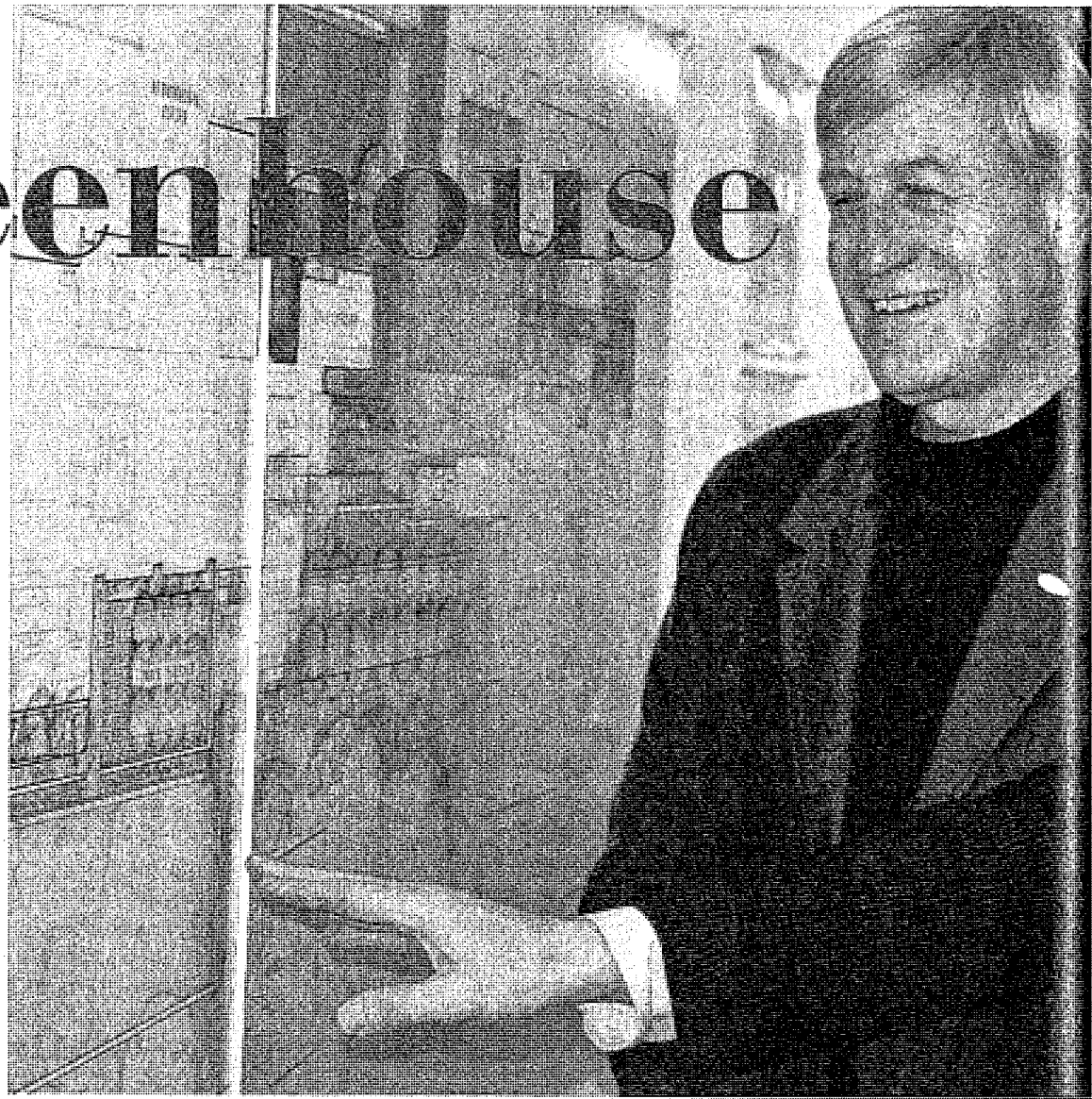


Greenhouse

Peter Newman (left) and Timothy Beatley have devised four scenarios for the earth's future, ranging from total collapse to a sustainable, equitable society. Being green is no longer an option—it's a moral imperative, they say.



With scientists now suggesting that the earth's average temperature will rise four and a half degrees Fahrenheit above preindustrial levels by century's end and many others fearful that we have squandered over half of the world's recoverable petroleum, *Planning* asked two experts on these issues to describe what lies ahead.

Timothy Beatley, author of *Green Urbanism* and *Native to Nowhere*, is the Teresa Heinz Professor of Sustainable Communities at the University of Virginia. Last winter, he hosted Peter Newman of Australia's Institute for Sustainability and Technology Policy on a four-month Fulbright grant. Both individuals focus on carbon-related community issues, including automobile dependence, while collecting best practices from around the world.

Newman is the coauthor of *Sustainability and Cities: Overcoming Automobile Dependence*, the bible for addressing the effects of the automobile on cities. He and Beatley are working on a series of books to help cities, states, and counties

Planning: Tell us about your new series of books.

Newman: *Green Urbanism Down Under*, which follows *Green Urbanism: Learning from European Cities*, will be the second in a trilogy, the third being *Green Urbanism in America*. The first book set the style as a kind of travelogue of innovations that are occurring in various

cities.

Our other book is called *Responding to Peak Oil: Toward Resilient, Sustainable Solar Cities*. It looks at peak oil as the focus for how cities need to change, but of course this is also contributing to carbon policy. We try to show how a transition could be imagined, both in terms of alternative fuels—which are not going to be

enough to make it possible—and in terms of alternative cities and alternative lifestyles that can enable us to respond in a positive way and come out with a better future.

Beatley: We try to document those best practices in order to speed up the transfer of innovations and ideas, so people can say, "That sounds interesting. Would that apply in our



GURUS

A
conversation
with
two
experts
on the
topic
of the
day.

Randy Salzman

plan for the issues created by America's annual emission of 7,400 million metric tons of carbon dioxide and our daily use of 19 million barrels of oil.

Newman, in addition to advising the Western Australia and New South Wales governments on transportation issues, also served on his city council in Fremantle, Australia, and, during his stay in Charlottesville, became involved in promoting a local streetcar system. Beatley is the prime mover behind the effort to develop a local economy and food supply in that city. Both advocate travel awareness programs.

At the same time, both stress that there is no one-size-fits-all prescription for either global warming or peak oil, but they also insist that communities must begin addressing these issues today. Beatley and Newman believe their work might prevent a *Mad Max* scenario where people fight over the remaining drops of oil in a climate that's hotter than hell.

What follows is the edited version of an interview conducted for *Planning* by Randy Salzman, a bicycling journalist who promotes travel demand management to mitigate oil use and global warming. The conversation took place in January.

city?" That's the way change goes. You create a momentum and businesses and organizations on board; local governments do it, state governments do it, and communities do it. They're constantly looking for innovation.

Newman: I think if I had to capture the work that each of us has done individually and that we're now doing together, I'd describe it as

hopeful stories with hopeful visions of the future. It's not a very academic form of writing.

Planning: You're not predicting the collapse of civilization as we know it, as people like UCLA's Jared Diamond do?

Newman: We set out four scenarios, one of which is collapse, where society does not take seriously the issue of oil and greenhouse gases.

In this setting, we're talking about 10 to 20 years until we move into a *Mad Max* scenario, where you've got competition for the remaining oil so severe that there is genuine collapse, particularly in our cities. It's dramatic, but it is a potential scenario if we don't respond.

The second scenario is a divided city, in which the wealthy take whatever oil there is but

also respond to this agenda extremely quickly and create green cities for themselves where everything is workable, healthy, and clean and they don't need a car. There are signs that the wealthy are buying into those locations already: Transit-oriented developments [around the world] are extremely wealthy, and the poor are living farther and farther out with more and more cars.

The third scenario is a ruralized city, where people live a rural existence based around small yards—essentially, a medieval kind of existence. There are plenty of people saying this will happen. We believe it's unlikely that cities will return to this kind of scenario, but we also think that cities will require far more sensitivity to agriculture.

In the fourth scenario, the city does all that the divided city does for the wealthy, but does it for everyone. Now this is the resilient, sustainable city that we think is possible; we go through hundreds of examples to show that it is feasible.

However, if society does not adapt quickly, then the collapse or divided city scenarios are entirely likely. We believe that oil will drive the urban agenda even more than greenhouse gases will because the effects of global warming are such longer term.

Beatley: The full impacts of climate change won't be experienced for 100 years or more, but the window of opportunity is only about a decade—not a decade to ponder, not a decade to

debate whether we need to dramatically reduce our carbon and greenhouse gas emissions, but to do it. The sort of green, sustainable solar city scenario that Peter has articulated is a large part of the answer, and we've got to move toward this very quickly. There are different time frames, but peak oil and responding to climate change go hand-in-hand; they lead us to precisely the same planning policy remedies.

We show our ideas visually, graphically, by illustrating mixed use developments and green rooftops and urban forests. Density and green together can be very effective, an essential combination for tackling climate change.

Planning: The standard four-step transportation model (trip generation, trip distribution, mode choice, and trip assignment) doesn't include computations for peak oil or global warming. What exactly can local planners do to address these international concerns?

Beatley: We can do sustainability assessments on new developments, for one thing, even if it's just a simple checklist. The planning system is already full of things developers have to do, but few have anything to do with the future of the world. So adding some simple criteria about how much energy a building uses, how much energy is implied by its location—these things can be written into planning schemes and assessments.

Local and state governments can invest in solar and other renewable energy technologies and apply them in the design of new schools and

public buildings. They can begin to mandate minimum renewable energy standards for private development. (Barcelona now requires all new buildings to provide at least 60 percent of hot water needs from solar.) Cities can underwrite and stimulate carbon-neutral and energy-balanced projects and neighborhoods.

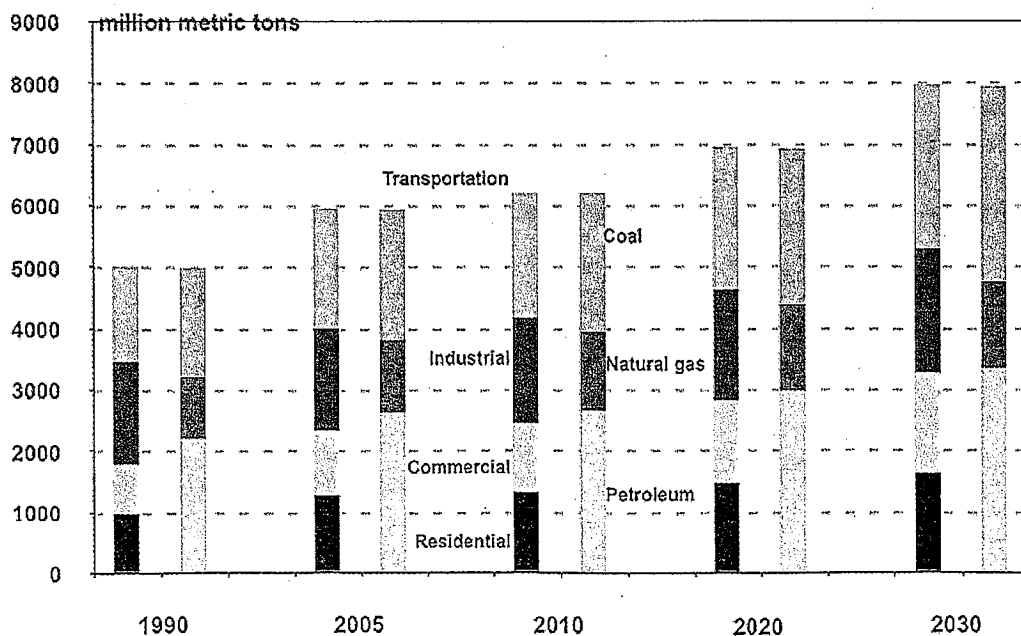
Cities can and should set ambitious greenhouse gas reduction targets and work hard to reach them. London is a positive model, aspiring in its newly released Mayor's Climate Change Action Plan to reduce carbon emissions by 60 percent by 2025. It identifies a range of specific measures—green homes, raising the city's congestion charge to penalize high-emission vehicles, etc.—to accomplish this.

Newman: In the 1990s, Portland, Oregon, had to decide whether to build a new freeway or put the money into light rail. They decided to go with light rail and then had to justify it in the courts. In essence, they modified the four-step transportation model to incorporate transit in a way that showed there was more benefit in putting money into transit than into freeways.

Another way to plan would be to take greenhouse gases into account. You could create a model based on the four-step transportation model that leads to a conclusion about whether it is better to build a road or railway, or some combination, and what the greenhouse gas implications of each would be. That tool would be a very good thing.

Beatley: Peter, how do you feel about the U.S.

U.S. Carbon Dioxide Emissions by Sector and Fuel, 1990-2030



Department of Energy projections show carbon dioxide emissions from the transportation sector will almost double from 1990 levels. Emissions from petroleum could increase by one billion metric tons.

Energy Information Administration, DOE

Green Building Council's LEED (Leadership in Energy and Environmental Design) system another tool? At least in this country, green building may be the closest thing to a revolution. In Los Angeles, some 50 public buildings have already been built to LEED standards. They're even applying the standard to dog shelters. It's really remarkable how pervasive the green building ethic now is.

But the latest chapter is LEED-ND—neighborhood design—which is an effort to tackle the problem of green sprawl.

Planning: Green sprawl?

Beatley: You get a platinum LEED-certified building out on a highway somewhere and it's a great building in terms of energy consumption, but you can only get there by car. The ND framework gives you a much more holistic evaluation.

Newman: In other words, you waste the energy you've saved in transport. LEED-ND is trying to address that issue. So, too, is Sydney, Australia. But these are early days. We're here now as planning academics saying there's a lot more work needed and it's extraordinary how little money goes into these things.

Planning: How can one planner, one city, one planning agency make much of a difference?

Newman: Planners in local government or in state government or in business firms are planning things that will be here in 50 and 100 years. Every single thing should be demonstrating sustainability. Every single one should have significant reductions in greenhouse gases, particularly in transportation, built in. If not, planners will be seen as absolute pariahs by their children and grandchildren. They'll say, "How could you have done that when everyone knew?" It's no longer an option to say, "Maybe we'll do it green."

Beatley: It's a moral imperative today. It's about giving moral weight to the future, in a way that we haven't done. We need to adjust our ethical framework to give proper weight to the future.

Planning: What are some of the key steps?

Newman: Strategic plans are being developed in many large American cities, as well as small ones. They include the need to reduce VMT [vehicle miles traveled] to reduce car dependency. The role of transit and bicycling and walking is coming back. In the last 10 years, transit increased faster than car growth, with a 25 percent increase in patronage. Travel demand management education helps that along.

Beatley: Lots of people today, perhaps most, feel some kind of emptiness in the way they're living, even folks who seem enthusiastic about

hopping in that SUV. I think at some level they recognize this is not sustainable, not a good way to live. The job of planners is to chart some options and to present an alternative future in a way that is compelling, so people recognize sustainability is cool and something to be excited about.

For me, this is what the role of planning is about, thinking about alternative positive futures. I think people are stuck in highly car-dependent, resource-consumptive lifestyles partly because it's hard to imagine any other way.

Today there's a certain disconnect between one's value structure and the very specific decisions one makes in life. Since people are not being asked to think about where they live or what kind of car they drive, part of the challenge for society in the future is to simply reconnect.

It's really a new notion of citizenship: If we're going to tackle climate change, we'll need to make some effort on a number of levels. Individuals have to begin to understand that their decisions do make a difference. They have to be challenged to see their life choices (including consumer decisions) as ethical choices.

Planning: About this new citizenship: How do you convince people who are individualistic, like Australians and Americans, that we are the societal problem and that we can become the solution?

Beatley: Our compelling vision of the future isn't so much about sacrifice. It's about places that are walkable and healthy; it's about build-

ings full of daylight; it's about buildings and cities that produce more power by renewable means than they need. It's about communities where people are getting to know the farmers who grow the food they eat. It's about new relationships and deepening connections to place. We can cast a positive kind of future, one where we are expeditiously addressing climate change and declining supplies of oil so that we can propel ourselves forward toward this very positive vision.

Newman: We tell people who cannot imagine life without a car that there are plenty of other places, even in America, where you can significantly reduce your car use and have a better life. We emphasize that it's not about hair-shirting. It is a possibility of a different city design.

Our approach is to say you've got to improve cities and by doing that, you'll solve a whole range of other problems relating to obesity, to lack of community, to traffic problems. No matter how efficient your car is, you're still going to have these traffic problems.

Now this agenda is considered to be politically difficult, but when we speak publicly, people can immediately see where it is possible to change their own lives, both where they live now and where they can imagine themselves living in the future. We have seen the growth of a political movement over the last 20 years that has made significantly more acceptable the idea that you can remake cities in ways that will reduce oil usage and greenhouse gases.

Resources

The numbers. According to the U.S. Department of Transportation, Americans take 41.1 billion car trips a year, covering 2.9 trillion miles. Transportation produces 1,959 million metric tons of carbon dioxide, making it the nation's single largest source of greenhouse gas emissions. While countless cities continue to build highways as a means of producing jobs and battling congestion, transportation overall—including rail and air travel—produces less than 11 percent of the nation's gross domestic product.

Authors' books. By Timothy Beatley and Peter Newman: *Responding to Peak Oil: Towards Resilient, Sustainable, Solar Cities* (to be published this year by Oxford University Press); *Green Urbanism Down Under* (to be published this year by Island Press). *Green Urbanism in America* (to come).

Books by Timothy Beatley: *Native to Nowhere: Sustaining Home and Community in a Global Age* (Island Press, 2004); *Green Urbanism: Learning from European Cities* (Island Press, 2000); *The Ecology of Place* (Island Press, 2000).

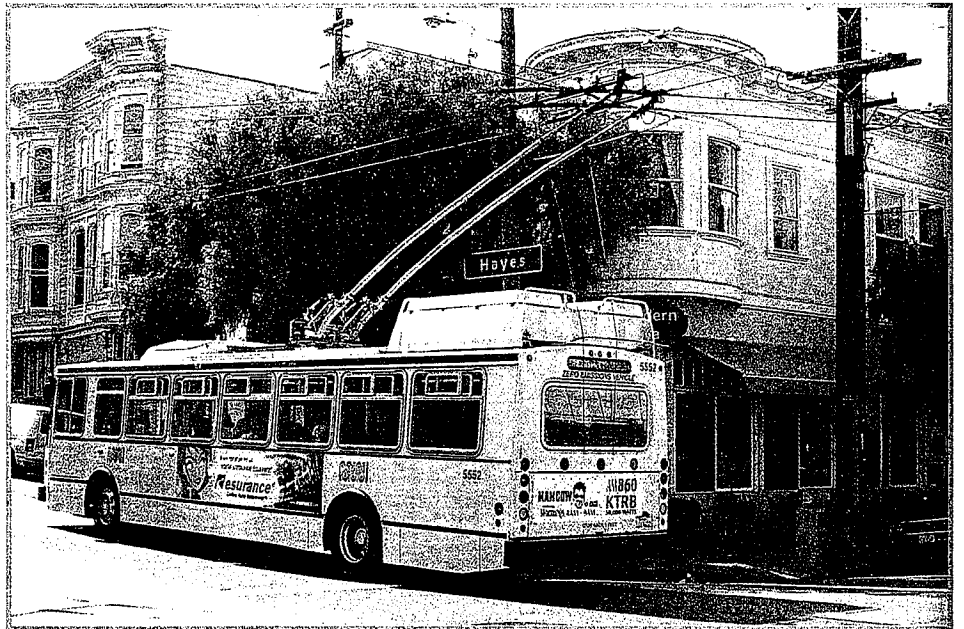
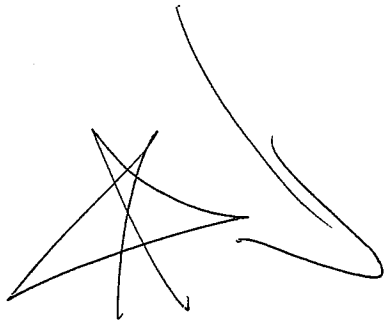
Books by Peter Newman and others: *Cities as Sustainable Ecosystems* (with Isabella Jennings; Island Press, 2007); *Sustainability and Cities* (with Jeff Kenworthy; Island Press, 1999); *An International Sourcebook of Automobile Dependence in Cities, 1960–1990* (with coauthors; University Press of Colorado, 1999); *Winning Back the Cities* (with coauthors; Pluto Press, 1992); *Cities and Automobile Dependence: An International Sourcebook* (with Jeff Kenworthy; Gower, Aldershot, 1989).





CAL Planner

JULY - AUGUST 2007



To respond to global warming, cities and counties will need to formulate more effective general plan policies to — among many other strategies — promote mixed-use infill development, mass transit, the use of low- and zero-emission vehicles and the planting of street trees.

Inside This Issue . . .

California Planning Foundation Auction	2
Commissioner's Corner	3
In Memory: Warren J. Jones	6
Letter to the Editor	7
Penfield & Smith Celebrate 60 Years	7
Legislative Update	8
HDR Purchases Assets of The Hoyt Company	9
Best Efforts: Meeting California's Affordable Housing Needs	10
STAR Announces AICP Certification Maintenance Subsidy Program	11
2007 CCAPA Conference	12
Job Opportunities	14
Planners On the Move	15

How Should General Plans Deal With Global Warming?

by Niko Letunic

By now, the outlines of the debate on global warming are well-established: the earth's average temperature has been rising in recent decades; the main cause of this warming is emissions of greenhouse gases (GHGs) from human activities; and the warming could have severe consequences within several decades unless GHG emissions are significantly reduced. Faced with these facts, California's governor signed into law Assembly Bill 32, the "Global Warming Solutions Act of 2006," last September. AB 32 formally commits the state to reduce its GHG emissions to 1990-levels by 2020 through an

enforceable statewide emissions cap.

With the passage of AB 32, attention in the fight against global warming in California has effectively shifted to local government. This year, in April, three environmental organizations sued the County of San Bernardino for not addressing global warming in its newly approved general plan. Significantly, the lawsuit was joined two days later by the California Office of the Attorney General. The lawsuit is the first of its kind in the state, and probably the nation, but almost certainly will not be the last.

continued on page 4

Global Warming*continued from page 1*

Possibly no other level of government has a greater responsibility to respond to global warming than cities and, to a lesser extent, counties.

The suit argues that the county's general plan violates AB 32 and CEQA by, respectively, failing to consider ways to reduce GHG emissions and to evaluate the plan's impacts on global warming. The county has responded that the general plan, including its environmental review, was nearly complete by the time AB 32 was signed and that the state has not yet developed regulations for the implementation of AB 32 by local government agencies. (The latest version of the *General Plan Guidelines* was published by the Governor's Office of Planning and Research in 2003, well before global warming had become a mainstream concern; for that reason, the current edition does not mention the issue, let alone provide guidance for how it should be addressed in general plans.)

At the time of this writing, the fate of the lawsuit is far from certain. What is certain, however — even if the suit is decided in favor of the county — is that the pressure on California cities and counties to address global warming in their general plans is only going to grow as the state's residents become increasingly informed and concerned about the issue. However, with little or no direction from the state on how to do so, cities and counties who are updating their plans will likely need to fend for themselves over the next few years.

This article aims to begin to fill this "guidance deficit" by outlining the most important considerations related to global warming that cities and counties should give attention to when updating their plans. The considerations are not new or specific to global warming, and much has already been written elsewhere about implementing each one of them (the *General Plan Guidelines* actually covers many of them). Instead, the purpose of this article is to offer a framework through which separate and sometimes unrelated issues related to

global warming can be brought together in the context of a general plan.

It is important to note that, concerning global warming, cities and counties should have at least three distinct goals:

1. Reduce the emissions of GHG within their jurisdictions (that is, their contribution to global warming).
2. Counteract the effects of global warming.
3. Protect their residents from the adverse effects of global warming.

All of these goals should be reflected in the policies of a general plan and, accordingly, all are addressed below. With the exception of the noise element, which has minimal relation to global warming, policies and programs concerning global warming should be addressed across the various mandatory elements of a General Plan, as follows:

- **Land Use Element.** With regard to land use, the most important actions that cities and counties can take to shrink their global warming "footprint" are to develop and implement general plan policies that discourage auto-dependent sprawl development and, instead, promote infill development that is compact, mixed-use, pedestrian-friendly, and transit-oriented.
- **Circulation Element.** The transportation sector is the single greatest contributor to global warming. Mirroring the land-use policy recommendations above, circulation-related policies should discourage travel by single-occupant motor vehicles (including reducing parking requirements) and, instead, encourage the use of mass transit and other high-occupancy vehicles, bicycling and walking, and telecommuting. More aggressive

Global Warming

continued from page 4

- actions may be considered, including congestion pricing and even the removal of roadway and parking capacity for single-passenger motor vehicles.
- **Housing Element.** One of the housing element's primary considerations should be focused on improving the community's jobs/housing balance, in order to reduce commuting. In addition, this element can support land use policies by also encouraging higher-density residential development.
 - **Conservation Element.** Overlooked in some general plans (especially those of more-urban jurisdictions), this element stands to gain prominence as awareness of the causes and effects of global warming. Policies in the conservation element should promote energy and resource efficiency in both transportation and all building types as well as encourage the development of renewable energy. Global warming is expected to worsen the incidence of droughts, so policies should address water efficiency, conservation, and recycling; the protection of ground and surface sources of drinking water; and the development of new water supplies. Since global warming is also likely to have adverse effects on vulnerable plant and animal species, policies should address the preservation of natural habitats, both aquatic and terrestrial.
 - **Open Space Element.** This element can reinforce conservation policies that seek to protect natural habitats and sources of drinking water and groundwater-recharge areas. Since some research indicates that the most effective way to counteract the effects of global warming is to increase an area's vegetated groundcover, policies in this element

should address the protection of forests and woodlands and the expansion of urban parks and street-tree programs.

- **Safety Element.** This is another overlooked element that is likely to gain in importance. Expected effects of global warming include greater risks of wildfires and flooding, including from rising sea levels. The safety element can protect residents from these effects by incorporating policies that restrict development in the wildland/urban interface, along shorelines and on floodplains.

Possibly no other level of government has a greater responsibility to respond to global warming than cities and, to a lesser extent, counties. By some estimates, urbanized areas cover one percent of the earth's surface but contribute 80 percent of greenhouse gases; at the same time, urbanized areas are home to the vast majority of Americans. Fortunately, the comprehensive, integrated, and long-range nature of a general plan makes it an ideal vehicle for implementing a community's goals related to global warming.

In closing, it is important to note that almost all general plans already address most of the considerations mentioned above. However, the possibility of serious adverse effects resulting from global warming implies that cities and counties need to develop even more effective policies and programs and to implement them more aggressively.

Niko Letunic is a founding partner of Eisen|Letunic, a Bay Area-based transportation, environmental, and urban planning firm. He encourages readers to contact him with questions and comments about this article at niko@eisenletunic.com.

CalPlanner Production Schedule

Issue	Articles Submitted	Mailed*
Nov/Dec	Sept 10	Oct 22

* Membership will receive magazine within 10 working days after this date, on average. Dates subject to change without notice.





CAP Planner

SEPTEMBER - OCTOBER 2007



The California Energy Commission reports that the main source of greenhouse gases in the state is transportation, contributing 41 percent of the total. How should the impact of these emissions on global climate change be analyzed under CEQA? Absent official guidance from the state, a recent white paper by the Association of Environmental Professionals suggests a few approaches.

Analyzing Impacts Related to Global Climate Change Under CEQA

by Niko Letunic and Michael Hendrix

By now, the scientific consensus is that emissions of greenhouse gases (GHG) from human activities are causing the earth's average temperature to rise and that this warming will have severe environmental and public health consequences unless GHG emissions are significantly reduced. With the issuance of Governor Schwarzenegger's Executive Order S-3-05 and passage of AB 32, the Global Warming Solutions Act of 2006, California's state government has adopted this consensus. It is now official state policy that global climate change poses a threat to California's resources and the public.

In the face of such official state action, "lead agencies" under CEQA are under growing pressure to analyze the GHG emissions of their projects and any resulting impacts related to global climate change (GCC). In April, for example, the California Office of the Attorney General joined three environmental organizations in suing the County of San Bernardino under CEQA, alleging that the county had not adequately evaluated the GCC impacts of its newly approved general plan.

As that and similar cases are currently pending in trial courts, they are

continued on page 4

Inside This Issue . . .

What Are APA Divisions Anyway?	2
Commissioner's Corner	3
Creative Construct Symposium	6
Legislative Update	8
Online Planning Education	11
Job Opportunities	12
Planners-On-the-Move	12

Global Warming

continued from page 1

likely to yield published legal precedents for at least two years. At the same time, no state agency has yet published guidance for analyzing a project's GCC impacts under CEQA. Recognizing an immediate need for guidance, the Association of Environmental Professionals (AEP), a statewide nonprofit organization with over 1600 members, produced a "white paper" on the subject earlier this year, titled "Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents" (June 29, 2007; primary authors were Michael Hendrix and Cori Wilson).

The white paper provides practical information for CEQA practitioners, including a summary of the science and key issues behind global climate change; the current regulatory environment surrounding GHG emissions; and descriptions of methods used to estimate GHG emissions from a project. It also argues that there is a compelling statutory basis for analyzing GCC impacts under CEQA, citing the basic purpose of CEQA and legislative findings under AB 32, the Global Warming Solutions Act of 2006. At its heart, the paper offers lead agencies that choose to analyze GCC impacts in their CEQA documents a set of eight alternative approaches for doing so. Below is a summary of these eight approaches:

1. No Analysis

Under this approach, a lead agency would choose not to assess a project's GHG emissions or GCC impacts, either because of the lack of government guidance or because the agency concluded that there is insufficient scientific evidence to allow a meaningful project-specific assessment.

2. Screening Analysis

This approach would exempt from detailed analyses projects that, based on a threshold or other "screen" established by the lead agency, would not make significant contributions to GCC. One possible screen is a project's significance impact for emissions of criteria air pollutants, since emissions of these pollutants and of GHG tend to follow similar patterns.

3. Qualitative Analysis Without Significance Determination

After making a good-faith effort, a lead agency might conclude that there is insufficient scientific evidence for determining the significance of the GCC impacts of a specific project and that such a determination would, therefore, be overly speculative. Using this approach, the lead agency would discuss GHG emissions and GCC impacts but would not make a significance determination.

4. Qualitative Analysis with Significance Determination

Under this approach, the lead agency would discuss GCC impacts qualitatively and would proceed to make a significance determination based on the qualitative analysis.

5. Quantitative Analysis Without Significance Determination

For certain projects — in particular, general plan updates — it might be possible to estimate an inventory of past, current, and future GHG emissions. A lead agency would quantify GHG emissions from its project but would decline to make a significance determination, using the supporting arguments mentioned under approaches 1 and 3.

6. Quantitative Analysis with Net-Zero Threshold

Using this approach, a lead agency would quantify a project's GHG emissions and compare them against a significance threshold of no net increase in such emissions. Under this approach, most projects would be found to have a significant impact since few of them would be able to completely offset their contribution to GHG emissions.

7. Analysis Relative to California GHG Emissions-Reduction Strategies

A lead agency could base its significance determination on whether a project implements all feasible and applicable emissions-reduction strategies contained in the California Climate Action Team's (CAT) 2006 "Report to the Governor" (see appendix A of AEP's paper). A similar approach could be used for projects in counties or cities that have an adopted GHG emissions-reduction plan.

8. Use of Partial Exemption and Tiering and Projects "Within the Scope"

This approach incorporates three streamlining techniques available under CEQA: the "partial exemption" provision (CEQA Guidelines §15183), the "tiering" provision (CEQA Guidelines §15152), and the provision for projects found to be "within the scope" of an earlier program EIR (CEQA Guidelines §15168).

The paper advises that since no individual project would generate sufficient GHG emissions to significantly influence GCC, the issue should be addressed in the context of a cumulative, rather than project-specific, impact. To further assist lead agencies that choose to analyze GCC impacts under CEQA, AEP's white paper also provides a list of potential

... until sufficient information is developed by state agencies on climate-change risks, CEQA documents should make a good-faith effort to assess a project's potential GCC impacts, with recognized limitations.

continued on page 7

APA Divisions*continued from page 2*

- members to partially reimburse for the cost of maintaining the AICP certification.
- The **Transportation Division** is working on a number of initiatives, including the Airports Committee. The Division is also developing a mentoring program and revitalizing its Policy Advisory Council that will provide expertise on a range of transportation-related topics.
 - The **Urban Design and Preservation Division** hosts a nationwide Design Forum Series to engage planners and allied professionals in design-oriented planning.

To conclude, before you complete your membership renewal, take another look at that bottom left corner of the application form directly right of this article and consider joining one or more Divisions. It is a simple task to hand-write the Divisions you want to join on the renewal form – and well worth the time and modest cost to do so.

Global Warming*continued from page 4*

adverse impacts related to GCC that might affect California and that, therefore, could be addressed in CEQA documents. A partial list of effects includes:

- More severe heat, which would lead to more wildfires, worsen air pollution, and cause heat-related public-health problems.
- Rising sea levels, which would increase stress on levees and exacerbate coastal erosion and flooding.
- Greater incidence of climate-sensitive diseases such as malaria and encephalitis.
- More frequent droughts, which would decrease food and water supplies and worsen water quality.

AEP's paper also discusses the mitigation of GCC impacts, including through on-site design features, off-site mitigation, and carbon-offset programs. It cautions, though, that in most cases, the extent of GCC impacts at specific locations is uncertain and that mandating mitigation without a clear connection between a project and its GCC-related impacts might fall afoul of CEQA. The paper acknowledges that specific project-impact analyses are not feasible for certain locations. However, it concludes by advising that until sufficient information is developed by state agencies on climate-change risks, CEQA documents should make a good-faith effort to assess a project's potential GCC impacts, with recognized limitations.

For readers interested in more detailed information on this topic, AEP's white paper is available at www.califaep.org/climate%20change/default.html.

Michael Hendrix is an air quality scientist with the Chambers Group and is a primary author of AEP's white paper mentioned in the article. Niko Letunic is a founding partner of Eisen\Letunic, a Bay Area-based transportation, environmental and urban planning firm.

City of San Gabriel Receives "Award of Excellence"

The Southern California Association of Government's (SCAG) recently conferred an "Award of Excellence" to the City of San Gabriel for the Valley Vision: Valley Boulevard Neighborhoods Sustainability Plan and an "Award for Achievement" to the City of Ontario for the New Model Colony. PBS&J developed urban plans for both projects.

For more information, please see <http://www.pbsj.com/Press/Releases/Dis>.

How to Login for the First Time

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

