community bonding and civic pride. It is shaped from a shared sense of responsibility alongside expectations about social behavior, lifestyle practices as well as forms of work and play. City-making then results from localized patterns of expectations whose arrangement materializes into a discernible civic identity.

So how does it relate to this question of city-making? Urban design incorporates formal, aesthetic and program-based strategies established to address the vitality and health of the *civitas*. It is not merely the implementation of plans, guidelines and policies focusing on place-making at a scale that is larger than a mere individual building. Instead urban design involves a greater collaboration of architects, landscape architects, civil engineers, transporta-

tion and infrastructure engineers, sustainability consultants, energy modelers and way-finding specialists who are able to recognize and tap into a greater psyche embedded in each locality, to achieve an individual *civitas*. Thus, Urban Design is far more than a formal discipline; instead it is more accurately a way of thinking that balances (1) site conditions with geographic opportunities, (2) a psychology of scale with prevailing rhythms in the existing community fabric, (3) predominant indicators defining urban character with personal lifestyle preferences, and (4) new forms of sustainable-driven design with localized aesthetics. Whereas on the regulatory side urban design interests have found a home within planning or community development depart-

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An artist's rendering of a high-speed train station. Source: CA High Speed Rail Authority

FEATURE | GABRIEL BARRERAS

CA High-Speed Rail Gains Momentum, Fuels Urban Design

Over the last few months, the California High-Speed Rail Authority (Authority) announced road closures and demolitions preceding its first 29-mile stretch of rail to be laid between Fresno and Madera. Known as Construction Package 1, this news not only precedes construction, but it also invites us as a planning community to consider the role, expectations, and potential outcomes of urban design for high-speed rail throughout California's communities large and small.

Set in motion by Proposition 1A of 2008, the California High-Speed Rail (CHSR) system will be the first of its kind in the United States. The 68 billion-dollar project will host 24 stations and traverse more than 800 miles connecting Sacramento, San Francisco, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego with top speeds of 220 miles per hour. By 2030, the Authority projects annual ridership will range between 88 million and 117 million passengers, granting the opportunity to travel between Los Angeles and San Francisco in a mere 2 hours and 40 minutes.

To date, planning and construction phases along several focal points of the CHSR network are already underway. Construction is in full swing at San Francisco's Transbay Terminal, to be completed in 2017. Trenches and grading has begun in the City of Madera. The Gilroy-

Merced and Fresno-Madera corridors recently received their environmental clearances, and initial scoping studies are starting in Palmdale and Burbank. According to Lisa-Marie Alley, the Authority's Deputy Director of Public Affairs, "By this time next year, the Authority aims to expand construction within an 80-mile radius in the Central Valley."

However, the development of high-speed rail in California aspires to be more than just a physical link between geographic locations. The CHSR system is anticipated to be an engine of economic growth, sustainability, and socially

progressive development across the state. "CHSR can be seen as a 200-mph rolling city," according to UCSD's Center for Design and Geopolitics, "As it speeds through smaller cities, it will spur densification and link them to capital metropolises. It will anchor new regional intermodal transportation systems, relieving the pressures of the automobile imperative. But its most important impacts go well beyond transportation design: for it to succeed CHSR must perform as a robust meta-urban spine, linking, mediating emergent economies up and down the state."

Considering the high stakes, one of the Authority's earliest decisions established Parsons Brinkerhoff's Placemaking Group (PB Placemaking) as the primary program manager for the overall CHSR network. In this role, PB Placemaking serves as the primary coordinator between the Authority and over 100 private firms and government agencies, and it was responsible for developing the system's overall Urban Design Guidelines.

Published in March 2011, the *CHSR Urban Design Guidelines* are a collection of flexible policies, best practices, and design precedents from around the world in order to, "provide guidance on the form of the project: how the system fits into, complements, and creates value for the surrounding station area and corridor communities." At ninety-three pages, the Guidelines are uniquely concise and illustrative for such an ambitious government document, and they provide easy-to-digest information to any public official, stakeholder, or resident.

In addition to its readability, the Urban Design Guidelines recognize that one-size does not fit all. The CHSR system must be adaptable to every community, from the rural plains of Merced with 80,000 residents, to the buzzing suburbs of Fresno and Sacramento, to the regional metropolises of Los Angeles and San Francisco with millions of residents. The notion of adaptability presents specific challenges for the entire CHSR system – each station needs to be approximately 1,320 feet long in order to accommodate the length of high-speed trains. This size is approximately equal to 5 consecutive city blocks, 6 acres, 3.5 football fields, or the height of the Empire State Building on its side. Essentially, built-out metropolitan areas will have to find or create the space for such a facility, and smaller less dense communities will be challenged. ↗P5

“Station aesthetics and programs will differ from city to city – a station may serve commuters going to work, or a station will be a shopping center that will become more of a destination, but these are the questions that a community will have to decide.”

CALPLANNER CALIFORNIA

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ISSUE	TOPIC	ARTICLE	E-BLAST
Nov Dec	Mobility	Nov 20	Dec 3
Jan Feb	Academia	Dec 8	Jan 5
Mar Apr	Best Practices	Feb 9	Mar 9
May Jun	Water Conserv	Apr 10	May 6
Jul Aug	Rural Planning	Jun 10	July 8

The production schedule is subject to change. For article and photo specifications, please see guidelines at www.apacalifornia.org.

CALPLANNER ARTICLE SPECS

NOV | DEC THEME: Mobility

LENGTH: 700 (min) to 1,200 (max) words

DOC FORMAT: working (or open) MS WORD file (.doc or .docx). No PDF's please.

IMAGES: include captions and sources for all photos, renderings, drawings, maps, diagrams, etc. submitted.

IMAGE FORMAT: 3 X 5 min at 300 dpi (but no bigger than 1MB file size) to be emailed as separate attachment(s). In other words, do not embed images in the WORD document.

REMARKS: Article can be written either as a Feature (analysis of the topic), Op-Ed (critique), or First-Person (personal experience with the topic).

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PLANNING SERVICES DIRECTORY

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BROOKE PETERSON, AICP | President

Hello Fellow APA Members



As the Fall season and school year are in full swing, I hope you have had the opportunity to reflect on not only your recent personal endeavors, but also the planning accomplishments of the year so far. Looking back for APA California, the Board undertook an initiative earlier this year to tackle a few challenges facing the Chapter.

I'd like to share two of those topics with you here: **cultivating leadership in our profession; and promoting planning's value** in a public lead planning era. How do we raise up leaders for change in our profession and community? How do we affect the groundswell of NIMBY-driven planning decisions? How do we – as an organization and a profession - equip planners to be conscientious and industrious innovators and risk takers?

Cultivating Future Leaders

Whether it is mid-career planners moving into senior positions or emerging professionals just graduating from school, the planning profession faces a growing challenge of identifying sufficient numbers of future leaders and passing on leadership responsibilities. It is imperative that we cultivate an incoming generation of planners that have political savvy yet will take appropriately-calculated risks and that we mentor an emerging workforce that is ambitious, conscientious, and industrious for the benefit of **others**. APA California is addressing this challenge of developing future leaders by joining with its affiliates – California Planning Roundtable (CPR), California Planning Foundation (CPF), and the Planners Emeritus Network (PEN) – to bring together our existing leaders to leverage our efforts and experience and develop new workshop, training and coaching opportunities. As a collective group of existing leaders we recognize that we have a tremendous ability—and profound responsibility—to cultivate the next generation of leaders and are actively working to do so

through development of a **Leadership Institute**.

Promoting Planning's Value

Authentic community outreach is a fundamental component of planning. Yet, understandably, local government and developers alike are increasingly reticent to work in partnership with neighborhood groups due to uncompromising, NIMBY opposition to projects that [one can argue] serve the public interest. Ideally, civic-minded citizens would take up the challenge of confronting neighbors promoting NIMBY opposition to projects such as low income housing, higher density transit-oriented multi-family housing, and mixed use. But the process has gone awry. There are case studies up and down our great Golden State and throughout our communities of pivotal, catalytic projects – that hold the key to revitalization, economic health, and transportation and housing access - that have been held hostage, defeated or degraded as a result of NIMBY obstructers. This is a serious threat to the health, quality and longevity of our communities. APA California, together with the CPR, CPF, and PEN, is spear-heading an outreach campaign to our overlapping, partner organizations (ULI, AIA, ASLA, League of Cities, and many others) that participate in the development of our communities to convene a summit next year to discuss these critical issues and develop a concrete action plan. We will broaden the conversation as much as possible to expand the potential for impact.

These two issues are complex and intertwined. We need planners that have the ambition, inclination, communication skills, and knowledge to educate and affect the always-political planning process. We need an education and mentorship system to equip and affirm planners to step forward. Join me as we seek to shift the current paradigm. But don't just follow us, participate! There will opportunities to join the conversation, attend events, and collaborate and contribute in the coming months as we tackle these issues.

For a complete list of Potential Partner Organizations visit our Strategic Plan page on our website.

Thank you for the opportunity to serve you. **BP**

“As a collective group of existing leaders we recognize that we have a tremendous ability—and profound responsibility—to cultivate the next generation of leaders and are actively working to do so through development of a Leadership Institute.”



Urban Design: Nurturing Civic Pride and *City-Making*

ments, in the private realm it has been far more nomadic sometimes within architecture or landscape architecture firms other times within land use planning offices or urban studios. It defies tendencies towards permanence and denies a disciplinary home in academia or a professional center in practice.

Urban design instead manifests as a design-based intervention through which the civic attitude is cultivated, developed, in a word "fertilized," toward a sustainable pattern of urbanized wellness. Be it a big city or a small town, city-making requires a healthy community bond linked to legible civic spaces, places, programs and events that promote conversations, foster community enhancements, encourage sustainable growth or reinforce civic pride. Thus urban design is not about regulatory control of the public and private realm through policies, plans and guidelines. It is a collaborative effort undertaken by means of the creative act itself to tap into, support and heighten the urban experience and physical context in service of the *civitas*.

So why does it matter? Cities are complex. And urban design actualizes its collective desires and fears within a discernable series of spaces, places and programs. In fact, as a creative-based activity it becomes an essential partner to economic development, environmental sustainability and overall community vitality initiatives. When we speak of pedestrian activated spaces, it should be in support of economic development objectives. When we point to greening efforts, it should be to advance measurable environmental goals. When we create cultural programs, it should be in service of larger social equity agendas. Urban design provides both a framework to explore collective meaning and a medium that brings to light culturally defined spaces that nurture a community's continuing evolution.

This rationale however does not explain the process of applying urban design principles to city-making. Unfortunately, there is an embedded philosophy within local government that policy can only accommodate those strategies that are quantifiable. Performance-based concepts that require qualitative thinking and design acumen are too readily dismissed as too difficult to administer and challenging to verify. Proposals that might emerge from design-based research and site-specific solutions are rejected in favor of rules-based zoning systems that put unwarranted faith in generic standards, criteria and guidelines. Because urban design involves the creative act, by its own DNA it can never be defined or regulated by means of quantita-

tive requirements or prescriptive recipes in the form of citywide design guidelines. Vision-based urban design makes the intangible, tangible. It brings to light that which cannot be seen otherwise. It allows for the measure of something ordinarily immeasurable. The process of city-making must be understood as belonging to the qualitative realm. And the act of urban design must be captured in the form of situational-based expression that is the result of localized critical analysis and keen design aptitude.

To briefly (*and figuratively*) illustrate a comprehensive urban design strategy, consider the Embarcadero Plaza and Ferry Building restoration in San Francisco. Anchored by the 1898 terminal building at Pier 1, the Plaza until recently was primarily framed by an engineering solution; first as a street car depot situated in front of the Ferry Building that acted as a connection point for people getting onto and off the ferry, then as a freeway bypass in the mid 20th Century. It wasn't until the collapse of the freeway during the Loma Prieta Earthquake in 1989 that a multidiscipline opportunity presented itself to engage in an urban design program to reconnect the city to its waterfront. Planners updated the Northeastern Waterfront Area Plan and drafted the Intermodal Surface Transportation Efficiency Act in 1991 to represent the community vision and land use framework. Then engineers designed the F-Streetcar line extension, bicycle lanes and pedestrian waterfront promenade that realized the movement and connection. This was followed by landscape architects who shaped the Market Street terminus space in front of the Ferry Building, the Harry Bridges Plaza, which ultimately provided the programming and interaction. Finally, building architects re-imagined and reprogrammed the Ferry Building itself as a hub of multi-function and modal activity and a keystone for civic pride and lifestyle activity. This multi-disciplinary approach was civically transformative by reinforcing social equity and sustainability, regenerating public meaning and authenticity and reconnecting the city with its waterfront.

The function of urban design, whether big or small scale, continually demonstrates a big return in the process of realizing community goals. It is an intervention which does not squarely fit into any particular profession's camp. Rather its application is via a multidisciplinary comprehensive effort where various aspects of city-making are largely interwoven and interdependent on each other for success. It is the product of visual thinkers who are capa-



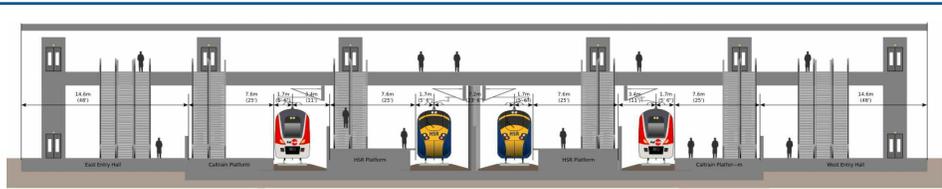
The Ferry Building through time. Source: SF Gate

ble of tapping into a civic ethos and translating community aspirations into form and space enriched by meaning and purpose. More than an improvement of district facades, beautification of boulevards or rehabilitation of cultural landmarks, it is an integrated approach that ties all the functions of a city together into a seamless orchestrated performance of civic life and pride. By recognizing that the goal of city-making is to transcend *place-making* by encouraging interconnections of people to places while considering citizenry movement with the physical form and linking the built environment to the natural one, then we start to understand the cultivating principles that make urban design not just another additive to the community's regulatory framework, but an essential ingredient to the growth of a city or town. **RA + MY**

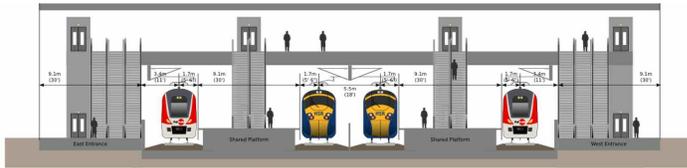
Ric Abramson is Principal for Work Plays Studio, a design and land-use consulting firm. Marc Yeber is Principal and Urban Designer for Cont-X Studio concentrating on public realm and private landscape projects.

“Whereas on the regulatory side urban design interests have found a home within planning or community development departments, in the private realm it has been far more nomadic sometimes within architecture or landscape architecture firms other times within land use planning offices or urban studios.”

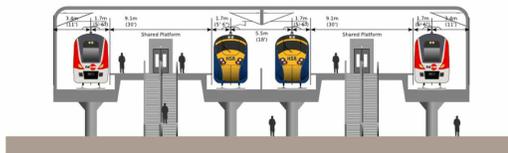
CA High-Speed Rail Gains Momentum, Fuels Urban Design



Full-width Station at Ground Level with Separated HSR/Caltrain Tracks



Full-width Station at Ground Level with Shared HSR/Caltrain Tracks



Elevated Station with Separated HSR/Caltrain Tracks

Demonstrated above, station design and track layout will greatly affect the aesthetics of a community and the overall size and height of a station. Source: Adapted from the Caltrain HSR Compatibility Blog.

to blend the massive stations into the existing context. "This is going to be the most visible, important building in your town," said AECOM's Allen Folks of Merced's future station, "People are going to start thinking about it that way, so it's important that it be cutting edge."

In order to fully integrate high-speed rail into a given community, the Urban Design Guidelines contain five chapters dedicated to specific design strategies. The strategies cover a wide range of topics from challenging CHSR stations to relate to all existing and potential developments through the spirit of place-making, to creating urban station districts that are not separated by a barrier of parking lots or located on the periphery of city. Emphasis is also placed on a station's ability to serve as a sustainable multi-modal center with linkages to local transit, bicycle routes, and pedestrian connections.

Despite the Guidelines' goals, Deputy Director Alley reminds us that community members are the real decision-makers, and they are only beginning discussions on urban design. "Most communities have decided the location

of the station, but they are still figuring out what a high-speed rail station should look like," said Alley, "Station aesthetics and programs will differ from city to city – a station may serve commuters going to work, or a station will be shopping center that will become more of a destination, but these are the questions that a community will need to decide."



Current plans for the California High-Speed Rail network. Source: CA High-Speed Rail Authority

While the 24 stations and communities along the high-speed rail corridor will embody many of the urban design ideas and strategies learned from transit-oriented development, the Authority states that, "Planning for CHSR requires 'unlearning' many of our conventional notions about transit station design," given the sheer size, purpose, and multi-modal nature of these regional hubs. Instead, each CHSR stations should be regarded as a, "front door," or gateway into each unique community. If planned and designed correctly, these gateways stand to open millions of opportunities for tourism, employment, economic and community development, and the creation of new industries for years to come. **GB**

Gabriel Barreras is a planner at MVE & Partners with a focus on urban design.

FACTORS AFFECTING URBAN DESIGN STRATEGY OF HIGH-SPEED RAIL STATIONS

Geographic Context

- Large metro center
- Small metro center
- Suburban employment center
- Suburban dormitory
- Exurban dormitory
- Rural
- Airport related

Type of Station

- Origin (e.g. Norwalk, Palmdale)
- Destination (e.g. Anaheim, Burbank)
- Both (e.g. Los Angeles, San Francisco)

Station Location

- Central city
- Peripheral

Network Type

- Shared track
- Dedicated track

Guideway Type

- Elevated
- Surface
- Tunnel

Type of Parking Surface

- Structure
- Concentrated
- Distributed

Used with permission from Loukaitou-Sideris, A. (2013). "New Rail Hubs along the High-Speed Rail Corridor in California: Urban Design Challenges." Transportation Research Record. No. 2350, pp. 1-8.

FEATURE | Stephanie Landregan, FASLA

Reconnecting Urban Populations to Nature

As the majority of our populations have shifted from rural communities to urban centers and the separation from nature becomes more significant, the role of urban design must now take on a new meaning and importance.

Today's built environment will result in even more density and the further infill of remaining "vacant" land. As such the economic value of development needs to be balanced with the human need to socialize and offer respite within nature. As a landscape architect, performance measures for a site are as much about the air flow, the sunlight, and the bird-song, as they are about the "penciling out" on paper of a particular project. My profession of landscape architecture considers urban design to be a synthesis of the built and natural environment; one that is bounded and the other that is boundless.

In the emergence of modern urban design in the 1950's and the theories of Jane Jacobs, Edmund Bacon and Kevin Lynch, building architects, landscape architects and city planners were concerned that city making had become sterile and commoditized. Activists, planners and design professionals embraced urban design as an opportunity to address the real needs of people within their community by advocating for an environment of not just architectural structure and a transportation grid, but of beauty and delight. It was during this period that landscape architecture's role in urban design became firmly established and rooted. Recently the most significant develop-

ment in the practice of urban design and the associated role of the landscape architecture has been the germination of Landscape Urbanism. This has been a fundamental shift in communities where the larger context or broader landscape requires a realignment that cannot be satisfied by buildings alone. Further it emphasizes a swing from the private realm of development to the public realm of community where public space is by right and not by gift. It is a holistic approach that is driven by the shared civic realm, public natural amenities and land planning principles.

So within the context of American city movements and with projects such as New York's High Line Park, Seattle's Olympic Sculpture Park, Santa Monica's Tongva Park and originating with Central Park, the ultimate public space, public realm, and urban design expression may just be the grand urban park. Central Park was a social experiment that was a uniquely democratic solution to rapid urbanization, addressing the "nature deficit" of New York City. The High Line works because it gathers all diversity of people in a space, interacting culturally while connecting them to the past. Olympic Sculpture Park is a deliberate gesture that reestablishes the connection of an urban site with the natural environment.

“ So within the context of American city movements and with projects such as the New York's High Line Park, Seattle's Olympic Sculpture Park, Santa Monica's Tongva Park and originating with Central Park, the ultimate public space, public realm, and urban design expression may just be the grand urban park. ”

Tongva Park, Santa Monica, CA



Tongva Park, Santa Monica, CA

Tongva Park demonstrates similar intentions, but with a specific nod to *Olmstedian* design principles of enclosure by installing mounds that harken to the dunes of past, paths that provide intimacy, and connections between the built and the natural and vistas out to the Pacific. Tongva Park draws you in, or lets you stroll the perimeter. Thomas Gordon Cullen says, "...a city is a dramatic event in the environment." Why not have urban design be a dramatic natural experience within a city? Isn't that what makes Central Park, the High Line, Olympic Sculpture Park and Tongva Park so magical, so necessary for us to seek as a place of respite and escape?

With contemporary urbanism constantly evolving, landscape architecture offers a new paradigm and organizing principles that represent today's urban environment. Because as we infill to accommodate an inevitable density, we need to leave room for natural processes, expose these wonders, and restore some semblance of these natural systems. We must capture rainwater in our designs at the sacrifice of a solid surface; allow trees to create a shade canopy at the forfeit of a particular sign, all in an effort to let our cities breathe with life. We must not lose sight that we are creating timeless, authentic places that will ultimately satisfy us for many years to come. We must look beyond the boundaries of the site and understand nature is and must continue to be woven into the fabric of the city. **SL**

Stephanie Landregan is the Director of the UCLA Extension Landscape Architecture Program and a Planning Commissioner for the City of Glendale.

FEATURE | Mark Rhoades, AICP

Urban Design Trends in the Bay Area

The San Francisco Bay region is undergoing one of the most significant development cycles that we have seen in the more than two decades that I have lived/practiced here. This should come as no surprise after seven solid years of economic depression and stagnation in the markets due to a lack of capital resources and sky high interest rates for development funding.

What's most significant from this practitioners' perspective is just how much of this development is focused exactly where we as city planners have been advocating for decades – our urban/transit-oriented centers. When we see the large REIT's (Real Estate Investment Trust), such as Equity Residential and Lennar Multifamily, almost singularly focused on infill projects in urban areas we can know that demographic trends toward urbanism are accurate and that investment can begin to transform our communities.

Along with this terrific new influx of capital and infill development opportunity is a renewed interest and focus on infrastructure and urban design. As a native Southern Californian, what struck me most in my move to the Bay Area in early 1990's was how transit-oriented the Bay Area already was. The BART system here has been operational since 1970 and transit was well on its way to creating essential linkages. Local and regional governments had already begun to focus on station area development and increased intensity (for instance ABAG's reliance on transit orientation for its Regional Housing Needs Allocations). Southern

Rendering of Parker Place in Berkeley, CA



California has caught on with the resurgence of LA Metro and the San Diego Metropolitan Transit System... and now they are outspending the Bay Area on transit.

From an urban design perspective this is all great news. The large REITs and other development groups see the need to create denser, transit-oriented urban communities because they are profitable. These entities know that in order to attract residents and commercial tenants to our urban centers there is great need to upgrade infrastructure and to carefully design pedestrian and streetscapes that will offer more than just a basic path of travel and adequate sewer capacity. They and we are interested in exciting, innovative, and interesting urban spaces.

This "new era" of projects is balancing the policy objectives and "requirements" of local agencies with a long term investment perspective for the health of their development portfolios. As a practicing planner the difference between the urban design proposals for infill projects today and those of just eight to ten

“ Now is the time (well actually five years ago) for cities to capitalize on this energy and leverage development to create far better urban spaces. ”



Site Plan of Berkeley Plaza. Source HSR Berkeley Investments

years ago are stark transformations in approach and financial investment. It's not simply a "curb, gutter, and sidewalk" requirement anymore, and developers are rising to the challenge – providing pedestrian and bicycle amenities and focusing on features to support a vibrant urban look and feel.

Now is the time (well actually five years ago) for cities to capitalize on this energy and leverage development to create far better urban spaces. The Bay Area cities that took advantage of the economic downturn, such as Berkeley, Oakland, San Jose, San Francisco and others are reaping the rewards of solid policy development and implementation right on time for the development market to provide the projects and resources to achieve much greater community land use and urban design goals. These are plans and implementation mechanisms that leverage new development

for more extensive community benefit.

What's the difference? Many cities, Berkeley in particular, have realized that including the development community in their policy making efforts is an important step in understanding the feasibility of planning efforts. Including feasibility studies for development – not just economic impact analyses, but real development pro forma assumptions – can help decision makers and citizens understand just how much leverage can be garnered for community benefits by balancing benefits with development intensity. Clear zoning rules and processes are paramount. We are seeing new and more collaborative energy around land use implementation and planning goal realization. This energy is being converted to great new urban design opportunities in places that many people would have said were "built out" ten years ago. **MR**

Mark Rhoades is the Founder/Principal of Rhoades Planning Group in Oakland, CA focusing on urban planning and real estate and is a former Planning Manager for the City of Berkeley.



Two California Cities Receive Distinction as “Great Places in America”

As part of its “Great Places in America” program, the American Planning Association has selected the ten neighborhoods in the nation that “add value to communities and foster economic growth and jobs.”

BROOKE PETERSON, AICP | President

Uptown Oakland

Uptown Oakland, defined as the area bounded by Grand Avenue, 14th Street, Telegraph Avenue and the I-980 freeway, helped Oakland earn the Number 5 spot on the New York Times’ “45 Places to go in 2012”, and is one of only two West Coast cities to be featured in the top ten.



The neighborhood is distinguished through the dedication of its residents, concentration of arts, culture and entertainment venues, restaurants, bars and well-preserved historic buildings, all within close proximity and with easy access to transportation. Transit options are plentiful, including: two Bay Area Rapid Transit (BART) stations, numerous bus lines, free weekday shuttles, and close proximity to all of the major freeways.

Uptown is home to the Fox Theater and the Paramount Theater, along with the monthly Oakland Art Murrmur and First Friday street festival. The neighborhood has gone through a significant revitalization over the last fifteen years. Governor Jerry Brown, while serving as Oakland’s mayor from 1999-2007, promoted his “10K Project” - a vision to bring 10,000 residents to the central core of Oakland that includes Uptown – as a cornerstone of his tenure. The result of the 10K Project was a streamlining of the development review process, creating a favorable development environment, and ultimately increasing the area’s reputation, walkability, and livability.



APA members will have the opportunity to explore Uptown during the 2015 APA California Conference from October 3-6, as the main conference venue is located two blocks from Uptown!
Source: East Bay Express

Just like SF, Oakland overall has grown quickly over the past decade: Its population increased by 15,000 residents since 2004,

Kim L. Prillhart | Planning Director, County of Ventura
Bettie Weiss | City Planner, City of Santa Barbara

Santa Barbara

Running through the heart of downtown Santa Barbara, State Street has served as the social, economic, and cultural center of the City and the South Coast region, for over 150 years. Officially named in 1850 in honor of California’s recently declared statehood, State Street runs from the foot of historic Stearns Wharf, through the waterfront district and continues through the center of downtown.

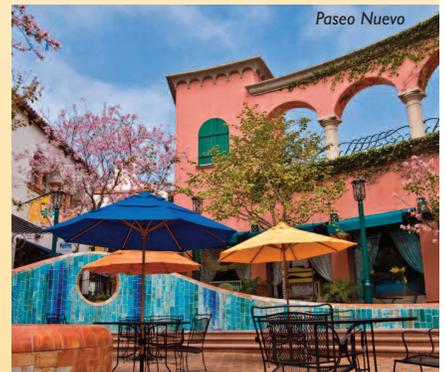
State Street is indispensable to all aspects of Santa Barbara life. In the late 1960s, challenged with a stagnant retail and cultural environment, and with emerging suburban-style malls away from the city centers, the City had a vision and foresight to re-energize its downtown in innovative and creative ways. By widening sidewalks, providing a strong retail core environment, increasing support for the arts, creating ample off-street parking, and providing an eclectic shuttle bus program, the City began to realize the concept of a State Street Plaza.



The idea behind the “Plaza Concept” was to develop and maintain a vital downtown by providing an aesthetically pleasing streetscape through the use of landscaping and pedestrian amenities (ie. benches, water fountains, improved pedestrian and vehicular circulation), eliminating on-street parking, maintaining a safe atmosphere, and emphasizing the City’s unique character. Although controversial at the time, these improvements were implemented and the City has created the pedestrian retail environment and ambiance that is enjoyed today.

The Paseo Nuevo Shopping Center in the late 1980s, and the State Street Beautification Project further enhanced downtown Santa Barbara, and have helped it become a success story recognized across America and seen as a guiding example for many other communities’ urban renewal efforts.

State Street has been selected out of a pool of 100 potential candidates to be recognized as a Great Street in America by the American Planning Association and we are so pleased to have that honor and distinction.



AICP Congratulations from the APA California Chapter

The following 10 APA California AICP members achieved the advanced status of Certified Environmental Planner (CEP) or Certified Transportation Planner (CTP).

Central Section

Keith Woodcock, AICP CEP

San Diego Section

Gordon Gaste, AICP CEP
Lance Unverzagt, AICP CEP

Los Angeles Section

Nityananda Basu, AICP CTP
Alexander Kalamaros, AICP CTP

Northern Section

Theresa Szymanis, AICP CTP
Catherine Lafata, AICP CTP
Linda Jackson, AICP CTP

Orange Section

Tim Erney, AICP CTP

Sacramento Valley Section

Jeff Schwein, AICP CTP

The following 49 APA California members achieved AICP status after the May 2014 exam and now join over 2000 others in the chapter who are also members of the American Institute of Planners.

Central

Holly Smyth
Quincy Yaley

Inland Empire

Kyle Smith

Los Angeles

Jennifer Alkire
Sourojit Dhar
Tricia Robbins Kasson
Cindy Gordon
Ma'Ayn Johnson
Timothy Stapleton
Jay Lee
Jason Crawford
Reina Kapadia
Brant Birkeland

Northern

Elizabeth Shreeve
Enru Hong
Manira Sandhir
Jerad Weiner
Scott Plambaek
Hang Zhou
Victoria Spies
Kristi Loui
Jaime Fearer
Kevin Johnson
Sandy Ngan
Joan Chaplick
Rachel Wilkinson

Sarah Husain
Kanishka Burna
Manish Shirgaokar
Brooke DuBose
Joshua Pollak
Timothy Doherty
Richard Phillips
Ashley Langworthy
Aditya Potluri
Matthew Bruno

Orange

Fern Nueno

Sacramento Valley

Michael Roberts
Sean Tiedgen
Robert Hananouchi

San Diego

Connery Cepeda
Joshua Saunders
Michael Pickford
Jennifer Longabaugh
Natalie Stiffler
Nicholas Ferracone
Matthew Ryan
Jose Maruez-Chavez
Howard Lee



Uptown District

↳ P8

Uptown Oakland

though in typical Bay Area fashion the city has fallen short of demand with only 3,000 housing units added.

But now Oakland has 7,500 units in the development pipeline, and almost 90 percent of the 1,000-plus homes built between 2013 and 2014 were already "affordable" under income standards. A sizable percentage of homes currently in the pipeline are similarly affordable (even when considered at local market rates).

Oakland's got more BART stations than any other city in the Bay Area, and they're capitalizing on that. The city's policy has focused on building housing close to transit infrastructure. It's not just convenient: mixed-use, transit-focused housing is good policy.

Oakland has several ambitious development plans in the works. One is the more than \$1 billion Brooklyn Basin project which will provide 3,000 units of housing development near Jack London Square within a fast-tracked three to four years. Another is the Coliseum City project, where city officials hope to have a sports and entertainment district, with retail stores and hotels, all on the site of the existing Coliseum complex. There could be three new sports venues at the site, from a new football stadium to a new baseball park and a new arena for basketball and other events.

With far less neighborhood pushback than we'd expect in Baghdad by the Bay, Oakland tallied 3,000 vacant lots and came up with 5-area plans as a result. There's no discretionary review, and get this: no California Environmental Quality Act (CEQA) appeals for projects built within area plans!



Greg Linhares, City of Oakland

Award presented at Uptown Oakland press conference

Health Matters...Tell Us How

Healthy planning principles are rapidly gaining momentum in the planning practice and profession because research demonstrates that the place where people live, learn, work, and play significantly affects healthy or unhealthy living and/or behaviors. Do you have all the necessary tools to advance healthy planning in your daily work?

The term "**Social Determinants of Health**" (SDoH) is defined as "the social, physical and economic conditions in which we live, work, learn and play." The California Planning Roundtable's (CPR) Healthy Communities Workgroup believes that planners have an important contribution to make in improving the SDoH. CPR will be creating tools designed to increase our planning toolkit, including capacities to collaborate with public health professionals.

Your input will be valuable. Please take a few minutes to answer 6 questions. Your answers will assist us to determine our immediate direction. <http://www.surveymonkey.com/s/ZCQ5JRP>

For questions on this project please contact Miguel A. Vazquez, AICP, CPR Healthy Communities Work Group Co-Chair at 951 966-5799 or mavurbanplanning@gmail.com or visit <http://www.cproundtable.org/health-matters-in-planning/>





JENNIFER LILLEY, AICP | 2014 Conference Co-Chair
SHERIVANDER DUSSEN, AICP | 2014 Conference Co-Chair

More than 1,300 Participated in the *Planning Adventure of the Year*

The 2014 Conference was a lot like a popular roller coaster... one waited in line, seemingly forever, to take a ride, and then the ride was over just like that! Thanks to everyone who participated in California's Adventures in Planning in Anaheim last month. More than 1300 students and professionals enjoyed engaging speakers, provocative panels, great networking and fabulous parties. The Disneyland Hotel staff ensured we were always comfortable, safe and well fed. The new format seemed to go over well with exhibitors and conference attendees.

Highlights of the conference included a keynote address from Mary Niven, Vice President of Disneyland Park. Mary's remarks covered more than 60 years of Disneyland history. She told us why Anaheim was selected as the site for Disneyland; described the recent renovations at Disney California Adventure Park; explained measures the Resort has implemented to conserve water and other resources; and got us very excited to attend the opening reception in Cars Land later that evening! Shaheen Sadeghi, our second keynote speaker, inspired everyone in the room with his exhortation to create meaningful places and experiences through our planning efforts. The Awards Celebration highlighted the people, plans and programs that are making a difference in California.

Sessions this year covered all the hot topics, from law updates and CEQA reform to complete streets, ethics and affordable housing. Many planners took advantage of mobile workshops to explore Orange County on foot and bicycle. APA even brought luck to the Angels; the

“ We'd like to thank all of our sponsors and exhibitors. Without you, there is no conference. And we owe a huge debt of gratitude to everyone who took the time to speak at the conference; we have received great feedback on almost all of the sessions. ”

team beat the Mariners on Monday night when many of our attendees and sponsors were in the stands. We were proud to host 125 students on Saturday, who enjoyed an awards lunch courtesy of CPF and our generous sponsor Cal Trans and the chance to hear from practicing planners in a variety of sessions. Meanwhile, many planners took advantage of pre-conference sessions on management and real estate finance.

Our vibrant orange lanyards, provided by PMC, were covered with more than 20 pins provided by the conference committee as well



as exhibitors, sponsors and cities. Special thanks to RRM Design, KTGy and Lilley Planning Group for their donation of design services to create commemorative pins for the conference, the opening reception and the awards program. The pin celebrating carbon offsets can actually be planted now! And thanks to the generous carbon footprint offset donations we were able to give more than \$700 to charity. Some attendees wore pins from past conferences as well. Many planners and their families made time to enjoy the scavenger hunt! Did you find the hidden Mickey, or see the coffee cup made of plants? This hunt and the raffle ticket sales raised a record breaking \$3,100.00 this year for student scholarships. And thanks to everyone who helped CPF raise more than \$28,000 for student scholarships through its annual auction.

We were treated like VIPs during our California Road Trip. We were greeted by Madonna and Whoppi Goldberg on the red carpet. After eating, drinking and dancing our way through wine country, the beaches and Hollywood, we garnered a lot of attention as our group marched through Downtown Disney to the theme park. APA enjoyed an hour in Cars Land after the park closed, and a spectacular private showing of World of Color. Special thanks to Kimley Horn, KTGy and Greenlaw Partners for their special support of this reception.

We'd like to thank all of our sponsors and exhibitors. Without you, there is no conference. And we owe a huge debt of gratitude to everyone who took the time to speak at the conference; we have received great feedback on almost all of the sessions. We also appreciate all of the support we received from the State board members, especially president Brooke Peterson and Kurt Christiansen (current VP of conferences) and Betsy McCullough (incoming VP of conferences). The state's contractors were also very helpful. Oakland is in very good hands!

We are especially grateful to the Orange Section's Local Host Committee. Thanks to Amber Gregg, Amy Stonich, Andy Perea, Dan Fox, Dana Privitt, Dave Barquist, Don Lamm, Gayle Ackerman, Joel Rosen, Jim Basham, Kim Brandt, Lindsay Horn Ortega, Michelle Halligan, Pam Sapetto, Sean Nicholas and Wendy Grant, and all of the volunteers on each committee and those who worked non-stop throughout the conference. You all produced an amazing adventure. You earned your Ears! We hope you enjoyed the ride as much as we did.

As our adventure draws to a close, we want to wish those just climbing on board the best of luck as they plan our next adventure in Oakland.



Thank You Conference Sponsors and Exhibitors

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 Agua Caliente Band of Cahuilla Indians
 Analytical Environmental Services
 Architects Orange
 Ascent Environmental, Inc.
 Atkins
 BAE
 Benchmark Resources
 BonTerra Consulting
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 California Sign Association
 Cal Poly Pomona
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 VCS Environmental
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 VisionScape Imagery, Inc.
 Vista
 Westport Properties, Inc.
 WHA (William Hezmalhalch Architects, Inc.)
 Wildlands Inc
 Willdan



Congratulations APA California Award Winners

APA California is pleased to announce the people, projects, and planning efforts that have received 2014 awards. A distinguished jury selected this year's winners from nearly 60 entries.

Award of Merit: Opportunity and Empowerment

City of Indio - Better Neighborhoods Program
City of Indio; HUD Los Angeles Field Office

Award of Merit: Academic Project

California Polytechnic State University San Luis Obispo, City and Regional Planning Department – Community Design Lab (Fall Quarter 2013)
California Polytechnic State University San Luis Obispo, City and Regional Planning Department; City of Milpitas

Award of Excellence: Academic Project

Cultivate L.A.: An Assessment of Urban Agriculture in Los Angeles County
UCLA Luskin School of Public Affairs, Urban Planning Department

Award of Merit: Hard-Won Victory

City of El Cajon 2013-2021 Housing Element
City of El Cajon; Veronica Tam and Associates, Inc.

Award of Excellence: Hard-Won Victory

Ocean Meadows Acquisition Project
The Trust for Public Land; Penfield & Smith Engineers; UCSB Cheadle Center for Biodiversity & Ecological Restoration; County of Santa Barbara Planning and Development

Award of Merit: Innovation in Green Community Planning

City of Delano Health and Sustainability Element
City of Delano

Award of Excellence: Innovation in Green Community Planning

Lake Tahoe Regional Sustainability Action Plan
Lake Tahoe Sustainable Communities Program/Tahoe Regional Planning Agency; Ascent Environmental; Sierra Nevada Alliance

Award of Excellence: Best Practices

Los Angeles Small Lot Design Guidelines
Urban Design Studio - City of Los Angeles Department of City Planning

Award of Excellence: Economic Planning and Development

Historic Uptown Yucaipa Revitalization Project
City of Yucaipa

Award of Merit: Transportation Planning

City of San Clemente Bicycle and Pedestrian Master Plan
City of San Clemente; PEDal; KTU+A

Award of Excellence: Transportation Planning

Mobility Element of the Long Beach General Plan
Long Beach Development Services, City of Long Beach

Award of Merit: Grassroots Initiative

Davis Art Garage
Cultural Action Committee; Center for the Arts; City of Davis; Yolo County Visitors Bureau

Award of Merit: Public Outreach

91 Project - Buena Vista Mobile Manor Right of Way Purchase/Relocation Riverside County Transportation Commission; Overland Pacific & Cutler, Inc.; Arellano Associates

Award of Excellence: Public Outreach

Michigan Avenue Neighborhood Greenway Outreach
City of Santa Monica; PCD Strategic & Transportation Planning Division; Melendrez; Community Arts Resources; IBI Group; Designed by Colleen

Award of Merit: Urban Design

Broadway Streetscape Master Plan
City of Los Angeles Planning; CD I4; Bringing Back Broadway; Melendrez; Cumming; IBI Group; Selbert Perkins Design Group

Award of Excellence: Urban Design

Tongva Park & Ken Genser Square
City of Santa Monica; James Corner Field Operations; W.E. O'Neil Construction

Award of Merit: Planning Advocate

Brenda Miller
City of San Clemente; KTU+A

Award of Excellence: Planning Advocate

Honorable Greg Cox, San Diego County Supervisor

Award of Excellence: Planning Agency

City of Glendale Community Development Department

Award of Excellence: Emerging Planning and Design Firm

Raimi + Associates

Award of Excellence: Communications Initiative

University of California Transportation Center's ACCESS Magazine
ACCESS Magazine; University of California Transportation Center

Award of Merit: Implementation – Small Jurisdiction

The Bellflower Village Project
City of Bellflower

Award of Merit: Comprehensive Plan - Small Jurisdiction

Windsor Station Area/Downtown Specific Plan
Dyett & Bhatia, Urban and Regional Planners; VW-Trans; Economic & Planning Systems

Award of Excellence: Comprehensive Plan - Large Jurisdiction

Cornfield Arroyo Seco Specific Plan
Los Angeles Department of City Planning

Award of Excellence: Planning Landmark

San Francisco Bay Trail Plan
Association of Bay Area Governments

Award of Excellence: Planning Pioneer

Donald Shoup

APA Awards Jury

Terry Blount, AICP
Jeff Damon, AICP
Martin Flores
Jim Mulvihill, AICP
Laura Stetson, AICP

State Awards Coordinators, APA California Board

Danny Castro (Southern California)
John Cook, AICP (Northern California)
Kristen Asp, AICP,
Vice President for Administration

Planning Landmark and Pioneer Awards Jury

Ken Bernstein, AICP
Gustavo N. Gonzalez, AICP
Vivian Kahn, FAICP
J. Laurence Mintier, FAICP
George Osner, AICP
Steven A. Preston, FAICP

State Chapter Historians

J. Laurence Mintier, FAICP (Southern California)
Steven A. Preston, FAICP (Northern California)

... **THANK YOU** to all Awards Jurors and Coordinators



Collette Morse, AICP and Steve Preston, FAICP leading the CPF Auction

\$29,000 Raised at CPF Annual Auction in Anaheim!

In September, planners opened their hearts and wallets to benefit planning students during the California Planning Foundation's (CPF) annual auction and fundraiser in Anaheim. This year we raised over \$29,000 for CPF's Student Scholarship program. During the conference's first three days, we sold tickets to our drawing at registration. In fact, we reached a milestone this year and sold more tickets than ever before! On Monday morning we brought out the Silent Auction items which included lots of wonderful donations such as art work, baskets, and other fantastic items. We included the Planner's Treasures table for the second year which featured those hard-to-find items from planners all over the state.

People were very innovative this year to raise money for the students. The Inland Empire section hosted a "SketchCrawl" on August 30 in Anaheim. Six participants (plus one baby) attended and collectively produced 9 sketches that raised more than \$200. You can learn more about their efforts here: http://prezi.com/c7bugtjdvwa1/?utm_campaign=share&utm_medium=copy&rc=ex0 share. Orange Section created two news ways to raise money for the students: first, they auctioned off their section basket during their annual awards ceremony and raised \$1,000 which they presented to CPF during the live auction. Second, they created a scavenger hunt for folks in and around the Disney resort, and drew about 20 participants and raised \$100.

Monday evening CPF Happy Hour and Consultant's Reception featured our fabulous auctioneers, Steve Preston, FAICP and Collette

Morse, AICP, who provided endless entertainment as well as helping to generate enthusiastic bidding wars over several items.

Designation donations this year included stays in Hawaii, Lake Arrowhead, Sonoma, Lake Tahoe, Ventura, San Diego, and Mammoth. We also auctioned off a beautiful glass vase, a bicycle-shaped wine holder and a commuter bike. Three huge piñatas were part of the Los Angeles' section baskets and they made up some of the fun and unusual items up for bid. The San Diego Section won the Section Challenge for the second year in a row with the San Diego East Village Package.

In addition, we gained many Friends and Sponsors of CPF before and during the auction. There's always time to help. Please go to <http://www.californiaplanningfoundation.org/donations.html> to donate to CPF. We look forward to seeing everyone in Oakland.



Vince Bertoni, AICP and his auction winnings

“During the conference's first three days, we sold tickets to our drawing at registration. In fact, we reached a milestone this year and sold more tickets than ever before!”

Artwork on display at silent auction



DAVID SNOW, AICP | VP Policy & Legislation
 SANDE GEORGE | Lobbyist
 LAUREN DEVALENCIA Y SANCHEZ | Lobbyist

APA California Legislative Update

2014 Legislative Session Comes to a Close

The 2014 Legislative Session came to an end on August 29th. The Governor has now signed or vetoed all bills on his desk. APA California lobbied the Legislature on hundreds of bills as they made their way through their final stages of session and was able to reach agreement on a number of high priority measures.

Below is a list of key planning bills that APA actively lobbied. To view the full list of hot planning bills, copies of the measures and analyses, up-to-the minute status and APA California positions, please go to the legislative page on APA California's website at www.apacalifornia.org.

AB 52 (Gatto) Impacts of Projects on Tribal Resources Under CEQA

This bill, sponsored by the Native American tribes, is intended to provide a separate statutory process for tribes to engage in the California Environmental Quality Act review process to avoid significant effects on tribal resources. Far different from the bill that was introduced, AB 52 as sent to the Governor is more consistent with the existing CEQA process. APA had suggested amendments to deal with impacts on sacred sites outside of the CEQA process, and still has concerns that the bill requires cities and counties within very short timelines to make complex determinations about identification of sacred sites and appropriate mitigation without a clear path to guide agencies in making those determinations. However, APA strongly believes that there should be a place at the table for tribes to be consulted and have the opportunity to propose mitigation on projects as part of the CEQA process. The bill as now amended seems to have found a balance. The bill provides a clearer process within the existing CEQA structure and timelines to protect the cultural and religious places and objects that are significant to tribes in California. At the same time, this new consultation process ensures that lead agencies retain the ability to make the final decisions on CEQA determinations and mitigation appropriate for the project.

APA California Position: Neutral as Amended

STATUS: Signed by the Governor

AB 1147 (Bonilla) – Massage Therapy Act of 2014

This bill will assist cities and counties in dealing with those in the massage industry who are involved in unlawful activities and re-

gain planning tools lost with the passage of SB 731 (2008). While well intended, SB 731 actually resulted in many unintended consequences and essentially the deregulation of the massage industry. Of specific interest to APA is a provision in AB 1147 that removes the current unworkable requirement that local agencies must “uniformly” regulate massage parlors in the same manner that the jurisdiction regulates other professional businesses – obviously, an accountant's office is not the same as a massage parlor. This requirement and others in SB 731 tied the hands of local agencies in their efforts to ensure that such establishments are lawfully operated, and that health and safety standards are met. To remedy that problem, AB 1147 authorizes local agencies to adopt ordinances to require massage establishments to obtain a license or permit, and to comply with reasonable health and safety standards, while also establishing certain state-wide criteria that local agencies cannot deviate from. The bill is a vast improvement as compared to the existing statute.

APA California Position: Support
 STATUS: Signed by the Governor

AB 1739 (Dickinson) – Groundwater Sustainability Plans

This bill, along with SB 1168 and SB 1319 by Senator Pavley, requires adoption of groundwater sustainability plans. APA California supported the bill's goal to institute in California responsible and fair groundwater management requirements similar to every other state. AB 1739 specifically requires groundwater agencies and cities and counties to share information with each other; requires local agencies to consider sustainable groundwater plans and information when amending general plans, and clarifies that local agency authority to regulate groundwater extraction must be consistent with local general plans unless there isn't “sustainable yield” for a planned land use. These amendments ensure that groundwater and planning agencies communicate and collaborate, while still providing flexible options that provide the groundwater agencies with authority to protect the resource in critical situations.

APA California Position: Support

STATUS: Signed by the Governor

AB 2188 (Muratsuchi) – Residential Rooftop Solar Permitting

Original language in this bill would have required local agencies to adopt a new ordinance creating an expedited permitting and inspection process for residential rooftop solar



“As my term as the Vice President of Policy and Legislation draws to a close, I would like to express my gratitude to all of those who have contributed to the success of the APA California's legislative program over the last four years, including all of those who participate in the legislative review teams, the ever-supportive APA California Board Members, and the amazing Stefan/George staff – without Sande and Lauren our successes in Sacramento would not be possible! It has been a pleasure and personally rewarding to serve APA California in this capacity. And finally, congratulations to John Terrell, who will step into the position in January, 2015. Best regards, Dave”

systems under 10 kilowatts, requiring permit approval within 24 hours and a completed inspection within 2 days. APA, along with the League, CSAC, RCRC and others strongly opposed the bill. Obviously, the timelines were infeasible and would have made solar permits a priority at the expense of every other type of permit. Because of this opposition, the author amended the bill to instead require a city or county to adopt an ordinance that creates a checklist that the solar application must meet to be approved. In developing the ordinance, the city, county, or city and county is required to substantially conform its expedited, streamlined permitting process with the recommendations for expedited permitting, including the checklists and standard plans contained in the most current version of the California Solar Permitting Guidebook and adopted by the Governor's Office of Planning and Research,

PI4 Legislative Update

unless there are unique climactic, geological, seismological, or topographical conditions that warrant deviation from the Guidebook recommendations. The checklist must be made available on the agency's website, if it has one, and electronic submittal of permit applications and electronic signature authorizations should be made available, unless the agency states in its ordinance why it cannot accept signatures. An application that meets the city or county adopted checklist would be deemed complete upon receipt, as long as all required information is provided. If the application is incomplete, the local agency must issue a written correction notice detailing the deficiencies and what is required or expedited review and issuance. As for inspections, the previous timelines (ranging from 2 days to 5 days) were dropped from the final version of the bill. APA California requested an additional clarification, which helped to resolve this issue by elimination of the inspection timeframes. The final version of the bill does state that only one inspection may be required, except that separate fire inspections can be required in some situations. If a system fails inspection, further inspections are not subject to the limitations in the bill. With the final revisions, APA California took a neutral position on the bill as it reached the Governor's desk.

APA California Position: Neutral as Amended

STATUS: Signed by the Governor

SB 1168 (Pavley) – Groundwater Sustainability Plans

This bill, along with AB 1739 by Assembly Member Dickinson and SB 1319 by Senator Pavley, requires the adoption of a groundwater sustainability plan (GSP) by January 31, 2020, for all high or medium priority basins that are subject to critical conditions of overdraft and by January 31, 2022, for all other high and medium priority basins unless the basin is legally adjudicated or the local agency establishes it is otherwise being sustainably managed.

APA California Position: Support

STATUS: Signed by the Governor

AB 2280 (Alejo) – Community Revitalization and Investment Authorities

AB 2280 would have authorized the creation of a new entity at the local level, a Community Revitalization Investment Authority (CRIA), that would have provided a limited redevelopment option for the most disadvantaged and poorest areas of the state. A CRIA would have been empowered to invest the property tax increment of consenting local agencies (other than schools) and other available funding to reduce crime rates, repair deteriorated and inadequate infrastructure, and develop affordable housing. It would have had similar powers to former redevelopment agencies, but would have been required to have no impact on school funding. The bill would additionally have increased the traditional affordable housing set-aside in a CRIA from 20% to 25%, with expanded accountability criteria. APA California's President and Vice President of Policy and Legislation co-wrote an editorial asking the Governor to sign this timely bill that was published in the Sacramento Bee. Unfortunately, the Governor vetoed this important bill and nearly every other redevelopment-related measure. See the Governor's veto message below.

APA California Position: Support

STATUS: Vetoed by the Governor

Governor's Veto Message

I am returning Assembly Bill 2280 without my signature. This bill allows local governments to establish a Community Revitalization and Investment Authority to use tax increment revenues to invest in disadvantaged communities. I applaud the author's efforts to create an economic development program, with voter approval, that focuses on disadvantaged communities and communities with high unemployment. The bill, however, unnecessarily vests this new program in redevelopment law. I look forward to working with the author to craft an appropriate legislative solution. Sincerely, Edmund G. Brown Jr.

AB 2561 (Bradford) – “By right” Urban Entrepreneurial Gardens

Originally this bill would have mandated that community agriculture (community gardens), entrepreneurial agricultural (on site sales in residential and commercial zones), and personal agriculture (produce grown for the

homeowners' own use) be authorized in the entire city or county “by right”. APA California, along with the League of Cities, asked that the bill be amended to remove the section of the bill restricting local zoning ordinances and requirements for these gardens. The Assembly Local Government Committee agreed and the author amended the bill to remove restrictions on local government authority. With that amendment, APA removed its opposition.

APA California Position: Neutral as Amended

STATUS: Signed by the Governor

SB 674 (Corbett) – CEQA Exemption for Mixed Use Infill Projects

This bill revises the statutory CEQA residential infill exemption by increasing the amount of allowable neighborhood-serving goods, services, or retail uses from 15% to 25% of the building square footage.

APA California Position: Support

STATUS: Signed by the Governor

SB 1077 (DeSaulnier) – Vehicle Miles Traveled Tax Study

This bill creates a Road Usage Charge (RUC) Technical Advisory Committee to guide development and implementation of a pilot program to study the potential for a RUC as an alternative to the gas tax.

APA California Position: Support

STATUS: Signed by the Governor

SB 1319 (Pavley) – Groundwater Sustainability Plans

This bill amends AB 1739 as requested by the Governor to give more time for “good actors” to comply with the new groundwater sustainability requirements. Specifically, it delays for 3 years (until 2025) the Water Board's authority to intervene in a basin or subbasin that is not in overdraft, but is causing significant depletions of interconnected surface waters and clarifies that the SWB is required to exclude from probationary status any portion of a basin or subbasin for which a Groundwater Sustainability Agency is in compliance with the sustainability goal.

APA California Position: Support

STATUS: Signed by the Governor

“Hot Bills” Link Available on Website Homepage



APA California has a quick legislative information feature on its website. Members can quickly and easily access key information right from the home page. Under the LEGISLATION tab, just click on the “Hot Bills & Regulations” link. That link connects members to reports on the most pressing bills, the Chapter's positions, and the status of each measure. Please take the time to review this time-saving new feature. www.apacalifornia.org

CONNECT 24/7 w/ other Planning Professionals



Whether seeking feedback on a legislative matter, conducting planning research or wanting to get the latest Chapter news and information, remember that APA California's **LinkedIn** discussion board is available 24/7. It is a great way to keep updated on Chapter activities and current on important planning issues.

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Keep Updated

Keep up to date with all the Chapter news, activities, programming and professional education as well as the State Conference by visiting the APA California website and LinkedIn discussion group.

Seeking New Sponsorship Strategies

Now that the new editorial format of the *CalPlanner* has been established, we are seeking suggestions from APA California's partners and sponsors on ways to better reach the Chapter membership in a more effective way. This means rethinking the traditional calling card ads for example, as well as all ad placement and associated links. We are therefore seeking your innovative ideas on strategies that would complement the new design and format while offering a more effective way to generate awareness for your business or service. We hope you will continue to support the *CalPlanner* and encourage your comments and ideas by contacting Marc at myplanning@live.com



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For additional contact information, please go to www.apacalifornia.org

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For more information, including hotel and registration details and session submittals, visit:

www.APACalifornia-Conference.org

APA California 2014 Election Results

The APA California online elections were held from August 1 to September 4. Over 600 ballots were cast for four Chapter Board positions and two California Planning Foundation (CPF) Board positions. Congratulations to these new Board members:



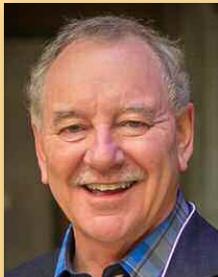
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We are excited to have new energy join the Boards to bring fresh ideas. The term of office for the newly-elected APA California Board members will start January 1, 2015 and conclude on December 31, 2016. The CPF Board members will serve a four-year term starting in 2015.