

APA CALIFORNIA NEWS

From the APA California President	P 3
Nominations for Great Places Now Open	P 9
Student Corner	P 11
Behind the Dais	P 12
New AICP Members Announced	P 12
Legislative Update	P 13
Cal Poly SLO Celebrates 50th Anniversary	P 14
Call for Awards Jurors	P 15
FAICP Inductees Announced	P 15
APA California Leadership	P 17

NEXT ISSUE

Planning Abroad

Submissions due Mar. 16, see P3 for details

American Planning Association
California Chapter

Making Great Communities Happen

CAL PLANNER
IFORNIA

Planning News & Updates from APA California

Gaslamp Quarter, San Diego. Source: Sandiego.org

MARC YEBER | VP-Public Information

What Makes a Great Street

Is it the multiple modal options available to navigate a particular community? Could it be the ability to offer a safe and comfortable environment to interact? Perhaps it is the strategy implemented to promote economic vitality. Whatever the intended outcome, it is the result of looking at our streets as more than just arteries for automobiles. Whether it is labeled as Active, Livable, or Complete Streets, it's employment takes a multi-disciplinary approach to better integrate a diversity of activities and meet a broad range of policy goals. Inside this issue of the *CalPlanner* are several feature articles highlighting the topic of Complete Streets along with related analysis and planning endeavors.

On the topic of feature articles, as well as news content from the Chapter, the *CalPlanner* is wholly dependent on volunteer submissions from fellow APA California members. So I want to use this opportunity to sincerely thank all those who have submitted content since I started this venture four years ago. That said, I want to encourage others to consider submitting an article on either work for which you have been involved or a planning-related perspective you want to share. It is a terrific way to promote your planning skills and writing fluency.

As usual, we welcome your suggestions or comments about the *CalPlanner* or any other communications effort. Happy Reading.

MY

FEATURE | Danielle Kochman

Building Transportation Infrastructure that Everyone Can Enjoy: SANDAG's Approach to Complete Streets

Complete Streets is about making sure our transportation systems are safe, useful, and attractive for everyone—pedestrians, motorists, bicyclists, transit users, and the movement of freight alike. For more than a decade, SANDAG has been working to make Complete Streets a reality in the San Diego region.

By providing more efficient and seamless travel choices, Complete Streets can help to protect the environment, create healthy neighborhoods, and stimulate economic growth all the while improving mobility to meet the needs of our communities.

SANDAG began incorporating Complete Streets principles into major planning efforts, such as Regional Transportation Plan updates years ago. To make this multi-modal vision successful, it was important to encourage implementation at both the regional and local level. In 2004, SANDAG voters approved a 40-year extension of *TransNet*, a half-cent sales tax for transportation projects. The *TransNet* sales tax extension supported Complete Streets in three important ways. First, it established a "routine accommodation" provision that requires all *TransNet* funded transportation projects to accommodate bicyclists and pedestrians unless special

circumstances make doing so unreasonable. Second, it specified funding for specific transportation projects, including a number of transit and rail projects, thus investing in infrastructure that would support the expansion of regional transportation options beyond driving. And third, it included dedicated long-term funding for two competitive grant programs, the *Smart Growth Incentive Program*

P6

Walk + Bike, Chula Vista Project. Source: SANDAG



INSIDE...

P2 LA Reaches for Greatness

P4 Future Proofing Complete Streets

P8 Preparing the Next Generation

P10 In Memoriam: Eddie Peabody Jr.



West Hollywood Boulevard Pop-up Workshop. Source: MIG / Thai CDC

truly transformative, however, is that it goes beyond public outreach to empower local community groups as leaders in designing and improving roadways in their communities.

This effort is re-inventing municipal street improvements by changing the process by which projects are selected and designed. After observing that technically-sound street improvements developed by city staff and consultants were sometimes rejected by the local community, the City of Los Angeles created a program that put community organizations in a lead role. In doing so, the city changed the paradigm of transportation planning efforts to be a true community-led effort.

In the Great Streets Challenge, the City issued invitations for projects from any and all interested individuals and groups. Several community-based organizations (CBOs) competed for grant funding to support their local goals and outreach efforts. These

➤ P7

FEATURE | Mukul Malhotra and Ellie Fiore, AICP

LA Reaches for Greatness in its Streets

Communities across the U.S. have adopted, embraced, and implemented Complete Streets policies and practices to support safe active transportation for all travelers. Some cities are going even further to ensure inclusive, context-sensitive design that meets local needs and preferences.

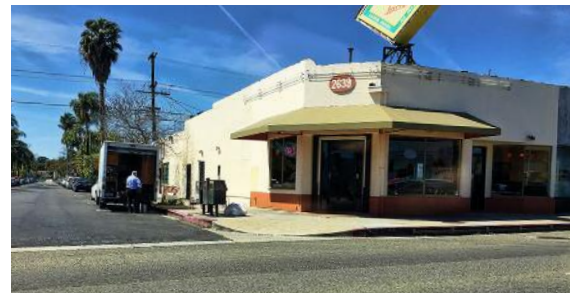
In Los Angeles, Mayor Eric Garcetti launched the *Great Streets Initiative* to “serve, support, and strengthen the vibrant corridors that are the backbone of Los Angeles.” Recognizing that roadways comprise nearly one-fifth (18 percent) of LA’s land mass, the initiative looks at streets as assets that can support, connect, and improve communities.

Recognizing that changes to roadways can have far-reaching implications beyond the curb, the Great Streets Initiative seeks to achieve a set of goals that include environmental resilience, safety and economic development. Each Great Street effort involves partnerships between the multiple city departments, breaking down bureaucratic silos and

leveraging resources. More critically, each Great Street involves a diverse collection of stakeholders, including Neighborhood Councils, local residents, business and property owners, schools, non-profit organizations, community advocates, and many others.

The Great Street designs are built upon the principles of Complete Streets, but driven by community desires and values. The plans for the corridors were informed by stakeholder interviews that included seniors and children, residents and business owners, and users of the streets in places that are part of their daily lives and routines, including existing community events such as an art walk and a food truck festival. What makes the Great Streets Initiative

“...the City of Los Angeles created a program that put community organizations in a lead role. In doing so, the City changed the paradigm of transportation planning efforts to be a true community-led effort.”



South Robertson existing. Source: MIG / SORO



South Robertson proposed, short term. Source: MIG / SORO



South Robertson proposed parklet. Source: MIG / SORO

CALPLANNER CALIFORNIA

CalPlanner is published by the California Chapter of the American Planning Association. APA California members receive this subscription as part of their membership.

PRINCIPAL EDITOR

MARC YEGER, ASLA | VP-Public Information
myplanning@live.com

ASSISTANT EDITOR

ELLIE FIORE, AICP
ellief@migcom.com

MANAGING EDITOR

DORINA BLYTHE | Art Director
dorina@grandesigns.us

COPY EDITOR

CAROL MALIN
camalin@live.com

ADVERTISING

LAURA MURPHY | Display, Job Advertisements
nhe2011@live.com

DISTRIBUTION

FRANCINE FARRELL | Web Manager, Subscriptions,
Website ategoresources@live.com

2018 PRODUCTION SCHEDULE (tentative)

Issue	Topic	Articles Due	Released
18 02	Planning Abroad	Mar 16	Apr 18
18 03	Conference Issue	May 15	June 14
18 04	Cannabis Land Use	Jul 13	Aug 10

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

CalPlanner ARTICLE SPECS

18|02 THEME: Planning Abroad

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 larger 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).

[FOR QUESTIONS AND SUBMISSIONS,]
Please contact Marc Yeber at myplanning@live.com

Additional subscriptions may be purchased for \$22/yr. Rates for job announcements, display and calling card advertisements can be obtained by visiting APA California at <http://www.apacalifornia.org/?p=15>

PLANNING SERVICES DIRECTORY

Calling card advertisements support the publication of CalPlanner. For additional information on placing a calling card announcement and to receive format specifications, please contact Laura Murphy at nhe2011@live.com

PETE PARKINSON, AICP | President



Moving Forward in 2018

I say this with trepidation, keeping in mind the wise words of Ralph Waldo Emerson, "This time, like all times, is a very good one, if we but know what to do with it."

Don't know about you all, but I really thought 2017 was rough enough before new fires broke out in southern California in December. Since then we've experienced the largest wildfire in our state's recorded history, followed tragically by devastating and deadly debris flows in Santa Barbara County in January. My heart breaks for the people whose homes and lives have been turned upside down. Normally I might say, "I can't even imagine ..." Unfortunately, in this case, I can imagine all too well.

We plan for what we *imagine* the future will hold. It turns out our imagination wasn't big enough. If, on October 7, 2017, you asked any planner (including me) to imagine and plan for a scenario where a firestorm jumps a 6-lane freeway and roars into a community of 160,000 residents, destroying an entire urban neighborhood, a mobile home park, the city's most upscale residential area and hundreds of thousands of square feet of commercial space, you'd have been accused of chicken-little style fear-mongering. We did not imagine that a catastrophe of that power and scope was even possible. Even local fire chiefs say that our northern California firestorm far exceeded any worst-case scenario they've ever planned or trained for. Our past experience did not prepare us for what actually happened to our community.

“It will take a while to understand exactly what we've learned from the 2017 catastrophes and, more importantly, how that learning shapes planning practice in the future. But this much is clear: planners need to imagine far bigger than we have before, and we need to help our communities do the same.”

2018 will need to be a year of recovery and rebuilding on many levels. Not just here in my Sonoma County community, but in every part of the state that was hit hard year. And I won't even get into the need for recovery and rebuilding some of our key democratic institutions! A topic for another day.

Of course, as planners we must ask ourselves what we've learned, right? I've been a planner for over 35 years and have seen planning practice evolve constantly, based not just on new ideas or theories, but on a constantly improving and expanding understanding of the world around us. This applies to human and natural systems alike, as well as to the interface between those systems (think *Wildland Urban Interface*). Planners' understanding of issues like coastal erosion, the hydrologic cycle, climate change and even fire hazards has grown exponentially in the past few decades. The 2017 fires were an object lesson in this knowledge-building process, though it was more of an order-of-magnitude leap rather than just another incremental step along the way.

It will take a while to understand exactly what we've learned from the 2017 catastrophes and, more importantly, how that learning shapes planning practice in the future. But this much is clear: planners need to imagine far bigger than we have before, and we need to help our communities do the same.

Speaking of "building" and growing ... I'd like to ask APA members to do a little "evangelizing" for your professional association and for your profession. As you may know, APA has established a new membership tier for new APA members. The dues for the first two years of membership are only \$75 per year! As members, you already know the benefits of joining APA. Now's the time to talk to other planners in your office as well as to your boss about joining up at this new-member rate. I would love to see more city and county planning agencies and private planning firms support their staff planners through APA membership and attendance at conferences and other professional development opportunities. Those of you who are already members are our best ambassadors for this effort, so talk it up! Thank you! **PWP**



Illustration of slow shared lane acting as buffer. Source: South Bay Slow Speed Network Strategic Plan

FEATURE | Lauren Grabowski and Lilly Shoup, AICP

Future Proofing Complete Streets

What is the role of Complete Streets in a shared, autonomous, and electric mobility future? How can Complete Streets Design and Policies adapt to the changing landscape of emerging transportation technologies?

A simply held belief guides complete street policy: that communities should provide safe space for all people; people of all ages and abilities. Caltrans defines a complete street as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.¹ Every Complete Street looks different, according to its context, community preferences, how people use the street, and their needs. It is a policy based on a seemingly simple concept -- communities should provide safe space in the street for all types of users. Although providing dedicated space on our streets and sidewalks for all transportation modes has always posed challenges for planners, technology changes portend new and greater challenges and opportunities to the Complete Streets concept.

Since 2008, when California passed the Complete Streets Act requiring cities to include Complete Streets as part of their General Plan update, two things have occurred.

First, over 100 California jurisdictions passed Complete Streets resolutions or policies. Second, technological and entrepreneurial innovations have ushered in a new era of transportation options. During the past decade ride-hailing services such as Uber and Lyft launched, providing hundreds of millions of rides; public bikeshare systems have been installed on streets and sidewalks in dozens of cities; and electric mobility devices, URB-E scooters, and pay-per-ride services are popping up on sidewalks and on smartphones. Meanwhile, promises of hyperloops, boring tunnels, and autonomous vehicles have launched contentious debates and political discourse on how these technologies will develop and impact the form and function of city streets. In this increasingly complex and uncertain future, how do we plan for Complete Streets and design roadways that are safe and adaptable for all users and modes?

“...over 100 California jurisdictions passed Complete Streets resolutions or policies. Second, technological and entrepreneurial innovations have ushered in a new era of transportation options.”

Street Design and Operation

The increasing number of choices in transportation modes and transportation providers has implications for the design and management of streets and sidewalks including speed and safety, parking, safety countermeasures, transit connectivity, and shared right-of-way.

One possibility is that infrastructure design could shift to include more shared spaces where the lines between different types of users blur and disappear. In the future, what will be considered a motorized vehicle if there are more personal electric mobility devices on the market? Shared streets may be the answer: it is a street design concept that minimizes the distinctions between modes of transportation, generally on lower traffic volume and lower speed streets. This option may be most applicable to local streets, downtown areas, and multiuse paths where there will be many types of users traveling at slower speeds. In this future scenario, designers would use fewer bike lanes, transit-only lanes, and on-street parking spaces in favor of flexible streets without curbs and dedicated travel lanes.

In the future, this concept could extend to higher volume and higher speed streets, based not on the mode of transportation, but on the speed of travel. This possibility would see street designers rethink the street so it doesn't have auto lanes, bike lanes, and pedestrian lanes, but delineates lanes for people traveling at different speeds, regardless of the conveyance they are using. For example, autonomous vehicles could travel in dedicated lanes at a fixed speed, similar to bicycles in San Francisco's timed traffic signal Green Wave bicycle path.

The increasing number of shared mobility service providers also raises questions about the role of public parking. For example, where should shared bikes and scooters be left on the street and sidewalk so they do not obstruct the public right-of-way until the next user needs them? Where should charging stations be for electric cars, bicycles, scooters and devices and should the public right of way be used for this purpose? Communities across California are already seeing challenges identifying where ride-hailing services can park

Future Proofing Complete Streets

to load passengers, and designers may need to think differently about public versus private spaces as private mobility services multiply.

A Case Study: the Slow Speed Network Strategy

Los Angeles County Metropolitan Transportation Authority (Metro) has a nationally recognized Complete Streets Policy, which provides direction on how to achieve safe access for all people on a roadway by placing a priority on non-car modes. To date, this has included pedestrians, bicyclists, and transit riders. However, Metro recently looked beyond these typical travel modes and developed a street design plan that considered possible future modes such as Neighborhood Electric Vehicles, e-bikes, Electric Personal Assistive Mobility Devices (EPAMD), and other slower moving, on-street mobility devices.²

The Slow Speed Network Strategy for the South Bay in Los Angeles County developed roadway designs intended to accommodate a range of future slower speed modes of transportation that could be widely used in the future. The project promotes the Complete Streets goals of livability, safety, sustainability, and mobility targeted for a community where currently 65 percent of household trips are less than three miles. Developed in conjunction with Civic Solutions, the Slow Speed Network Strategy expands the concept of Complete Streets by providing infrastructure for the widest possible range of vehicles traveling at or less than 25 mph.

The Slow Speed Network Strategy includes a system of three interconnected networks, each at a different scale, and reinforced by physical and digital wayfinding, making neighborhood and sub-regional destinations accessible by slower, non-automobile modes. A very high-standard pedestrian environment, accessible to all, is at the center of the Slow Zone. Geared to the full range of slower moving users, the zones feature wayfinding, signage, curbside drop-off and pick-up, and offer full speed electric and electric vehicle charging facilities.

Although developed for the South Bay, the approach is replicable, and lends itself to testing and evaluation in different urban contexts and communities. The idea is that Slow Zones are a repeatable form with established standards and conventions distinct



Morgan Hill, CA shared street that blends uses of the street with minimal separation. Source: Nelson/Nygaard

from their surrounding areas that will be recognizable throughout Los Angeles County.

Looking Ahead

There are several key lessons learned from the Slow Speed Network Strategy about designing for the future of Complete Streets. The slow speed network considered travel by new transportation modes but also emphasized community context and place-making, a core tenet of Complete Streets. The slow speed street designs are not suitable for every street but they were appropriate for the South Bay's neighborhoods. With emerging mobility modes and providers, urban form, land-use, and context should continue to be at the core of street design decisions.

“Los Angeles County Metropolitan Transportation Authority (Metro) has a nationally recognized Complete Streets Policy, which provides direction on how to achieve safe access for all people on a roadway by placing a priority on non-car modes.”

Complete Streets recognizes the role public health plays in our communities. Transportation impacts public health through traffic safety, healthy and active lifestyles, environmental quality, and social equity. Emerging modes of transportation and changing travel patterns provide an opportunity to further support these benefits. By encouraging non-driving modes, the Slow Speed Network Strategy has the potential to decrease greenhouse gas emissions, reduce the frequency and severity of high speed collisions, and promote equity and travel options. While adapting Complete Streets policies and design standards to accommodate rapidly changing transportation technology poses difficult and ongoing challenges, by balancing good planning with the reliance on new transportation technology it has the opportunity to amplify the already compelling benefits of Complete Streets.

Another important feature of the Slow Speed Network Strategy is that it was developed in anticipation of new technology and not in reaction to it. By considering future

mobility users now in street designs, city planners can plan for and proactively accommodate future personal electric mobility devices, designating places for them to operate and park. By planning for future streets now, community values and priorities for residents of the South Bay region came to the forefront of the planning process and a single transportation mode did not drive the planning process.

Perhaps the most important lesson for the future of Complete Streets is that we cannot plan for the unexpected, and so we must create policies that are adaptable and processes that allow for revisions and evaluation. Although California required cities

to pass Complete Streets policies, the Complete Streets approach was never intended to be a one-size-fits-all for any community nor for any moment in time. As communities adapt in their own way to new transportation innovations and service providers, street designs will also need to continue to adapt to suit the needs of local communities. Until teleportation is invented, planners will need both flexibility and foresight in adapting Complete Streets policies to new transportation technologies.

Lauren Grabowski is a Principal Transportation Planner with Los Angeles Metro and Marketing Director for APA Los Angeles. Lilly Shoup, AICP is a Principal with Nelson/Nygaard Consulting and Policy Director for APA Los Angeles.

References

- ¹ California Complete Streets Program. <http://www.dot.ca.gov/transplanning/ocp/complete-streets.html>
- ² Los Angeles County Metropolitan Transportation Authority. Slow Speed Network Strategic Plan for The South Bay, September 2017. https://media.metro.net/projects_studies/sustainability/images/Metro_SlowSpeedNetwork_2017-0920.pdf



Mission Avenue. Source: SANDAG



Building Transportation Infrastructure that Everyone Can Enjoy: SANDAG's Approach to Complete Streets

and the [Active Transportation Grant Program](#), that directly support the advancement of Complete Streets in San Diego County. These programs each receive two percent of the total *TransNet* revenues collected between 2008, when the ordinance went into effect, until 2048, when the ordinance expires.

Further strengthening the agency's commitment to Complete Streets, in its most recent grant cycle, SANDAG added a new requirement stipulating that local jurisdictions must have an adopted Complete Streets Policy, as well as an adopted Climate Action Plan (CAP), in order to be eligible to receive grant funding for smart growth and active transportation projects. In addition, SANDAG is providing competitive grant funding from the smart growth program to help jurisdictions complete their Complete Streets policies and CAPs. At this time, about two thirds of the local jurisdictions in the San Diego region have an adopted Complete Streets policy, and the remainder of jurisdictions are well on their way toward completing and adopting Complete Streets policies.

To date, the Smart Growth Incentive Program and Active Transportation Grant Program have provided more than \$50 million

to over 100 projects, leveraging more than \$34 million in local matching funds, for smart growth and active transportation projects across the region. The fourth funding cycle was released in December 2017, with \$30 million available for this round of grants. More information on these grant programs can be found at sandag.org/cycle4grants, and examples of projects funded through previous cycles can be viewed on the [TransNet Story Map](#). A few examples worth noting include:

- **Mission Avenue Improvement Project:** The City of Oceanside received a capital smart growth grant to construct a multimodal renovation in its downtown business district. A four lane, two-way street was reduced to a two lane, one-way street with widened sidewalks, intersection bulb-outs, streetscape furniture, decorative street lights, reverse angle parking spaces, Class III bicycle improvements, and programmed space for public art.
 - Source: SANDAG
- **Walk+Bike Chula Vista Education, Encouragement, and Awareness Campaign:** The City of Chula Vista received an active transportation education, encouragement, and awareness grant to

promote biking and walking through bike and pedestrian education events, a community walking group, and community bike rides throughout the City of Chula Vista. These educational events are meant to complement the pedestrian and bicycle infrastructure investments that the City is making within its city boundaries.

Source: Civic San Diego

- **East Village Green/ 14th Street Promenade Master Plan:** The City of San Diego received a planning grant to develop a master plan which included the creation of a linear park, and pedestrian- and bike-friendly path through the heart of downtown San Diego's East Village.

The SANDAG Board of Directors adopted a [Regional Complete Streets Policy](#) in December 2014 that requires the consideration of all modes of travel in the planning, design, and construction of all regional transportation projects. The Complete Streets Policy was then incorporated into [San Diego Forward: The Regional Plan](#) (SANDAG's Regional Transportation Plan and Sustainable Communities Strategy), where key actions include to continue seeking funding for transportation investments that provide a variety of choices, and which reduce greenhouse gas emissions and promote healthy lifestyles through more active transportation; and continue to provide capital and planning grants to local jurisdictions to support smart growth, biking and walking, and seek additional funds to leverage existing grant programs.

A major milestone toward realizing the implementation of the Regional Complete Streets Policy was the recent development of a Regional Project Development Checklist and other resources posted on the SANDAG [Complete Streets web page](#). The Checklist ensures that all projects implemented by SANDAG consider local mobility plans and accommodate the needs of all travel modes, including the movement of goods, to the extent appropriate.

Working with the local planning and public works directors from throughout the region, SANDAG also developed a Local Complete Streets Sample Checklist as a tool for jurisdictions to meet specific local agency goals as they plan for and build new transportation projects. A Regional

“Further strengthening the agency's commitment to Complete Streets, in its most recent grant cycle, SANDAG added a new requirement stipulating that local jurisdictions must have an adopted Complete Streets Policy ...”



Lankershim Boulevard Pop-up Workshop . Source: MIG

➤P2 LA Reaches for Greatness in its Streets

organizations, including the Pico Great Street Collaborative and the South Robertson Community Foundation (SORO) became the face of the project which led to a profound change in how community members perceived these "city" projects. Each CBO was responsible for the vision for their street, public engagement and consensus-building, and was eligible for technical assistance from the city and a consulting team led by MIG, Inc.

Each group organized pop-up events in their corridor to demonstrate potential changes on a temporary basis and collect feedback and input from participants including walkers, bicyclists, local property owners and

passers-by. The Pico Great Streets Collaborative received over 1,400 responses to their proposed street design concepts during the course of the project. The city and its consultant team then took the community-led concepts and translated them into implementable projects. A subset of these groups secured construction funding to make permanent changes in their corridor.

To extend the reach of the Great Streets project beyond the first 15 corridors, the city commissioned the development of the DIY *Great Streets Manual* which was adopted in June 2017. It is a how-to guide for over 40 city services that any Angeleno can access to take

“ The Pico Great Streets Collaborative received over 1,400 responses to their proposed street design concepts during the course of the project. ”

the lead in transforming their street into a safe, accessible and prosperous public space. Provided in a simple, graphic form, the manual is a clear reference guide to help community members understand how they can better access city services and create their own Great Street.

Mukul Malhotra is Principal and Director of Urban Design at MIG. He is the co-author of the forthcoming book *Streets Reconsidered: Inclusive Design for the Public Realm*. Ellie Fiore, AICP, is a Senior Project Manager at MIG and Assistant Editor of *CalPlanner*.



Pico Boulevard, existing. Source: MIG



Pico Boulevard, proposed. Source: MIG

➤P6 Building Transportation Infrastructure that Everyone Can Enjoy: SANDAG's Approach to Complete Streets

Database and Mapping Tool has been developed to assist project managers in completing the checklist. The impacts of these procedural improvements will be tracked in the future as SANDAG works to develop a performance monitoring tool and produces performance reports tracking key metrics against baseline figures that are currently being established.

Recent funding opportunities and planning requirements under Senate Bill 1 will help to continue the implementation of Complete Streets in the San Diego region. Complete Streets directly support regional

and state mobility, climate, and quality of life goals. As new technologies and transportation services become available, the ability of local, regional, state, and federal planners to work together in support of these principles will become all the more important. Next steps include producing visual simulations showcasing the intersection of advanced technologies and Complete Streets. SANDAG

is committed to continuing its progress toward supporting a wide range of safe, multi-modal transportation choices that benefit all users of the transportation system in the San Diego region.

Danielle Kochman is an Associate Regional Planner in the transit planning section at the San Diego Association of Governments (SANDAG).

“ ...SANDAG also developed a Local Complete Streets Sample Checklist as a tool for jurisdictions to meet specific local agency goals as they plan for and build new transportation projects. ”

IN THE KNOW | By Richard A. Rojas Jr., AICP

Preparing the Next Generation of Planning Leaders

Planners preparing to assume leadership positions within their organizations must learn a range of skills and demonstrate adaptability to flourish in these challenging times. Though

it has been years since the end of the great recession, many employers have not fully restored their training resources to prepare the next generation for the responsibilities they will inherit. The APA Los Angeles Section observed this growing trend and created a new program to address this need to prepare future leaders in planning.

A Simple Idea

Every January, the leadership of the APA Los Angeles Section hosts a day-long retreat to discuss aspirations for the coming year. It is the chance for every board member and committee volunteer to share their observations and suggestions that would benefit our local members. During a round-robin brainstorm on ideas, I shared that each of our agencies is faced with a confluence of organizational change as a result of a significant percentage of our employees going into retirement. However, very few of our organizations have succession plans in place due to lack of prioritization, lack of time, lack of resources, and lack of commitment. As a result, the next generation of leaders is not



prepared for their transition to leadership. I offered a simple idea to address the issue - APA should develop a program to prepare planners to become the great leaders their organizations need.

Learning from Leaders

No matter how much you enjoy working as a planner, the transition to a leadership role is challenging. Planners must navigate a set of changes in their focus and skills. To gain insight on leadership experiences and expectations, I interviewed managers and directors within our local section. Through one-on-one interviews, leaders shared the issues, concerns and ideas they encounter in their roles. For example, leaders are expected to ask the right questions, communicate effectively with everyone, and balance the competing demands of an organization. As one Director shared, "a well-designed leadership training program can teach planners how to be successful before they assume the responsibilities of a leader."

Learning from Other Programs

An internet search of "leadership program" reveals that there are a number of leadership programs in existence. For example, professional associations like the International City Manager's Association (ICMA) offer robust leadership programs that provide exclusive access to highly cultivated content. Within the planning profession, the City Planning and Management Division of APA offers a full day Leadership Institute as part of the APA National Conference and the APA California Chapter offers a full day workshop as part of the annual state conference. While locations, content and prices vary, topics and features of the

different programs are similar. For example, the core features include excellent speakers who offer personal insight, interactive small group discussions and exercises, and materials that closely align with the situations participants would encounter during their work.



Small group settings allowed for in-depth discussions.
Source: APA California, Los Angeles

Putting the Pieces Together

As the content for the program began to take shape, the next step was to prepare a program outline, budget, and materials to secure ongoing support from the APA Los Angeles board and interest from potential participants. Topics for the meetings were leadership values, emotional intelligence, negotiation, communication, and diversion and inclusion. Key features of the program would become engaging guest speakers, unique venues, online course materials, interactive discussions and exercises, and very low cost (\$50 per person). Through the application, the program targeted planners with 8-10 years of experience, and encouraged participation from public and private sector planners, to facilitate discussion and relationship building from different perspectives.

In order to limit the cost of the program, recruiting pro-bono guest speakers was necessary. Local leaders from allied professions¹ as well as members of the California Planning Roundtable² provided feedback on ideas and committed to participate as speakers.

Program Launch

Thirteen participants were welcomed to the first meeting in January with warm introductions, a program handbook filled with questions and ideas to help them shape their

Award group. Source: APA California, Los Angeles



P8

Preparing the Next Generation of Planning Leaders



Leadership working session. Source: APA California, Los Angeles

leadership values and goals, and a small gift. The participants represented a cross-section of men and women from public and private planning agencies from across the region. In addition, a participant directory was provided that included a headshot, contact information and brief biography to help every participant become acquainted with one another.

For six months, the group met once a month for 90 minutes to learn, engage and build their understanding as a cohesive unit. Online video tutorials from Lynda.com (and available for free to many public library systems) enabled lectures to happen in advance so that meetings could be devoted to comprehension and deeper consideration of the material. Participants were encouraged to listen carefully, ask questions and seek a genuine understanding of the material in order to achieve the level of honesty needed in discussions. Participants were also encouraged to share, interact and build comradery and reliance on one another as a resource network during and following the program.

Program Feedback

Feedback on the program has been positive. Participants valued the time and opportunity to learn from knowledgeable and respected leaders and felt that the material was timely and relevant to their professional development. A couple of participants even attributed their recent job promotions to more senior positions to the lessons they learned from the program. In addition, participants have pledged their support for future APA Los Angeles leadership programs by participating as instructors and facilitators. Hopefully, this ongoing support can help make the program sustainable for the section.

Next Steps

In conversations with other professional development officers and planners outside of Los Angeles, the need for leadership training is not unique to our section. Rather than reinvent the wheel we encourage those interested to utilize our insights. Whether considering a one-day program or a six-month program, the materials are highly transferrable. To support this interest, APA Los Angeles is committed to provide all training and support documents to anyone who might find them useful, via the APA Los Angeles blog.

Richard A. Rojas Jr., AICP, is a Senior Planner at the City of Carson, CA and Co-Director of Professional Development for APA Los Angeles.

References

- ¹ Sue Georgino – Georgino Development; Simon Ha – Steinberg Architects
- ² Hanson Hom, AICP; David Booher, FAICP; Jeffrey Lambert, AICP; Carol Barrett, FAICP and Laura Stetson, AICP

A group photo of the 2017 APA Los Angeles Leadership Program graduates. Source: APA California, Los Angeles



MARY P. WRIGHT, AICP, LEED AP ND
VP Marketing and Membership

Nominations for 2018 Great Places will Soon Close

The California Chapter of the American Planning Association is pleased to announce the 4th Annual Great Places in California Awards. The nomination period will close on Friday, March 16, 2018. Applications may be submitted online. A "Great Place" in California is one that exemplifies character, design, usability, and has a sense of place. This can range from coastal communities to the mountains and can be within a large urbanized area or a rural setting. Three locations will be recognized with a Great Places in California award. For more information regarding the nomination criteria and to submit an application online, please visit the Great Places in California section of the American Planning Association—California Chapter website. Nominations that did not previously get recognized with an award are eligible to apply again.

Website Application Link

For questions related to the Great Places of California awards program, please contact the program coordinator, John Hildebrand – jhildebr@rivco.org

“A “Great Place” in California is one that exemplifies character, design, usability, and has a sense of place. This can range from coastal communities to the mountains and can be within a large urbanized area or a rural setting.”

EDDIE PEABODY JR. 1941 - 2017

Eddie Peabody Jr. wasn't your typical planner. He had big ideas, thrived on chaos, waved red flags at bulls (politicians) and was willing to roll up his sleeves and work with developers to achieve great projects. He was also a strong leader and mentor to all his staff. Eddie passed away at his home in Green Valley Arizona in early 2017.



Eddie, like many of us in planning, started out as a code enforcement officer. He always said that planners should all start out doing code enforcement because "how else can you really see the regulations you enact affecting citizens." Eddie worked in Arizona, and Northern and Southern California. He worked as a consultant and as city staff. Our experience with Eddie was in Irvine, Danville, Brentwood, and Dublin.

Many of us in our careers help to develop and affect change in communities. We help the community create visions, plans and implement them. Eddie primarily worked in new communities that were looking for a vision and a plan on how to develop into a thriving community.

For example, when Eddie started in Irvine, the big development push was just beginning and the development of the open fields was in the first stages of planning, mainly by The Irvine Company. Eddie knew that he needed to create a city department that melded the disciplines of planning, community design, architecture, and development engineering. However, seeing the need to assure that quality design was foremost, he established a design section staffed by two licensed architects and two planners with degrees both in Architecture and Urban Planning.

The town of Danville had just incorporated when Eddie joined the staff; first as a consultant and then as their first Community Development Director. Eddie laid the groundwork for the adoption of Building Codes, Zoning Codes, and Specific Plans ultimately directing the initial

“He encouraged all the planners to get involved in APA and give back to the planning community.”

development of housing east of downtown. When he became Community Development Director in Brentwood it was a rural farm community that wanted to become a quality suburban destination in the Valley. Development in the East Bay was pushing further east in search of affordability and the developers had set their sights on Brentwood. The challenge was to weave new development into an existing rural framework. Specific plans had been created but implementation had not begun. Once again he implemented a combined development engineering and planning team to review and implement the booming development. To provide parkland for the new developments, Eddie crafted a park program which ultimately resulted in creation of a City Parks Department and a city-wide assessment district for park maintenance.

Finally, in Dublin, Eddie was brought in at a crucial time in the city's growth to bring in new ideas on how to implement a large specific plan that would bring the city forward and make it a balanced community with a limited impact on the environment. He was charged with implementing this plan with a small staff. Dublin had always utilized consultants for short term needs and Eddie used this technique by augmenting his staff with planning and building consultants as necessary. Eddie also started the city's affordable housing program. Once again, he ensured that quality design was for all types of housing, at market rate and affordable.

As with all Community Development Directors, there are often political concerns that get in the way of good planning. However, Eddie was one of those planners that fought hard for what he thought was important, which was sometimes not what people wanted to hear.

All these things are really important for a planner in a city

leadership role; however, Eddie excelled as a mentor and leader for the people who worked in his city departments, and I mean everyone in every role. He wanted all his planners to get their AICP certification (he got his when there was oral testing only). He worked with folks to learn what their strengths and weaknesses were and then helped them improve. He encouraged all the planners to get involved in APA and give back to the planning community. He encouraged all his administrative staff to grow and develop. Several of his administration staff went back to college and got bachelor and master degrees.

We often hear about the superstars of planning, those planners who develop great plans. But for most of us in the field it is the people we meet and the mentorship we receive that help us to grow as professionals. Unfortunately, these planning stars aren't often honored. In this short memorial, we are writing this to honor Eddie and what he did for the cities he worked for and how he positively impacted so many of his staff's lives. Rest in peace Eddie Peabody Jr., you did good.

Written by Jeri Ram, Former Cal Chapter President & Mike Porto, Architect & Consulting Planner, Stevenson, Porto & Pierce, Inc.

Eddie Peabody Jr., receiving recognition from the State Assembly at his retirement party. Source: Gaylene Burkett.



“Eddie was one of those planners that fought hard for what he thought was important which was sometimes not what people wanted to hear.”

JOHN HOLDER | Student Representative

2018's Focus on California Planning Students

As the current student representative to the American Planning Association, California Chapter Board, I thought it would be a good idea to introduce myself, and talk briefly about current projects at Cal Poly San Luis Obispo, and then talk about what I want to accomplish in my year as an APA California Board representative. I am thrilled to be working with APA California and look forward to helping increase student engagement in the state.



I became interested in urban planning while serving in the United States Peace Corps in the Dominican Republic. After living in coastal urban areas that lacked basic public services, such as water and waste management, urban planning came to mind as the nexus between the international development and environmental management, and a field that could be useful for increasing capacity for developing communities to manage growth in a sustainable way.

After Peace Corps, I was lucky enough to study at UC Berkeley's InCity program, which was a fantastic introduction to planning and gave me exposure to some great research being done by faculty. We worked on teams to analyze climate action plans and helped the City of Berkeley design Complete Streets. At the end of the Berkeley program, I began working for WiLDCOAST, an international coastal conservation group with offices in California and Mexico. I managed the binational border program and led efforts in northern Mexico and southern California for community planning, connecting open space and public resources through active transportation planning, and conservation policy development. Finally, after four years at WiLDCOAST, I decided to come to Cal Poly San Luis Obispo for a Master of Science degree in City and Regional Planning with a focus on environmental and coastal planning.

Cal Poly's motto is 'Learn by Doing' and this is exactly what attracted me to the City and Regional Planning (MCRP) program in the College of Architecture and Environmental

Design. With an undergraduate background in international policy and having lived extensively abroad, I really wanted to increase my skills in technical planning and this California-focused program has helped to do just that. In the time I have been at Cal Poly, I have been able to work on planning projects for client cities and agencies throughout the state. To this end, I have been able to work with my peers and faculty on General Plans, Specific Plans, and contributed to the California State Hazard Mitigation Plan, also written an programmatic Environmental Impact Report (EIR) for a General Plan, and researched Housing and Urban Development resilience projects throughout the nation. Currently, we are working on a General Plan for the City of Guadalupe in Santa Barbara County. Projects such as these help Cal Poly students hit the

their pace and engage one another.

As student representative to the California APA Board, I hope to increase awareness of membership and the opportunities that California APA offers to students. This includes free membership, legislative updates, and conference opportunities. I would also like to see how students can help increase scholarship opportunities for students through supporting the California Planning Foundation. Additionally, in partnership with our local APA Central Coast chapter and Emerging Professional Planners group, I will continue to help engage students locally in networking and social events. Finally, I would also like to increase awareness of the resources and reports available through California APA membership and the numerous sections that APA has, such

“The APA sections often provide grant opportunities, professional research and reports, and fantastic information on how to become involved in the field. Planning students can benefit from and expand their capacity in their chosen planning fields through engagement of these APA sections.”



ground running in their future careers. In addition to the great academic program, Cal Poly is located on the beautiful central coast of California in San Luis Obispo. For someone who loves the outdoors and also enjoys a vibrant urban community, San Luis Obispo is the perfect place. Last fall the City of San Luis Obispo adopted its Downtown Concept Plan. This plan will guide future growth in the downtown area to, according to the City, be a place where people prefer to walk rather than drive, where the enhanced sidewalks, shading trees, and variety of shops, businesses and activities encourage the community to slow

as the International Division and Hazard Mitigation and Disaster Recovery Division. The APA sections often provide grant opportunities, professional research and reports, and fantastic information on how to become involved in the field. Planning students can benefit from and expand their capacity in their chosen planning fields through engagement with these APA sections.

I look forward to working with the California APA on this initiative. If you have any questions or concerns please feel free to reach out! My email is john.holder4@gmail.com.

JH

STEPHEN MICHAEL HAASE, AICP | Board and Commission Representative

The Public Realm

I hope your 2018 is off to a great start with the energy to take on new challenges (and some old) in our profession. I for one am already looking forward to our annual state conference to be held in San Diego, my hometown. We have started planning for sessions focused on commissioners and board members and look forward to seeing you in September.



This issue of *CalPlanner* is focused on Complete Streets. As a Commissioner, my focus is primarily on the private development project, leaving the public right-of-way - the streets - to the policies, regulations, and rules of my agency. However, we know Complete Streets are more than the vehicle and bike lanes, sidewalks, medians, and parkways. The opportunity exists for a project to make a greater contribution within the public realm, through landscape and building design, public and private parks and plazas, and connectivity that ignores the interface of the private and public defined by a property line on a map. Fences may make good neighbors, but not so much in the creation of common space shared by the public.

Where do we start? As a mobility advocate, my first choice is to focus less on the car and more on public transit and active transportation. Level of service (LOS) has dominated the conversation for decades and the shift to vehicle miles travelled (VMT) is a welcome one. However, we need to go beyond the metric of VMT to the quality of the experience created to provide a choice to driving. Connectivity is crucial between the project and circulation system as well as between the project and other uses and activity centers in the community. It is critical that the public realm works

effectively and efficiently for all citizens as it provides the means to get around—to work, to play, to shop, and to home.

The street typology must also be considered. All streets are not created equal and the relationship and scale of the street classification should influence the opportunities in creating the public realm. For the foreseeable future, the car will remain a dominant presence in the environment, however, we can shift our priority from vehicular modes to other forms of mobility.

Physical design is also important. The relationship of buildings to the public realm and the spaces between buildings must be interesting, safe, attractive, and energetic. Design guidelines provide metrics (such as setbacks and transparency) which are not a proxy for great architecture. To paraphrase United States Supreme Court Justice Potter Stewart, you know it when you see it. Shouldn't a great public realm put a smile on your face?

Developing an excellent public realm is one of the primary components to placemaking. A tip of the hat to Fred Kent and our friends at the Project for Public Spaces. They are leaders in advocating for design that allows for a cornucopia of uses in the public realm by people of all ages and abilities. Great places are unique and reflect the values and culture of a community. The public realm must involve the public to be all that it can be.

I encourage you to look at projects through the lens of the public realm and the place and experiences being created. Planning staff is well versed in ensuring development regulations are met, and as an appointed official we can add the extra value in finding the inspiration for crafting projects for which we can be proud. **SMH**

“The opportunity exists for a project to make a greater contribution within the public realm, through landscape and building design, public and private parks and plazas, and connectivity that ignores the interface of the private and public defined by a property line on a map.”



Announcing APA California Chapter Members Successfully Achieving AICP Status!

Congratulations to the following 40 APA California Members who have achieved AICP Status after the November 2017 Exam!

Central Coast Section:

Megan Arciniega
Ellen Kokinda
Kevin Waldron

Los Angeles Section:

Gary Benjamin
Helen Campbell
William Chen
Chelsey Cooper
Jason Friedman
Nina Idemudia
Gabriela Juarez
Jonathan Linkus
Monique Lopez
Jie Miao
Alyssa Netto
Apostolos Samaras
Fabiola Wong

Northern Section:

Whitney Berry
Arly Cassidy
Deland Chan
Cristin Kenyon
Deborah La Rue
Grant Leonard
Deena Morsillij
Michael Ohnemus
Fernanda Roveri
Justin Shiu
Anne Spevack
Diana Staines
Monica Szudlik
Ian Todd
Sandra Villatoro
Richard Williams
Nancy Woltering

Orange Section:

Jamie Smith

Sacramento Valley Section:

Lydia Altick
Sara Bierman
David Schlegel

San Diego Section:

Derek Eysenbach
Maria Miller
Sabita Tewani



JOHN TERELL, AICP | VP Policy & Legislation
 SANDE GEORGE | Lobbyist
 LAUREN DEVALENCIA Y SANCHEZ | Lobbyist

APA California Legislative Update December 2017

2018 Legislative Predictions

The Legislative Session will resume on January 3, 2018. While 2017 was a very active year for housing and many other planning-related bills, we expect 2018 to be another busy year for APA California. APA California is aware of various proposals that will be of interest to members—potential legislation is already being discussed on the following issues: impact fee reductions, clean up legislation for the housing package bills that were signed into law this year, further restrictions on accessory dwelling unit requirements, further limitations on parking minimums for housing developments, and a possible return of the small cell permitting bill. There are also a number of two-year bills (listed below) that will likely be moving again next year.

Housing Package Implementation Webinar

APA California recently hosted a webinar to assist members in implementing the bills included in the Governor's Housing Package. The PowerPoint slides are available online at the APA California website and the video recording is available at: <https://www.gotostage.com/channel/075a5c61776c4057a6cd60732adf6db0/recording/beb9bd0bf5b24f64a3506c06eb883de1/watch>.

OPR Guidelines on CEQA

The Governor's Office of Planning and Research (OPR) recently released updated California Environmental Quality Act (CEQA) Guidelines (sent to APA members by a previous e-blast). Among other things, the updated guidelines include proposed amendments related to analyzing transportation impacts pursuant to SB 743—moving to vehicle miles (VMT) traveled from level of service—and proposed updates to the analysis of greenhouse gas emissions. Under the SB 743 changes in the Guidelines, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses.

The following guidance documents related to the Guidelines are also now available:

- "Thematic Responses to Comments" document explaining some of the major themes in the comments that OPR received on this package and the thematic responses to those concerns, and all of the public comments received during the public review process.
- "Frequently Asked Questions" document answering some specific questions that

OPR commonly received during the public review process.

- A technical advisory on evaluating transportation impacts.
- The technical research supporting the proposal.

All of these documents and additional information are available on OPR's website at <http://opr.ca.gov/ceqa/updates/guidelines/>. Specific information about SB 743 is available at <http://opr.ca.gov/ceqa/updates/sb-743/>. According to OPR, the next steps will be the start of the formal administrative rulemaking process by the Natural Resources agency under the Administrative Procedure Act. That rulemaking process will entail additional public review, and may lead to further revisions. After completing the rulemaking process, the Secretary for the Natural Resources Agency may adopt the changes. Changes would only go into effect after the Office of Administrative Law reviews and approves the changes.

Notice of future activity on the CEQA Guidelines will be posted on OPR's website and distributed through the CEQA Guidelines [List Serve](#). The Natural Resources Agency will also post updated information about the rulemaking process on its [website](#).

How You Can Get Involved in Shaping APA California's Legislative Positions

Next year, as bills are making their way through hearings and floor votes, APA California will be lobbying and sending letters to the authors and other members in support of or opposition to their measures. We encourage you to participate in APA California's Legislative Review Teams, whose members advise APA on legislative positions, potential amendments and key planning policies. Information on the Review Teams and sign up information are located on the APA California website legislation page. As always, we would also appreciate letters to legislators and the Governor from APA California members or their employers that are consistent with those positions. To review the letters, and for an alert on APA's positions on all of the major planning-related bills, please go to the legislative tab on APA's website at www.apacalifornia.com. All position letters will be posted on the APA California website "Legislation" page, which can be found here:

P13

APA California Legislative Update

<https://www.apacalifornia.org/legislation/legislative-review-teams/position-letters/>. Position letters will continue to be posted here as they are written and updated. APA encourages you to use these as templates for your own jurisdiction/company letters.

2017 TWO-YEAR BILLS EXPECTED TO MOVE IN 2018

AB 565 – Alternative building standards for artists

Position: Watch

AB 686 – California “Affirmatively Furthering Fair Housing” law

Position: Support if amended

AB 865 – Amnesty for non-compliant live/work buildings

Position: Oppose

AB 1250 – County services contract restrictions

Position: Oppose

AB 1404 – CEQA infill exemption for counties

Position: Support

SB 431 – Accessory dwelling code compliance for permitting

Position: Concerns

SB 697 – Development impact fee reporting and restrictions

Position: Opposed

All Hot Bills

To view the full list of hot planning bills, copies of the measures, up-to-the-minute status and APA California letters and positions, please continue to visit the legislative page on APA California's website at www.apacalifornia.org.



Like Us!

If you haven't noticed, we've re-launched our APA California Facebook page. It's another way for you to stay in touch with your colleagues on planning topics and activities and be a part of the conversation.

Ray Hashimoto, AICP

Cal Poly SLO City and Regional Planning Department to Mark 50th Anniversary

The Department of City and Regional Planning (CRP) was established at Cal Poly State University, San Luis Obispo (SLO), in the fall of 1968. CRP's first classes and labs were held in Engineering West, Second floor — prime real estate among the School of Architecture, Business School, and Engineering School buildings. The location was predictive of how city planners would coordinate with design and business disciplines. After a number of moves on campus over many years, CRP now resides back in Engineering West, and the department continues to promote connections between the built environment and business.

A CRP faculty of six graduated its first class of 20 students (18 men and 2 women) in 1970. This spring, CRP will grant 39 Bachelor of Science degrees and 22 Master degrees. Reflecting the rise of women in city and regional planning, the combined classes have 29 women and 32 men. The department boasts a faculty and staff of 15.

The Cal Poly mantra, “Learn by Doing,” prevails in the CRP curriculum. Front and center in the program are the urban design studios, the preparation of master, specific, and general plans, and transportation, sustainability, and California Environmental Quality Act studies. Cal Poly's CRP program, under the College of Architecture and Environmental Design, consistently ranks near the top of planning programs nationally. More than 1,500 Cal Poly SLO alumni are now practicing land use planning in the public and private sectors in California and across the country.

As a proud member of the class of 1981 and a member of the CRP Advisory Council, I invite all CRP alums to take part in our **50th Anniversary Celebration**. It will be held in San Luis Obispo and on the Cal Poly Campus on **April 27 and 28**. Please visit <http://bit.ly/2BU1JCt> for information on scheduled events, sponsorships, and networking opportunities.

“Front and center in the program are the urban design studios, the preparation of master, specific, and general plans, and transportation, sustainability, and CEQA studies.”

CAL POLY

City & Regional Planning

SAVE THE DATE!

Friday, April 27 &
Saturday, April 28, 2018
San Luis Obispo

COME CELEBRATE OUR 50TH ANNIVERSARY

For more details regarding on-campus events, the networking event at Edna Valley Winery and sponsorship opportunities go to www.planning.calpoly.edu.

50

YEARS

1968-2018

SUNG KWON, AICP, MCRP | VP Administration

Call for APA California Awards Jurors

We are looking for enthusiastic individuals willing to dedicate time to our profession by serving on the 2018 APA California Chapter Awards Jury. Jurors will review and evaluate some of the finest planning work in California, then will confer with the jury to determine the winners. **A mandatory jury day is scheduled for Saturday, June 30, 2018.** The location of the Jury Day is still to be determined and may require travel (expenses paid). If you would

like to be considered to serve on this jury, please email the following no later than **April 6, 2018:**

1. Your name and contact information; and
2. A short resume/bio

For more information and to send your emails:

Andre Sahakian, AICP, Awards Co-Coordinator (South),
andre.sahakian@gmail.com



Chris Pahule, Awards Co-Coordinator (North), pahulec@saccounty.net

KURT CHRISTIANSEN, FAICP | AICP Co-Coordinator

FAICP Inductees Announced!

Every two years the American Institute of Certified Planners invites nominations for Election into the College of Fellows. This is one of the highest honors that the American Institute of Certified Planners bestows upon a member.

Fellows of AICP are honored in

recognition of their achievements. They are model planners who have made significant contributions to planning and society. Fellowship is granted to planners who have achieved excellence in professional practice, teaching and mentoring, research, public and community service, and leadership. Five

hundred and sixty nine individuals have been inducted into the College of Fellows since the college was formed in 1999.

In the fall of 2017, the APA California Chapter submitted nomination packets for six individuals. On February 16, 2018, the APA California Chapter was notified that all six nominees were selected to be inducted into the College of Fellows at the National Planning Conference in April in New Orleans. Congratulations to the following six inductees:

SUSAN HARDEN, AICP ORANGE SECTION

As a practitioner, educator, author, and presenter, Susan has upheld her commitment to empower communities to create positive and meaningful change for over 20 years. Always passionate about sense of place, Susan initiated the "Placemaking on a Budget" concept and training series that was eventually the subject of an APA PAS publication of which she was co-author. She is a respected leader in the practice areas of community-based planning, revitalization, placemaking, and healthy communities.



KATHRIN MOORE, AICP, ASSOC. AIA NORTHERN SECTION

The influences and impacts of Kathrin Moore's community service and leadership upon the profession of planning and public advancement of the profession are well illustrated by the communities, neighborhoods, individuals and colleagues she has touched, moved and inspired throughout her career as a planning studio director, private practice planning practitioner, community urban design advisor and as a City of San Francisco Planning Commissioner.



LINDA F. TATUM, AICP LOS ANGELES SECTION

With over 30 years in both the public and the private sector, Linda Tatum's most significant planning achievements have been in underserved communities where she has championed economic development and community revitalization. She is equally committed to APA and her support for aspiring young planners which is demonstrated in her sustained leadership as President of the California Planning Foundation, where her work resulted in over \$400,000 in scholarships to more than 400 students.



BETSY MCCULLOUGH, AICP SAN DIEGO SECTION

Betsy has dedicated a 40-year career to planning in the environmentally diverse and culturally distinct neighborhoods of the City of San Diego. She has devoted time and travel to assure successful conferences of the APA California Chapter and the National Planning Conference. Betsy's career has been defined not only by excellence in staff and project management, but also by relationships built and maintained. She is a revered mentor to professional staff and an advocate for planning.



CARL E. MOREHOUSE, AICP CENTRAL COAST SECTION

For close to 40 years, Carl Morehouse has committed himself to the planning profession and to advancing the communities where he lived and worked. While Carl has had a noteworthy career as a professional planner, his most significant contributions to the profession occurred while serving as a Council Member of the City of Santa Buenaventura. Carl's accomplishments as an elected official have had a positive impact on the City of Ventura and communities throughout the Southern California Region.



HEIDI K. TSCHUDIN, AICP SACRAMENTO VALLEY SECTION

Heidi K. Tschudin has had an enormous influence on natural resource planning, rural sustainability, agricultural preservation, and small town revitalization in Northern California. She was responsible for the creation and management of the Yolo County Cache Creek Area Plan. Her contributions have resulted in extraordinary community benefits including thousands of acres of preserved agriculture and habitat, a 15-mile riparian parkway, and sustainable community development.





www.migcom.com

DUDEK

Natural Resources Management & Environmental Planning

PLAN | DESIGN | PERMIT | CONSTRUCT | MANAGE

Dudek.com

San Diego
San Juan Capistrano
Riverside
Palm Desert
Los Angeles
Santa Barbara
Sacramento
Auburn
San Francisco

EMC PLANNING GROUP INC.

CEQA/NEPA Compliance • Municipal Staff Support • General Plans/
Local Coastal Plans/Specific Plans • Biological Resources
GIS/Mapping • Permitting & Regulatory Compliance
Development Feasibility/Entitlements
Air Quality/GHS Analysis • Visual Simulations

www.emcplanning.com • 831.649.1799 • Monterey, CA

LAMPHIER • GREGORY

URBAN PLANNING
ENVIRONMENTAL ANALYSIS

Oakland
510.535.6690
lamphier-gregory.com

GRUENASSOCIATES

ARCHITECTURE PLANNING INTERIORS LANDSCAPE

Active Transportation Planning
Specific Plans
Strategic Planning
Community Planning
Downtown Revitalization
Urban Design
Master and Site Planning
Station Area Planning
Transit-Oriented Development (TOD)
Business Revitalization
Urban Growth Management
Implementation Plans

6330 San Vicente Boulevard, Suite 200
Los Angeles, CA 90048
www.gruenassociates.com

Architecture
Landscape and Streetscape Design
Neighborhood Revitalization
Neighborhood Planning
Urban Design of Transit Facilities
Transportation Corridor Planning
Location and Design of Transit Facilities
Transit and Environmental Planning
Pedestrian and Bicycle Circulation
Waterfront Developments
Environmental Impact Assessment
Community Engagement

Adam Maleitzke, AICP, Associate, Senior Planner
maleitzke@gruenassociates.com
Phone: 323.537.4276 • Fax: 323.537.6061

Heffernan Professional Practices

Specialists in Insurance for Planning Professionals

Marsha Bastian
marshab@heffins.com
714.361.7716

6 Hutton Centre Dr., Ste. 500
Santa Ana, CA 92707
hppib.com

DYETT & BHATIA

Urban and Regional Planners

dyettandbhatia.com
755 Sansome St. Suite 400
San Francisco, CA 94111
415.956.4300

General Plans
Urban Design
Specific Plans
Zoning
Environmental Planning

AMBIENT

AIR QUALITY & NOISE CONSULTING

Specializing in Air Quality,
Greenhouse Gas, Noise, and
Vibration Impact Assessments
for CEQA/NEPA Compliance

612 12th Street, Suite 201
Paso Robles, CA 93446
(805) 226-2727
info@AmbientCA.com

LSA

Environmental Planning & Analysis

Berkeley
Carlsbad
Fresno

Irvine
Palm Springs
Point Richmond

Riverside
Rocklin
San Luis Obispo

www.lsa.net

ktgy

Architecture+Planning

Ken Ryan
Planning Principal
kryan@ktgy.com
949.812.1361
ktgy.com

mintierharnish

Planning Tomorrow Today[®]

Planning and Project Services | Legal Support
Issues Research and Management
GIS, Graphics, and Mapping

www.mintierharnish.com (916) 446-0522

PLANNERS • ARCHITECTS • ENGINEERS • LANDSCAPE ARCHITECTS • SURVEYORS

rrm design group

Specific Plans
Community Planning
Streetscapes
Design Guidelines
Transit-Oriented Development

San Leandro • San Luis Obispo • Santa Barbara • San Juan Capistrano
RRMDESIGN.COM

CAL PLANNER

IFORNIA

Seeking New Sponsorship Strategies

Now that the new editorial format for the *CalPlanner* has been established, we are seeking suggestions from APA California's partners and sponsors on ways to better reach the Chapter membership. This means rethinking the traditional calling card ads for example, as well as all ad placement and associated links. So we need to hear from you on innovative ideas 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

TERRA NOVA[®]

PLANNING & RESEARCH, INC.

General Plans
Specific & Master Plans
Regulatory Permitting
Environmental Planning
Municipal Planning Services

♦ Palm Desert ♦ Colorado Springs

www.terravanaplaning.com 760-341-4800

BBK **BEST BEST & KRIEGER**

ATTORNEYS AT LAW

BB&K is the largest and most experienced full-service municipal and public agency law firm in California. We offer clients unique experience in handling complex planning, building and redevelopment issues.

Offices throughout California, please visit BBKlaw.com

HR&A

Analyze. Advise. Act.

Introducing PlaceWorks

Formerly The Planning Center | DC&E

New name. Expanded opportunities.

PlaceWorks is one of California's leading environmental, planning, and design firms, working to inspire, imagine, and create great places for more than forty years.

PLACEWORKS

Learn more at placeworks.com



American Planning Association
California Chapter

Making Great Communities Happen

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

CHAPTER OFFICERS

Pete Parkinson, AICP | **President**
pete.parkinson54@gmail.com

Sung H. Kwon, AICP, MCRP
VP Administration | sunghkwon20@gmail.com

Hanson Hom, AICP
VP Conferences | hansonapa@gmail.com

Mary P. Wright, AICP, LEED AP ND
VP Marketing & Membership
mpw54321@gmail.com

John Terell, AICP
VP Policy & Legislation | jcterell@aol.com

Kimberly Anne Brosseau, AICP
VP Professional Development
kimberly.brosseau@prk.sccgov.org

Marc Yeber, ASLA | **VP Public Information**
myplanning@live.com

Julia Lave Johnston
President Elect | julialavejohnston@gmail.com

Juan Borrelli, AICP | **CPF President**
juan.borrelli@sanjoseca.gov

Stephen M. Haase, AICP
Commission and Board Representative
stephenmichaelhaase@gmail.com

John Holder | **Student Representative**
john.holder4@gmail.com

LOCAL SECTION DIRECTORS

Rob Terry, AICP | **Central Section**
rob.terry@reedley.ca.gov

Christopher Williamson, AICP
Central Coast Section | cbwplans@gmail.com

John E. Hildebrand | **Inland Empire Section**
jhildebr@rctdma.org

Ashley Atkinson, AICP | **Los Angeles Section**
atkinson.ashley@gmail.com

Sharon Grewal, AICP
Northern Section | sharon.grewal@acgov.org

Nicholas Chen, AICP | **Orange County Section**
nick.chen@kimley-horn.com

Robert G. Lagomarsino, AICP
Sacramento Valley Section
bob@lagopm.com

Rachel A. Hurst, AICP
San Diego Section | rachelahurst@yahoo.com

APPOINTED MEMBERS

Asha Bleier, AICP
AICP Coordinator | asha.bleier@gmail.com

J. Laurence Mintier, FAICP
Chapter Historian, Northern
mintierassociates@gmail.com

Steven A. Preston, FAICP
Chapter Historian, Southern
steve.preston@charter.net

Kacey Lizon
Conference Program Coordinator
klizon@sacog.org

Gabriel Barreras
Digital Media Coordinator, Website
gabriel.barreras@gmail.com

Melanie Emas
Digital Media Coordinator, Social Media
melanie@lisawiseconsulting.com

Greg Konar, AICP
Distance Education Director
gregok@cox.net

Al Zelinka, FAICP
FAICP Co-Coordinator | azelinka@riversideca.gov

Kurt Christiansen, FAICP
FAICP Co-Coordinator | kchristiansen@ci.azusa.ca.us

Miroo Desai, AICP
Membership Inclusion Coordinator, Northern
mdesai@emeryville.org

Erica Gutierrez
Membership Inclusion Coordinator, Southern
egutierrez@planning.lacounty.gov

Nicholas P. Maricich
National Policy & Legislative Representative
nicholas.maricich@lacity.org

Pamela Wu, AICP | **Statewide Program Coordinator**
pamela.wu@pln.sccgov.org

Chris Pahule
State Awards Coordinator, Northern
pahulec@saccounty.net

Andre Sahakian, AICP
State Awards Coordinator, Southern
andre.sahakian@gmail.com

Vacant | **University Liaison, Northern**

Vacant | **University Liaison, Southern**

Nina Idemudia | **Young Planners Coordinator**
ninaidemudia@gmail.com

Vacant | **Technology Director**

NON- VOTING MEMBERS

Kristen Asp, AICP
APA Board Director, Region 6
kasp@glandaeca.gov

Marissa Aho, AICP
AICP Commissioner, Region 6 | marissaaho@gmail.com

Lance MacNiven
APA Student Representative, Region 6
lancemacniven@gmail.com

Robert Paternoster, FAICP
Planner Emeritus Network, President
robertpaternoster@yahoo.com

Coleen Clementson, AICP
California Planning Roundtable President
coleen.clementson@sandag.org

Ellie Fiore, AICP | **CalPlanner Assistant Editor**
ellief@migcom.com

PAGE & TURNBULL
www.page-turnbull.com

ARCHITECTURE | PLANNING & RESEARCH | PRESERVATION TECHNOLOGY

SACRAMENTO 916.930.9903	SAN FRANCISCO 415.593.3239	LOS ANGELES 213.221.1200
----------------------------	-------------------------------	-----------------------------

SWCA

- CEQA / NEPA
- Environmental Compliance
- Archaeology/Architectural History
- Biology
- Paleontology
- Wetlands

FRESNO
HALF MOON BAY
PASADENA
REDLANDS
SAN FRANCISCO
SAN LUIS OBISPO

www.swca.com | Sound Science. Creative Solutions.™

Planning Services Directory

Calling card advertisements support the publication of *CalPlanner*. For more information on placing a calling card announcement and to receive format specifications, contact:

Laura Murphy
at 916.540.7196
or email
nhe2011@live.com.



go! Click on a sponsor call card and be linked to their website.

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 the Chapter's Facebook page, discussion group. Also, remember your local Section's website and other media platforms are an additional resource.



So, are you going down to San Diego for the conference October 7-10?

San Diego is great that time of year – great weather and lots to do near the conference site. Look for upcoming information about downtown, favorite dining spots, and iconic landmarks on the conference Facebook page.

I'm going down a day early to take advantage of being there Saturday before the start of the conference on Sunday. Don't forget that Early Bird registration opens the first part of May, for the lowest rates!

So my boss asked if our firm can reserve a booth or sponsor an event. I told her to check out the link to see what sponsorship opportunities are available.



Happy 2018 to All California American Planning Association Members!



The [APA California Conference website](#) contains information regarding the conference, and you can get the latest news by following the conference on [Facebook](#), [Twitter](#), [LinkedIn](#), and [Instagram](#). There you will see announcements of the conference walking tours, student activities, and other materials along with information about San Diego's vibrant neighborhoods, nearby downtown, planners' favorite dining scenes, history and open spaces, iconic and active places to visit, and much more. We hope you can join us at the 2018 APA California Conference and play a role in shaping the bright future on the horizon.



Whether you're a new sponsor or a returning one, we would love to see you in San Diego!

We have a wide range of exciting Exhibitor and Sponsorship opportunities and well-placed exhibitor space. Contact us early for a Premium Booth space reservation. [Click here](#) to view the options or contact Laura Black at laurablack04@gmail.com.

Downtown Gaslamp - Courtesy Joanne DiBona, SanDiego.org



@APACAConf

#APACA2018

www.APACalifornia-Conference.org