



# CALIFORNIA PLANNER



American Planning Association  
**California Chapter**

*Making Great Communities Happen*

Newsletter of the American Planning Association California Chapter



## APA's New Focus on Transportation Planning

*By Bob Leiter, FAICP*

The accompanying article on *Destination Lindbergh* shows how planners can provide the knowledge and skills that lead to innovative solutions to complex transportation problems. This same knowledge and skill set can be applied to the creation of a new national vision for transportation. Not since the Federal Interstate Highway System was conceived nearly three generations ago has there been so much interest in developing this new vision. With that in mind, the American Planning Association recently adopted the first comprehensive update to its "Surface Transportation Policy Guide" since 1997.

Last fall APA assembled a task force of practicing planners from across the United States to develop a policy guide that would "reflect APA's core values and our role in the planning profession to think comprehensively, and to understand and integrate various perspectives to create communities of lasting value." The task force worked together to identify seven foundational pillars that would guide APA's positions on transportation policy as we approach authorization of a new federal transportation bill. These pillars are:

- Create a national transportation vision
- Empower and improve the mobility of metropolitan regions
- Support integrated planning for sustainable communities
- Invest in transportation that promotes economic development, competitiveness and resiliency
- Foster location-efficient decisions
- Create safe, healthy, and accessible communities for everyone
- Expand funding sources to meet transportation needs in ways that are flexible, performance-driven, and linked to outcomes.

The task force then developed a set of draft policy statements that addressed a wide variety of transportation issues, ranging from national transportation funding priorities to local efforts that promote walkable communities and re-evaluation of parking standards. Once the draft policy guide was completed, it was sent out to every state chapter and division for review and comment. The final draft was then discussed at APA's National Delegate Assembly which was held at the National Conference in New Orleans in April. Following a robust debate regarding possible amendments to the draft document, including several that were introduced by the California delegation, the Policy Guide was approved by the Delegate Assembly and was later approved by the APA National Board of Directors.

You can view the *APA Surface Transportation Policy Guide*, and learn more about APA's other policy guides, at <http://planning.org/policy/guides>

September/October 2010

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# Destination Lindbergh: Collaboration and Vision to Meet San Diego's Mobility Needs

By Bob Leiter, FAICP, Keith Wilschetz and Tait Galloway

## Introduction

Destination Lindbergh was a year-long, comprehensive planning process designed to:

- Determine the ultimate build-out configuration of San Diego International Airport at Lindbergh Field (SDIA),
- Minimize airport-related traffic impacts to adjacent communities, and
- Improve intermodal access to the airport, while considering the airport as a potential location for a regional transportation hub.

In order to address the three priorities comprehensively, Destination Lindbergh was an integrated, regional surface and air transportation planning effort centered on SDIA.

A breakthrough alliance of the San Diego County Regional Airport Authority, the City of San Diego and the San Diego Association of Governments (SANDAG) formed the Ad Hoc Airport Regional Policy Committee, chaired by San Diego Mayor Jerry Sanders. The Ad Hoc Committee also invited other key participants to assist in this important effort, including policy makers from the San Diego Unified Port District, the County of San Diego, the Metropolitan Transit System, the North County Transit District and the U.S. Department of Defense.



## Goals and Objectives

A wide ranging set of goals and objectives was developed through discussions with the Ad Hoc Airport Regional Policy Committee. The priority in developing the goals and objectives was to ensure that the resulting plan improved the quality of life for San Diego County residents. Accordingly, the effort evaluated the potential for an Intermodal Transportation Center (ITC) in order to reach ground transportation and intermodal facility goals. In addition, future facility requirements for the airfield and passenger terminals were evaluated within the broader context of the overall region's transportation needs—not just from the aviation perspective. The goals and objectives also ensured that concerns regarding the natural environment and responsible regional development were considered. Finally, a goal regarding financial feasibility called for the ultimate development plan to be implemented in cost-effective phases while leveraging existing infrastructure to the maximum extent possible. The Ad Hoc Committee also acknowledged the critical importance of maintaining a high level of customer service for SDIA passengers throughout the development process.

### The goals of Destination Lindbergh are:

#### Ground Transportation

- Improve direct access by auto and various modes of transit to SDIA and accommodate vehicle parking demand.

#### Intermodal Facility

- Develop an intermodal facility to provide access for passengers and employees to SDIA and strengthen regional connectivity

#### Passenger Terminal

- Develop passenger terminal facilities to efficiently accommodate projected passenger demand and enhance user satisfaction

#### Airfield/Airspace

- Within the constraints of SDIA's property and single runway, develop an airfield configuration to best accommodate projected levels of aircraft operations (takeoffs and landings)

#### Environment

- Incorporate best practices of environmental stewardship in all components of SDIA's physical environment and operations



## Cal Planner Production Schedule

Issue	Submit Articles	Issue Emailed
November/December	Oct. 1	Oct. 30

Dates subject to change.



For article and photo specifications, display and call card information, please check out the website at [apacalifornia.org](http://apacalifornia.org).



## Destination Lindbergh: Collaboration and Vision to Meet San Diego's Mobility Needs

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### Financial

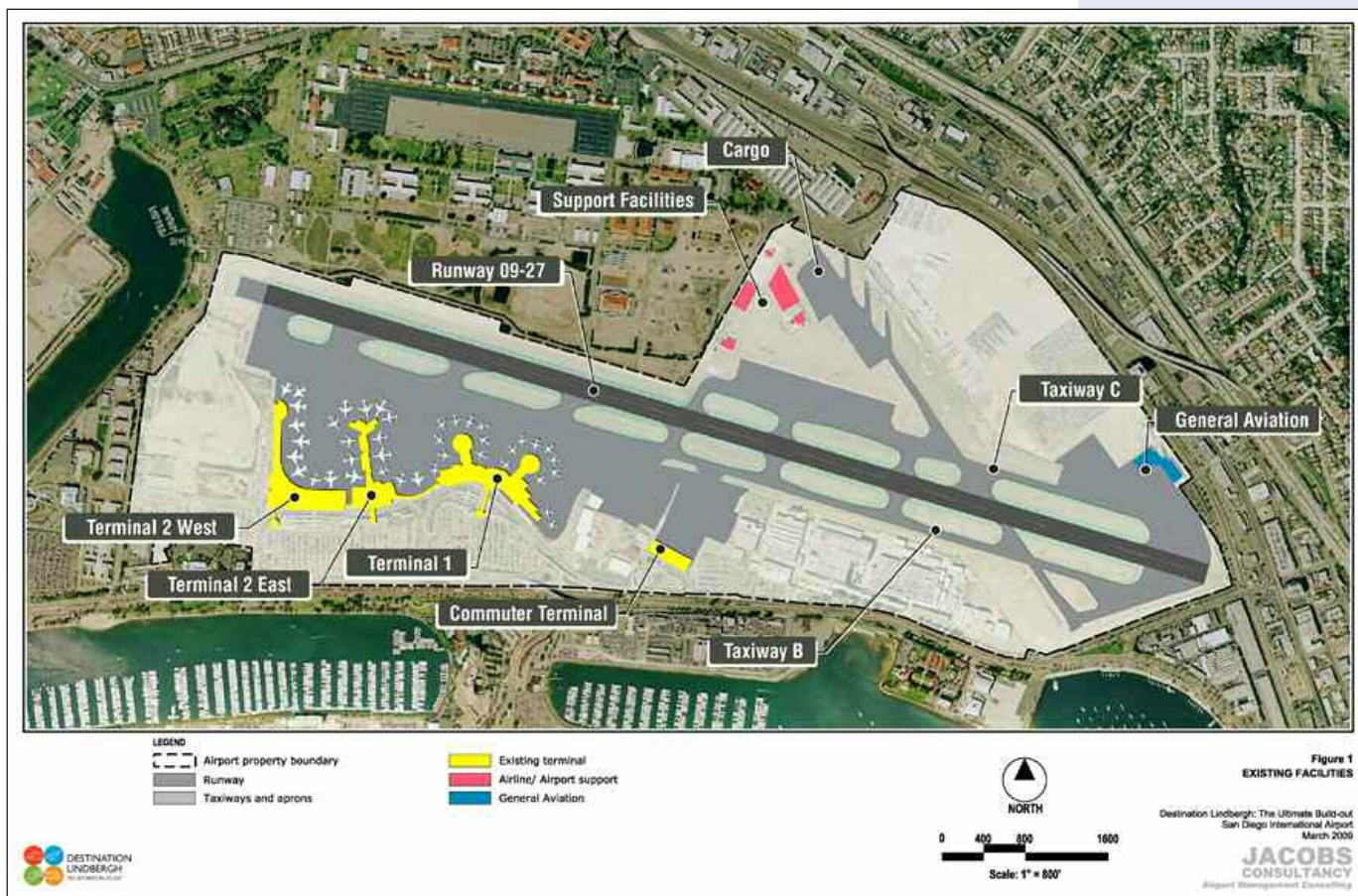
- Develop a financially feasible plan

### Regional Development – San Diego County/Southern CA

- Leverage SDIA to provide major direct and indirect social and economic benefits

### Regional Development – Downtown/Convention Center

- Integrate SDIA, through context-sensitive urban design, into the fabric of the central San Diego area, including the downtown, waterfront, Convention Center, Embarcadero and harbor areas



### Existing Airport Facilities

SDIA is located approximately three miles northwest of downtown San Diego and comprises 661 acres. The airport features a single 9,400-foot long east-west runway. The runway is supported by a full-length parallel taxiway—Taxiway B—on the south side, and by a partial-length parallel taxiway—Taxiway C—on the north side (see Figure 1).

Terminal 1 was constructed in 1967 and has 19 aircraft gates. Terminal 2 East was opened in 1979 and provides 13 gates, while the 9 gate Terminal 2 West opened in 1998. The Commuter Terminal, which opened in 1996, serves smaller aircraft with seven regional aircraft parking positions and also serves as the Authority headquarters. Support facilities, including the fuel farm, air traffic control tower (ATCT), and cargo and general aviation facilities, are located primarily north of the runway.

### Existing Transit Facilities

Existing transit service to the airport terminals consists of a single local bus route that connects downtown San Diego, the region's biggest transit hub, with SDIA. The downtown

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## Destination Lindbergh: Collaboration and Vision to Meet San Diego's Mobility Needs

*Continued from page 3*

terminus of the route provides connections to the light rail, commuter rail, and bus system serving the region. There is currently no direct rail access to the airport, since the terminals and passenger access points are located on the south side of the airfield along Harbor Drive, while the existing rail infrastructure runs near the airport's northern boundary of Pacific Highway. Preparation of this plan thus presented a great opportunity to develop this long-needed rail connection.

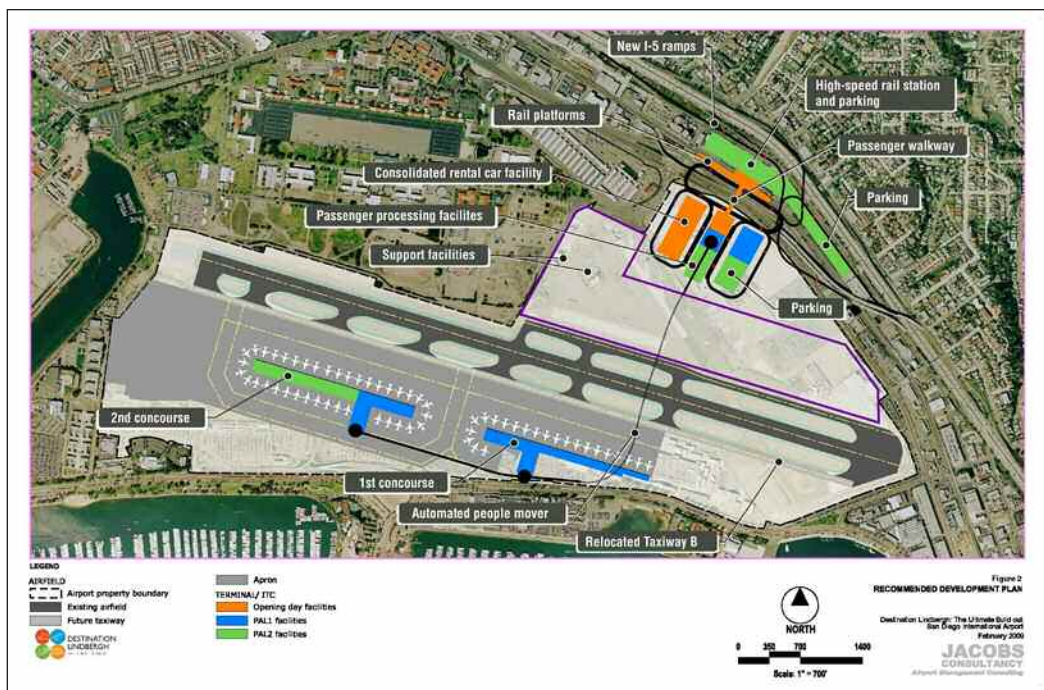
### Overview of Destination Lindbergh Plan

As noted above, the purpose of the Destination Lindbergh planning effort was to strategize regarding the ultimate build-out of Lindbergh Field, review the potential for an intermodal transportation center, and determine actions that could reduce traffic impacts on surrounding local streets. In addition, the study assessed the feasibility of direct access ramps from Interstate 5 (I-5) to the proposed northside Intermodal Transportation Center (ITC).

### Scenario Development

Based on the fact that Lindbergh Field is generally oriented in an east-west direction and is bisected by a single runway, it was determined that opportunities for increased ground access existed from rail lines and I-5 in the northeast corner of the airport. Three broad site planning scenarios emerged during the study process:

1. A north-centric scenario with a single entrance to the airport on the north side of the airfield, with all airline processing functions (ticketing, check in, and baggage) and gates, as well as an ITC and direct I-5 access along the rail corridor south of Washington Street. This scenario would require land from the Marine Corps Recruit Depot to accommodate an expansion of Taxiway C.
2. A south-centric scenario where the gates and airline processing remain on the south side of the runway, but access is provided in the north and a connection made to the south via an internal road or a people-mover system.
3. A hybrid scenario where ground access and airline processing was developed on both the north side and the south side of the airport. Connection of the ITC and gates on the north to gates on the south would be made via a people mover.



*Continued on page 5*

## Join the APA California Legislative Review Teams

The APA California Legislative Review Teams are once again gearing up to review the new planning-related legislation to be introduced in 2011. To get more information on the teams, please visit the APA California website, [www.apacalifornia.com](http://www.apacalifornia.com). If you would like to become a member of the Review Teams, please e-mail Sande George at [sgeorge@stefangeorge.com](mailto:sgeorge@stefangeorge.com).



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## Destination Lindbergh: Collaboration and Vision to Meet San Diego's Mobility Needs

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### *Recommended Development Plan and Phasing*

The recommended development plan, while taking the best aspects of each scenario, most closely resembled the south-centric scenario (see Figure 2). In the final build out all access to the airport processing functions would be provided in facilities north of the runway along Pacific Highway with a people mover connection to redeveloped terminals on the south. Elements of the long-term plan include: development of an ITC allowing connection and transfer from rail (intercity, commuter and high-speed), Trolley, and bus (local, future Bus Rapid Transit, and Fly Away), direct I-5 ramp access, a consolidated rental car facility (CONRAC), and parking garages. Passenger processing would be immediately adjacent to the ITC. A total of 62 gates would be re-constructed on the south side of the runway. Should land from Marine Corps Recruit Depot become available in the future, the scenario could be modified to allow the construction of gates on the north side of the runway.

Implementing the long-range plan would likely require 20 to 25 years. Construction timing would depend on additional financial feasibility analysis, environmental, engineering, and design work. Destination Lindbergh recommends completion of the project in three phases:

- **Phase 1 - Initial Opening Day (2015-2020).** This phase would include development of rail platforms, additional track work, bus bays, and a grade-separated pedestrian crossing onto airport property from an ITC to, a CONRAC facility and additional parking that would be built concurrently on airport property. Connection from parking, CONRAC, and the ITC to the south side terminals would be made by way of a shuttle bus service operating on airport property. I-5 access would be improved through greater use of existing ramps to the south of the facility and improvements to local streets, including Sassafras Street and Pacific Highway, in the area of the airport. Ground access to the airport would be provided on both the north and the south side of the airport.
- **Phase 2 - 2020 Planning Activity Level (PAL) 1 timeframe.** In this phase, when it is projected that there will be 20 million air passengers a year, direct access ramps from I-5 would be added as well as a people mover replacing the shuttle bus connection. Passenger processing would be added to the north side facility as part of the replacement for the older gates in Terminal 1. In this phase, ground access would also remain to Terminal 2 from North Harbor Drive.
- **Phase 3 - 2030 Planning Activity Level (PAL) 2 timeframe.** In this phase, when it is projected that there will be 28 million air passengers, access and processing would be completed to the north side with the replacement of Terminal 2. North Harbor Drive would no longer provide access to passenger processing facilities, and direct access ramps from I-5 would be completed. During this phase, North Harbor Drive would be used only to access airport support and potential long-term parking facilities.

### *Increased Transit Use at an Intermodal Transportation Center*

Approximately 1.3 percent of airport passengers currently use transit to SDIA. Efforts underway by the Airport Authority and other regional transportation agencies are designed to increase that percentage to 4 to 5 percent over the next 10 years. Analysis conducted as part of the Destination Lindbergh study by SANDAG indicated that potential exists to increase the use of transit at the airport even further through development of an ITC, to somewhere in the range of 8.5 percent to 13.0 percent by the year 2030. If shared-ride van and high-speed rail numbers are included, the range increases to 15.5 percent to 21.0 percent (from the current 9.3 percent of combined shared-ride van and transit use at the airport) which has the potential to reduce future traffic congestion to the airport. This level of activity is comparable to current level of transit trips to Oakland and San Francisco airports.

Further analysis indicated that an ITC at the airport would also result in an increase in non-airport transit trips within the region and could function as an independent facility (without the airport connection). However, it was recognized that the siting of an Intermodal Transportation Center at this particular location provides a unique opportunity to capture airport-bound passengers.

*Continued on page 6*

## APA California Needs You!

### Get Involved in 2011!

APA California's Election Committee seeks candidates for the upcoming year-end elections. This is a great way to get involved and serve the planning profession. Two-year terms begin January 1, 2011 for:

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For more information, please contact Kevin Keller at [kevin.keller@lacity.org](mailto:kevin.keller@lacity.org).  
**Candidate statements are due Friday, October 1.**

## AICP Information(CM)



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Information about CM can be found at <http://www.planning.org/cm/index.htm>

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### Financial Considerations

Initial analysis concludes that a Phase 1 (Opening Day/ITC/CONRAC/Parking) facility could be financially feasible and function effectively as an independent improvement. Further analysis is needed to determine the viability of the Phase 2 and 3 improvements. Total capital costs are estimated at \$3.8 billion (in 2009 dollars), with \$457 million of that required for the 2015 Opening Day phase.

For implementation of Phase 1, a variety of potential funding sources have been identified, including: Transportation Infrastructure Finance Innovation Act (TIFIA) loans, Airport Improvement Program grants, Passenger Facility Charges, tax increment financing, and a variety of potential federal, state, and local funding sources.

### Next Steps

During spring 2009, the Destination Lindbergh Plan was accepted by the City of San Diego, Airport Authority, and SANDAG. With the Airport Authority now moving ahead with its Terminal 2 West expansion project along with advanced planning for the CONRAC facility, SANDAG has undertaken a similar advanced planning effort for the ITC Phase 1 improvements. This advanced planning work will entail developing and evaluating alternatives for the ITC station layout, developing capital cost estimates (including right-of-way needs), outlining a ground access plan, refining transit ridership estimates, evaluating opening day traffic level of service impacts, developing a preliminary environmental assessment, and outlining a financial funding plan and implementation schedule. This advanced planning study will be completed by December 2010, and will set the stage for formal environmental studies.

Destination Lindbergh also includes long-term plans for direct freeway connecting ramps to the proposed north side airport terminal as well as surface street improvements. Developing detailed capital costs for the freeway connecting ramps and other needed surface street improvements at this time will allow local agencies to seek federal funding in the future multi-year transportation reauthorization bill and future annual appropriations processes. This study effort will require conceptual level engineering, and is scheduled for completion during 2011.

In addition to long-term access and roadway improvements, future land uses and urban form for the area surrounding the ITC will need to be considered. Destination Lindbergh concept calls for the ITC to be located off-airport property in the Midway Pacific Highway Corridor Community Plan area just south of Washington Street. In fall 2010, the City of San Diego will be beginning the update of the Midway Pacific Highway Corridor Community Plan. As part of the community plan update process, the City will work with SANDAG, the Airport Authority, the community, and other stakeholders to consider land use and mobility integration aspects related to the ITC and the long-term urban form vision for the area.

### Conclusions

The Destination Lindbergh plan has set forth a vision for a multi-modal transportation project that will provide opportunities for increased transit ridership, reduced traffic on several local streets, reduced greenhouse gas emissions, and optimization of the operational capacity of the airport within the given airfield and property constraints. While not the initial focus of the study, it also became clear as the study proceeded that the ITC could provide an excellent future location for the Downtown San Diego terminus of the California High Speed Rail System, which will ultimately connect San Diego to Los Angeles, the Central Valley, and the San Francisco Bay Area.

At the same time, the planning process that created this plan has laid the groundwork for continued collaboration among the Airport Authority, City of San Diego, and SANDAG, as well as many other stakeholders, in the implementation of this visionary plan.

### About the Authors

Bob Leiter served as Director of Land Use and Transportation Planning for SANDAG from 2003 to 2009. He now serves as a consultant to SANDAG on SB-375 implementation. Keith Wilschetz serves as Director of Planning for the San Diego County Regional Airport Authority. Tait Galloway serves Senior Airport and Transportation Planner for the City of San Diego.

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## There is Still Time to Donate!

Please Join Us at the 2010 California Planning Foundation Auction Event at the La Costa Resort in Carlsbad on Tuesday, November 2!

It's that time of the year again, when planning professionals start making plans to attend the annual American Planning Association California Chapter (APA California) conference, which includes **the California Planning Foundation's (CPF) Auction and Raffle Event!** Proceeds from the event benefit the CPF Scholarship Fund, which awarded \$48,000 in scholarships and APA memberships last year to students enrolled in professional planning degree programs in California.

**This year's event will take place on Election Day 2010 (see mail-in-ballot information on page 16) - Tuesday, November 2, with the Silent Auction beginning at 2:30 pm, followed by the CPF Reception/Live Auction and Raffle at 6:00 pm.**

Each year, the auction provides conference attendees with the chance to bid on a variety of special items ranging from a weekend getaway to original artwork to planning books, and this year's conference in Carlsbad promises to be another great venue! The raffle during the auction is another fun way to win prizes that can range from a tasty bottle of wine to a crisp new \$100 bill and many things in between! While participating in the intense bidding wars at the auction, you are also helping to raise funds for the serious work CPF undertakes every year on behalf of the planning profession.

**Please make a donation to this year's auction.** In addition to donating items like historic maps and books, crowd-pleasers include gift baskets, original photography, tickets to events or shows, travel and leisure-related activities, and gift certificates to a variety of retail establishments, restaurants, and nature adventures. Original art and craft works are always popular! Our silent auction is always a fun addition to the live auction. So round-up those donations, and get them to us as soon as possible as we plan for another successful auction!

**Another way to participate and support the CPF Scholarship Fund is to become a Friend of CPF.** A donation of \$300 acknowledges you, your group, or firm as a CPF supporter and entitles you to your name or firm logo on the CPF website for one year; acknowledgement at the auction and on auction promotional materials, and acknowledgement during presentation of the CPF Scholarship Awards.

To submit a donation and/or to become a Friend of CPF, complete a donation form and forward to **Virginia Viado or Larry Mintier, Auction Coordinators**, by mail, fax, or e-mail as provided on the form below. We will see you at the auction in Carlsbad, and don't forget to bring your checkbook, credit cards, and cash - and be prepared to have lots of fun!

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#### PLEASE NOTE:

Auction/raffle item descriptions must be submitted by Wednesday, October 20 and delivery of all items must be made to Virginia Viado or Larry Mintier by 5:00 pm Thursday, October 28 (or 10:00 am on Tuesday, November 2, if delivery is made at the Conference Site).

Thank you

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## President's Message

By Kurt Christiansen, AICP, President



November is right around the corner and I am again going to remind those of you attending the State APA Conference that Election Day, November 2, falls during the Conference. If you are attending the conference, please remember to request an absentee ballot.

Voting is an important right that we all need to exercise. We will be electing new State officials and voting on several important ballot measures.

At the June 2010 Board meeting, the APA California Chapter Executive Board has voted to support Proposition 22. If passed, Proposition 22 will prohibit the State from shifting, taking, borrowing, or restricting the use of tax revenues dedicated by law to fund local government services, community redevelopment projects, or transportation projects and services. It also prohibits the State from delaying the distribution of tax revenues for these purposes even when the Governor deems it necessary due to a severe state fiscal hardship.

Basically, if passed, the State would be prohibited from raiding and borrowing local funds. Local governments provide the services and infrastructure that are important for economic growth. These services include land-use approvals, local streets, infrastructure, police and fire protection among others. If this initiative loses, it can impact transportation projects, the provision of affordable housing, the States climate change efforts and local redevelopment projects. Raiding of local funds will have a negative impact on smarting planning in the State of California.

The two APA related things I look forward to each year in the fall are the Annual APA California Chapter Conference and the Annual Awards Program. The Annual Chapter Conference will be held in Carlsbad, CA, November 1-4. The San Diego Section has been busy for the past 12 months working on the program for this event. The early registration deadline is September 10. I hope many of you attend this exciting event. As part of the Annual Conference, we celebrate the planning achievements for 2009, with the State awards luncheon. I wish to congratulate this year's award winners. Great planning takes place throughout this great state and this is our opportunity to celebrate great projects, plans, programs, and people. I wish those award winners luck in the National Awards process.

As we all know, the economic recovery is moving slowly. As planners we are faced with new challenges when dealing with planning efforts. We are being asked to do more with less. We are being asked to look at projects differently. We are being asked to process projects more quickly. The world around us is changing and we need to adapt to this change. I challenge you to think outside of the box when faced with problems that you never anticipated. Always keep in mind that whatever the solution, it should maintain or enhance the quality of life for the residents of this State. What we do makes a difference in the lives of all people living in this State. We can share success stories as we celebrate the APA California Chapter award winners. We can network and learn new ideas by attending the Annual State Conference in Carlsbad, CA, in November. And, we can continue to make a difference in our communities if we pass Proposition 22, and the State is prohibited from raiding local funds. We can all make a difference this November if we vote.

**See the important letter from APA California President Kurt Christiansen, AICP on the Member Financial Support Program on page 19!**



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AMERICAN PLANNING  
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### APA Websites

APA California ..... [www.apacalifornia.com](http://www.apacalifornia.com)

National APA ..... [www.planning.org](http://www.planning.org)

California Planning Foundation ... [www.californiaplanningfoundation.org](http://www.californiaplanningfoundation.org)

CA Planning Roundtable ..... [www.cprounstable.org](http://www.cprounstable.org)





## DWR Handbook Helps Planners Address Flood Risk Management Legislation

By Allan Oto, Daniel E. Dameron, Ricardo Pineda, PE

Hurricane Katrina (2005) was a wake-up call for greater flood prevention across the U.S. In California, all counties are at some level of risk for floods. In the Sacramento-San Joaquin Valley, both the Jones Tract levee failure in 2004 and the 24 levees that threatened to fail in the winter rains of 2006 were additional catalysts that triggered new California flood risk management legislation.

In October 2007, Governor Schwarzenegger enacted six bills—including Assembly Bills 162, 70, 5, and 156 and Senate Bill 5 and 17 [www.leginfo.ca.gov/bilinfo.html](http://www.leginfo.ca.gov/bilinfo.html) — that link local land use planning decisions with regional flood management. These laws began to go into effect in 2008 and will continue to roll out through 2015. They impact a number of local planning documents and tools including general plans, zoning ordinances, development agreements, subdivision maps, and various discretionary and ministerial permits. The new legislation creates challenges for planners in interpreting and effectively implementing the provisions of the laws, as well as in identifying the most current and appropriate floodplain information for their communities.

### The Department of Water Resources' Handbook

To assist local community planners and agencies with a better understanding of the complex new legislation, the California State Department of Water Resources (DWR) released a new guidance document in June 2010.

The *Implementing California Flood Legislation into Local Land Use Planning: A Handbook for Local Communities* (Handbook) supports DWR's FloodSAFE California initiative, a statewide effort to improve public safety through integrated flood management. With the use of the Handbook, local communities will be able to navigate the legislative requirements and more efficiently consult with DWR and local flood management agencies to respond. The Handbook will help planners understand the new code sections and provide direction on where to go for more information.

### Summary of New Flood Management Legislation

The applicability of the new flood risk management legislation varies depending upon where a city or county is located within California. Some provisions apply to all jurisdictions in the state. Others are additive and apply only to communities located within the Sacramento-San Joaquin Valley or the Sacramento-San Joaquin Drainage District (Figure 1). To reflect the geographic nature of the new requirements, DWR's Handbook presents the new code sections by the applicable area.

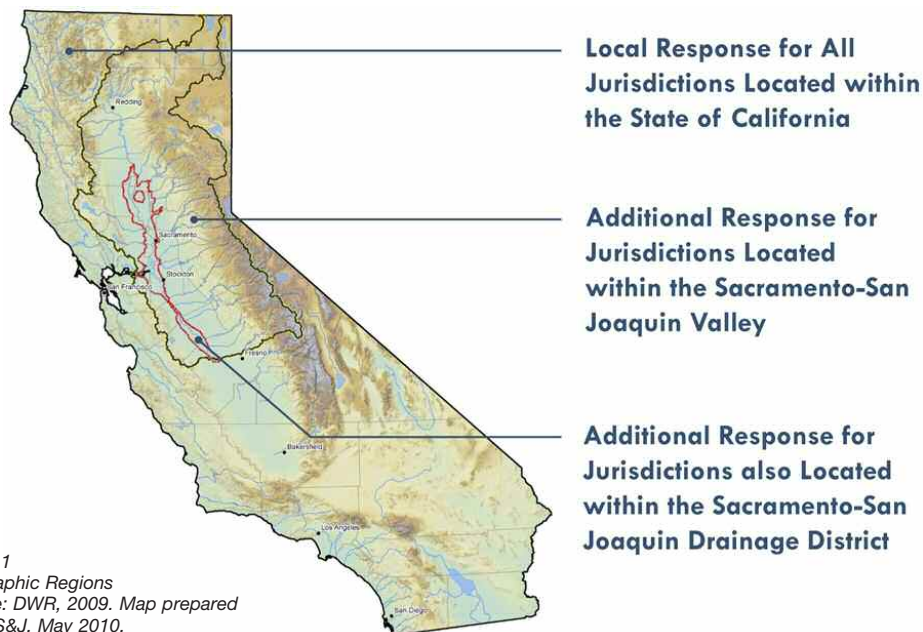


Figure 1  
Geographic Regions  
Source: DWR, 2009. Map prepared by PBS&J, May 2010.

Continued on page 10

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## DWR Handbook Helps Planners Address Flood Risk Management Legislation

Continued from page 9

### Key Statewide Requirements

The following provisions apply to all jurisdictions in California:

- **Land Use, Conservation, and Safety Elements:** Must be amended to address flood risks and consider resources used for groundwater recharge and stormwater management. Areas covered by the land use element that are subject to flooding must be annually reviewed.
- **Housing Element:** Lands not adequately protected from the risk of flooding may be excluded in the methodology for allocating regional housing needs.



Homes in the South Natomas area of the City of Sacramento, adjacent to the Sacramento River. Photo courtesy of DWR

### Key Sacramento-San Joaquin Valley Requirements

Nearly 28 million acres in California's Central Valley comprise the Sacramento-San Joaquin Valley (SSJV). Thirty-two counties and 93 cities—including the State's capital, Sacramento—are located within the SSJV. With roughly 1,600 miles of levees—many built decades ago—the SSJV is one of the highest flood risk areas within the State.

The Central Valley Flood Protection Plan (CVFPP), which is currently in development and is required to be adopted by July 1, 2012, will define a system-wide approach to flood management in the SSJV. Senate Bill 5 requires local governments in the SSJV to show "adequate progress" in planning for 200-year flood protection in urban areas starting in 2015. Urban areas are defined as areas with a population of at least 10,000



Home inundated by the 2004 Jones Tract flood. Photo courtesy of DWR

residents. The standard for non-urbanized areas with a population less than 10,000 residents is 100-year flood protection. When the CVFPP is adopted, it will include criteria to define the 200-year minimum urban level of flood protection, which will help cities and counties within the SSJV determine if an area meets or exceeds the 200-year level of protection.

Jurisdictions located within the SSJV are subject to the statewide flood risk management requirements, as well as the following provisions applicable after adoption of the CVFPP:

- **General Plan and Zoning Ordinance:** Must reflect information and measures to reduce the risk of flooding consistent with the CVFPP.
- **Development Agreements, Subdivision Maps, Discretionary, and Ministerial Permits:** Actions on these entitlements/permits may not be taken for projects located within a flood hazard zone unless it is demonstrated that an adequate level of flood protection is provided.

### Key Sacramento-San Joaquin Drainage District Requirements

The Sacramento-San Joaquin Valley (SSJDD) covers more than 1.9 million acres along and adjacent to the Sacramento and San Joaquin Rivers. There are 15 counties and 27 cities located within the boundaries of the SSJDD.

Jurisdictions located within the SSJDD are subject to the statewide and SSJV requirements as well as the following provisions:



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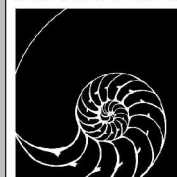
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## DWR Handbook Helps Planners Address Flood Risk Management Legislation

Continued from page 10

- Safety Element: Must be submitted for review to the Central Valley Flood Protection Board and local agencies that provide flood protection to the jurisdiction.
- General Plan: Amendments must be referred to the Central Valley Flood Protection Board.

### Download Handbook and Additional Support

The Handbook was developed with assistance from state and federal agencies, and is currently available on DWR's website at [www.water.ca.gov/localfloodriskplanning/](http://www.water.ca.gov/localfloodriskplanning/)  
<http://www.water.ca.gov/floodmgmt/lrafm/fmb/fas/specialprojects/localfloodriskplanning/>.



The Rio Vista Bridge spans the Sacramento River within the SSJDD. Photo courtesy of DWR



Levee work conducted in 2006 along the Sacramento River, north of the City of Colusa. Photo courtesy of DWR

- DWR advisory floodplain/best available maps for SSJV cities and counties [www.water.ca.gov/floodmgmt/lrafm/fmb/fes/best\\_available\\_maps/](http://www.water.ca.gov/floodmgmt/lrafm/fmb/fes/best_available_maps/)
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For further information, outreach opportunities, data, and assistance regarding the Handbook and implementing the 2007 flood legislation, contact:

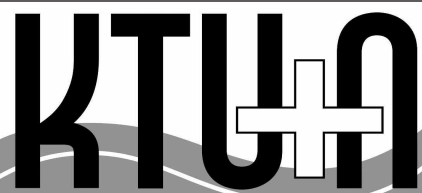
- DWR Division of Flood Management [www.dwr.water.ca.gov/floodmgmt/](http://www.dwr.water.ca.gov/floodmgmt/)
- DWR FloodSAFE California [www.water.ca.gov/floodsafe/](http://www.water.ca.gov/floodsafe/)
- DWR Central Valley Flood Management Planning Program and the CVFPP [www.water.ca.gov/cvfmp/](http://www.water.ca.gov/cvfmp/)

### About the Authors

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## In Memory of Janet Fairbanks, AICP

Janet Susan Fairbanks, long time member of APA, AICP, and the California Planning Roundtable, passed away from cancer on August 5, 2010.

Janet's love of city planning and the natural environment is shown through her twenty-six years of work throughout San Diego County for the City and County of San Diego and for the San Diego Association of Governments (SANDAG). She guided the development of the North County Multiple Habitat Conservation Plan, served as a long-time member of the California Biodiversity Council, and led a bi-national effort to address environmental justice issues along the U.S.-Mexico border. She was a long-time member of the California Chapter of APA (AICP since 1991), and was active on the section board and state conferences. She also was a member of the California Planning Roundtable (CPR) from 1988 until her retirement in 2006 when she became an Emeritus CPR member. Locally, Janet was a Board member of the Southwest Wetlands Interpretative Association and a member of the San Diego Architectural Foundation, Citizens Coordinate for Century 3 (C3), Walk San Diego, and San Diego Canyonlands Inc.

Janet was born July 18, 1951 in El Paso Texas and grew up in Pullman Washington and Corvallis and Eugene Oregon. After graduating from the University of Oregon in 1973 with a degree in Psychology, Janet attained a Masters degree in City Planning from San Diego State University in 1979. She began her professional planning career at the County of San Diego as an intern. In 1980 she moved on to the City of San Diego Planning Department, where she worked for 12 years, helping to prepare the City's first Local Coastal Program and working on the Residential Growth Management Program. Janet also worked on implementing some of the City's early open space planning and led the effort to develop the first planning framework for the City's North City Future Urbanizing Area.

"Janet became a member of the CPR in 1988. Always an activist planner, Janet helped people take on the hard issues of integrating economic vitality and ecological integrity. Janet would mobilize people by taking them out to see the devastating poverty in the Tijuana colonias and the environmental degradation in the Tijuana estuary. Working together



Janet on a field trip for SANDAG to the US-Mexican border.

with local community members, Janet took action to preserve delicate ecosystems and develop healthy communities in the San Diego region and across California. Collaborating with Andrea Lawrence, a Sierra activist, Janet played an essential role in building the funds and community support to establish the Andrea Lawrence Institute for Mountains and Rivers, a planning forum to identify and address key challenges confronting the Eastern Sierra Nevada." [Elaine Costello, Chair, California Planning Roundtable]

In 1992, Janet went to work for the San Diego Association of Governments (SANDAG) as a Senior Regional Planner until her retirement in 2006. During her 14 years at SANDAG, she became an acknowledged leader in environmental planning, with many accomplishments. She authored the Healthy Environment section of SANDAG's first Regional Comprehensive plan; served as the first project manager for SANDAG's Environmental Mitigation Program and represented SANDAG on the Natural Communities Conservation Program 5 County Funding Group. She also represented SANDAG on the California Biodiversity Council, collaborating on and coordinating efforts to secure federal and state funds for environmental programs.

Following her retirement from SANDAG, Janet worked as a planning consultant for the business organization Uptown Partnership, and continued her work in an Emeritus status working with the CPR on statewide planning and conservation issues.

Janet loved the outdoors and spent many happy days camping and hiking with friends and family. She was a life-long fitness practitioner, and included yoga, biking, walking and jogging in her repertoire. During 2009, Janet finished three local half marathons.

Janet passed away on August 5 in her home across the street from her beloved Balboa Park, surrounded by her husband Bruce Dammann and family members.

Janet was preceded in death by her mother, Ruth Oksendahl Fairbanks (who died in 2005), and is survived by her husband Bruce Dammann and sons Kellen, Ross (Sophia), and Ryan (Christine) of San Diego; son Reid (Christine) of Los Angeles; father, Dwight Fairbanks of Eugene, OR; older sister Joan Fairbanks of Seattle, WA; younger brother Tom Fairbanks (Beth West) and nephew Christopher West-Fairbanks of Los Alamos, NM.

Please visit CaringBridge and read the Journal account, written by Janet, of her courageous 6-month battle against cancer, and leave a personal message for the family at <http://www.caringbridge.org/visit/janetfairbanks>.

Donations in memory of Janet can be made to the San Diego Foundation, Land and Watershed Conservation Fund, 2508 Historic Decatur Road, Suite 200, San Diego, CA 92106. Indicate "Janet Fairbanks" on your check. Funds will be used for a specific environmental project in San Diego County to honor Janet.

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## APA California 2010 Conference Update

### Young Planners Group

*We Have Something Special for You!*

The 2010 APA California Conference Committee is working hard to accommodate the needs and interests of our students and younger planners who will be attending the conference this year. In coordination with the Committee, the SDAPA Young Planners Group has planned events and identified conference sessions relative to younger professionals and students with limited experience in various facets of the planning realm.

YPG Sessions were identified for those who want to learn more about the fundamentals of planning, best practices, and emerging concepts that are helping to solve today's planning issues. YPG identified sessions offer opportunities for professional development, project

management skills, and are geared to strengthen our planning toolbox and knowledge base.

The San Diego Section Young Planners Group will also be hosting several events at the conference to meet and mingle with other like minded students and professionals throughout the conference. At the conference, a mentoring booth will be provided for those looking to brush up interview skills, get tips on resumes, and chat with experienced planners. Additionally we will also be having a contest to see how many of you YPG members throughout the state can make it down to the conference and join your San Diego Section at the first ever pub crawl. Lastly, the SDAPA Young Planners Group will be hosting a Volunteer/Community Service event at the La Costa Resort after the Closing Keynote Session. The San Diego Section Young Planners Group Community Service Committee invites you to join us as we work in part with the Batiquitos Lagoon Foundation to assist with a major restoration project and installation of native plant along the lagoon.

If you are involved in your local Young Planners Group, the conference will be a great opportunity to network with members in other Sections throughout the state, share ideas, and hopefully learn a few things from each other. The San Diego Section Young Planners Group invites you to attend the 2010 APA California Conference in Carlsbad, CA and take part in the opportunities and events planned just for you!

### California Planning Roundtable Salons

Are you looking for an opportunity at the conference, in a less formal setting, to participate in an interactive session on a thought-provoking topic and where all participants in the room are actively and effectively engaged? Then this year's California Planning Roundtable Salons are for you.\*

#### Collaborative Planning in a Complex World Tuesday November 2, 4:00pm - 5:30pm

Join CPR for an interactive session with David E. Booher to discuss his new book, *Planning with Complexity: An Introduction to Collaborative Rationality for Public Policy* by Judith E. Innes and David E. Booher. The session will include David's overview of the book and an interactive session on putting the concepts of collaborative planning to work in our communities.

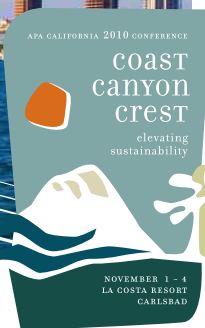
CPR Hosts: Cathy Creswell and Janet Ruggiero  
Special Speaker: David E. Booher

#### California Planning Roundtable (CPR) General Plan Reinvention Project Wednesday November 3, 4:15pm - 5:45pm

Join CPR for an interactive session updating APA members and conference participants on the General Plan Reinvention Project initiated in 2008. CPR members will provide an update on the status of the project, including the launch of a web-based incubator tool highlighting great general plan practices. This salon will use the online incubator to catalyze discussion with the audience about the work people are doing with general plans and how we can make general plans more vital in all communities. Check out the website at <http://reinventingthegeneralplan.org/>

CPR Hosts: Elaine Costello, Cathy Creswell,  
Janet Ruggiero

\*Note: Both salons have been submitted for CM credit.



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### JUST ADDED TO THE CONFERENCE!

#### Opening Keynote Speaker

**Dr. Tony Haymet,**

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The San Diego Conference Committee is pleased to announce that Dr. Tony Haymet, Professor of Oceanography at Scripps Institution of Oceanography, at the University of California San Diego and currently Director and Vice-Chancellor for Marine Sciences, has accepted our invitation to be a keynote speaker at our annual conference. Dr. Haymet will discuss the planning that is underway for phenomena already measured in the State of California, such as sea-level rise and water security as practical problems in global warming. Dr. Haymet is also co-founder and Vice Chair of CleanTECH San Diego and will address the role of this non-profit organization in promoting clean technology businesses.

In order to accommodate Dr. Haymet's schedule, he will be our new Opening Keynote speaker, while Neal Peirce has graciously agreed to be our Keynote Luncheon speaker.



To register or for more information, check out [www.apacalifornia.com](http://www.apacalifornia.com)

## California Planning Roundtable Launches a Reinventing of the General Plan: *An Ambitious and Interactive Project of the CPR*

By Craig Beebe and Elaine Costello

### The Challenge

The General Plan, California's most fundamental local long-range planning document, needs to be reinvented. As communities grapple with financially strapped governments, job loss, unaffordable housing, congestion, and climate change, many are struggling to find the right approach. The General Plan should be the best tool to tackle and address these and other issues in the comprehensive way most likely to bring about needed for truly sustainable change. Yet the General Plan is too often, viewed as a costly, complex and inflexible requirement, burdened by cumbersome legislative mandates and changes, and vulnerable to legal and political challenge. Many General Plans are ill-equipped to address regional challenges such as climate change, air quality and transportation. As the economic, environmental, and social needs of our cities and counties are fundamentally transformed and have evolved in unpredictable ways, the General Plan too must be renewed to meet the new challenges we face.

That is why, with support from the APA California, the California Planning Roundtable (CPR) has undertaken an ambitious and wide-ranging project to address the current weaknesses of the General Plan. CPR, a group of public, private and academic sector planners, aims to build on the great potential that already exists within the General Plan process and find new paths for the future. This project, which began after a lively salon discussion at the 2008 APA California Conference in Los Angeles, aims to do more than suggest mild revisions to current General Plan legislation and policy. Ultimately, CPR hopes to entirely *reinvent* the General Plan, transforming it to become an essential tool for California communities in the coming century.

### Building On What Works: The "Incubator"

The initial phase of reinventing the General Plan has consisted of gathering "Great Models" of the best parts of existing General Plans from cities, towns, and counties across the state, and to include in a web-based "Incubator." After a formal process of peer review to ensure quality, these Great Models are now ready to share with the public. Available at [www.ReinventingTheGeneralPlan.org](http://www.ReinventingTheGeneralPlan.org), these incubators contain CPR's first four Great Models, with more under preparation. These models go beyond the usual collection of elements, EIRs, and technical data, to pursue innovative visions, tools, and approaches to planning processes. The Incubator models include plans that utilize the power of the Internet to reach their constituents and hold officials accountable, that set specific benchmarks for sometimes imprecise issues such as sustainability and community character, that approach growth management and public participation in new ways, and that employ strong awareness of regionalism and quality of life.

By utilizing the power of the Internet, CPR hopes to have the models be more than a stale packet of Best Practices, and CPR does not intend for the Incubator to evaluate or endorse every aspect of the Plan highlighted. As its name suggests, the Incubator is a catalyst, highlighting only the most innovative, exciting, and truly transformative features of the model Plans in a user-friendly, readable format. The use of "tabs" allows readers to quickly see the 3-5 features CPR members found truly outstanding. Where appropriate, images display the important maps, charts, and photos that were integral to understanding the Plan's appeal or the communities themselves. For those seeking more information, frequent links direct readers to explanatory pages or directly to the Plans themselves.

The Incubator is a first step to seeing what is already possible under current General Plan law and policy, and CPR hopes it will inspire communities across the Golden State to pursue new avenues when undertaking their own General Plan Updates. The Incubator will continue to grow with more models in the future, and moreover, CPR is seeking contributions from its readership and suggestions for other Great Models to consider. Information on how to participate is on the site.

Continued on page 15

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## California Planning Roundtable Launches a Reinventing of the General Plan: *An Ambitious and Interactive Project of the CPR*

*Continued from page 14*

### Next Steps: Pursuing the Reinvention

With the incubator online and continuing to expand, CPR enters the second phase of the project, moving toward policy and potentially legislative reform of the General Plan itself. CPR members are discussing and preparing a document, building on the lessons of the Incubator, which will outline the most prominent strengths and weaknesses of current General Plan law and policy. This document, and others like it, will be shared with the public so that stakeholders from a broad spectrum can comment and contribute ideas and responses to its contents.

This document and others like it will be posted on a blog at [www.ReinventingTheGeneralPlan.org](http://www.ReinventingTheGeneralPlan.org), where we hope you will participate in sharing your thoughts, experiences, and ideas for pursuing new paths for the General Plan.

CPR will then build off of this discussion to create a set of Principles for what a reinvented General Plan should be able to do for our communities and citizens. Finally, CPR will begin working toward whatever reforms are necessary to make such a Plan possible, not just for the communities with the money, time, and expertise to make it happen, but for *all* California communities.

It is possible that the changing realities of planning in California will mean that the General Plan will need to be reinvented in a way that leaves it almost unrecognizable from how it has existed for the last half-century. This is an ambitious and long-term undertaking. However, CPR is confident that now is the time to act to reinvent the potential, the vision, and the power of the General Plan, and with your help, CPR believes it is possible.

## Planners on the Move



Mitch Marken



John W. Chowdery

The planning consultancy of **Jacobson & Wack** wishes to share the joy of celebrating their 30th anniversary of exclusively serving the zoning needs of local governments by not having a big party. The principals, **Bruce Jacobson** and **Paul Wack, AICP**, wish to share this milestone with our colleagues and friends, by asking for donations to the California Planning Foundation (CPF), in memory of Paul Crawford, in support of their effort to provide scholarships to deserving planning students in California. Please see the CPF web site for more information on how to donate:

<http://www.californiaplanningfoundation.org/donations.html>.

Environmental Science Associates (ESA) is pleased to announce that **Mitch Marken, Ph.D., LEED AP**, Director of ESA's cultural resources practice, has been promoted to vice president. To learn more about ESA, visit the website at [www.esassoc.com](http://www.esassoc.com).

PMC is pleased to announce that **John W. Cowdery** has been named as its Chief Operating Officer. For additional information about PMC visit [www.pmcworld.com](http://www.pmcworld.com).

**Tony Witt** is proud to announce his retirement after 27 years with the City of Claremont. Mr. Witt can be reached at [tonywitt@gmail.com](mailto:tonywitt@gmail.com).

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## APA California Legislative Update

### End of Session Nearing, No Budget Deal in Sight

*By Sande George, Stefan/George Associates, APA Lobbyist and Executive Director*



The Legislature recently passed the final committee deadline and while a few hot bills were killed there are still several key bills remaining that the American Planning Association continues to oppose – detailed information is below.

Budget negotiations are ongoing. The state is well beyond the new fiscal year and there is no sign of a deal in sight on how to close the state's estimated \$19 billion deficit. The Democrats have proposed a budget plan that would create \$5 billion in new tax revenue through a swap that raises tax rates on income and vehicles but decreases the sales tax. The plan also proposes a new tax on oil production, suspending corporate tax delays and stricter enforcement of existing tax laws. Republicans have yet to agree to these ideas. It is unclear whether or not we will have a budget before the end of session on August 31st. We will continue to keep you updated as bills continue to move but for an up-to-date list of bills anytime, log on to the APA California website legislation icon on the home page at [www.calapa.org](http://www.calapa.org).

### Hot Bills to Note

#### **AB 602 – Evans – Unlimited statutes of limitations for Housing Element challenges**

##### **Position: Oppose**

AB 602 was amended at the end of session last year to eliminate the statute of limitations for housing element challenges. Sponsored by the housing advocate organizations, it is designed to deal with the court's decision in *Urban Habitats v. City of Pleasanton* that existing law provides a 90-day statute of limitations on provisions in 65009 (d). The housing advocates believe that this decision inappropriately limits their ability to challenge housing elements and other housing policies and ordinances.

Their solutions so far, however, have been to allow an indefinite statute of limitations to bring action following adoption. APA, however, cannot support provisions that open local government up to large judgments or leave cities and counties hanging for years wondering whether or not they will be sued. This bill is particularly troublesome since the *Pleasanton* case gave those who brought the case the right to proceed with their claim against the City, there have been recent major expansion of housing element requirements and new remedies signed into law, and cities and counties have experienced major budget and staff cuts. APA has continued to participate in meetings on the bill, however we remain opposed along with the League of California Cities, California State Association of Counties, and others.

*The bill is currently on the Senate floor.*

#### **AB 853 – Arambula – Annexation**

##### **Position: Oppose**

The bill would require a board of supervisors, within 180 days of receiving a petition to apply for annexation to a city, or for reorganization that includes an annexation to a city, to adopt a resolution of application for an annexation if the affected territory includes disadvantaged communities. To plan for the future boundaries and service areas of the cities and special districts, a LAFCO would be required to prepare municipal service reviews and then adopt a policy document for each sphere of influence. The bill also would also require LAFCO's to include in the municipal service reviews the location and characteristics, including infrastructure needs or deficiencies, of identified disadvantaged communities.

*Continued on page 17*

### Your Vote Matters in November!

Be sure to request and cast your  
**VOTE-BY-MAIL BALLOT**  
before you arrive at the  
Conference!

**The last day to apply for a  
vote-by-mail ballot is  
October 26, 2010**

Any registered voter may vote using a vote-by-mail ballot instead of going to the polls on Election Day. California law also allows any registered voter to become a permanent vote-by-mail voter. You will find information on the following by going to the website:

- Apply to Vote By Mail
  - Voting By Mail
  - Permanent Vote-By-Mail Voting
- [http://www.sos.ca.gov/elections/elections\\_m.htm](http://www.sos.ca.gov/elections/elections_m.htm)

### “Quick Leg Info” Feature Now on Website Homepage



**APA California Chapter** has 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 (under the Consultant Directory link), just click on the “Hot Bill List” link. That link connects members to reports on the hot bills, APA California Chapter positions, and the status of each measure.

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



## Legislative Update

*Continued from page 16*

Although APA agrees that disadvantaged communities need planning and financial assistance, without a source of funding to assist communities with the petition costs, planning and infrastructure funding, this bill will not result in assistance to these areas. The costs of the new LAFCO mandates in the bill will also be transferred to cities and counties.

*The bill is currently on the Senate floor.*

### **SB 194 – Florez– Community Equity Investment Act of 2010**

#### **Position: Watch**

This bill would enact the Community Equity Investment Act of 2010. The bill would specify how funds received pursuant to the federal State Community Development Block Grant Program are expended at the local government level and would impose various requirements on a local government in receipt of those funds that would, among other things, ensure the representation and participation of citizens of disadvantaged unincorporated communities.

*The bill is currently on the Assembly floor.*

### **SB 812 – Ashburn– Special Housing Planning**

#### **Position: Oppose**

SB 812 would require local governments to include in the special housing needs analysis, needs of individuals with a developmental disability within the community. Although housing for the developmentally disabled is an issue, it is unclear how city and county housing elements are capable of addressing those needs. The bill will also establish a precedent for other groups with special needs to propose specific housing-needs analysis without evidence that their needs for housing differs significantly from other special-needs populations.

*The bill is currently on the Assembly floor.*

### **SB 1174 – WOLK – Future Sustainable Communities Pilot Project**

#### **Position: Oppose**

SB 1174 originally would have required cities and counties with disadvantaged unincorporated communities inside or near their boundaries to update their general plan to address the needs of those communities. As recently amended, it would instead have required the Strategic Growth Council to choose 5 cities and 5 counties with a disadvantaged unincorporated community inside or near their boundaries to receive financial assistance from the Strategic Growth Council.

*Despite the amendments, the bill was held in the Assembly Appropriations Committee and is now dead.*

### **SB 1207– KEHOE – Safety Element fire Planning Strategies**

#### **Position: Support**

This bill is very similar to SB 505, which was supported by APA California and vetoed by the Governor last year. SB 1207 would expand the required contents of safety elements that cover state responsibility area land and very high fire hazard severity zones. APA assisted in drafting the bill's provisions and supports the required elements in the Safety Element as strategies that every jurisdiction in high fire areas should be doing.

*The bill currently on the Assembly floor.*

## Job Opportunity

### **Redevelopment Project Manager - City of Soledad**

This mid-management level position plans, organizes and manages redevelopment projects within the Community/Economic Development Department. The qualified individual will conduct and coordinate effective negotiations and effectively represent the City and Redevelopment Agency in large and/or complex property acquisitions and negotiations with a range of business, real estate, corporate entities, and public agencies.

Please visit [www.cityofsoledad.com](http://www.cityofsoledad.com) for a detailed job description.

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Email:

[humanresources@cityofsoledad.com](mailto:humanresources@cityofsoledad.com)

## APA California Chapter Broadcasts Information



[APA California Chapter](#) 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 [www.planning.org](http://www.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 if you need assistance or further information.

## IMPORTANT LEGISLATIVE DATES

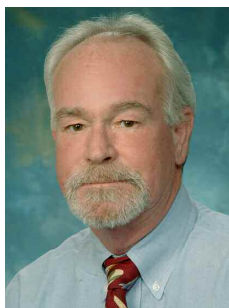
August 31 .....Last day for any bill to be passed

September 30 .....Last day for Governor to sign or veto bills passed by the legislature on or before September 1 and in the Governors possession after September 1

## Commissioner's Corner

# The APA California 2010 Conference will be Upon Us in No Time!

By Mike Notestine



The California Chapter presents a statewide conference annually that provides educational opportunities for commissioners and its professional members. This year's conference will be held November 1-4, 2010 at the La Costa Resort and Spa in Carlsbad.

During the conference there will be a wide variety of sessions and mobile workshops that will be of benefit to you in your role as a Planning Commissioner. The sessions will follow three basic tracks: Planning Law & Policy, Community Engagement, and Professional Development; Transportation and Economics of Land Use; and Preserving Resources

and Sustainable Built Environment.

On November 3 at 9:30 I will be moderating a session directly related to commissioners. The session topic will be "How Planning Commissioners can Overcome Tough Challenges to Promote Infill Development Along Commercial Corridors".

### Session Description:

In response to SB 375, communities throughout California are considering plans to encourage denser, mixed-use development along commercial corridors in order to create more walkable, transit friendly places. However, many of these corridors are surrounded by single-family neighborhoods whose residents are concerned about the impact of new, higher density development on their quality of life. Traffic, noise and parking are often at the forefront of their concerns. In addition, the narrow depths of properties along these corridors, typically ranging from 250 to 400 feet, can pose tough design challenges for infill development.

What are the key elements and economic trade-offs to crafting successful plans for compact development along commercial corridors? What innovative planning, design and development approaches are being used? This panel will present case studies of infill development corridor plans in the Sacramento region to illustrate the policy and economic trade offs of infill development.

Tom Pace, Principal Planner for the City of Sacramento's Community Development Department and General Plan Team Leader will start-off with Sacramento's new General Plan. In 2010, the plan was awarded the Association of Environmental Professionals (AEP) Planning Document Merit Award and Transit Action Excellence Award, Organization / Agency of the Year from the Sacramento Regional Transit District. In 2009, the plan won the American Planning Association (APA) Sacramento Valley Section Comprehensive Planning Award for a Large Jurisdiction, and then later won the APA California Chapter state award in the same category. Tom will discuss the Plan's focus on infill and the role of commercial corridors, and how urban design guidelines can help ensure high quality corridor revitalization.

I will focus on a particular infill project (modernization of a drive-through restaurant), its attempt to comply with pedestrian orientation standards and to generally be a better neighbor; and the reaction of the neighborhood which used the implementation of the new General Plan in their arguments against the project.

Libby Seifel of Seifel Consulting will conclude the presentation with a discussion on techniques and development standards that other communities are using to soften the impacts of infill development on established and often fragile surrounding neighborhoods.

I hope you can attend this year's conference - it should be educational and help to make us more responsive to our communities.

## How to Login for the First Time



[APA California Chapter](#) members are now able to login to gain access to Members-Only capabilities. Have you forgotten your password? To reset it, or to login for the first time, click on the link "Forgot your Password?" in the lower left area of the homepage; type in the email address APA California Chapter has on file for you, and you will receive an email with your user name and a link to reset your password.

## APA California Creates Facebook Group for Members

By joining, members will have another avenue to receive and share with like minded friends' up-to-date information regarding the Association and to network with each other.

We encourage you to accept and enjoy this invitation to join the APA California group and begin to enjoy this new service for our members. *But please refrain from posting anything other than issues related to planning.* We hope you continue to enjoy the advantages of this networking alternative.

The views expressed on the Facebook page are the individual's alone, and do not necessarily express the views of the APA California. Members may not post any content that is threatening, obscene, a violation of intellectual property rights or privacy laws, or otherwise injurious or illegal.



[Check out our Links, Events and Discussion Board](#) for information about our new free lending library for AICP certification maintenance, legislation that is happening now in the California legislature and administration that will impact planning: view the hot bills, get copies of legislation and regulations, and find out how you can provide input, and much more.





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## Member Financial Support Program

*By Kurt Christiansen, AICP, APA California President*

Dear APA California Members:

The foundation of any professional association is its members. Without a diverse and engaged membership, an association can no longer be relevant. Last year, for the first time in a decade, APA California experienced a significant drop in membership. This year is not very different and our membership numbers are still declining. The downturn in the economy is confronting many of our members with a difficult decision – either to renew their membership or to commit those funds for other needs. The APA California Board of Directors wants to continue to provide relief for those contemplating dropping their memberships.

The APA California Board is continuing its Membership Financial Support Program for the 2<sup>nd</sup> year, and has committed \$15,000 from its reserve account towards a membership/conference support program. \$10,000 will be established in a separate account to provide direct financial support towards membership fees. \$5,000 will be set aside in a fund to provide financial support for those members in need to attend this year's state conference at La Costa. If you are unemployed or if your household income has dropped substantially, then this program is designed for you.

If you are unemployed, membership in APA California can be your strongest link to future opportunities. Reports state that 80 percent of all jobs are attained through networking. APA California wants to help you maintain those networking opportunities. Your local sections will be providing increased opportunities for networking in the coming months. The conference this year will also provide you numerous opportunities to meet with planning professionals throughout the state. We want you to stay connected.

Please review the numerous options available to you on the attached APA California Member Financial Support Program chart. No request for proof of financial hardship will be required. We are a family. This program will be run on the honor system. APA California wants to offer as much support as possible in these unprecedented times. If you would like to take advantage of this new program, please review the options available and then contact the APA California offices at [sgassoc@msn.com](mailto:sgassoc@msn.com) or (916) 736-2434.



## The Program

APA members who desire financial assistance can apply once towards membership fees assistance and once towards conference fees assistance. A simple e-mail stating which item(s) you want, with proof of membership and/or conference payment(s), can be e-mailed to [sgassoc@msn.com](mailto:sgassoc@msn.com) or mailed to APA California, c/o Stefan George Associates, 1333 - 36th Street, Sacramento, CA 95816. Those who have questions may call (916) 736-2434.

### \$10,000 ALLOCATED TO MEMBERSHIP FEES

#### 1A Assist members by paying the unemployment membership fees

Reimburse the unemployment membership fees from members who request it:

- \$85 for AICP members
- \$60 for APA members
- \$25 for Chapter-only members

For AICP and APA members, the member must first pay invoice through APA National and then request a refund from the Chapter. APA National requires that membership be current. Every three past years of APA membership entitles one year at the unemployment rate, for a maximum of five years.

For Chapter-only members, requests can be made directly to the Chapter. Chapter-only members need only be current to be eligible for the unemployment rate.

#### 1B Assist members by reimbursing \$100 of membership fees

For members who are experiencing financial hardships by earning 25 percent less in household income than in 2009, APA California would like to assist these members by reimbursing part of their membership fees. Requirements are that the member pay the membership and show proof of payment to request a refund of up to \$100.

#### 1C Assist young professional members by reimbursing \$50 of membership fees

For young professional members who are experiencing financial hardships by earning 25 percent less in household income than in 2009, APA California would like to assist these members by reimbursing part of their membership fees. Requirements are that the member pay the membership and show proof of payment to request a refund of up to \$50.

#### 1D Assist student members by reimbursing \$25 of membership fees

For student members who are experiencing financial hardships by earning 25 percent less in household income than in 2009, APA California would like to assist these members by reimbursing part of their membership fees. Requirements are that the member pay the membership and show proof of payment to request a refund of up to \$25.

### \$5,000 ALLOCATED TO CONFERENCE FEES

#### 2A Assist members by reimbursing \$100 of full conference fees

For members who are experiencing financial hardships by earning 25 percent less in household income than in 2009, APA California would like to assist these members by reimbursing part of their full conference fees. Requirements are that the member pay the full conference fees and then request a refund of up to \$100.

#### 2B Assist young professional and student members by reimbursing \$50 of full conference fees

For young professional and student members who are experiencing financial hardships by earning 25 percent less in household income than in 2009, APA California would like to assist these members by reimbursing part of their full conference fees. Requirements are that the member pay the full conference fees and then request a refund of up to \$50.

#### Example of 25% less in household income

If your household made \$100,000 last year, then to be eligible for the financial assistance, your household needs to currently make less than \$75,000. We will not require personal financial records as this will be on an honor system.