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**BUILDING AND DEVELOPMENT  
SERVICES DEPARTMENT**

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**DEVELOPMENT ENGINEERING QUARTERLY NEWSLETTER**  
**APRIL 2009**

Welcome to the 10<sup>th</sup> edition of the Development Engineering Quarterly Newsletter! Development Engineering is a division within the Building and Development Services Department (BDSD) and creates these bulletins to keep local consultants, developers, and interested parties up-to-date on changes and improvements the City is making within the sphere of development. The next newsletter is scheduled for July.

**Development Engineering Update**

As a result of the economic slowdown in development activity, Development Engineering has been backfilling a portion of its time with other engineering work. The Capital Project Services Department has experienced cuts to open job positions; therefore, it is logical that Development Engineering help out with this work. There is a mutual understanding that Development Engineering will diligently work on available capital projects as necessary, but private development projects submitted for review will be given first priority.

**Tentative Maps and Expiration Dates**

In these slow development times, don't forget to track your projects and the tentative map expiration dates. As a reminder, the Governor signed SB 1185 into law on July 15, 2008. The Bill effectively extends the life of any currently valid Tentative Subdivision Map by a period of one year. The extension granted by the state carries with it any associated discretionary approvals (see Section 66452.21 of the Bill, and its sub-sections). The bill is included as Attachment A.

**Storm Water Pollution Prevention Plan (SWPPP) Updates**

With the advent of dry summer weather, many are tempted to stop complying with their SWPPP. This has the potential to be a very expensive mistake. It is a well documented fact that even the driest of summers can include thunderstorms. If an illicit discharge occurs from a construction site during one of these storms, and it is found that the SWPPP had been neglected, then the discharger will be liable for both State and local fines.

A wiser approach is to prepare and/or amend the SWPPP to account for dry weather best management practices (BMP's). A SWPPP amended for dry weather BMP provisions will help keep SWPPP maintenance costs down. At a minimum, the dry weather SWPPP should include a stock pile of needed supplies, a plan for tracking the weather forecast, and a plan for rapid implementation when rain is in the forecast.

**Miscellaneous Design Standards & Policies**

- *Chico Municipal Code Chapter 18R - Class 2 Concrete*  
The CMC improvement standards and construction specifications require class "A" type concrete for the construction of all curbs, gutters, sidewalks, driveways, accessible ramps, alleys, and storm drain inlets. Section 90 of the Caltrans specifications does not include a class "A" portland cement. Class 2 as listed in the current Caltrans specifications will be an acceptable material (substitution).
- *Chico Municipal Code Chapter 18R - Standard S-18E and S-18F*  
The CMC design standards do not provide provisions for base material under alleys and other public ways. Depending on the type of soil, please incorporate the appropriate subgrade material into the design of all alleys and other public ways typical section.

## **General Plan Update**

- ***Housing Element.***

At a March 17, 2009 joint Council/Planning Commission meeting, the General Plan Team provided an overview of the most important aspects of the Draft Housing Element, received Council, Commission and public input, and was provided direction to forward the public review Draft Housing Element to California Department of Housing and Community Development (HCD) for a required 60-day review period. The Project Team will return to the Commission and Council later this summer for a public hearing and approval process in order to meet HCD's adopted Housing Element submittal date of August 30, 2009.

- ***Recent Public Outreach.***

Since Council's consideration of the land use alternatives in Fall 2008, the Project Team has been leading extensive public outreach to gather feedback on key policy questions. Identification of the key policy questions was informed by a review of the existing General Plan, new legislative mandates, and issues raised during the course of the project. The recent public outreach was comprehensive and included five stakeholder meetings, four General Plan Advisory Committee (GPAC) meetings, an Ad Hoc Downtown Committee meeting, two Sustainability Task Force meetings and a community workshop. The public was engaged by responding to policy questions (on infill, mixed use, Downtown issues, sustainability, economic development, traffic/circulation, etc.) that are critical to the success of the Preferred Land Use Alternative's ability to accommodate Chico's growth over the next twenty years. Summaries of presentations given, questions asked, and the feedback received at the workshop and meetings is available on the dedicated Chico 2030 General Plan Update website at [www.chicogeneralplan.com](http://www.chicogeneralplan.com).

- ***Special Joint Council/Planning Commission Meetings***

From 1 p.m. to 6 p.m. on April 28<sup>th</sup> and 2 p.m. to 7 p.m. on May 13<sup>th</sup>, there will be joint Council/Commission work sessions on the key policy issues. Council and Commission direction is critical to the Project Team in preparing draft Goals, Policies and Actions for the 2030 General Plan. At the April 28<sup>th</sup> work session, the Project Team will present policy issues by documenting how each relates to the 2030 Vision and previous Council direction, summarizing the recent public outreach, and providing policy framework recommendations to address each issue. The April 28<sup>th</sup> work session topics are infill, mixed use, agricultural buffers/transitions, complete streets, the inner ring transportation corridor, alternative level of service standards, and planned roadways to improve circulation. The May 13<sup>th</sup> work session will address the topics of Downtown, sustainability and economic development. Following Council and Commission direction on the key policy issues, the Project Team will continue work on the draft policy document, environmental analysis, and Public Facilities Finance Plan. The public review Draft General Plan and Draft Environmental Impact Report are scheduled to be available in October 2009.

*All meeting notes and relevant documents related to the General Plan Update are available on the General Plan website (<http://www.chicogeneralplan.com>). Contact Principal Planner Brendan Vieg at 879-6806 or [bvieg@ci.chico.ca.us](mailto:bvieg@ci.chico.ca.us) with any questions.*

## **Training Opportunity – Traffic and Pedestrian Safety**

The City of Chico will host an American Public Works Association (APWA) Audio/Web Broadcast, "Traffic Mediation – Neighborhood and Pedestrian Safety" on May 21, 2009 from 8:00 a.m. to 10:00 PST in Conference Room 1 of the Council Chambers. There is no charge for you to attend this teleconference. The City of Chico has paid the registration fee which allows for unlimited listeners per connection. Please RSVP Sam Harrison if you would like to attend the class at 879-6906 or by email: [slharris@ci.chico.ca.us](mailto:slharris@ci.chico.ca.us). Refer to Attachment B for additional details.

## **Future Meetings**

Please contact Amie McAllister at 879-6911 or [amcallis@ci.chico.ca.us](mailto:amcallis@ci.chico.ca.us) if you have any comments or suggestions for a future meeting.

## **Attachments:**

Attachment A – Senate Bill No. 1185

Attachment B – Traffic Impact Studies, Web Seminar Information

# ATTACHMENT A

## Senate Bill No. 1185

### CHAPTER 124

An act to amend Sections 66452.6 and 66463.5 of, to add Section 66452.21 to, and to amend and renumber Sections 66452.11 and 66452.12 of, the Government Code, relating to land use, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor July 15, 2008. Filed with  
Secretary of State July 15, 2008.]

#### LEGISLATIVE COUNSEL'S DIGEST

SB 1185, Lowenthal. Land use: subdivision maps.

(1) The Subdivision Map Act establishes a statewide regulatory framework for controlling the subdividing of land. It generally requires a subdivider to submit, and have approved by, the city, county, or city and county in which the land is situated a tentative or vesting tentative map, which confers a vested right to proceed with development in substantial compliance with specified ordinances, policies, and standards. The act provides for the expiration of tentative or vesting tentative maps, after specified periods of time, and specifically extends by 12 months the expiration date of any tentative or vesting tentative map or parcel map for which a tentative or vesting tentative map has been approved that had not expired on May 15, 1996. This extension is in addition to any other extension of the expiration date provided for in specified provisions of the act. Any legislative, administrative, or other approval by any local agency, state agency, or other political subdivision of the state that pertains to a development project included in a map that is extended is to be extended by 12 months under specified conditions.

This bill would extend the applicable expiration date to 12 months, as specified, for any vesting tentative map, in addition to a tentative map, generally, that has not expired as of the date adding these provisions and that will expire, as specified, before January 1, 2011. By adding to the procedures officials in counties, cities, and cities and counties must follow, this bill would impose a state-mandated local program.

(2) The Subdivision Map Act provides that when a tentative map is required, an approved or conditionally approved tentative map must expire 24 months after its approval or conditional approval, or after any additional time period as prescribed by local ordinance, not to exceed an additional 12 months. A subdivider may file with the appropriate legislative body, prior to the expiration of the approved or conditionally approved tentative map, an application to extend the time at which the map will expire for a period or periods not to exceed a total of 5 years.

This bill instead would allow the subdivider to file an application to extend the time at which the map will expire for a period or periods not to exceed a total of 6 years. By adding to the procedures officials in counties, cities, and cities and counties must follow, this bill would impose a state-mandated local program.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

(4) This bill would declare that it is to take effect immediately as an urgency statute.

*The people of the State of California do enact as follows:*

SECTION 1. Section 66452.6 of the Government Code is amended to read:

66452.6. (a) (1) An approved or conditionally approved tentative map shall expire 24 months after its approval or conditional approval, or after any additional period of time as may be prescribed by local ordinance, not to exceed an additional 12 months. However, if the subdivider is required to expend one hundred seventy-eight thousand dollars (\$178,000) or more to construct, improve, or finance the construction or improvement of public improvements outside the property boundaries of the tentative map, excluding improvements of public rights-of-way which abut the boundary of the property to be subdivided and which are reasonably related to the development of that property, each filing of a final map authorized by Section 66456.1 shall extend the expiration of the approved or conditionally approved tentative map by 36 months from the date of its expiration, as provided in this section, or the date of the previously filed final map, whichever is later. The extensions shall not extend the tentative map more than 10 years from its approval or conditional approval. However, a tentative map on property subject to a development agreement authorized by Article 2.5 (commencing with Section 65864) of Chapter 4 of Division 1 may be extended for the period of time provided for in the agreement, but not beyond the duration of the agreement. The number of phased final maps that may be filed shall be determined by the advisory agency at the time of the approval or conditional approval of the tentative map.

(2) Commencing January 1, 2005, and each calendar year thereafter, the amount of one hundred seventy-eight thousand dollars (\$178,000) shall be annually increased by operation of law according to the adjustment for inflation set forth in the statewide cost index for class B construction, as determined by the State Allocation Board at its January meeting. The effective date of each annual adjustment shall be March 1. The adjusted amount shall apply to tentative and vesting tentative maps whose applications were received after the effective date of the adjustment.

(3) “Public improvements,” as used in this subdivision, include traffic controls, streets, roads, highways, freeways, bridges, overcrossings, street interchanges, flood control or storm drain facilities, sewer facilities, water facilities, and lighting facilities.

(b) (1) The period of time specified in subdivision (a), including any extension thereof granted pursuant to subdivision (e), shall not include any period of time during which a development moratorium, imposed after approval of the tentative map, is in existence. However, the length of the moratorium shall not exceed five years.

(2) The length of time specified in paragraph (1) shall be extended for up to three years, but in no event beyond January 1, 1992, during the pendency of any lawsuit in which the subdivider asserts, and the local agency which approved or conditionally approved the tentative map denies, the existence or application of a development moratorium to the tentative map.

(3) Once a development moratorium is terminated, the map shall be valid for the same period of time as was left to run on the map at the time that the moratorium was imposed. However, if the remaining time is less than 120 days, the map shall be valid for 120 days following the termination of the moratorium.

(c) The period of time specified in subdivision (a), including any extension thereof granted pursuant to subdivision (e), shall not include the period of time during which a lawsuit involving the approval or conditional approval of the tentative map is or was pending in a court of competent jurisdiction, if the stay of the time period is approved by the local agency pursuant to this section. After service of the initial petition or complaint in the lawsuit upon the local agency, the subdivider may apply to the local agency for a stay pursuant to the local agency’s adopted procedures. Within 40 days after receiving the application, the local agency shall either stay the time period for up to five years or deny the requested stay. The local agency may, by ordinance, establish procedures for reviewing the requests, including, but not limited to, notice and hearing requirements, appeal procedures, and other administrative requirements.

(d) The expiration of the approved or conditionally approved tentative map shall terminate all proceedings and no final map or parcel map of all or any portion of the real property included within the tentative map shall be filed with the legislative body without first processing a new tentative map. Once a timely filing is made, subsequent actions of the local agency, including, but not limited to, processing, approving, and recording, may lawfully occur after the date of expiration of the tentative map. Delivery to the county surveyor or city engineer shall be deemed a timely filing for purposes of this section.

(e) Upon application of the subdivider filed prior to the expiration of the approved or conditionally approved tentative map, the time at which the map expires pursuant to subdivision (a) may be extended by the legislative body or by an advisory agency authorized to approve or conditionally approve tentative maps for a period or periods not exceeding a total of six years. The period of extension specified in this subdivision shall be in

addition to the period of time provided by subdivision (a). Prior to the expiration of an approved or conditionally approved tentative map, upon an application by the subdivider to extend that map, the map shall automatically be extended for 60 days or until the application for the extension is approved, conditionally approved, or denied, whichever occurs first. If the advisory agency denies a subdivider's application for an extension, the subdivider may appeal to the legislative body within 15 days after the advisory agency has denied the extension.

(f) For purposes of this section, a development moratorium includes a water or sewer moratorium, or a water and sewer moratorium, as well as other actions of public agencies which regulate land use, development, or the provision of services to the land, including the public agency with the authority to approve or conditionally approve the tentative map, which thereafter prevents, prohibits, or delays the approval of a final or parcel map. A development moratorium shall also be deemed to exist for purposes of this section for any period of time during which a condition imposed by the city or county could not be satisfied because of either of the following:

(1) The condition was one that, by its nature, necessitated action by the city or county, and the city or county either did not take the necessary action or by its own action or inaction was prevented or delayed in taking the necessary action prior to expiration of the tentative map.

(2) The condition necessitates acquisition of real property or any interest in real property from a public agency, other than the city or county that approved or conditionally approved the tentative map, and that other public agency fails or refuses to convey the property interest necessary to satisfy the condition. However, nothing in this subdivision shall be construed to require any public agency to convey any interest in real property owned by it. A development moratorium specified in this paragraph shall be deemed to have been imposed either on the date of approval or conditional approval of the tentative map, if evidence was included in the public record that the public agency which owns or controls the real property or any interest therein may refuse to convey that property or interest, or on the date that the public agency which owns or controls the real property or any interest therein receives an offer by the subdivider to purchase that property or interest for fair market value, whichever is later. A development moratorium specified in this paragraph shall extend the tentative map up to the maximum period as set forth in subdivision (b), but not later than January 1, 1992, so long as the public agency which owns or controls the real property or any interest therein fails or refuses to convey the necessary property interest, regardless of the reason for the failure or refusal, except that the development moratorium shall be deemed to terminate 60 days after the public agency has officially made, and communicated to the subdivider, a written offer or commitment binding on the agency to convey the necessary property interest for a fair market value, paid in a reasonable time and manner.

SEC. 2. Section 66452.11 of the Government Code, as added by Section 6 of Chapter 612 of the Statutes of 2007, is amended and renumbered to read:

66452.14 (a) Pursuant to the provisions of subparagraph (E) of paragraph (2) of subdivision (a) of Section 66427.1, the subdivider shall give written notice of the intent to convert 180 days prior to the termination of tenancy in the form outlined in subdivision (b), to each tenant of the subject property.

(b) The notice shall be as follows:

“To the occupant(s) of \_\_\_\_\_:  
(address)

The owner(s) of this building, at (address), plans to convert this building to a (condominium, community apartment, or stock cooperative project). This is a notice of the owner’s intention to convert the building to a (condominium, community apartment, or stock cooperative project).

A tentative map to convert the building to a (condominium, community apartment, or stock cooperative project) was approved by the City on \_\_\_\_\_. If the City approves a final map, you may be required to vacate the premises, but that cannot happen for at least 180 days from the date this notice was served upon you.

Any future notice given to you to terminate your tenancy because of the conversion cannot be effective for at least 180 days from the date this notice was served upon you. This present notice is not a notice to terminate your tenancy; it is not a notice that you must now vacate the premises.

\_\_\_\_\_  
(signature of owner or owner’s agent)  
\_\_\_\_\_  
(date)”

The written notices to tenants required by this section shall be deemed satisfied if such notices comply with the legal requirements for service by mail.

SEC. 3. Section 66452.12 of the Government Code, as added by Section 7 of Chapter 612 of the Statutes of 2007, is amended and renumbered to read:

66452.15 (a) Pursuant to subparagraph (F) of paragraph (2) of subdivision (a) of Section 66427.1, the subdivider shall give written notice within five days after receipt of the subdivision public report to each tenant of his or her exclusive right for at least 90 days after issuance of the subdivision public report to contract for the purchase of his or her respective unit in the form outlined in subdivision (b).

(b) The notice shall be as follows:

“To the occupant(s) of \_\_\_\_\_:  
(address)

The owner(s) of this building, at (address), have received the final subdivision report on the proposed conversion of this building to a (condominium, community apartment, or stock cooperative project). Commencing on the date of issuance of the subdivision public report, you have the exclusive right for 90 days to contract for the purchase of your rental unit upon the same or more favorable terms and conditions than the unit will initially be offered to the general public.

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(signature of owner or owner's agent)

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(date)"

The written notices to tenants required by this section shall be deemed satisfied if the notices comply with the legal requirements for service by mail.

SEC. 4. Section 66452.21 is added to the Government Code, to read:

66452.21. (a) The expiration date of any tentative or vesting tentative subdivision map or parcel map for which a tentative or vesting tentative map, as the case may be, has been approved that has not expired on the date that the act that added this section became effective and that will expire before January 1, 2011, shall be extended by 12 months.

(b) The extension provided by subdivision (a) shall be in addition to any extension of the expiration date provided for in Section 66452.6, 66452.11, 66452.13, or 66463.5.

(c) Any legislative, administrative, or other approval by any state agency that pertains to a development project included in a map that is extended pursuant to subdivision (a) shall be extended by 12 months if this approval has not expired on the date that the act that added this section became effective. This extension shall be in addition to any extension provided for in Section 66452.13.

(d) For purposes of this section, the determination of whether a tentative subdivision map or parcel map expires before January 1, 2011, shall count only those extensions of time pursuant to subdivision (e) of Section 66452.6 or subdivision (e) of Section 66463.5 approved on or before the date that the act that added this section became effective and any additional time in connection with the filing of a final map pursuant to subdivision (a) of Section 66452.6 for a map that was recorded on or before the date that the act that added this section became effective. The determination shall not include any development moratorium or litigation stay allowed or permitted by Section 66452.6 or 66463.5.

SEC. 5. Section 66463.5 of the Government Code is amended to read:

66463.5. (a) When a tentative map is required, an approved or conditionally approved tentative map shall expire 24 months after its approval or conditional approval, or after any additional period of time as may be prescribed by local ordinance, not to exceed an additional 12 months.



(b) The expiration of the approved or conditionally approved tentative map shall terminate all proceedings, and no parcel map of all or any portion of the real property included within the tentative map shall be filed without first processing a new tentative map. Once a timely filing is made, subsequent actions of the local agency, including, but not limited to, processing, approving, and recording, may lawfully occur after the date of expiration of the tentative map. Delivery to the county surveyor or city engineer shall be deemed a timely filing for purposes of this section.

(c) Upon application of the subdivider filed prior to the expiration of the approved or conditionally approved tentative map, the time at which the map expires may be extended by the legislative body or by an advisory agency authorized to approve or conditionally approve tentative maps for a period or periods not exceeding a total of six years. Prior to the expiration of an approved or conditionally approved tentative map, upon the application by the subdivider to extend that map, the map shall automatically be extended for 60 days or until the application for the extension is approved, conditionally approved, or denied, whichever occurs first. If the advisory agency denies a subdivider's application for an extension, the subdivider may appeal to the legislative body within 15 days after the advisory agency has denied the extension.

(d) (1) The period of time specified in subdivision (a) shall not include any period of time during which a development moratorium, imposed after approval of the tentative map, is in existence. However, the length of the moratorium shall not exceed five years.

(2) Once a moratorium is terminated, the map shall be valid for the same period of time as was left to run on the map at the time that the moratorium was imposed. However, if the remaining time is less than 120 days, the map shall be valid for 120 days following the termination of the moratorium.

(e) The period of time specified in subdivision (a), including any extension thereof granted pursuant to subdivision (c), shall not include the period of time during which a lawsuit involving the approval or conditional approval of the tentative map is, or was, pending in a court of competent jurisdiction, if the stay of the time period is approved by the local agency pursuant to this section. After service of the initial petition or complaint in the lawsuit upon the local agency, the subdivider may apply to the local agency for a stay pursuant to the local agency's adopted procedures. Within 40 days after receiving the application, the local agency shall either stay the time period for up to five years or deny the requested stay. The local agency may, by ordinance, establish procedures for reviewing the requests, including, but not limited to, notice and hearing requirements, appeal procedures, and other administrative requirements.

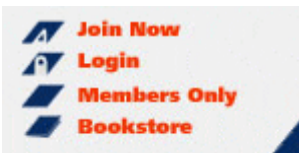
(f) For purposes of this section, a development moratorium shall include a water or sewer moratorium or a water and sewer moratorium, as well as other actions of public agencies that regulate land use, development, or the provision of services to the land, including the public agency with the authority to approve or conditionally approve the tentative map, which thereafter prevents, prohibits, or delays the approval of a parcel map.

(g) Notwithstanding subdivisions (a), (b), and (c), for the purposes of Chapter 4.5 (commencing with Section 66498.1), subdivisions (b), (c), and (d) of Section 66498.5 shall apply to vesting tentative maps prepared in connection with a parcel map except that, for purposes of this section, the time periods specified in subdivisions (b), (c), and (d) of Section 66498.5 shall be determined from the recordation of the parcel map instead of the final map.

SEC. 6. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

SEC. 7. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to permit cities, counties, and a city and county to preserve development applications that are set to expire and that cannot be processed presently due to prevailing adverse economic conditions in the construction industry, it is necessary that this act take immediate effect.



Tuesday, April 28


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Date(s): May 21, 2009

Schedule: 8:00a - 10:00a Pacific 10:00a - 12:00p Central  
9:00a - 11:00a Mountain 11:00a - 1:00p Eastern

Location: Audio/Web Broadcast

Cost: Members: \$150.00 per site  
Non Members: \$200.00 per site

Register Wednesday, May 20, 2009

by: *After this date, please contact Carrie Merker at (800) 848-2792 or [education@apwa.net](mailto:education@apwa.net).*

### [Register Online!](#)

**Description:** Just as roads are made safe for the driving public, it is equally important to ensure safe conditions for neighborhoods and pedestrians. Discover the benefits of integrating your neighborhood traffic calming, intersection safety and pedestrian/bicycle safety programs to promote effectiveness.

Join us in this session to learn about public works professionals are managing today's - and planning for tomorrow's - traffic.

Dave Zelenok, P.E., will explain how "smart growth," traditional neighborhood design, new urbanism, transit-oriented development and neighborhood traffic calming techniques are changing how public works professionals are managing today's - and planning for tomorrow's traffic. Learn about how state-of-the-art traffic engineering techniques and smart growth concepts can improve a sense of community, enhance neighborhood and pedestrian safety and reduce traffic volumes and speeds.

Ian Lockwood, P.E., will explain the important differences between the related components of street design (i.e., traffic calming measures, streetscaping, route modification measures, and traffic control devices) for applications and policy. You'll hear about case studies employing "periodic measures", "cross-section measures" and "periodic and cross-section measures", all from theory to practice. Ian will also cover the newest frontiers of traffic calming.

Traffic calming and traffic mitigation/mediation measures are "right in your face" changes to a person's home environment. Without using advanced public process and civic engagement techniques, traffic calming can meet up with its own road blocks. Dan Burden will draw from his work in over 200 neighborhood traffic calming projects to show how the science of civic engagement frames and fuels the success of these important projects.

You'll leave with an understanding of emerging trends affecting design standards, traffic flow and neighborhood planning - both successes and challenges coming soon to a community near you.

After viewing this program, participants will better be able to:

- Compare, design and implement traffic calming techniques – and avoid common mistakes and hazards to pedestrians
- Identify smart growth techniques - and hidden agendas - to convince your governing body of the benefits and risks of adopting them
- Identify new traffic calming designs for streets in new urbanist, neo-traditional, transit-oriented development and co-housing development plans
- Identify the important differences between the related components of street design (i.e., traffic calming measures, streetscaping, route modification measures, and traffic control devices) for applications and policy
- Identify what categories of traffic calming measures are available for different types of streets
- Identify the newest frontiers of traffic calming
- Explain the difference between traffic calming and context-sensitive street design
- Explain how to market to and bring all stakeholders together
- Explain the role of the citizen and citizens groups to bring about traffic calming success
- Identify best practices and case studies

This program has been approved for .2 CEUs or 2 PDHs. The form to request these credits is included in the handouts for this program. Please note there is a \$5 fee per individual requesting CEUs.

Fax registration form:  
[09CLLTraffic\\_WEB.pdf](#)

Speaker: **Dan Burden**

Dan Burden is an internationally recognized photographer and authority on bicycle and pedestrian facilities and programs, livable communities, healthy streets, smart growth, traffic calming, and other design and planning concepts and tools bonding urban land form with transportation. Dan helped initiate and has thirty-five years of experience in the active living and livable communities field. He served for 16 years as Florida DOT's first State Bicycle and Pedestrian Coordinator. This program became a model for all statewide programs. In 1996 Dan founded Walkable Communities, Inc. This nonprofit group assists North American communities in becoming more walkable, more complete. In 2005 Dan and Walkable Communities joined Glattig Jackson Kercher Anglin, Inc., where Dan now works as a Principal and Senior Urban Designer. Glattig Jackson is recognized throughout North America for its excellence in context sensitivity, healthy and livable communities designs. The firm's innovative urban transportation planning/urban design section attracts, sparks and fuels the creative spirit of the most talented street, neighborhood and town makers. For more info, go to: [www.glattig.com](http://www.glattig.com) or [www.walkable.org](http://www.walkable.org)



Speaker: **Dave Zelenok, P.E.**

Dave Zelenok has thirty years of senior transportation-related management experience at the municipal, state, federal levels as well as a consulting engineer managing the "full spectrum" of transportation and public works operations, including Aviation, Mass Transit, Traffic Engineering, Toll Highway, Street Maintenance, Engineering Design, Construction Services

He is currently the City of Centennial, Colorado's first full-time Director of Public Works (pop. 110,000, incorporated 2001). In that capacity, he oversees the operation, maintenance, engineering design, traffic engineering and capital improvements for the metro Denver area community. Last year, the city outsourced the entire Public Works Department under his direction, in a move which is thought to be the largest public-to-private conversion of its kind in the nation.

Dave holds a Bachelor's Degree in Civil Engineering from the US Air Force Academy and a Masters Degree in Engineering from the University of Texas at Austin, and is registered as a Professional Engineer in the State of Colorado and the Commonwealth of Pennsylvania.



Speaker: **Ian Lockwood, P.E.**

Ian Lockwood, P.E., is a Principal and Senior Transportation Planner with Glattig Jackson. Mr. Lockwood has Bachelor and Masters Degrees in Civil Engineering from Carleton University in Canada. He is a pioneer and leader in the fields of context-sensitive solutions and traffic calming. Mr. Lockwood's work has won awards from the Institute of Transportation Engineers, the American Planning Association, and the American Society of Landscape Architects. He is well published and has been an expert panelist and speaker at conferences and seminars in the United States and abroad. Mr. Lockwood formally headed the City of West Palm Beach's Transportation Planning Division, where, with the goal of revitalizing a "challenged" inner city, he emplaced community-oriented transportation policies. He also was the lead on some of the most comprehensive and attractive community-oriented street plans in the nation, and he worked with developers to shelve their standard site plans in favor of urban versions. Ian led the CSS plan for State Route 50 in Middleburg, VA and is wrapping-up thirteen pilot projects on integrating land use and transportation for the New Jersey Department of Transportation.

Mr. Lockwood is a nationally recognized expert in the growing field of traffic calming. In 1997, Mr. Lockwood won the Past Presidents' Award of the Institute of Transportation Engineers for his Traffic Calming Plan for Route 50. He is well published and has been an expert panelist and speaker at conferences and seminars both in the United States and abroad. Mr. Lockwood also enjoys giving guest lectures at universities; conducting workshops for various professional organizations; and reviewing transportation planning research.



Speaker: **MODERATOR: Thomas G. Swenson, P.E., PTOE**

Principal, Transystems Corporation, Kansas City, Missouri

Tom Swenson is currently a Principal and Senior Vice President with TranSystems in its Kansas City, Missouri office. With his early training and experience in traffic engineering, Mr. Swenson had addressed myriad safety issues on all types of streets and highways, including neighborhood streets.

During his 31-year career, Tom has been involved in operational and safety



studies; intersection design projects; corridor studies, geometric design of streets, highways and interchanges; design of traffic control devices and street lighting; developing access management policies; and long-range transportation planning.

Tom graduated from the University of Kansas in 1977 with a degree in civil engineering and began his professional career with the Kansas Department of Transportation. He is a licensed Professional Engineer and certified as a Professional Traffic Operations Engineer.

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