



San Gabriel Valley Council of Governments
AGENDA AND NOTICE
OF THE MEETING OF THE SGVCOG PLANNING DIRECTORS
TECHNICAL ADVISORY COMMITTEE (TAC)
Thursday, April 26, 2018 – 12:00 PM

Chair: Craig Hensley
City of Duarte

Vice-Chair: Michael Huntley
City of Monterey Park

Members

Alhambra
Arcadia
Azusa
Baldwin Park
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Irwindale
La Verne
Monrovia
Monterey Park
Pomona
Rosemead
San Dimas
San Gabriel
Sierra Madre
South Pasadena
Temple City
Walnut
West Covina
LA County DRP

Thank you for participating in today's meeting. The Planners' Technical Advisory Committee encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Planners' Technical Advisory Committee are held on the fourth Thursday of each month at 12 PM at Upper San Gabriel Valley Municipal Water District-602 E. Huntington Dr., Suite B, Monrovia, CA 91016.* The Planners' Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Planners' Technical Advisory Committee meetings. Time is reserved at each regular meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE PLANNERS' TECHNICAL ADVISORY COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Planners' Technical Advisory Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Planners' Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Planners' Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



PRELIMINARY BUSINESS

3 MINUTES

1. Call to Order
2. Roll Call
3. Public Comment (*If necessary, the Chair may place reasonable time limits on all comments*)

CONSENT CALENDAR

2 MINUTES

(It is anticipated that the Committee may take action on the following matters)

4. Planners TAC Meeting Minutes – 03/22/2018 -- Page 1
Recommended Action: Approve.

ACTION ITEMS

PRESENTATIONS

25 MINUTES

5. City of Monterey Park’s South Garfield Village Specific Plan: Presentation by Michael Huntley, Director of Community and Economic Development, City of Monterey Park; and Shane Burkhardt, Manager of Urban Planning and Community Design, Michael Baker International
Recommended Action: For information only. -- Page 7

INFORMATION ITEMS

10 MINUTES

6. Metro Open Streets Cycle Three Grant: Presentation by Peter Duyshart, Project Assistant, SGVCOG -- Page 25
Recommended Action: For information only.

UPDATE ITEMS

15 MINUTES

7. CicLAvia Heart of the Foothills Recap
Recommended Action: For information only.
8. Update on Measure M Subregional Fund Programming -- Page 35
Recommended Action: For information only.
9. ACE/COG Integration -- Page 37
Recommended Action: For information only.
10. Subcommittee on LA County Fire Department Compliance-- Page 39
Recommended Action: For information only.

EXECUTIVE DIRECTOR’S COMMENTS

CHAIR’S REPORT

2 MINUTES

11. Solicitation of presentation topics.
Recommended Action: For discussion.
12. Current City Projects
Recommended Action: Discuss the idea of a monthly presentation on city projects by TAC members.

ANNOUNCEMENTS

1 MINUTE

- May 24, 2018: Next Planning Directors’ TAC Meeting.

ADJOURN



SGVCOG Planners TAC Meeting Minutes

Date: March 22, 2018

Time: 12:00 P.M.

Location: Upper San Gabriel Valley Municipal Water District
602 E. Huntington Dr., Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order. The meeting was called to order at 12:14 P.M.
2. Roll Call

Planners TAC Members Present

P. Lam; Alhambra
M. Nakajima, Diamond Bar
C. Hensley, J. Golding; Duarte
J. Mikaelian, El Monte
M. Carnahan; Glendora
M. Simpson; Irwindale
M. Huntley, Monterey Park
L. Stevens; San Dimas
D. Whipple; San Gabriel
S. Reimers, Temple City
M. Kim, J. Drevno; LA County DRP

Planners TAC Members Absent

Arcadia
Azusa
Baldwin Park
Claremont
Covina
La Verne
Monrovia
Pomona
Rosemead
Sierra Madre
South Pasadena
Walnut
West Covina

SGVCOG Staff

P. Duyshart, Staff

3. Public Comment.

No public comment.

CONSENT CALENDAR

4. Planners TAC Meeting Minutes – 02/22/2018
There was a motion to approve the minutes (M/S: L. Stevens/J. Golding).

[Motion Passed]

Ayes	Alhambra, Diamond Bar, Duarte, El Monte, Glendora, Irwindale, Monterey Park, San Dimas, San Gabriel, Temple City, LA County DRP
Noes	
Abstain	
Absent	Arcadia, Azusa, Baldwin Park, Claremont, Covina, La Verne, Monrovia, Pomona, Rosemead, Sierra Madre, South Pasadena, Walnut, West Covina

ACTION ITEMS

PRESENTATIONS

5. City of Hope Specific Plan and EIR

J. Golding of the City of Duarte presented on this item. He noted that this presentation was the same presentation which was given to the Duarte City council, which very recently approved this specific plan. He first went over how the City of Hope Specific Plan will affect the City's General Plan and which zone changes will be necessary. Golding also noted that this process was a collaborative effort between the Cities of Duarte and Irwindale, because 90 acres of the City of Hope is within Duarte's city limits, and 25 acres falls within Irwindale's jurisdiction. He then provided an overview of the contents of the specific plan, which included elements such as: vision and goals, land use development and standards, mobility and streetscape, design guidelines, infrastructure and services, and administration and implementation. Additionally, the full buildout of the City of Hope's comprehensive Campus Plan would consist of approximately 1,426,000 square feet of new gross development, and this is a key reason why the specific plan is so necessary. Golding continued by talking about the 7 different main land use districts on the City of Hope property. He then concluded the first portion of his presentation by going over the CEQA and EIR portions of the specific plan process.

The majority of Mr. Golding presentation on the City of Hope Specific Plan centered around what makes the specific plan so unique from other municipal and local specific plans. The following components are some of the aspects that are unique to this specific plan, as detailed by Mr. Golding:

- 1.) Flexibility: The phasing plan showed how there would be 4 increments of 5 years each. Duarte however amended this plan significantly. The City is also allowing the City of Hope to have zoning flexibility in that the use table allows much more than hospital zoning. Landscaping requirements include requiring landscaping at edge conditions and at interior setbacks, too. The Development Project review relaxed compared to traditional process: The City of Duarte streamlined the approval process, including which items go to Planning Commission.
- 2.) Sustainable: The long-term sustainability provisions provide certainty and consistency for the City of Hope and surrounding residents. J. Golding also pointed out that there are sustainable development practices integrated into the specific plan, including energy efficiency, mobility, landscaping, healthy design, and complete streets principles. There are also traffic mitigation measures, too. The CoH must reduce demand but also increase supply.
- 3.) Parking: Duarte did not use standard parking ratios on this project; instead the City used a population-based parking system instead of an area-based parking system. The population ratios were calculated by Fehr and Peers. Golding explained how the unique Parking Tracking Supply System works and how it was developed. The parking locations throughout the campus are broken up into zones. Parking locations and traffic circulation and flow were also taken into consideration, too. Duarte made sure to have safety medians in the middle of main streets. Additionally, there is good access to Gold Line station and San Gabriel River greenway for those who reside or work at the City of Hope.
- 4.) Infrastructure Implementation
- 5.) Stormwater Mitigation: There are heavy mosquito problems in and near the San Gabriel River and the Settling Basins. Large bio-swales are prohibited due to vector concerns.
- 6.) Implementation Action Plan: The City of Hope Campus sometimes does things on its own, sometimes in a non-compliant way, like painting over mandatory fire lanes. Thus, the Cities of Duarte and Irwindale have to work together and be cognizant of how to effectively implement and enforce the Specific Plan.

Questions/Discussion: The following issues were discussed:

- C. Hensley added that the legal implications and components to this 5-year process and project added about 14 months to this process.
- J. Golding stressed that pre-development meetings are very pivotal during a process like this one, especially for the concept design processes.
- There was a question from a TAC member regarding how did the Community receive this specific plan? J. Golding responded that the City of Hope brought in many people to provide input on the project, and that the City of Hope did a solid job on conducting fair and transparent public outreach. They did that in order to address and quell rumors that Duarte, Irwindale, and the City of Hope colluded on the project in private. Moreover, residents did show some concerns about the noise from new buildings and traffic patterns.
- C. Hensley added that there were not too many negative comments or complaints from the public, and there seemed to be general support for the specific plan.
- Another TAC member asked about the extent of the coordination between Duarte and Irwindale on this project. Golding addressed how tasks were divided, and the level of communication between the two cities. He added that Irwindale was an excellent partner on this project.
- A third TAC member asked about residential components to this project, and if affordable housing was a factor here. J. Golding said that affordable housing was not brought up. However, residential zoning was allowed in “residential flex-zones,” but residential building is very limited on the City of Hope campus and in its vicinity. Golding was also asked by a TAC member about the relation of new zoning rules with housing element compliance, too.

DISCUSSION ITEMS

6. Solicitation and discussion of specific compliance issues with LA County Fire Department’s Fire Code Requirements

The Chair of the TAC, C. Hensley, facilitated and led the discussion on this topic. Similar to how he introduced this topic at February’s meeting, he stated that the purpose of discussing this item is to try to figure out how to proceed, and to identify the most common and pressing issues that cities have faced when interacting and working with the LA County Fire Department. If the cities of the TAC do decide to try to formally address a particular problem pertaining to difficulty with complying with the County’s fire code requirements, how can the TAC address a problem or problems, and which alternatives can the TAC consider?

Questions/Discussion: The following issues were discussed:

- One Planning Directors’ TAC member expressed deep concern with LA County Fire’s onerous and impractical 20-foot wide driveways requirement for properties which have a structure that is more than 150 feet from the street. This requirement conflicts with that member’s city’s planning code. This City has already tried to reach out to LA County Fire to ask the Department if it can create exceptions in their compliance code to allow this City to have more flexibility so that it improves its ability to meet its state-mandated housing requirements.
- A second TAC member added that while cities are becoming more multi-family and more dense in their housing stocks, LA County Fire’s zoning standards are still very conservative and have not evolved to changing demographics and density demands.
- A member also expressed frustration that communication between LA County Fire staff and his City’s staff has been very poor and ineffective, which delays project progression and plan checks. He thinks that the County Fire Department treats cities like they are burdens, even though they are under contract to provide fire prevention services to the City.

- Another TAC member feels that the largest overarching issue pertaining to municipal problems with County Fire is the customer service issues. This same member also remarked that the SGVCOG member-cities can turn these issues into an impact initiative, and that TAC cities can try to work on these issues to create better and more practical outcomes or changes in LA County Fire compliance policies and communications. The COG can be an effective avenue by which to pursue these changes, since the COG has more power and influence behind it, as it represents a plethora of SGV cities, rather than just one individual city. It would be helpful, he thinks, to use the COG as a resource in this situation.
- ***One member of the TAC expressed that he thinks it is beneficial to form a sub-committee, whose task would be to whittle down the current list of compliance and customer service problems, and get consensus on which issues are most important and should be brought up with LA County Fire. He made a motion to set up this sub-committee, and to bring the sub-committees suggested actions to the SGVCOG City Managers' Steering Committee.

There was a motion made to establish an ad hoc subcommittee to further discuss compliance issues between municipalities and LA County Fire, and to decide which issues should be resolved with LA County Fire. This subcommittee's final recommendations are to be presented to the Planning Directors' TAC and to the City Managers' Steering Committee (M/S: L. Stevens/M. Huntley).

[Motion Passed]

Ayes	Alhambra, Diamond Bar, Duarte, El Monte, Glendora, Irwindale, Monterey Park, San Dimas, San Gabriel, Temple City, LA County DRP
Noes	
Abstain	
Absent	Arcadia, Azusa, Baldwin Park, Claremont, Covina, La Verne, Monrovia, Pomona, Rosemead, Sierra Madre, South Pasadena, Walnut, West Covina

INFORMATION ITEMS

UPDATE ITEMS

7. Metro Measure M Subregional Administrative Funds Update

P. Duyshart of the SGVCOG provided the update on this item. He reminded Committee members that this item was first presented at the November Transportation Committee Meeting. Mr. Duyshart then summarized the three possible funding options to fund the COG's administrative transportation work. Under Option A, the COG would utilize the available \$37,600 in funding to offset the cost and work of existing staff. Option B would call for utilizing the available funding to hire a consultant to develop a five-year programming plan and conduct outreach to member agencies and other stakeholders. Option C would call for the approval of a special assessment on COG cities which would be equal to 0.5% of cities' Measure M local return funds for the initial 5-year period.

Duyshart concluded the update by recapping the decisions and actions of the other COG TACs pertaining to this budget issue. After considering the professional feedback and advice of the members of the various TACs, the COG has decided to postpone Option C and the possible hiring of a Transportation Planner, due to a worry that there would be too much confusion if Option C was adopted while the integration between the COG and ACE was ongoing, since COG staff promised COG member-cities that there would not be any extra costs associated with integrating the two departments. In January, the Transportation Committee supported this course of action.

Additionally, COG staff also provided this update to the Public Works TAC earlier this week. P. Duyshart did note though that COG staff may choose to pursue Option C again in Late 2018 or Early 2019 after Measure M subregional funds are allocated and programmed and the COG concludes that it needs to hire a Transportation Planner to program and coordinate transportation projects and funding in the SGV subregion.

8. Update on Measure M Subregional Fund Programming

P. Duyshart provided this update. He reminded Committee members that Metro's Measure M guidelines require each subregional entity, including the COG, to submit an MSP 5-Year Plan to the Metro Board of Directors for adoption. He then went over the funding that would be available for each subregional sub-program, as adopted by the Governing Board. Based on the funding allocation for each sub-program, SGVCOG staff will assign funding for the highest priority projects, mainly for active transportation projects, first/last mile projects, and highway efficiency projects. COG staff will identify the most important and highest-priority projects by consulting the COG's adopted Mobility Matrix. Mr. Duyshart alerted the Committee that COG staff will likely present a draft list of selected projects for Measure M funding at the Planners' TAC's April meeting, and that the Public Works TAC will also hear this presentation in April. After COG staff listens to the valuable input and feedback on the MSP 5-Year Plan programming list from the two TACs, COG staff will bring a revised draft list to the Transportation Committee, likely at that committee's May meeting. The SGVCOG Governing Board will need to formally approve the final draft of the proposed 5-Year programming project list, and the Governing Board will likely take up this item at its June or July meeting. P. Duyshart also reminded TAC members that each step in the project selection process, including presentations at TAC and Committee meetings, provides opportunities for members of the public to participate in this process and provide local perspectives.

9. CicLAvia Heart of the Foothills Planning Update

L. Stevens provided this update. He promoted the event to fellow TAC members and encouraged their respective cities to support this first-ever CicLAvia event in SGV history and to encourage their residents to attend this friendly active transportation event. Stevens stated that each participating City – San Dimas, La Verne, Pomona, and Claremont – will have a “hub” where there will be booths, games, activities, and food options, and that at least a couple of the hubs will have a pro-environment and “green” theme to them, as this event coincides with Earth Day, on Sunday, April 22. This intriguing event will run from approximately 9 a.m. to 4 p.m. Mr. Stevens also added that resident feedback regarding street closures to vehicular traffic in the weeks leading up to the event has been mostly positive.

10. Update on Metro Open Streets Cycle Three Grant

L. Stevens of the City of San Dimas provided the update on this item. Earlier that day, he attended the Metro Board meeting to recommend that the Metro Board change the funding mechanism and structure that Metro Staff had recommended. Many cities thought that Metro Staff had greatly underfunded this open streets grant on a per city basis, which would prevent cities from hosting multi-jurisdiction open streets events. L. Stevens and M. Creter of the SGVCOG had already received support for Stevens's funding recommendation from Metro's Planning and Programming Committee. L. Stevens then reported that J. Fasana made a motion for a \$200,000 per event minimum and an additional \$100,000 allotted to each City which was a part of a multi-city event proposal, but with a total cap of \$500,000 per event. The Metro Board ultimately decided to simply establish a \$500,000 cap for any open streets event proposal, and that Metro will use scoring over

anything else such as population ratios to determine allotted funding. The SGVCOG and its cities were mostly successful in its efforts to get the funding provisions amended.

EXECUTIVE DIRECTOR'S COMMENTS

There were no comments or announcements from or on behalf of the SGVCOG Executive Director.

CHAIR'S REPORT

- 11.** Solicitation of presentation topics
There was no discussion on this item.
- 12.** Current City Projects
There was no discussion of city projects.

ANNOUNCEMENTS

April 26th, next Planning Directors' TAC Meeting.

P. Duyshart announced that the SGVCOG Governing Board formally approved a resolution in opposition to SB 827 (Wiener).

ADJOURN

The meeting adjourned at 1:19 P.M.

REPORT

DATE: April 26, 2018

TO: SGVCOG Planning Directors' TAC

FROM: Marisa Creter, Executive Director

RE: City of Monterey Park's South Garfield Village Specific Plan

RECOMMENDED ACTION

For information only.

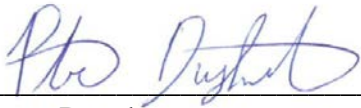
BACKGROUND


For the past few years, the City of Monterey Park has been vigorously working on developing a Specific Plan for the City's South Garfield Village neighborhood. This specific plan, like others adopted by other municipalities, is meant to be a guide for City staff, as well as South Garfield Village property owners and businesses, to assist and inform them when undertaking improvement projects and to make the neighborhood more cohesive and connected. The plan will provide a guide and suggestions for the design of new or renovated buildings, streets, sidewalks, active transportation infrastructure, and public gathering areas. This specific plan also aims to improve transportation options in the South Garfield Village, especially pertaining to transit access and active transportation.

The City of Monterey Park conducted thorough and inclusive community and public outreach in recent years to ensure that local residents were involved in the drafting of the specific plan and to give their residents a fair voice in the process. Public outreach activities included community workshops and walks, community design review events, and a public open house, in addition to presenting at Planning Commission and City Council meetings.

Michael Huntley, the Director of Community and Economic Development for the City of Monterey Park, and Shane Burkhardt, the Manager of Urban Planning and Community Design from Michael Baker International, the consulting firm that the City of Monterey Park employed to draft its South Garfield Village Specific Plan, will provide a presentation that goes in-depth about the process of developing the specific plan, as well as the various planning and zoning components of the specific plan.

REPORT

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – South Garfield Village Specific Plan Presentation Slides -- Page 9

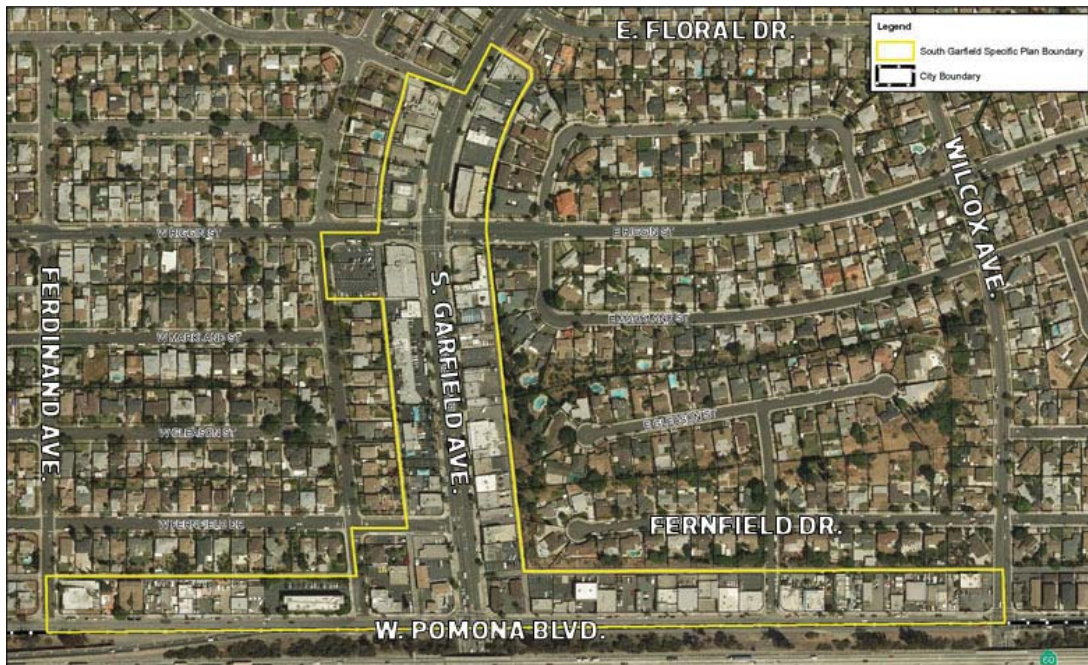


South Garfield Village Specific Plan Background

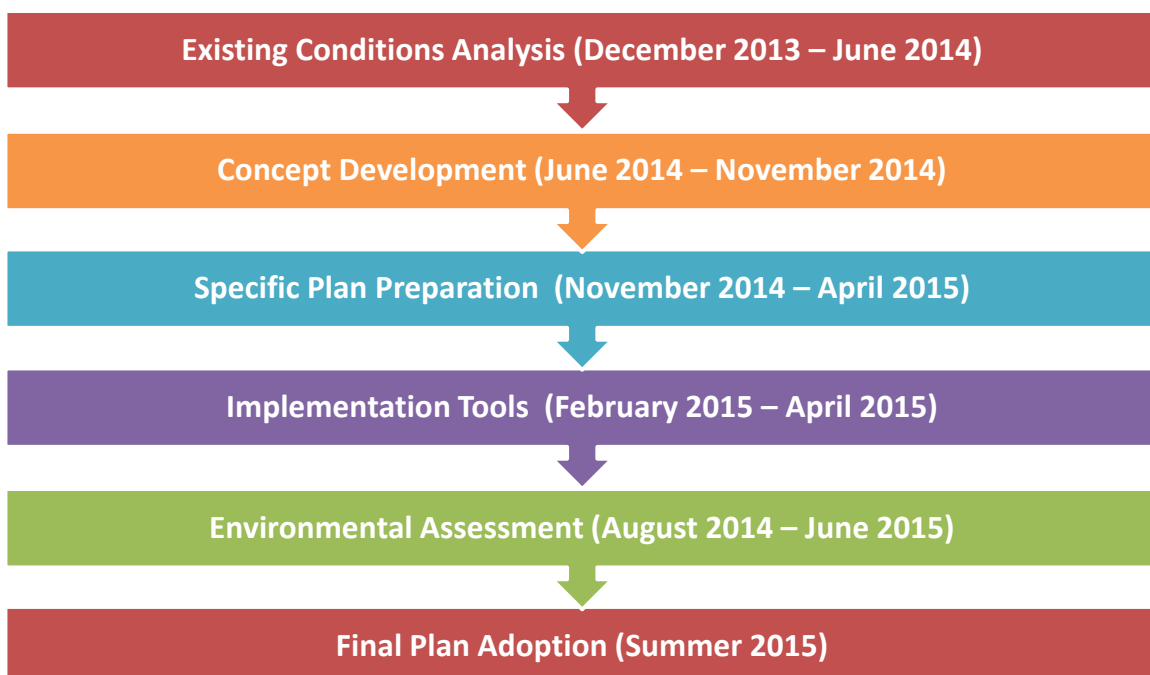
- Transit-Oriented Development (TOD) funding by Metro based upon future Gold Line extension (\$250,000)
- Existing Specific Plan was adopted in 1987 and revised in 2000
- Objectives
 - Encourage revitalization of the area
 - Improve mobility and connectivity
 - Provide guidance on development and improvement of buildings and structures
 - Guide infrastructure policies and priorities



Focus Area Graphic



Process and Schedule



Public Engagement

- Business/Property Owner Interviews (December 2013)
- Community Survey (January 2014)
- Community Walk (February 2014)
- Community Workshop (May 2014)
- Plan Open House (June 2015)
- General Plan Advisory Committee Meeting (TBA)



South Garfield Village Specific Plan

Conceptual Vision Plan



South Garfield Village Specific Plan

[illegible]

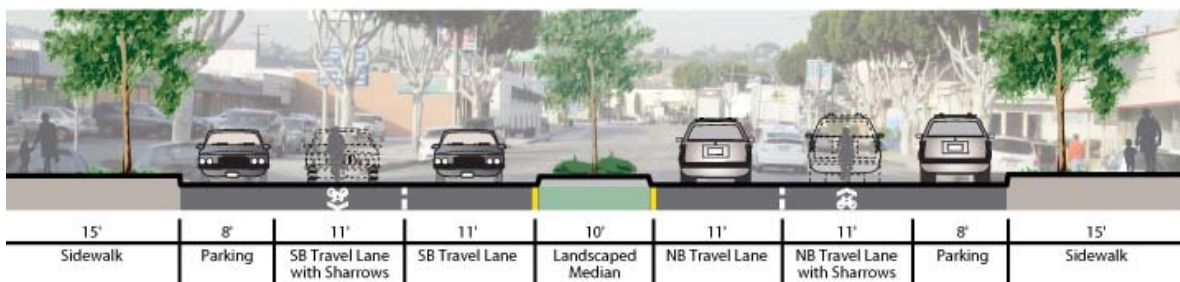
Legend

- GVN-S Garfield Village Neighborhood Shopping
- GVC-S Garfield Village Commercial Service



[illegible]

This aerial photograph shows the intersection of 14th and 15th Avenues SE. The proposed intersection layout is overlaid on the image, featuring a crosswalk at the intersection, turning lanes, and landscaping with trees and shrubs. The surrounding area includes residential buildings, parking lots, and a streetcar lane on 15th Avenue SE.





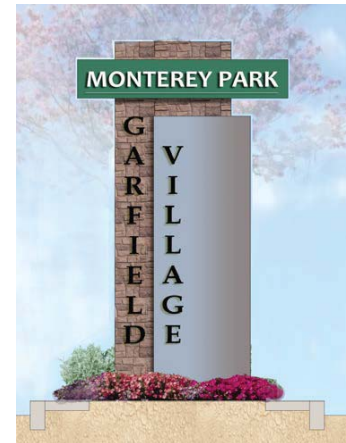
Conceptual Pedestrian Circulation



Conceptual Pedestrian Circulation Mid-Block Crossing



Urban Design and Streetscape Concept



South Garfield Village Specific Plan

Urban Design and Streetscape Concept



South Garfield Village Specific Plan

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General Provisions of Guidelines



Implementation

- Zoning Code Amendment
- Infrastructure Improvements
- Parking
- Business Improvement District (BID)



Financing Mechanisms

- City Funds
- Public/Private Partnerships
- Private Contributions
- Competitive External Grants and Loans



Incentives

- Pedestrian Amenities Incentive
- Mid-block Pedestrian Passageway Incentive
- Lot Consolidation Incentive
- Shared Parking and Access Incentive
- Façade Renovation Incentive
- Restaurant Development Incentive



Environmental Review Process

- Initial Study/Mitigated Negative Declaration
 - 30-day public review: July 13 – August 11, 2015
- Impact conclusions:
 - No Impact
 - Less Than Significant Impact
 - Less Than Significant Impact with Mitigation Measures
 - Aesthetics
 - Air Quality
 - Cultural Resources
 - Greenhouse Gases
 - Noise



Comments on Draft MND

- Received 3 comment letters
 - Resident
 - Requested consideration of a segregated bike lane in place of the sharrows (lane markings) identified
 - Caltrans
 - Clarification on analysis methodology, storage capacity/queuing, and existing conditions
 - County Sanitation Districts of Los Angeles County
 - Provided updated information regarding treatment facilities/capacity
- None of the comments require new analysis or change the conclusions of the MND



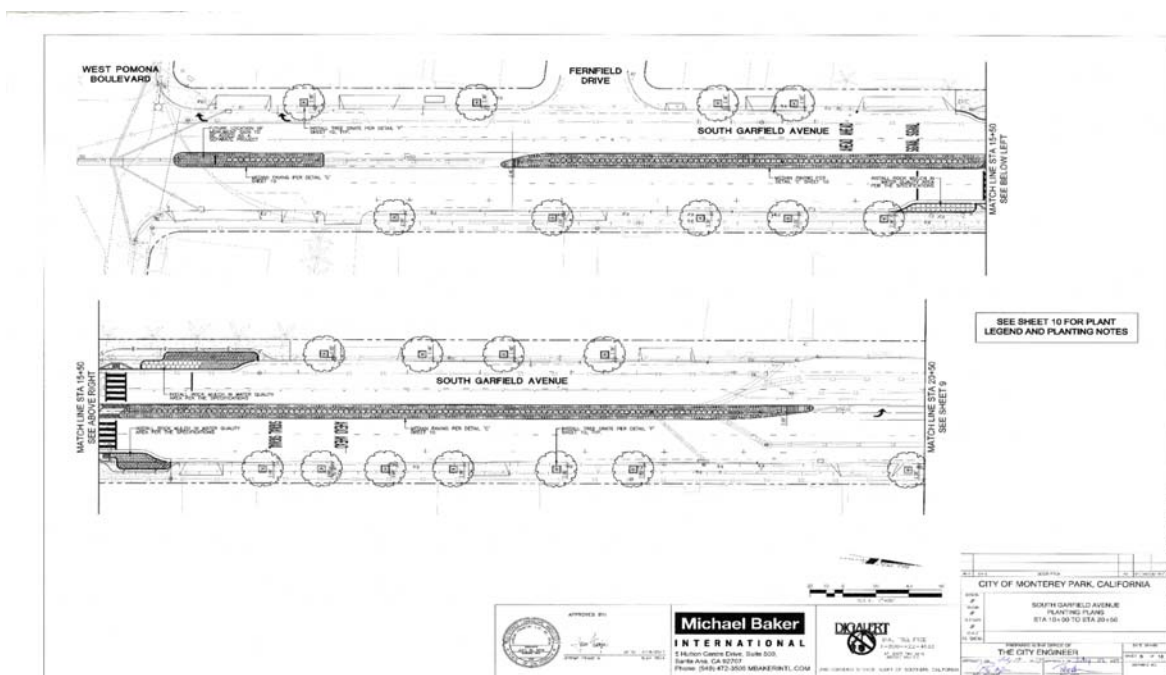
Next Steps After Approval by the City Council

- City Council to adopt the Specific Plan
- City and Consultant will work to finalize streetscape design and cost estimate
- Upon completion of design, staff will return to request appropriations for the improvements
- Staff will continue to solicit interest in establishing a Business Improvement District



South Garfield Village Specific Plan

Capital Improvements New Landscape Medians



South Garfield Village Specific Plan



Capital Improvements

New Landscape Medians

- Mixture of low-growth vegetation
- Irrigation System
- Maintenance Walk
- Electrical Conduit for future use



Munstead English Lavender



Pink Muhly Grass



Capital Improvements

Street Tree Replacement



Pink Trumpet Trees



Decorative Tree Grates



Capital Improvements

Mid-Block Crossing



- Reduces overall crossing distance
- Allows pedestrians to navigate one traffic direction at a time
- Calms traffic by reducing width of street



Capital Improvements

Pedestrian Hybrid Beacon (Pedestrian Signal)



Capital Improvements

Bio Filtration Planters



REPORT

DATE: April 26, 2018
TO: SGVCOG Planning Directors' TAC
FROM: Marisa Creter, Executive Director
RE: Metro Open Streets Cycle Three Grant

RECOMMENDED ACTION

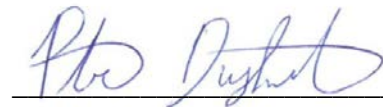
For information only.

BACKGROUND

This month, LA Metro released its application and guidelines for Cycle Three of its Metro Open Street Grant Program. Metro's funding for Open Streets programs enable jurisdictions from across LA County to organize and hold open streets and active transportation events, which provide residents the opportunity to walk, ride transit, or bike in an urban environment, and enables people to experience their City in a completely safe and new manner. These events also encourage sustainable and clean modes of transportation.

Peter Duyshart will present to the TAC on this item, and provide further details about the guidelines, application, and due dates for Cycle Three of the Open Street Grant Program.

Prepared by:



Peter Duyshart
Project Assistant

Approved by:



Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Metro Open Streets Cycle Three Presentation Slides -- Page 26



Metro Open Street Grant Program

What are Open Streets?

One-day car-free events that OPEN the streets up to people walking, riding a bike, and using other forms of non-automobile transport



Goals of Metro's Open Street Grant Program

- Provide opportunity to walk, ride transit, bike in urban environment
- Encourage sustainable transportation mode share
- Encourage cities to further develop their multi-modal policies



Cycle One and Two Open Street Implementation

- 28 Events Funded in 32 Jurisdictions (22 completed)
- Additional points granted to multijurisdictional events and disadvantaged communities
- Metro funded Evaluation Study
 - 8% ridership increase systemwide
 - 11% increase in TAP card sales
 - 10% increase in event day retail sales



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What's New For Cycle Three?

Max Funding Ceiling Increased

- Maximum of \$500,000 per application
- Additional scoring criteria awarded to multijurisdictional events

Additional points for clear plan to satisfy data collection requirements

- Standardized data collection template provided

Separate criteria for new and existing applicants

- Existing applicants demonstrate success with previous events
- New applicants demonstrate capacity to produce successful event

Additional Scoring Criteria to encourage innovative events



Cycle Three Next Steps

April, 2018 – Cycle Three Application and Guidelines released

May 8, 2018 – Applicant Workshop at Metro headquarters (9:00AM University Room, 4th Floor)

June 15, 2018 – Online application due to Metro

September 2018 – Award Cycle Three grants pending Board approval

Jan 2018 – Dec 2020 – Cycle Three events held



Questions & Answers

Brett Thomas
Sr. Transportation Planner
Countywide Planning
ThomasBJ@Metro.net

Dolores Roybal
Sr. Director
Countywide Planning
RoybalD@Metro.net



REPORT

DATE: April 26, 2018

TO: San Gabriel Valley Council of Governments Planning Directors' TAC

FROM: Marisa Creter, Executive Director

RE: April Update on Measure M Subregional Fund Programming

RECOMMENDED ACTION

For information only.

BACKGROUND

In June, the Metro Board of Directors adopted the Measure M guidelines, establishing a process by which subregional funds under Measure M will be programmed by the subregional entities, including the SGVCOG, through the development of five-year subregional fund programming plans. In accordance with these guidelines, five-year project specific programming plans, or MSP 5-Year Plans, will have to be submitted to the Metro Board of Directors for adoption, which will subsequently guide the flow of funding to various specific projects that fall within each program. Based on the projected initial five-year cash flow for each subregional fund in the San Gabriel Valley subregion and recommendations by the SGVCOG Governing Board, the funds that would be available for programming are as follows:

Program	Sub-region	Funding Dates	FY 2017 FY 2018	FY 2018 FY 2019	FY 2019 FY 2020	FY 2020 FY 2021	FY 2021 FY 2022	5-Year Total	40-Year Fund Total	5-Year Percentage of Total
Active Transportation Prog. (Including Greenway Proj.)	sg	FY 2018-57	\$ 2.40	\$ 3.00	\$ 3.00	\$ 3.10	\$ 3.20	\$ 14.70	\$ 231.00	6.36%
Bus System Improvement Program	sg	FY 2018-57	\$ 0.50	\$ -	\$ -	\$ -	\$ -	\$ 0.50	\$ 55.00	0.91%
First/Last Mile and Complete Streets	sg	FY 2018-57	\$ 2.00	\$ 2.00	\$ 4.00	\$ 4.60	\$ 4.80	\$ 17.40	\$ 198.00	8.79%
Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	FY 2018-57	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 231.00	0.00%
Goods Movement (Improvements & RR Xing Elim.)	sg	FY 2048-57						\$ -	\$ 33.00	0.00%
Highway Efficiency Program	sg	FY 2048-57	\$ 2.30	\$ 2.40	\$ 0.50			\$ 5.20	\$ 534.00	0.97%
ITS-Technology Program (Advanced Signal Tech.)	sg	FY 2048-57						\$ -	\$ 66.00	0.00%
San Gabriel Valley MY Subregion Total								\$ 37.80	\$ 1,348.00	2.80%
Gold Line Foothill Extension to Claremont	sg	FY 2019-25			?	?	?		\$ 1,019.00	
SR-71 Gap	sg	FY 2022-26							\$ 248.00	
SR-57/60	sg	FY 2025-31							\$ 205.00	
Gold Line Eastside Extension	sg	FY 2029-35							\$ 543.00	
I-605/10 Interchange	sg	FY 2043-47							\$ 126.00	
SR-60/605 Interchange	sg	FY 2043-47							\$ 130.00	
Major Projects San Gabriel Valley Total									\$ 2,271.00	
Overall Total									\$ 3,619.00	

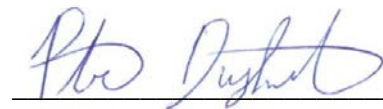
Table 1.
Adopted Measure M Multi-Year Subregional Program 5-Year Allocation (\$ in millions)

Now that SGVCOG Staff has approved and finalized monetary allocations for each of the sub-programs of the MSP 5-Year Plan to work with, COG staff can draft a list of selected projects to be constructed based on the amount of money that is available for each sub-program. Below are

the steps for this process; these steps were also presented to the Transportation Committee in January 2018 when COG staff presented the Committee with the proposed Measure M Subregional Funds Public Outreach and Participation Plan, which was adopted by the Governing Board in February 2018.

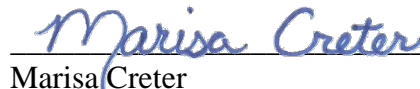
1. Staff is in the initial stages of developing a preliminary proposed project list for each sub-fund based on cash flow and results for the adopted Mobility Matrix.
2. This list will be distributed to COG member agencies and other stakeholders and posted on the COG's website for comment. Staff will attempt to make personal contact with known stakeholders and offer briefings if desired.
3. The proposed project list, as well as any comments received, will be agendized for the Public Works and Planning TACs in April 2018 for discussion and public input.
4. Recommendations from the TACs will be forwarded to the COG's Transportation Committee and agendized for the May 2018 meeting for discussion and public input.
5. Final recommendations from the COG's Transportation Committee will be forwarded to the COG's Governing Board for final approval in June 2018.
6. Upon approval of the MSP 5-Year Plan by the Metro Board and subsequent execution of funding MOU's with each individual project implementing agency, further outreach regarding the design, environmental clearance and construction of those projects will be handled individually by the implementing agency in accordance with funding guidelines and local policies.

Prepared by:



Peter Duyshart
Project Assistant

Approved by:



Marisa Creter
Executive Director

SGVCOG / ACE Integration

	Activity	2017				2018							Status					
		S	O	N	D	J	F	M	A	M	J	J		A	S	O	N	D
Project Identification	Develop process for project identification, development and approval																	Draft process reviewed by committees in February, presented to Governing Board in March, and distributed to member agencies for comment in March.
	Submit process for project identification, development and approval to GB																	
	Conduct outreach to member agencies to develop/ refine project list.																	
	Develop and approve initial project list																	
Personnel and Admin. Restructure	Conduct ACE/COG employee outreach																	Joint monthly staff meetings are being held.
	Develop consolidated personnel system																	Salary/classification study initiated in February and be completed in October 2018.
	Implement consolidated personnel system																	Draft combined employee handbook being reviewed internally. To be considered for adoption in April 2018. Additional consolidation pending Comp/Class study.
	Develop consolidated admin and finance system																	Being developed by staff. Draft finance manual to be prepared by April.
Budget	Implement consolidated admin and finance system																	Action pending adoption of consolidated finance manual.
	Develop consolidated budget																	Anticipate fully consolidated budget to be presented for FY 19-20.
	Present budget to GB for approval																	

Accomplishments:

- Developed and approved updated JPA (November 2017)
- JPA approved by a majority of member agencies (19) (December 2017)
- Developed and approved updated bylaws (December 2017)
- Election process for Construction Committee approved by Governing Board (January 2018). Elections to be held in May.
- Contract awarded for compensation / classification study (January 2018)
- Updated ACE Logo approved by Governing Board (February 2018).

Updated 4/02/2018

REPORT

DATE: April 26, 2018

TO: SGVCOG Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: Municipal Compliance Issues with the LA County Fire Department

RECOMMENDED ACTION

For information and discussion only.

BACKGROUND

At the October 2017 meeting of the Planning Directors' TAC, members expressed concerns that their respective cities have encountered some issues with complying with some of the LA County Fire Department's fire code requirements. Cities also conveyed that they have had communication and customer service problems with LA County Fire on certain correspondence, which has caused delays in implementation and completion of projects, and has caused additional compliance issues and ambiguities.

The Chair directed COG staff solicit specific compliance problems and hindrances that cities have encountered when attempting to adhere to LA County Fire Code or when trying to communicate with LA County Fire officials. Multiple cities have provided feedback on this matter, including instances of compliance difficulty and troubling customer service encounters between the respective cities' staff members and LA County Fire staff. Attachment A contains an updated list of issues which multiple cities have faced (as of April 2018).

NEXT STEPS

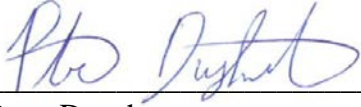
At February's Planning Directors' TAC meeting, TAC voting-members had their first opportunity to go more in-depth about some of their respective issues with LA County Fire code and plan check compliance, as well as customer service issues. The main purpose of this discussion was to get consensus from the TAC regarding how the COG should proceed going forward in working on this overarching issue.

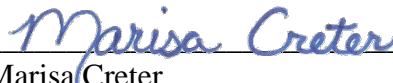
At March's Planners' TAC meeting, at the direction of the Chair, the TAC continued its discussion of specific compliance issues with LA County Fire Department's Fire Code Requirements. This follow-up discussion enabled TAC members to bring up any new, distinct issues which were not brought to the attention of the TAC in February; in particular, this will be an opportunity for member-cities which have had issues with LA County Fire but were not represented at the last TAC meeting to provide their input and perspective. Ultimately, members of the TAC unanimously approved a motion to have SGVCOG staff establish a subcommittee specifically for this item. This subcommittee will be tasked with deciding which particular issues it thinks are most pressing, pertinent, and worth bringing to the attention of the LA County Fire Department. The

REPORT

subcommittee will also be tasked with deciding upon a course of action regarding how to present the most important municipal compliance issues to the LA County Fire Department. The motion also stipulated that this subcommittee's final recommendations are to be shared with the Planning Director's TAC and to the City Manager's Steering Committee.

This subcommittee will meet immediately after this Thursday's Planning Directors' TAC meeting.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS:

Attachment A – Comprehensive List of City Compliance Problems with LA County Fire Department, Updated as of April 2018

SGVCOG Planners' TAC: Municipal Compliance Issues with the LA County Fire Department

QUESTIONS AND DISCUSSION FROM MARCH'S PLANNERS' TAC MEETING:

- One Planning Directors' TAC member expressed deep concern with LA County Fire's onerous and impractical 20-foot wide driveways requirement for properties which have a structure that is more than 150 feet from the street. This requirement conflicts with that member's city's planning code. This City has already tried to reach out to LA County Fire to ask the Department if it can create exceptions in their compliance code to allow this City to have more flexibility so that it improves its ability to meet its state-mandated housing requirements.
- A second TAC member added that while cities are becoming more multi-family and more dense in their housing stocks, LA County Fire's zoning standards are still very conservative and have not evolved to changing demographics and density demands.
- A member also expressed frustration that communication between LA County Fire staff and his City's staff has been very poor and ineffective, which delays project progression and plan checks. He thinks that the County Fire Department treats cities like they are burdens, even though they are under contract to provide fire prevention services to the City.
- Another TAC member feels that the largest overarching issue pertaining to municipal problems with County Fire is the customer service issues. This same member also remarked that the SGVCOG member-cities can turn these issues into an impact initiative, and that TAC cities can try to work on this issues to create better and more practical outcomes or changes in LA County Fire compliance policies and communications. The COG can be an effective avenue by which to pursue these changes, since the COG has more power and influence behind it, as it represents a plethora of SGV cities, rather than just one individual city. It would be helpful, he thinks, to use the COG as a resource in this situation.
- ***One member of the TAC expressed that he thinks it is beneficial to form a sub-committee, whose task would be to whittle down the current list of compliance and customer service problems, and get consensus on which issues are most important and should be brought up with LA County Fire. He made a motion to set up this sub-committee, and to bring the sub-committees suggested actions to the SGVCOG City Managers' Steering Committee.

QUESTIONS AND DISCUSSION FROM FEBRUARY'S PLANNERS' TAC MEETING:

- One Planning Director pointed out that when his city submits applications to LA County Fire, LA County Fire will not approve a project until the city's planning commission approves the project. However, after that action has been taken, then the Fire Department often makes significant changes to a plan check, and then after applying these changes to the project, the City has to bring the item back to the planning commission. He complained that this is an inefficient process, and slows down projects and plan checks.
- A second TAC member said he's observed that LA County Fire has been very inconsistent overall, in terms of its plan approval or evaluation procedures. LACF's Pomona office sometimes won't even review plan checks, but its Glendora office will.

He also stated that LACF has been unresponsive too often, and that LACF will try to make final revisions on projects on which the city is just trying to receive tentative approval on.

- There was also a concern that the County does not even have a uniform or consistent established system for paying fees; it has a fee schedule, but that is about it. This makes the County seem unorganized.
- A TAC member said that his city has adopted the State code pertaining to some fire compliance issues rather than the County's code, since the County sometimes falls behind in the application and enforcement of its code.
- Another TAC member asked the entire TAC when the last time was that a City has received a copy of LA County Fire's fire department standards.

General Compliance Issues and Burdens:

1. The Fire department often requires 20-foot wide driveways or parking pads in the front yard.
 - a. The driveways are required when a portion of a structure is more than 150 feet from the street.
 - b. The over-sized driveways are required even in cases where there is a 20-foot alley in the rear of the property.
 - c. The Fire Department will require or allow a 20-foot wide concrete pad to be poured in the front yard to allow Fire apparatuses closer access to the street.
 - d. These over-sized driveways and parking pads
 1. Violate the City's maximum driveway width.
 - For flag lots the City's Code sets a maximum width of 16 feet.
 - For all residential lots, the width of a driveway cannot be larger than the width of the parking area that it serves.
 2. Violate the City's rules which state that a driveway must lead to a vehicle parking area.
 3. Encourage people to park vehicles in the front yard, in violation of the City's Code.
 4. Force Planning staff to be inconsistent in enforcing driveway width rules.
 5. Work counter to the City and County's desire of reducing stormwater runoff and the urban heat island effect
 6. Do not take into account the reality that most new houses install driveway gates, which will preclude access to the front yard parking pad.
2. Inconsistent application of LA County Fire Code. For example, some plan checkers will allow designers to use pavers installed on a sand base instead of concrete, others will require special calculations.
3. The LA County Fire Department is unwilling to receive plans directly from the developer. The requirement is that the plans must come directly from the City, and LA County Fire has shown no flexibility or pragmatism in this requirement.

4. The Fire Department refused to review the Plan Check plans prior to reviewing the Final Map. This is a burdensome requirement because, as with this project, the Final Map was not prepared to be processed until after Plan Check. Some neighboring jurisdictions do not even require the Final Map to be approved prior to building permits, let alone Plan Check.
5. Withholding approval of small infill tract maps for architectural purposes and/or fee payments

Customer Service Problems:

1. Fire Inspectors do not treat the public and members of City staff with courtesy and respect. They have yelled at a city staff at a public event. They have threatened a contractor to either pull a permit for fire sprinklers within 24-hours or the inspector would tear down the structure.
2. Inquiries by phone and email from the City and developer were met with terse responses that referred back to previous requirements. The process was not collaborative which could have been better for all parties. It would have been much more helpful to respond by having a dialogue where the review processes and requirements were explained.
3. In general, for multiple SGV cities, the level of cooperativeness of LA County Fire with cities is very low. Those that have experienced processing through LA County Fire and municipal, city-run fire departments feel that local agencies are almost always more cooperative, responsive, and timely.

Timing and Response Problems:

4. Phone calls and emails to LA County Fire offices in Commerce are not returned, even when the placed from City staff members.
5. The Fire Department checker for the Fire Prevention Division was out of the office for three weeks and there was no colleague that was able to assist with this project in that person's absence. Phone calls were made to that employee's supervisor, however the supervisor was on leave as well with no designated person to assist in their absence.
6. On one project, after plans were cleared for Plan Check, they were submitted to the plan checker in Glendora, but the office lost track of the project. After the error was discovered, the plans were resubmitted. The plans were ultimately checked, but the review was delayed two weeks.
7. The total review time for Final Map review and Plan Check was approximately three months.

Questions:

- Are there other members of the Planner's TAC that are facing the same issue? Are there other issues that are causing friction between Planning staff and LA County Fire?
- How do jurisdictions that do not rely on County Fire to do plan check applications deal with these issues? Do these jurisdictions amend their Fire Code? Do they rely on some ability to interpret these rules differently or are these issues mitigated in a different way?
- How can we work with LA County Fire to reduce the minimum driveway size?