



# San Gabriel Valley Council of Governments\*

## AGENDA AND NOTICE OF THE REGULAR MEETING OF THE PLANNING DIRECTORS' TECHNICAL ADVISORY COMMITTEE

Thursday, September 23, 2021 – 12:00 PM

Zoom Link: <https://zoom.us/j/91592962388>

Livestream Available: <https://youtu.be/b8eYKGPd04>

Chair  
**Craig Hensley**  
City of Duarte

Vice-Chair  
**Brad Johnson**  
City of Claremont

**Members**  
*Alhambra*  
*Arcadia*  
*Azusa*  
*Baldwin Park*  
*Claremont*  
*Covina*  
*Diamond Bar*  
*Duarte*  
*El Monte*  
*Glendora*  
*Irwindale*  
*La Verne*  
*Monrovia*  
*Montebello*  
*Monterey Park*  
*Pasadena*  
*Pomona*  
*Rosemead*  
*San Dimas*  
*San Gabriel*  
*Sierra Madre*  
*South El Monte*  
*South Pasadena*  
*Temple City*  
*L.A. County DRP*

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

**MEETINGS:** *Regular Meetings of the Planning Directors' Technical Advisory Committee are held on the fourth Thursday of each month at 12:00 PM at the Monrovia Community Center (119 West Palm Avenue, Monrovia, CA 91016).* The Planning Directors' 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](http://www.sgvkog.org). Copies are available via email upon request ([sgv@sgvcog.org](mailto: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 Planning Directors' Technical Advisory Committee meetings. Time is reserved at each regular meeting for those who wish to address the Board. The SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

**TO ADDRESS THE PLANNING DIRECTORS' 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 Planning Directors' 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 Planning Directors' 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 Planning Directors' 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.



**\*MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL STATE OF EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically to promote social distancing due to the state and local State of Emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new Order issued by the Governor and ensure the safety of Committee Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Planning Directors' Technical Advisory Committee meeting scheduled for September 23, 2021 at 12:00 p.m. will not be allowed. To allow for public participation, the Planning Directors' Technical Advisory Committee will conduct its meeting through Zoom Video Communications. To participate in the meeting, download Zoom on any phone or computer device and copy and paste the following link into your browser to access the live meeting: <https://zoom.us/j/91592962388>. You may also access the meeting via the livestream link on the front of the agenda page.

Submission of Public Comments: For those wishing to make public comments on agenda and non-agenda items you may submit comments via email or by Zoom.

- Email: Please submit via email your public comment to SGVCOG Senior Management Analyst, Alexander Fung, at [afung@sgvcog.org](mailto:afung@sgvcog.org) at least 1 hour prior to the scheduled meeting time. Please indicate in the Subject Line of the email "FOR PUBLIC COMMENT." Emailed public comments will be read into the record and will be part of the recorded meeting minutes. Public comment may be summarized in the interest of time, however the full text will be provided to all members of the Committee prior to the meeting.
- Zoom: Through Zoom, you may speak by using the web interface "Raise Hand" feature. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes. Public comment is taken at the beginning of the meeting for items not on the agenda. Public comment is also accepted at the beginning of each agenda item.

Any member of the public requiring a reasonable accommodation to participate in this meeting should contact SGVCOG Senior Management Analyst, Alexander Fung, at least 48 hours prior to the meeting at (626) 457-1800 or at [afung@sgvcog.org](mailto:afung@sgvcog.org).

**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*)
4. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting (*It is anticipated that the Committee may take action on the following matters*)

**CONSENT CALENDAR**

**2 MINUTES**

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

5. Planning Directors' TAC Meeting Minutes – 08/26/2021 (**Page 1**)  
*Recommended Action: Review and approve.*

**UPDATE ITEMS**

**15 MINUTES**

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

6. SGVCOG Regional Early Action Planning Projects – Caitlin Sims, Principal Management Analyst, SGVCOG  
*Recommended Action: For information only.*
7. Measure M Multi-Year Subregional Program FY 2022-2025 Active Transportation, Bus System Improvements, and First/Last Mile Funding Application – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 4**)  
*Recommended Action: For information only.*
8. Legislative Updates: SB 9 (Atkins) – Paul Hubler, Director of Government and Community Relations, SGVCOG (**Page 39**)  
*Recommended Action: For information only.*

**PRESENTATIONS**

**35 MINUTES**

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

9. Los Angeles County Climate Vulnerability Assessment – Liz Crosson, City Liaison, Los Angeles County Chief Sustainability Office (**Page 71**)  
*Recommended Action: For information only.*
10. Wildfire Prevention Planning in the San Gabriel Valley – Ronnie Siegel, Principal, Siegel Landscape Architect & Greg Kochanowski, Principal, GGA Architects (**Page 73**)  
*Recommended Action: For information only.*

**STAFF ANNOUNCEMENT**

**5 MINUTES**

11. Next Committee Meeting  
*Recommended Action: For information only.*

**ANNOUNCEMENTS**

**ADJOURN**



**SGVCOG Planning Directors' TAC Regular Meeting Minutes**

Date: August 26, 2021  
Time: 12:00 PM  
Location: Zoom Virtual Meeting

**PRELIMINARY BUSINESS**

1. Call to Order  
C. Hensley called the meeting to order at 12:00pm.
  
2. Roll Call  
**A quorum was in attendance.**

**Committee Members Present**

Alhambra	P. Lam, A. Ho, V. Reynoso
Azusa	M. Marquez
Baldwin Park	R. Garcia, M. Chipres
Covina	B. Lee
Diamond Bar	G. Lee
Duarte	C. Hensley, J. Golding
El Monte	J. Mikaelian
Glendora	J. Kugel
Irwindale	M. Simpson, L. Chou
La Verne	E. Scherer
Monrovia	J. Mayer
Montebello	M. Mercado-Rodriguez
Pomona	A. Gutierrez
Rosemead	L. Valenzuela
San Gabriel	M. Chang, S. Tewasart
Sierra Madre	J. Wolf
South El Monte	I. McAleese
Temple City	S. Reimers
L.A. County DRP	J. Drevno

**Absent**

Arcadia  
Claremont  
Monterey Park  
Pasadena  
San Dimas  
South Pasadena

**Guests**

South Coast AQMD	R. Yeung
City of La Puente	A. Tellez
City of Monrovia	B. Shevlin

**SGVCOG Staff**

M. Creter, Executive Director  
A. Fung, Staff  
B. Logasa, Staff  
C. Sims, Staff  
T. Lott, Staff  
S. Sousa, Staff  
V. Urenia, Staff  
C. Serrato, Staff  
E. Shen, Staff  
S. Pedersen, Staff

3. **Public Comment**  
 Rainbow Yeung from the South Coast Air Quality Management District (AQMD) provided a verbal public comment to remind the Committee of the Warehouse Rule, which was presented to the Committee two months ago. The Rule's website, factsheet, and hotline have been updated. The first deadline for warehouse notice for warehouses that are larger than 100,000 sqft. is September 1<sup>st</sup>.
4. **Changes to Agenda Order**  
 There were no changes to the agenda.

**CONSENT CALENDAR**

5. Review Planning Directors' TAC Meeting Minutes: 06/24/2021

**There was a motion to approve the consent calendar item. (M/S: S. Tewasart/L. Valenzuela)**

**[Motion Passed]**

<b>AYES:</b>	Alhambra, Azusa, Baldwin Park, Covina, Diamond Bar, Duarte, El Monte, Glendora, Irwindale, Monrovia, Montebello, Pomona, Rosemead, San Gabriel, South El Monte, Temple City, LA County DRP
<b>NOES:</b>	
<b>ABSTAIN:</b>	La Verne, Sierra Madre
<b>NO VOTE RECORDED:</b>	
<b>ABSENT:</b>	Arcadia, Claremont, Monterey Park, Pasadena, San Dimas, South Pasadena

**PRESENTATIONS**

6. Remarks from New SGVCOG President – Becky Shevlin, President, SGVCOG  
 SGVCOG President, Becky Shevlin, introduced herself as the new President of SGVCOG and thanked the Committee for being timely and diligent planning and community development staff.
7. San Gabriel Valley Regional Food Recovery Program  
 SGVCOG Senior Management Analyst, Alexander Fung, provided a presentation on this item. In March, several cities expressed interest in participating in a regional endeavor to support complying with SB 1383 and the SGVCOG subsequently agreed to serve as the entity to lead the Regional Food Recovery Program. The Program's Scope of Work includes capacity and compliance activities, outreach and education efforts, and a detailed final report, all of which will be complete by January 17, 2022. The development and implementation of inspections of participating cities' Tier 1 and Tier 2 food waste generators is optional, which are scheduled to be implemented from January 1, 2022 through August 1, 2024.

**ACTION ITEM**

8. Review of FY 2022-2025 Measure M Multi-Year Subregional Program (MSP) Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines for San Gabriel Valley Subregion

SGVCOG Senior Management Analyst, Alexander Fung, provided a presentation on this item. SGVCOG is responsible for administering Measure M MSP funds; however, all MSP projects need to be approved by the Metro Board of Directors before funds for the approved projects can be distributed. For FY 2022-2025, the SGVCOG anticipates that approximately \$22 million can be allocated for eligible and selected active transportation, bus system improvements, and first/last mile projects.

**There was a motion to recommend the Governing Board to approve the FY 2022-2025 Measure M MSP Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines for San Gabriel Valley Subregion. (M/S: A. Gutierrez/C. Hensley)**

**[Motion Passed]**

<b>AYES:</b>	Alhambra, Azusa, Baldwin Park, Covina, Duarte, El Monte, Glendora, Irwindale, La Verne, Monrovia, Pomona, Rosemead, San Gabriel, Sierra Madre, South El Monte, Temple City
<b>NOES:</b>	
<b>ABSTAIN:</b>	L.A. County DRP
<b>NO VOTE RECORDED:</b>	Diamond Bar, Montebello
<b>ABSENT:</b>	Arcadia, Claremont, Monterey Park, Pasadena, San Dimas, South Pasadena

**UPDATE ITEM**

9. San Gabriel Valley Energy Champion Awards Progress Updates  
 SGVCOG Management Analyst, Samuel Pedersen, provided updates on this item. The City of San Gabriel is the first agency to achieve silver recognition status in the 2021 San Gabriel Valley Energy Champion Awards. Mr. Pedersen also highlighted Irwindale, Monrovia, Monterey Park, and Foothill Transit for being close to reaching the silver recognition level.

**STAFF ANNOUNCEMENT**

10. Next Committee Meeting  
 The Committee is scheduled to reconvene on Thursday, September 23, 2021 at 12:00pm.

**ANNOUNCEMENTS**

There were no additional announcements.

**ADJOURN**

C. Hensley adjourned the Planning Directors' Technical Advisory Committee meeting at 12:43pm.

DATE: September 23, 2021

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM FY 2022-2025 ACTIVE TRANSPORTATION, BUS SYSTEM IMPROVEMENTS, AND FIRST/LAST MILE FUNDING APPLICATION**

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND**

Measure M, which was a ½ cent sales tax measure to provide funding for transportation improvements across Los Angeles County, was approved by voters in November 2016. The funds generated from Measure M are expected to fund \$3.3 billion in transportation improvements in the San Gabriel Valley over the course of 40 years. In June 2018, the Los Angeles County Metropolitan Transportation Authority (Metro) adopted Measure M Guidelines to establish a process by which subregional funds under Measure M would be programmed and allocated by the subregions' respective governing/planning entities. As a result, the SGVCOG is tasked with programming and administering the Measure M Subregional Program (MSP) funds. While subregions are granted the authority to program and allocate MSP funds, all MSP projects must be reviewed and approved by the Metro Board of Directors before the allocated funds can be distributed.

The SGVCOG was recently informed by Metro that plans to program the FY 2022-2025 MSP funds for eligible projects can be submitted to Metro as early as January 2022. In total, the SGVCOG anticipates that approximately **\$22 million** will be available for programming for FY 2022-2025 active transportation, bus system improvements, and first/last mile projects.

Given the limited funding available, the SGVCOG will prioritize regional active transportation, bus system, and first/last mile enhancements for projects on San Gabriel Valley's major corridors, with a goal of maximizing regional transportation benefits. As a result, the SGVCOG plans to award the \$22 million for multi-jurisdictional projects that can enhance active transportation, bus systems, and first/last mile connections in key corridors in the San Gabriel Valley as follows:

- Category 1: Planning/Design and Construction of Major Corridor Projects
  - Up to **\$15 million** will be awarded to eligible corridor projects for their planning/design and construction phases.
- Category 2: Planning/Design of Major Corridor Projects
  - Up to **\$7 million** will be awarded to eligible corridor projects' planning/design phases. Under this category, each project can apply for up to \$1 million.

The SGVCOG will serve as the default implementer for projects funded under this cycle of MSP funds given feedback provided by cities under the initial round related to the Metro reporting requirements and the SGVCOG's experience in coordinating and managing multi-jurisdictional planning and capital projects. However, if a city or the County desires to serve as the lead implementer for any of these multi-jurisdictional projects, they would do so, provided that they had the concurrence of the other jurisdictions<sup>1</sup>.

### **APPLICATION SCREENING CRITERIA**

The SGVCOG will allocate the FY 2022-2025 MSP funds for multi-jurisdictional projects that can effectively enhance active transportation, bus system improvements, and first/last mile improvements along regional corridors in the San Gabriel Valley. One corridor project can include various active transportation, bus system, and first/last mile improvements along the corridor, as long as the proposed improvements fit within the Measure M project eligibility criteria as previously stated. Proposers must also provide evidence of a community-based public participation process and community support, such as letters of support and documents of community/public meetings.

Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Category 1 Projects with design completion of 65% or more will receive higher scores. A Category 1 Project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the MSP project proposal. Funds for Category 1 Projects cannot be used for right-of-way acquisitions. Additionally, proposals for Category 2 Projects should have a minimum of 10% design completion. Category 2 Projects with design completion of 25% or more will receive higher scores.

Pursuant to Metro's policies, awarded MSP funds must be expended within 3 years of allocation. Unless the awarded funds are reprogrammed for the respective project's uses at a later date at the approval of the SGVCOG Governing Board and the Metro Board of Directors, funds that are not expended after 3 years will be redirected to the pool of MSP funds that will be awarded to other projects in the subsequent cycle.

A copy of the approved FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile Funding Distribution Guidelines can be found in Attachment A.

### **APPLICATION SCORING CRITERIA**

Based on the goals highlighted in the Measure M Guidelines and the MSP Project Screening Criteria listed in the previous section, the SGVCOG will be implementing the following scoring system to evaluate the FY 2022-2025 MSP project proposals:

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<sup>1</sup> Eligible applicants include cities, the County of Los Angeles, and joint powers authorities; however, proposals from joint power authorities must be sponsored by cities or the County of Los Angeles.

**Category 1 Project Scoring Criteria (100 Points Total):**

- **Project Feasibility (50 Points):**

<b>Project Schedule (5 Points)</b>	Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
<b>Funding Strategy and Budget (5 Points)</b>	Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
<b>Local Match (10 Points)</b>	The project includes at least a 20% combined local match. Projects with at least a 5% combined local match will receive partial scores.
<b>Capital Improvement Plan (15 Points)</b>	The proposed project is identifiable in at least one participating agency's five-year Capital Improvement Plan (CIP).
<b>Project Readiness (15 Points)</b>	The proposed project has a minimum of 25% design completion. Projects with at least a 10% design completion will receive partial scores. The project receives 5 additional bonus points if the design is at least 65% completed.

- **Regional Impact (20 Points):**

<b>Mobility and Accessibility (5 Points)</b>	Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
<b>Safety (5 Points)</b>	Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
<b>Demonstrated Need (10 Points)</b>	Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.

- **Demonstrated Support (30 Points):**

<b>Community Outreach (15 Points)</b>	Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
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<b>Committed Partnerships (15 Points)</b>	Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
<b>Regional Plan Adoption (+5 Bonus Points)</b>	Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.

**Category 2 Project Scoring Criteria (100 Points Total):**

- Project Feasibility (25 Points):**

<b>Project Schedule (5 Points)</b>	Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
<b>Funding Strategy and Budget (5 Points)</b>	Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases
<b>Design Progress (15 Points)</b>	The proposed project should reach a minimum of 10% design completion. The project receives 5 additional bonus points if the design is at least 25% completed.

- Regional Impact (25 Points):**

<b>Mobility and Accessibility (5 Points)</b>	Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
<b>Safety (5 Points)</b>	Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
<b>Demonstrated Need (15 Points)</b>	Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative

	that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.
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- **Demonstrated Support (50 Points):**

<b>Community Outreach (25 Points)</b>	Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
<b>Committed Partnerships (25 Points)</b>	Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
<b>Regional Plan Adoption (+5 Bonus Points)</b>	Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.

Copies of the funding application and scoring rubric can be found in Attachments B and C, respectively.

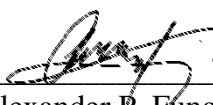
**PROJECT SOLICITATION AND AWARD TIMELINE**


In accordance with the adopted SGVCOG Measure M MSP Public Outreach Plan (Attachment D), the SGVCOG will be proceeding with the following timeline to award the FY 2022-2025 MSP funds:

Open Call-for-Projects	Monday, September 20, 2021
Application Workshop	Monday, October 4, 2021 at 4:00 PM
Application Deadline	Monday, October 18, 2021
Staff Recommendations Available	Monday, November 1, 2021
Recommendation Available for Public Comment	Monday, November 1, 2021 to Tuesday, November 30, 2021

Recommendation Review by Public Works Technical Advisory Committee	Monday, November 15, 2021
Recommendation Review by City Managers' Steering Committee	Wednesday, December 1, 2021
Recommendation Review by Planning Directors' Technical Advisory Committee	Thursday, December 2, 2021
Recommendation Review by Transportation Committee	Thursday, December 9, 2021
Recommendation Approval by Governing Board	Thursday, January 20, 2022
Final Recommendation Approval by Metro Board of Directors	Thursday, May 26, 2022

As indicated in the timeline above, funding applications must be submitted by Monday, October 18, 2021. An application workshop will also be hosted on Monday, October 4, 2021 at 4:00pm. Individuals who are interested in attending the application workshop can register at [https://us06web.zoom.us/webinar/register/WN\\_pfUVT37wQ\\_yVSgIg\\_dfaTw](https://us06web.zoom.us/webinar/register/WN_pfUVT37wQ_yVSgIg_dfaTw). Workshop attendance is not required for cities or agencies to submit funding applications.

Prepared by:   
 Alexander P. Fung  
 Senior Management Analyst

Approved by:   
 Marisa Creter  
 Executive Director

**ATTACHMENTS**

- Attachment A – FY 2022-2025 MSP Funding Distribution Guidelines
- Attachment B – FY 2022-2025 MSP Funding Application
- Attachment C – FY 2022-2025 MSP Funding Application Scoring Rubric
- Attachment D – SGVCOG Measure M MSP Public Outreach Plan (Resolution 18-11)

**San Gabriel Valley Council of Governments**  
**FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile**  
**Funding Distribution Guidelines**

**Section 1: Overview**

Under Metro's Measure M Guidelines, **active transportation** is defined as non-motorized transportation via walking, bicycling, or rolling modes. Projects under this category should include capital improvements that:

- Improve access to transit;
- Support the establishment of active transportation as integral elements of the County's transportation system;
- Enhance safety, remove barriers to access or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activities;
- Promote multiple clean transportation options to reduce criteria pollutants and greenhouse gas emissions; and
- Improve public health through traffic safety, reduced exposure to pollutants, and design infrastructure that encourage residents to utilize active transportation as a way to integrate physical activities in their daily lives.

The Metro Measure M Guidelines also define **first/last mile improvements** as infrastructure, systems, and modes of travel used by transit riders to start or end their transit trips. This includes, but not limited, to infrastructure for walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared-use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss and ride and bus/rail interface), signage and wayfinding, and information and technology that eases travel (e.g. information kiosks and mobile apps).

Eligible projects include:

- ADA-compliant curb ramps;
- Crosswalk upgrades;
- Traffic signals;
- Bus stops;
- Carshare and bikeshare;
- Bike parking;
- Context-sensitive bike infrastructure;
- Signage/wayfinding;
- Crossing enhancements and connections;
- Safety and comfort;
- Allocation of street space; and
- Plug-in components

Additionally, the SGVCOG was informed by Metro that **bus system improvements** include construction of or improvements to transit centers, bus layover areas, park and ride lots, transit stops, commuter rail stations, and transit maintenance facilities.

Metro also informed that the SGVCOG can submit plans to program the FY 2022-2025 MSP funds for eligible San Gabriel Valley projects as early as January 2022. Additionally, the SGVCOG can program up to the following amounts for eligible active transportation, bus system improvements, and first/last mile projects:

**Active Transportation Available Funding:**

<b>Unallocated</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL (Excl. FY 2025)</b>
\$0	\$2,624,012	\$2,690,925	\$2,709,761	TBD	\$8,024,698

**Bus System Improvement Available Funding:**

<b>Unallocated</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL (Excl. FY 2025)</b>
\$43,190	\$624,765	\$640,696	\$645,181	TBD	\$1,953,832

**First/Last Mile Available Funding:**

<b>Unallocated</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL (Excl. FY 2025)</b>
\$0	\$2,249,153	\$2,306,507	\$2,322,652	TBD	\$6,878,312

The FY 2025 amount will be available for programming starting October 2021. The SGVCOG anticipates that approximately **\$22 million<sup>1</sup>** in total will be available for programming for FY 2022-2025 active transportation, bus system improvements, and first/last mile projects. Given the limited funding available, the SGVCOG intends to prioritize regional active transportation, bus system, and first/last mile enhancements for projects on San Gabriel Valley’s active transportation and other major corridors.

The SGVCOG anticipates awarding the funds for regional projects that can enhance active transportation, bus systems, and first/last mile connections in key corridors in the San Gabriel Valley. Cities are encouraged to submit projects for the SGVCOG to manage and implement should the proposed projects be selected for funding awards; however, cities are also welcomed to submit eligible multi-jurisdictional projects that they can manage. The \$22 million will be awarded as follows:

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<sup>1</sup> The \$22 million includes the funding amount from FY 2022-2024, as well as the anticipated funding amount from FY 2025.

*Category 1: Planning/Design and Construction of Major Corridor Projects*

Up to \$15 million will be awarded to eligible corridor projects for their planning/design and construction phases.

*Category 2: Planning and Design of Major Corridor Projects*

Up to \$7 million will be awarded to eligible corridor projects' planning and design phases. Under this category, each project can apply for up to \$1 million.

Eligible applicants include cities, the County of Los Angeles, and joint powers authorities; however, proposals from joint power authorities must be sponsored by cities or the County of Los Angeles.

**Section 2: Screening Criteria**

The FY 2022-2025 MSP funds will be focused on providing active transportation, bus system improvements, and first/last mile improvements along regional corridors in the San Gabriel Valley. Specifically, projects that are listed within the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or within an adopted regional plan are given priority. Additionally, projects proposed on active transportation corridors that are listed in Metro's Active Transportation Strategic Plan are also given priority.

One corridor project can include various active transportation, bus system, and first/last mile improvements along the corridor, as long as the proposed improvements fit within the Measure M eligibility criteria stated above. Proposed projects must be multi-jurisdictional and demonstrate regional benefits. Proposers must also provide evidence of a community-based public participation process and community support, such as letters of support and documents of community/public meetings.

Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Category 1 Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions.

Proposals for Category 2 Projects should have a minimum of 10% design completion. Category 2 Projects with design completion of 25% or more will receive higher scores.

Pursuant to Metro’s policies, awarded MSP funds must be expended within 3 years of allocation. Unless the awarded funds are reprogrammed for the respective project’s uses at a later date at the approval of the SGVCOG Governing Board and the Metro Board of Directors, funds that are not expended after 3 years will be redirected to the pool of MSP funds that will be awarded to other projects in the subsequent cycle.

### **Section 3: Application Requirements and Scoring**

- **Basic Information:**
  - Contact Individual
  - Sponsoring Agency and Partnering Agencies
- **Category 1 Scoring Criteria: 100 Points**
  - **Project Feasibility (50 Points):**
    - Project Schedule (5 Points): Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
    - Funding Strategy and Budget (5 Points): Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
    - Local Match (10 Points): The project includes at least a 20% combined match. Projects with at least a 5% combined local match will receive partial scores.
    - Capital Improvement Plan (15 Points): The proposed project should be identifiable in at least one participating agency’s five-year Capital Improvements Plan (CIP).
    - Project Readiness (15 Points): The proposed project has a minimum of 25% design completed. Projects with at least a 10% design completion will receive partial scores. The project receives 5 additional bonus points if the design is at least 65% completed.
  - **Regional Impact (20 Points):**
    - Mobility and Accessibility (5 Points): Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
    - Safety (5 Points): Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
    - Demonstrated Need (10 Points): Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by

providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.

- **Demonstrated Support (30 Points):**
  - Community Outreach (15 Points): Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
  - Committed Partnerships (15 Points): Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
  - Regional Plan Adoption (+5 Bonus Points): Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans OR the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.
- **Category 2 Scoring Criteria: 100 Points**
  - **Project Feasibility (25 Points):**
    - Project Schedule (5 Points): Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
    - Funding Strategy and Budget (5 Points): Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
    - Design Progress (15 Points): The proposed project should reach a minimum of 10% design completion. The project receives 5 additional bonus points if the design is at least 25% completed.
  - **Regional Impact (25 Points):**
    - Mobility and Accessibility (5 Points): Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
    - Safety (5 Points): Project improves access to transit facilities, enhances safety, corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.

- Demonstrated Need (15 Points): Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.
- **Demonstrated Support (50 Points):**
  - Community Outreach (25 Points): Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
  - Committed Partnerships (25 Points): Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
  - Regional Plan Adoption (+5 Points): Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans OR the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.

**Section 4: Project Solicitation and Award Timeline**

Open Call-for-Projects	Monday, September 20, 2021
Application Workshop	Monday, October 4, 2021 at 4:00 PM
Application Deadline	Monday, October 18, 2021
Staff Recommendations Available	Monday, November 1, 2021
Recommendation Available for Public Comment	Monday, November 1, 2021 to Tuesday, November 30, 2021
Recommendation Review by Public Works Technical Advisory Committee	Monday, November 15, 2021
Recommendation Review by City Managers’ Steering Committee	Wednesday, December 1, 2021
Recommendation Review by Planning Directors’ Technical Advisory Committee	Thursday, December 2, 2021

Recommendation Review by Transportation Committee	Thursday, December 9, 2021
Recommendation Approval by Governing Board	Thursday, January 20, 2022
Final Recommendation Approval by Metro Board of Directors	Thursday, May 26, 2022

**San Gabriel Valley Council of Governments  
FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile  
Funding Application**

**SECTION 1: PROJECT SPONSOR INFORMATION**

Lead Agency:

Contact Individual Name:

Contact Individual Title:

Contact Individual Email Address:

Contact Individual Phone Number:

Partnering Agency 1:

Partnering Agency 2:

Partnering Agency 3:

Partnering Agency 4:

Partnering Agency 5:

**SECTION 2: PROJECT DESCRIPTION**

**Project Name:**

**Proposal Category:** Category 1 / Category 2

- **Category 1: Planning/Design and Construction of Major Corridor Projects**
  - Up to \$15 million will be awarded to eligible corridor projects for their planning/design and construction phases. Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions.
- **Category 2: Planning/Design of Major Corridor Projects**
  - Up to \$7 million will be awarded to eligible corridor projects' design phases. Under this category, each project can apply for up to \$1 million. Proposals for Category 2 Projects should have a minimum of 10% design completion.

**Project Location Description:**

Enter a project location that conveys road names, intersection cross street names, and/or geographical references of where the project is located.


**Project Scope (500 words maximum):**

Provide a clear and concise explanation of the types of work and/or the major elements that are proposed. Clearly indicate how the proposed improvements would fit under the active transportation, bus system improvements, and/or first/last mile categories based on the definitions provided under Measure M.

**Regional Impact (500 words maximum):**

Describe existing conditions and explain how the project impacts each and/or all of the following:

- Improves and/or enhances traffic flow, relieves congestion, enables individuals to travel quickly in the San Gabriel Valley.
- Improves access to destinations such as jobs, recreation, medical facilities, schools, and other key locations.
- Improves access to transit facilities, enhances safety, and corrects unsafe conditions.
- Demonstrates specific active transportation, bus system improvement, and/or first/last mile needs.
- Demonstrates benefits to disadvantaged communities and addresses the lack of connectivity and the lack of non-motorized users in the community.



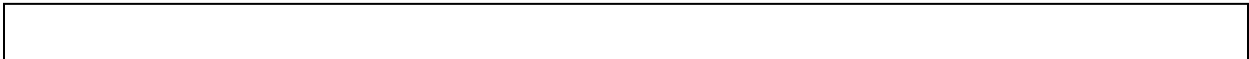
**Project Map:**

Provide a map of the project including existing conditions and proposed improvements. Please include the map in the attachments.



**Capital Improvement Plan:**

Is the project identifiable in at least one participating agency's five-year Capital Improvement Plan? Yes / No



If so, please include the Capital Improvement Plan in the attachments. Please also note that a Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP).

**Project Readiness:**

Identify the progress of the project's design completion:

% Completed

Please note that Category 1 projects should achieve a minimum of 25% design completion and Category 2 projects should achieve a minimum of 10% design completion. In the attachments, please provide any evidence or documents that can highlight the design progress of the proposed project.

**SECTION 3: PROJECT SCHEDULE**

<b>Project Phase</b>	<b>Start Date</b>	<b>End Date</b>
PAED		
PS&E		
ROW		
CON		
CLOSEOUT		

**What phase is the project currently in?**

**Identify any significant work and milestones that have been completed to date. (250 words maximum)**

**Please provide any planned strategies or strategies taken to ensure that the schedule can be met, as well as the steps that will be taken to mitigate schedule impacts of any unforeseen circumstances (250 words maximum).**

**SECTION 4: PUBLIC OUTREACH AND COMMUNITY SUPPORT**

**Describe the evidence of support from key local decision makers and stakeholders, as well as partnerships with local community organizations and/or groups. Please also describe the community-based public participation process that culminated in the project and include evidence of community support, including letters of interest and/or community meeting documents (500 words maximum).**

**Describe the roles and responsibilities of partnering jurisdictions in detail. Please also include letters of commitment/support from each partnering jurisdiction (500 words maximum).**

**Regional Plans:**

Provide any regional plans that the project is included in. Please include any applicable regional plans in the attachments.

**Metro Active Transportation Corridor:**

Is the project located on an active transportation corridor listed in the Metro Active Transportation Strategic Plan? Yes / No

**SECTION 5: FUNDING STRATEGY AND BUDGET**

**Note: For projects that are still in initial planning phases, for which design and/or engineering has not been completed, estimated costs are sufficient.**

Project Phase	Total Cost:	Secured Funding	Funding Requested from MSP
PAED			
PS&E			
ROW			This cycle of MSP funds cannot be used for ROW acquisition.
CON			
OTHER			
<b>TOTAL:</b>			

If "Other" is included, please describe additional phase(s) (250 words maximum).

**For any funding that has been secured, please complete the table below. Please note that Category 1 proposals should at least have a combined total of 20% local match.**

Amount	Source	Federal (Yes/No)	Additional Requirements (Ex. Deadline for Use of Funds)

Percentage of Local Match:  %

**For any additional funds required to complete the project, please list any potential sources of funding that have been identified (250 words maximum).**

**SECTION 6: APPLICATION SUBMISSION INSTRUCTIONS**

Please label all attachments appropriately and submit the attachments, along with the completed application form, to SGVCOG Senior Management Analyst, Alexander Fung, at [afung@sgvcog.org](mailto:afung@sgvcog.org) before Monday, October 18, 2021 at 5:00pm.

**San Gabriel Valley Council of Governments  
FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile  
Funding Application Scoring Rubric**

**Section 1: Project Category Introductions**

- **Category 1: Planning/Design and Construction of Major Corridor Projects**
  - Up to \$15 million will be awarded to eligible corridor projects for their planning/design and construction phases. Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions.
- **Category 2: Planning/Design of Major Corridor Projects**
  - Up to \$7 million will be awarded to eligible corridor projects' planning/design phases. Under this category, each project can apply for up to \$1 million. Proposals for Category 2 Projects should have a minimum of 10% design completion.

**Section 2: Category 1 Scoring Rubric**

**Overview:**

Project Feasibility	50 Points
Regional Impact	20 Points
Demonstrated Support	30 Points
<b>TOTAL</b>	<b>100 Points</b>

**Project Feasibility - Project Schedule (5 Points):**

The submitted schedule <b>fully incorporates</b> necessary phases, provides adequate time to complete the phases, describes how the schedule can be met, and highlights steps taken to expend the funds within the funding deadlines.	5 Points
The submitted schedule <b>contains enough detail and/or organization</b> on the necessary phases, how the schedule can be met, and steps taken to expend the funds within the funding deadlines; however, some areas are <b>unclear</b> and/or some details are <b>lacking</b> .	3-4 Points

The submitted schedule is <b>poorly developed or vague</b> in outlining the necessary phases, how the schedule can be met, and steps taken to expend the funds within the funding deadlines.	1-2 Points
The applicant <b>failed to incorporate</b> necessary phases and/or does not provide adequate time to complete the phases, provide information on how the schedule can be met, and highlight steps taken to expend the funds within the funding deadlines.	0 Points

**Project Feasibility - Funding Strategy and Budget (5 Points):**

The proposal provides <b>realistic and detailed</b> project funding strategy, budget, and cost estimates. Cost effectiveness is <b>apparent</b> .	5 Points
The proposal provides <b>enough detail and/or organization</b> on the project funding strategy, budget, and cost estimates. Details are <b>mostly consistent</b> with the proposed project and the cost effectiveness is <b>somewhat apparent</b> .	3-4 Points
The proposal <b>lacks sufficient detail</b> but is mostly consistent with the proposed project. Information on the project funding strategy, budget, and cost estimates are <b>lacking</b> . Cost effectiveness is <b>not as apparent</b> .	1-2 Points
The applicant <b>failed to provide</b> information on project funding strategy, budget, and/or cost estimates.	0 Points

**Project Feasibility - Local Match (10 Points):**

The proposal includes <b>at least a 20%</b> combined local match.	10 Points
The proposal includes <b>at least a 15%</b> combined local match.	7 Points
The proposal includes <b>at least a 10%</b> combined local match.	4 Points
The proposal includes <b>at least a 5%</b> combined local match.	1 Point
The proposal includes a combined local match of <b>less than 5%</b> .	0 Points

**Project Feasibility - Capital Improvement Plan (15 Points):**

The proposal <b>includes</b> a project that is identifiable in at least one participating agency's five-year Capital Improvement Plan.	15 Points
The proposal <b>does not include</b> a project that is identifiable in at least one participating agency's five-year Capital Improvement Plan.	0 Points

**Project Feasibility - Project Readiness (15 Points):**

The proposed project reached <b>at least 65% design</b> completion.	<b>15 Points + 5 Bonus Points</b>
The proposed project reached <b>at least 25% design</b> completion.	15 Points
The proposed project reached <b>at least 10% design</b> completion.	5 Points
The proposed project has a design completion of <b>less than 10%</b> .	0 Points

**Regional Impact - Mobility and Accessibility (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	3-4 Points
The proposed project <b>somewhat demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	1-2 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	0 Points

**Regional Impact - Safety (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity	3-4 Points

where it is not a result of lack of normal maintenance.	
The proposed project <b>somewhat demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	1-2 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	0 Points

**Regional Impact - Demonstrated Need (10 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	10 Points
The proposed project <b>sufficiently demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	7 Points
The proposed project <b>somewhat demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	4 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	0 Points

**Demonstrated Support - Community Outreach (15 Points):**

The applicant <b>clearly and convincingly describes</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	15 Points
The applicant <b>sufficiently demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	10 Points

The applicant <b>somewhat demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	5 Points
The applicant <b>fails to demonstrate</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	0 Points

**Demonstrated Support - Committed Partnerships (15 Points):**

The applicant <b>clearly and convincingly describes</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	15 Points
The applicant <b>sufficiently demonstrates</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	10 Points
The applicant <b>somewhat demonstrates</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	5 Points
The applicant <b>failed to demonstrate</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>also failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	0 Points

**Demonstrated Support - Regional Plan Adoption (5 Bonus Points):**

The proposed project <b>was</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal <b>includes</b> a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	<b>5 Bonus Points</b>
The proposed project <b>was not</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans. Additionally, the proposal <b>does not include</b> a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	0 Bonus Points

**Section 3: Category 2 Scoring Rubric**

**Overview:**

Project Feasibility	25 Points
Regional Impact	25 Points
Demonstrated Support	50 Points
<b>TOTAL</b>	<b>100 Points</b>

**Project Feasibility - Project Schedule (5 Points):**

The submitted schedule <b>fully incorporates</b> necessary phases and provides a realistic description of how funds could be expended within the funding deadlines.	5 Points
The submitted schedule <b>contains enough detail and/or organization</b> on the necessary phases and provides a description of how funds could be expended within the funding deadlines; however, some areas are <b>unclear</b> and/or some details are <b>lacking</b> .	3-4 Points
The submitted schedule is <b>poorly developed or vague</b> in outlining the necessary phases and how funds could be expended within the funding deadlines.	1-2 Points
The applicant <b>failed to incorporate</b> necessary phases and/or does not provide adequate time to complete the phases. A description on how funds could be expended within the funding deadlines is <b>missing</b> .	0 Points

**Project Feasibility - Funding Strategy and Budget (5 Points):**

The proposal provides <b>realistic and detailed</b> project funding strategy, budget, and cost estimates. Cost effectiveness is <b>apparent</b> .	5 Points
The proposal provides <b>enough detail and/or organization</b> on the project funding strategy, budget, and cost estimates. Details are <b>mostly consistent</b> with the proposed project and the cost effectiveness is <b>somewhat apparent</b> .	3-4 Points
The proposal <b>lacks sufficient detail</b> but is mostly consistent with the proposed project. Information on the project funding strategy, budget, and cost estimates are <b>lacking</b> . Cost effectiveness is <b>not as apparent</b> .	1-2 Points
The applicant <b>failed to provide</b> information on project funding strategy,	0 Points

budget, and/or cost estimates.	
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**Project Feasibility - Design Progress (15 Points):**

The proposed project reached <b>at least 25% design</b> completion.	<b>15 Points + 5 Bonus Points</b>
The proposed project reached <b>at least 10% design</b> completion.	15 Points
The proposed project has a design completion of <b>less than 10%</b> .	0 Points

**Regional Impact - Mobility and Accessibility (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	3 Points
The proposed project <b>somewhat demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	1 Point
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	0 Points

**Regional Impact - Safety (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in	3 Points

areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	
The proposed project <b>somewhat demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	1 Point
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	0 Points

**Regional Impact - Demonstrated Need (15 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	15 Points
The proposed project <b>sufficiently demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	10 Points
The proposed project <b>somewhat demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	5 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	0 Points

**Demonstrated Support - Community Outreach (25 Points):**

The applicant <b>clearly and convincingly describes</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	25 Points
The applicant <b>sufficiently demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public	15 Points

participation process, and showcases community support for the project.	
The applicant <b>somewhat demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	5 Points
The applicant <b>fails to demonstrate</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	0 Points

**Demonstrated Support - Committed Partnerships (25 Points):**

The applicant <b>clearly and convincingly describes</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	25 Points
The applicant <b>sufficiently demonstrates</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	15 Points
The applicant <b>somewhat demonstrates</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	5 Points
The applicant <b>failed to demonstrate</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>also failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	0 Points

**Demonstrated Support - Regional Plan Adoption (5 Bonus Points):**

The proposed project <b>was</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal <b>includes</b> a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	<b>5 Bonus Points</b>
The proposed project <b>was not</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans. Additionally, the proposal <b>does not include</b> a project in a San Gabriel	0 Bonus Points

Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	
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**RESOLUTION NO. 18-11**

**RESOLUTION OF THE SAN GABRIEL VALLEY  
COUNCIL OF GOVERNMENTS (SGVCOG) APPROVING MEASURE M  
SUBREGIONAL PUBLIC OUTREACH PROGRAM FOR INITIAL FIVE-YEAR  
PROGRAMMING PLAN**

**WHEREAS**, Measure M, a ½ cent sales tax for Countywide transportation improvements, was approved by voters in November 2016; and

**WHEREAS**, Measure M is projected to fund \$3.3 Billion in transportation improvements in the San Gabriel Valley over the next 40 years; and

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (Metro) adopted the Measure M guidelines to establish a process by which subregional funds under Measure M will be programmed by the subregional entities through the development of five-year subregional fund programming plans; and

**WHEREAS**, San Gabriel Valley Council of Governments (SGVCOG) Staff has received from Metro the projected five-year cash flow for each subregional fund in the San Gabriel Valley subregion; and

**WHEREAS**, under its Measure M Guidelines, the Metro Board requires each COG to develop and submit a Public Participation Element which will cover how interest groups within the COG's jurisdiction are addressed, identify the processes involved in the engagement effort, and key components of the MSP plan; and

**WHEREAS**, at minimum, the Public Participation Element must address the interests of: the subregion represented by the COG cities, county and other local jurisdictions and communities, and stakeholders, such as advocacy organizations and non-profits; and

**WHEREAS**, this Public Participation Element must be included in the MSP 5-Year Plan which will be adopted by both the COG Governing Board and the Metro Board.

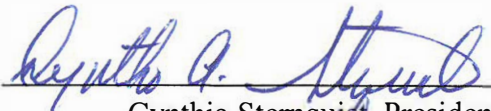
**NOW THEREFORE, BE IT RESOLVED** that the Governing Board does hereby approve the Public Participation Plan for the SGVCOG's initial MSP 5-Year Plan, as follows:

1. Staff will develop 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, and the City Managers' Steering Committee, for discussion and public input.

4. Recommendations from the TACs will be forwarded to the COG's Transportation Committee and agendaized 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
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.

Additionally, throughout this entire process, SGVCOG Staff will share Measure M project selection information on social media, use social media to inform the public and pertinent stakeholders about opportunities to engage in the project selection process, and work closely with cities to conduct outreach in an innovative matter through different technologies and mediums.

**PASSED AND ADOPTED** by the Governing Board of the San Gabriel Valley Council of Governments, County of Los Angeles, State of California, on the 15<sup>th</sup> day of February 2018.

  
\_\_\_\_\_  
Cynthia Sternquist, President  
San Gabriel Valley Council of Governments

**Attest:**

I, Marisa Creter, Interim Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that Resolution 18-11 was adopted at a regular meeting of the Governing Board held on the 15<sup>th</sup> day of February 2018, by the following roll call vote:

<b>AYES:</b>	Alhambra, Arcadia, Azusa, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, La Canada Flintridge, La Puente, La Verne, Monrovia, Montebello, Monterey Park, Pomona, Rosemead, San Dimas, San Gabriel, South El Monte, South Pasadena, Temple City, Walnut, West Covina, LA County District 1, LA County District 4, LA County District 5, Water Districts
<b>NOES:</b>	
<b>ABSTAIN:</b>	
<b>ABSENT:</b>	Baldwin Park, Bradbury, Industry, Irwindale, Pasadena, San Marino, Sierra Madre

  
\_\_\_\_\_  
Marisa Creter, Secretary

DATE: September 23, 2021

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **LEGISLATIVE UPDATES: SB 9 (ATKINS)**

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND**

SB 9 aims to increase the production and supply of housing in California by allowing up to four units to be built on lots zoned for single-families. Specifically, this bill requires cities and counties to grant ministerial approvals to proposals to split existing single-family lots into two separate lots of at least 1,200 square feet and for a duplex to be built on each new lot – resulting in up to four units of at least 800 square feet each being built where one home now stands. Parcel splits and duplex projects would not be subject to any local discretionary hearing or review, including compliance with the California Environmental Quality Act.

The bill was introduced in the Senate on December 7, 2020 by Senators Atkins (D-San Diego), Caballero (D-Salinas), Rubio (D-Baldwin Park) and Wiener (D-San Francisco).

The SGVCOG Executive Committee at their meeting on February 1, 2021, authorized the SGVCOG President to send a letter to San Gabriel Valley legislators and the authors of SB 9 opposing the legislation unless certain amendments were adopted:

- Authorize local jurisdictions to adopt a finding that existing and planned infrastructure and public services (e.g. sewers, water systems, roads, parks and open space, EV charging, public schools and public safety and transit services) in the R-1 neighborhood are inadequate to sustain the new housing and new residents likely to result under SB 9.
  - Outcome: SB 9 was amended in the Assembly to allow a building official to deny a lot split upon a written finding, based upon a preponderance of the evidence, that the proposed housing development project would have a specific, adverse impact upon public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.
- Provide Regional Housing Needs Assessment (RHNA) housing credit for R-1 neighborhoods subject to the provisions of SB 9, consistent with RHNA credit granted for Accessory Dwelling Units (ADUs).
  - Outcome: Not included.
- Provide state funding support for affordable housing through SB 9 which otherwise would effectively incentivize market-rate housing and inflate already high land costs.
  - Outcome: Not included.
- Prohibit lot splits of R-1 parcels which do not result in the construction of new multifamily

housing.

- Outcome: Not included.
- Defer to local parking requirements which typically require four covered parking spaces per two-family duplex (two per unit) to avoid severe shortages of curbside parking. Staff notes that SB 9 waives all parking requirements if the development is located within one-half mile of transit or one block to a car share vehicle and otherwise requires no more than two “off-street” spaces per duplex (one per unit).
  - Outcome: Not included.
- Defer to local requirements for rear yard setbacks for duplexes, typically set at 15 feet. SB 9 would allow cities to require rear yard setbacks of no more than four feet, significantly diminishing safe places for children to play, tree canopies and light, privacy and open space.
  - Outcome: Not included.
- Prohibit the ministerial approval of ADUs in residential areas subject to the provisions of SB 9.
  - Outcome: Approvals of ADUs subject to discretion of local officials.
- Exempt high-fire-severity zones from the denser development under SB 9.
  - Outcome: Included.
- Maintain exemptions for properties located in a historic district, or designated as historic or a landmark by the state, city or county.
  - Outcome: Included.

Following passage of SB 9 by the state Senate with few of the SGVCOG-requested amendments adopted, the SGVCOG in July formally changed its position to oppose and organized a joint opposition letter signed by the mayors of two-dozen San Gabriel Valley cities (Attachment B). Following passage of the legislation in the Assembly, concurrence in the Senate and presentation of the bill to Governor Newsom on September 3, SGVCOG sent a letter signed by the mayors of 27 cities urging the Governor to veto the legislation (Attachment C). Staff also created a [social media toolkit](#) for member agencies to use to encourage communication of viewpoints regarding SB 9.

With the passage of SB 9 in both the Assembly and the Senate, the bill is now on Governor Newsom’s desk waiting for his approval or formal veto. At this meeting, Paul Hubler, SGVCOG Director of Government and Community Relations, and Tim Egan of Capital Representation Group will provide a summary of the bill, share their lobbying efforts on behalf of the SGVCOG regarding SB 9, and provide insight and next steps for planners and other city staff should the bill be passed by the Governor and subsequently implemented across California.

Prepared by:   
\_\_\_\_\_  
Brianne Logasa  
Management Analyst

Approved by: Marisa Creter  
Marisa Creter  
Executive Director

## **ATTACHMENTS**

Attachment A – SB 9 Oppose Unless Amended Letter from SGVCOG President Margaret Clark

Attachment B – SB 9 Joint Cities Opposition Letter

Attachment C – SB 9 Joint Cities Veto Request Letter to Governor Newsom

Attachment D – Text of SB 9



February 1, 2021

OFFICERS

- President  
Margaret Clark
- 1<sup>st</sup> Vice President  
Becky Shevlin
- 2<sup>nd</sup> Vice President  
Tim Hepburn
- 3<sup>rd</sup> Vice President  
Ed Reece

The Honorable Toni Atkins  
 President pro Tempore, State Senate  
 State Capitol, Room 205  
 Sacramento, CA 95814

The Honorable Susan Rubio  
 State Senator, 22<sup>nd</sup> District  
 State Capitol, Room 4052  
 Sacramento, CA 95814

**RE: Oppose Unless Amended: SB 9 (Atkins), Ministerial Approvals of Duplexes and Lot Splits in Single-Family Neighborhoods**

Dear President pro Tem Atkins and Senator Rubio,

The San Gabriel Valley Council of Governments (SGVCOG) Executive Committee voted unanimously on February 1 to oppose Senate Bill 9 (Atkins, et al.) unless the bill is amended to include the provisions identified below. SB 9 would replace local discretionary reviews with blanket ministerial approvals of duplexes and lot splits in single-family residential neighborhoods, allowing up to four housing units to replace a single-family home.

SGVCOG will oppose SB 9 unless the legislation is amended as follows:

**Support Planned Growth:** Local jurisdictions should be authorized to adopt a finding that existing and planned infrastructure and public services in the R-1 neighborhood can sustain the new housing and new residents likely to result under SB 9. This finding would be based on, but not be limited to, an evaluation of sewers, water systems, roads, parks and open space, EV charging, public schools and public safety and transit services. We note that although duplexes and lot splits will result in greater density than Accessory Dwelling Units (ADUs), the Legislature saw fit to grant local governments authority to make such a finding before permitting ADUs by right in R-1 neighborhoods (see Government Code § 65852.2, subdivision (a) (1)).

**Provide Housing Credit:** Local governments have been required since 1969 to plan for and rezone their communities to accommodate allocations by the State of California of new affordable to market-rate housing through the Regional Housing Needs Assessment (RHNA) process. Local jurisdictions should be granted RHNA credit for R-1 neighborhoods that are subject to the provisions of SB 9, consistent with RHNA credit granted for ADUs (see Government Code § 65852.2, subdivision (m) and § 65583.1).

**Support Affordable Housing:** SB 9 provides no state financial support to help foster the construction of affordable – as opposed to market-rate – duplex housing and the bill should be amended to do so especially given the high land costs in major metropolitan areas.

**Stop Land Speculation:** If the intent of SB 9 is to foster housing production, lot splits of R-1 parcels under the provisions of SB 9 which do not result in the construction of new multifamily housing should be prohibited.

**Maintain Police/Fire Protection:** SB 9 should defer to local requirements, such as fire lane widths and fire engine turning radii, as applicable, to maintain access and response times to multifamily units.

MEMBERS

- Alhambra
- Arcadia
- Azusa
- Baldwin Park
- Bradbury
- Claremont
- Covina
- Diamond Bar
- Duarte
- El Monte
- Glendora
- Industry
- Irwindale
- La Cañada Flintridge
- La Puente
- La Verne
- Monrovia
- Montebello
- Monterey Park
- Pasadena
- Pomona
- Rosemead
- San Dimas
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- South Pasadena
- Temple City
- Walnut
- West Covina
- First District, LA County  
Unincorporated Communities
- Fourth District, LA County  
Unincorporated Communities
- Fifth District, LA County  
Unincorporated Communities
- SGV Water Districts

**Avoid Parking Shortages:** SB 9 waives all parking requirements if the development is located within one-half mile of transit or one block to a car share vehicle and otherwise requires no more than two “off-street” spaces. SB 9 should defer to local parking requirements which typically require four covered parking spaces per two-family duplex to avoid severe shortages of curbside parking in residential neighborhoods.

**Uphold Dwelling Habitability:** SB 9 proposes rear yard setbacks of four feet to replace typical setbacks for duplexes of 15 feet. Minimizing rear setbacks will significantly diminish light, privacy and open space for the residents of duplexes.

**Prohibit Duplex Add-On Units:** Single-family neighborhoods are already contending with a significant increase in ADU construction. To avoid excessive density, the ministerial approval of ADUs should be prohibited in residential areas subject to the provisions of SB 9.

**Prevent Wildfire Catastrophes:** SB 9 does not exempt high fire severity zones from denser development and it would be prudent to incorporate in the legislation exemptions for such zones as designated by the California Department of Forestry and Fire Protection or by localities.

**Protect Historic Character:** We appreciate and support the exemptions to the provisions of the bill that is provided for historic properties, landmarks and districts designated by the state, counties or cities.

SGVCOG supports legislative efforts to increase the supply of affordable housing but firmly believes land-use planning and zoning authority should remain vested with locally elected officials accountable to their communities. Absent local planning, the potential quadrupling of the number of families in our single-family neighborhoods could overwhelm infrastructure, strain public services and unintentionally drive land speculation, adversely impacting homeownership in disadvantaged communities and failing to increase the supply of affordable housing.

Thank you for your attention to this matter. Questions regarding this letter may be directed to SGVCOG Government and Community Relations Director Paul Hubler at [phubler@sgvcog.org](mailto:p hubler@sgvcog.org) or (626) 379-4937.

Sincerely,



Margaret Clark  
President  
San Gabriel Valley Council of Governments

cc: Senator Scott D. Wiener, Chair, Senate Housing Committee  
Senator Mike McGuire, Chair, Senate Governance and Finance Committee  
San Gabriel Valley State Legislative Delegation  
Mr. Kome Ajise, Executive Director, Southern California Association of Governments  
Ms. Jennifer Quan, Executive Director, LA County Division, League of California Cities  
Mr. Marcel Rodarte, Executive Director, California Contracts Cities Association  
Mr. Tim Egan, SGVCOG lobbyist



July 8, 2021

The Honorable Chris Holden  
 Assemblymember, 41<sup>st</sup> District  
 PO Box 942849  
 Sacramento, CA 94249

The Honorable Freddie Rodriguez  
 Assemblymember, 52<sup>nd</sup> District  
 PO Box 942849  
 Sacramento, CA 94249

The Honorable Laura Friedman  
 Assemblymember, 43<sup>rd</sup> District  
 PO Box 942849  
 Sacramento, CA 94249

The Honorable Phillip Chen  
 Assemblymember, 55<sup>th</sup> District  
 PO Box 942849  
 Sacramento, CA 94249

The Honorable Blanca Rubio  
 Assemblymember, 48<sup>th</sup> District  
 PO Box 942849  
 Sacramento, CA 94249

The Honorable Lisa Calderon  
 Assemblymember, 57<sup>th</sup> District  
 PO Box 942849  
 Sacramento, CA 94249

The Honorable Ed Chau  
 Assemblymember, 49<sup>th</sup> District  
 PO Box 942849  
 Sacramento, CA 94249

The Honorable Cristina Garcia  
 Assemblymember, 58<sup>th</sup> District  
 PO Box 942849  
 Sacramento, CA 94249

**RE: OPPOSE: SB 9 (Atkins), Increased Density in Single-Family Zones  
 (as amended 4/27/2021)**

Dear Assemblymembers Holden, Friedman, Rubio, Chau, Rodriguez, Chen, Calderon and Garcia,

We, the undersigned representatives of cities in the San Gabriel Valley, write in firm opposition to Senate Bill 9 (Atkins), which would end single-family residential zoning in every community in California. SB 9 would result in a quadrupling of the allowable density in long-established residential neighborhoods, driving real-estate speculators to purchase homes in order to split parcels, build duplexes on each lot and secure rental income streams – at the expense of the quality of life of our residents. We urge your “no” vote on SB 9.

SB 9 would require cities and counties, without public hearing or discretionary conditions, to approve a duplex containing two full-sized residential units on an individual lot in single-family zones. Cities would also be forced to automatically approve lot splits of individual parcels, creating two independent lots that could be sold separately, and resulting in up to four units being built where one home now stands. SB 9 would effectively abolish backyards by allowing rear setbacks of no more than four feet, depriving children of a safe place to play and residential neighborhoods of green space, privacy, light and fresh air. Increased residential density could result in unplanned and unsustainable impacts on local public safety, schools, parks, traffic, parking, sewers, drinking water, energy grids, and other vital neighborhood services and infrastructure.

Our cities are committed to being part of the solution to the critical housing shortage in California. Through the San Gabriel Valley Council of Governments (SGVCOG), we are supporting Senate Bill 15 (Portantino) to provide incentives to convert vacant commercial properties into affordable housing. San Gabriel Valley cities and the SGVCOG have also established the new San Gabriel Valley Regional Housing Trust which is making significant progress in financing affordable housing developments in multiple San Gabriel Valley cities. By forcing greater density on single-family neighborhoods without any accompanying state funding to support affordable housing, SB 9 is the wrong remedy for our housing shortage. SB 9 will undermine local input, flexibility and decision-making and has fostered strong community opposition that could imperil the deliberate and essential consensus-building needed for affordable housing developments to be welcomed in communities.

We appreciate your attention to this matter and your leadership in Sacramento on behalf of our cities. Questions regarding this letter may be addressed to SGVCOG Government and Community Relations Director Paul Hubler at [phubler@sgvcog.org](mailto:p hubler@sgvcog.org).

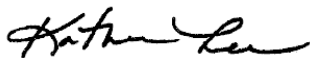
Sincerely,



Becky Shevlin, President  
San Gabriel Valley Council of Governments  
Councilmember, City of Monrovia



Victor M. Gordo  
Mayor, City of Pasadena



Katherine Lee  
Mayor, City of Alhambra



Sho Tay  
Mayor, City of Arcadia



Karen Davis  
Mayor, City of Glendora



Albert F. Ambriz  
Councilmember, City of Irwindale



Tom Adams  
Mayor, City of Monrovia



Robert Gonzales  
Mayor, City of Azusa



Kimberly Ann Cobos-Cawthorne  
Mayor, City of Montebello



Jennifer Stark  
Mayor, City of Claremont



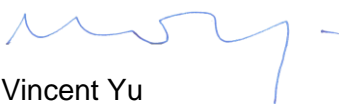
Michael Davitt  
Mayor, City of La Cañada Flintridge



Tim Sandoval  
Mayor, City of Pomona



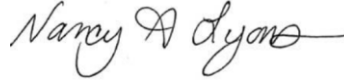
Gloria Olmos  
Mayor, City of South El Monte




Vincent Yu  
Mayor, City of Temple City



Diana Mahmud  
Mayor, City of South Pasadena



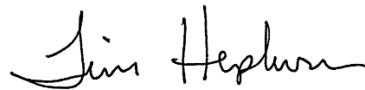
Nancy Lyons  
Mayor, Diamond Bar



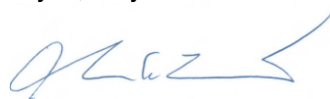
Emmett Badar  
Mayor, City of San Dimas



Cory Moss  
Mayor, City of Industry



Tim Hepburn  
Mayor, City of La Verne



Chin Ho Liao  
Mayor, City of San Gabriel



Ed Reece  
Councilmember, City of Claremont



Ken Ude  
Mayor, City of San Marino

cc: The Honorable Senate President pro Tempore Toni Atkins  
San Gabriel Valley State Senate delegation



September 10, 2021

*Via email to [leg.unit@gov.ca.gov](mailto:leg.unit@gov.ca.gov)*

The Honorable Gavin Newsom  
 Governor, State of California  
 1303 10th Street, Suite 1173  
 Sacramento, CA 95814

**RE: VETO: SB 9 (Atkins), Increased Density in Single-Family Zones  
 (as amended 8/16/2021)**

Dear Governor Newsom,

We, the undersigned representatives of cities in the San Gabriel Valley, write to request your veto of Senate Bill 9 (Atkins), which would end single-family residential zoning in every community in California. SB 9 would result in a quadrupling of the allowable density in long-established residential neighborhoods, driving real-estate speculators to purchase homes in order to split parcels, build duplexes on each lot and secure rental income streams – at the expense of the quality of life of our residents.

SB 9 would require cities and counties, without public hearing and with few exceptions, to approve a duplex containing two full-sized residential units on an individual lot in single-family zones. Cities would also be forced to automatically approve lot splits of individual parcels, creating two independent lots that could be sold separately, and resulting in up to four units being built where one home now stands. SB 9 would effectively abolish backyards by allowing rear setbacks of no more than four feet, depriving children of a safe place to play and residential neighborhoods of green space, privacy, light and fresh air. Increased residential density could result in unplanned

and unsustainable impacts on local public safety, schools, parks, traffic, parking, sewers, drinking water, energy grids, and other vital neighborhood services and infrastructure.

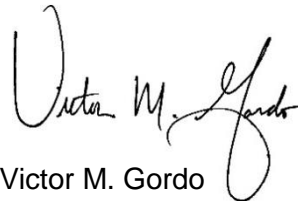
Our cities are committed to being part of the solution to the critical housing shortage in California. Through the San Gabriel Valley Council of Governments (SGVCOG), we are supporting Senate Bill 15 (Portantino) to provide incentives to convert vacant commercial properties into affordable housing. San Gabriel Valley cities and the SGVCOG have also established the new San Gabriel Valley Regional Housing Trust which is making significant progress in financing affordable housing developments in multiple San Gabriel Valley cities. By forcing greater density on single-family neighborhoods without any accompanying state funding to support affordable housing, SB 9 is the wrong remedy for our housing shortage. SB 9 will undermine local input, flexibility and decision-making and has fostered strong community opposition that could imperil the deliberate and essential consensus-building needed for affordable housing developments to be welcomed in communities. The August 16, 2021 amendments to the bill, rather than restoring local control and deterring investor interest in single-family home neighborhoods, would likely spur litigation directed at local governments.

We appreciate your attention to this matter and your leadership in Sacramento on behalf of our cities. Questions regarding this letter may be addressed to SGVCOG Government and Community Relations Director Paul Hubler at [phubler@sgvcoq.org](mailto:p hubler@sgvcoq.org).

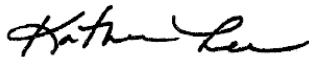
Sincerely,



Becky Shevlin, President  
San Gabriel Valley Council of Governments  
Councilmember, City of Monrovia



Victor M. Gordo  
Mayor, City of Pasadena



Katherine Lee  
Mayor, City of Alhambra



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Councilmember, City of Irwindale



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Mayor, City of Monrovia

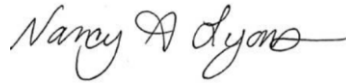


Diana Mahmud  
Mayor, City of South Pasadena

Veto of SB 9 Requested  
September 10, 2021



Robert Gonzales  
Mayor, City of Azusa



Nancy Lyons  
Mayor, City of Diamond Bar



Kimberly Ann Cobos-Cawthorne  
Mayor, City of Montebello



Emmett Badar  
Mayor, City of San Dimas



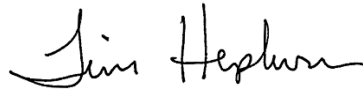
Jennifer Stark  
Mayor, City of Claremont



Cory Moss  
Mayor, City of Industry



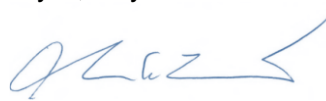
Michael Davitt  
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Councilmember, City of Claremont



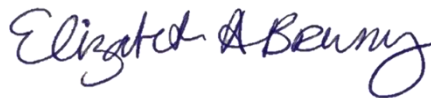
Vincent Yu  
Mayor, City of Temple City



Ken Ude  
Mayor, City of San Marino



Yvonne Yiu  
Mayor, City of Monterey Park



Elizabeth Bruny  
Mayor, City of Bradbury

Veto of SB 9 Requested  
September 10, 2021



Emmanuel J. Estrada  
Mayor, City of Baldwin Park



Rachelle Arizmendi  
Mayor, City of Sierra Madre



Eric Ching  
Mayor, City of Walnut



Bryan Urias  
Mayor, City of Duarte



Letty Lopez-Viado  
Mayor, City of West Covina

cc: Ms. Ronda Paschal, Deputy Legislative Secretary, Office of Governor Newsom  
Ms. Jennifer Quan, Los Angeles County Division, League of California Cities  
San Gabriel Valley State Legislative delegation  
Mr. Tim Egan, Capital Representation Group, Inc.

**Senate Bill No. 9**

\_\_\_\_\_

Passed the Senate August 30, 2021

\_\_\_\_\_

*Secretary of the Senate*

\_\_\_\_\_

Passed the Assembly August 26, 2021

\_\_\_\_\_

*Chief Clerk of the Assembly*

\_\_\_\_\_

This bill was received by the Governor this \_\_\_\_\_ day  
of \_\_\_\_\_, 2021, at \_\_\_\_\_ o'clock \_\_\_\_M.

\_\_\_\_\_

*Private Secretary of the Governor*

## CHAPTER \_\_\_\_\_

An act to amend Section 66452.6 of, and to add Sections 65852.21 and 66411.7 to, the Government Code, relating to land use.

## LEGISLATIVE COUNSEL'S DIGEST

SB 9, Atkins. Housing development: approvals.

The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions.

This bill, among other things, would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district.

The bill would set forth what a local agency can and cannot require in approving the construction of 2 residential units, including, but not limited to, authorizing a local agency to impose objective zoning standards, objective subdivision standards, and objective design standards, as defined, unless those standards would have the effect of physically precluding the construction of up to 2 units or physically precluding either of the 2 units from being at least 800 square feet in floor area, prohibiting the imposition of setback requirements under certain circumstances,

and setting maximum setback requirements under all other circumstances.

The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification of those maps. Under the Subdivision Map Act, an approved or conditionally approved tentative map expires 24 months after its approval or conditional approval or after any additional period of time as prescribed by local ordinance, not to exceed an additional 12 months, except as provided.

This bill, among other things, would require a local agency to ministerially approve a parcel map for an urban lot split that meets certain requirements, including, but not limited to, that the urban lot split would not require the demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the parcel is located within a single-family residential zone, and that the parcel is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district.

The bill would set forth what a local agency can and cannot require in approving an urban lot split, including, but not limited to, authorizing a local agency to impose objective zoning standards, objective subdivision standards, and objective design standards, as defined, unless those standards would have the effect of physically precluding the construction of 2 units, as defined, on either of the resulting parcels or physically precluding either of the 2 units from being at least 800 square feet in floor area, prohibiting the imposition of setback requirements under certain circumstances, and setting maximum setback requirements under all other circumstances. The bill would require an applicant to sign an affidavit stating that they intend to occupy one of the housing units as their principal residence for a minimum of 3 years from the date of the approval of the urban lot split, unless the applicant is a community land trust or a qualified nonprofit corporation, as specified. The bill would prohibit a local agency from imposing

any additional owner occupancy standards on applicants. By requiring applicants to sign affidavits, thereby expanding the crime of perjury, the bill would impose a state-mandated local program.

The bill would also extend the limit on the additional period that may be provided by ordinance, as described above, from 12 months to 24 months and would make other conforming or nonsubstantive changes.

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment. CEQA does not apply to the approval of ministerial projects.

This bill, by establishing the ministerial review processes described above, would thereby exempt the approval of projects subject to those processes from CEQA.

The California Coastal Act of 1976 provides for the planning and regulation of development, under a coastal development permit process, within the coastal zone, as defined, that shall be based on various coastal resources planning and management policies set forth in the act.

This bill would exempt a local agency from being required to hold public hearings for coastal development permit applications for housing developments and urban lot splits pursuant to the above provisions.

By increasing the duties of local agencies with respect to land use regulations, the bill would impose a state-mandated local program.

The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

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 specified reasons.

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

SECTION 1. Section 65852.21 is added to the Government Code, to read:

65852.21. (a) A proposed housing development containing no more than two residential units within a single-family residential zone shall be considered ministerially, without discretionary review or a hearing, if the proposed housing development meets all of the following requirements:

(1) The parcel subject to the proposed housing development is located within a city, the boundaries of which include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau, or, for unincorporated areas, a legal parcel wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

(2) The parcel satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.

(3) Notwithstanding any provision of this section or any local law, the proposed housing development would not require demolition or alteration of any of the following types of housing:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

(B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

(C) Housing that has been occupied by a tenant in the last three years.

(4) The parcel subject to the proposed housing development is not a parcel on which an owner of residential real property has exercised the owner's rights under Chapter 12.75 (commencing with Section 7060) of Division 7 of Title 1 to withdraw accommodations from rent or lease within 15 years before the date that the development proponent submits an application.

(5) The proposed housing development does not allow the demolition of more than 25 percent of the existing exterior structural walls, unless the housing development meets at least one of the following conditions:

(A) If a local ordinance so allows.

(B) The site has not been occupied by a tenant in the last three years.

(6) The development is not located within a historic district or property included on the State Historic Resources Inventory, as defined in Section 5020.1 of the Public Resources Code, or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.

(b) (1) Notwithstanding any local law and except as provided in paragraph (2), a local agency may impose objective zoning standards, objective subdivision standards, and objective design review standards that do not conflict with this section.

(2) (A) The local agency shall not impose objective zoning standards, objective subdivision standards, and objective design standards that would have the effect of physically precluding the construction of up to two units or that would physically preclude either of the two units from being at least 800 square feet in floor area.

(B) (i) Notwithstanding subparagraph (A), no setback shall be required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure.

(ii) Notwithstanding subparagraph (A), in all other circumstances not described in clause (i), a local agency may require a setback of up to four feet from the side and rear lot lines.

(c) In addition to any conditions established in accordance with subdivision (b), a local agency may require any of the following conditions when considering an application for two residential units as provided for in this section:

(1) Off-street parking of up to one space per unit, except that a local agency shall not impose parking requirements in either of the following instances:

(A) The parcel is located within one-half mile walking distance of either a high-quality transit corridor, as defined in subdivision (b) of Section 21155 of the Public Resources Code, or a major transit stop, as defined in Section 21064.3 of the Public Resources Code.

(B) There is a car share vehicle located within one block of the parcel.

(2) For residential units connected to an onsite wastewater treatment system, a percolation test completed within the last 5

years, or, if the percolation test has been recertified, within the last 10 years.

(d) Notwithstanding subdivision (a), a local agency may deny a proposed housing development project if the building official makes a written finding, based upon a preponderance of the evidence, that the proposed housing development project would have a specific, adverse impact, as defined and determined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

(e) A local agency shall require that a rental of any unit created pursuant to this section be for a term longer than 30 days.

(f) Notwithstanding Section 65852.2 or 65852.22, a local agency shall not be required to permit an accessory dwelling unit or a junior accessory dwelling unit on parcels that use both the authority contained within this section and the authority contained in Section 66411.7.

(g) Notwithstanding subparagraph (B) of paragraph (2) of subdivision (b), an application shall not be rejected solely because it proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

(h) Local agencies shall include units constructed pursuant to this section in the annual housing element report as required by subparagraph (I) of paragraph (2) of subdivision (a) of Section 65400.

(i) For purposes of this section, all of the following apply:

(1) A housing development contains two residential units if the development proposes no more than two new units or if it proposes to add one new unit to one existing unit.

(2) The terms “objective zoning standards,” “objective subdivision standards,” and “objective design review standards” mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a local agency, and may include, but are not limited to, housing overlay

zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances.

(3) “Local agency” means a city, county, or city and county, whether general law or chartered.

(j) A local agency may adopt an ordinance to implement the provisions of this section. An ordinance adopted to implement this section shall not be considered a project under Division 13 (commencing with Section 21000) of the Public Resources Code.

(k) Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), except that the local agency shall not be required to hold public hearings for coastal development permit applications for a housing development pursuant to this section.

SEC. 2. Section 66411.7 is added to the Government Code, to read:

66411.7. (a) Notwithstanding any other provision of this division and any local law, a local agency shall ministerially approve, as set forth in this section, a parcel map for an urban lot split only if the local agency determines that the parcel map for the urban lot split meets all the following requirements:

(1) The parcel map subdivides an existing parcel to create no more than two new parcels of approximately equal lot area provided that one parcel shall not be smaller than 40 percent of the lot area of the original parcel proposed for subdivision.

(2) (A) Except as provided in subparagraph (B), both newly created parcels are no smaller than 1,200 square feet.

(B) A local agency may by ordinance adopt a smaller minimum lot size subject to ministerial approval under this subdivision.

(3) The parcel being subdivided meets all the following requirements:

(A) The parcel is located within a single-family residential zone.

(B) The parcel subject to the proposed urban lot split is located within a city, the boundaries of which include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau, or, for unincorporated areas, a legal parcel wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

(C) The parcel satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.

(D) The proposed urban lot split would not require demolition or alteration of any of the following types of housing:

(i) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

(ii) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

(iii) A parcel or parcels on which an owner of residential real property has exercised the owner's rights under Chapter 12.75 (commencing with Section 7060) of Division 7 of Title 1 to withdraw accommodations from rent or lease within 15 years before the date that the development proponent submits an application.

(iv) Housing that has been occupied by a tenant in the last three years.

(E) The parcel is not located within a historic district or property included on the State Historic Resources Inventory, as defined in Section 5020.1 of the Public Resources Code, or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.

(F) The parcel has not been established through prior exercise of an urban lot split as provided for in this section.

(G) Neither the owner of the parcel being subdivided nor any person acting in concert with the owner has previously subdivided an adjacent parcel using an urban lot split as provided for in this section.

(b) An application for a parcel map for an urban lot split shall be approved in accordance with the following requirements:

(1) A local agency shall approve or deny an application for a parcel map for an urban lot split ministerially without discretionary review.

(2) A local agency shall approve an urban lot split only if it conforms to all applicable objective requirements of the Subdivision Map Act (Division 2 (commencing with Section 66410)), except as otherwise expressly provided in this section.

(3) Notwithstanding Section 66411.1, a local agency shall not impose regulations that require dedications of rights-of-way or the

construction of offsite improvements for the parcels being created as a condition of issuing a parcel map for an urban lot split pursuant to this section.

(c) (1) Except as provided in paragraph (2), notwithstanding any local law, a local agency may impose objective zoning standards, objective subdivision standards, and objective design review standards applicable to a parcel created by an urban lot split that do not conflict with this section.

(2) A local agency shall not impose objective zoning standards, objective subdivision standards, and objective design review standards that would have the effect of physically precluding the construction of two units on either of the resulting parcels or that would result in a unit size of less than 800 square feet.

(3) (A) Notwithstanding paragraph (2), no setback shall be required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure.

(B) Notwithstanding paragraph (2), in all other circumstances not described in subparagraph (A), a local agency may require a setback of up to four feet from the side and rear lot lines.

(d) Notwithstanding subdivision (a), a local agency may deny an urban lot split if the building official makes a written finding, based upon a preponderance of the evidence, that the proposed housing development project would have a specific, adverse impact, as defined and determined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

(e) In addition to any conditions established in accordance with this section, a local agency may require any of the following conditions when considering an application for a parcel map for an urban lot split:

(1) Easements required for the provision of public services and facilities.

(2) A requirement that the parcels have access to, provide access to, or adjoin the public right-of-way.

(3) Off-street parking of up to one space per unit, except that a local agency shall not impose parking requirements in either of the following instances:

(A) The parcel is located within one-half mile walking distance of either a high-quality transit corridor as defined in subdivision

(b) of Section 21155 of the Public Resources Code, or a major transit stop as defined in Section 21064.3 of the Public Resources Code.

(B) There is a car share vehicle located within one block of the parcel.

(f) A local agency shall require that the uses allowed on a lot created by this section be limited to residential uses.

(g) (1) A local agency shall require an applicant for an urban lot split to sign an affidavit stating that the applicant intends to occupy one of the housing units as their principal residence for a minimum of three years from the date of the approval of the urban lot split.

(2) This subdivision shall not apply to an applicant that is a “community land trust,” as defined in clause (ii) of subparagraph (C) of paragraph (11) of subdivision (a) of Section 402.1 of the Revenue and Taxation Code, or is a “qualified nonprofit corporation” as described in Section 214.15 of the Revenue and Taxation Code.

(3) A local agency shall not impose additional owner occupancy standards, other than provided for in this subdivision, on an urban lot split pursuant to this section.

(h) A local agency shall require that a rental of any unit created pursuant to this section be for a term longer than 30 days.

(i) A local agency shall not require, as a condition for ministerial approval of a parcel map application for the creation of an urban lot split, the correction of nonconforming zoning conditions.

(j) (1) Notwithstanding any provision of Section 65852.2, 65852.21, 65852.22, 65915, or this section, a local agency shall not be required to permit more than two units on a parcel created through the exercise of the authority contained within this section.

(2) For the purposes of this section, “unit” means any dwelling unit, including, but not limited to, a unit or units created pursuant to Section 65852.21, a primary dwelling, an accessory dwelling unit as defined in Section 65852.2, or a junior accessory dwelling unit as defined in Section 65852.22.

(k) Notwithstanding paragraph (3) of subdivision (c), an application shall not be rejected solely because it proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

(l) Local agencies shall include the number of applications for parcel maps for urban lot splits pursuant to this section in the annual housing element report as required by subparagraph (I) of paragraph (2) of subdivision (a) of Section 65400.

(m) For purposes of this section, both of the following shall apply:

(1) “Objective zoning standards,” “objective subdivision standards,” and “objective design review standards” mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a local agency, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances.

(2) “Local agency” means a city, county, or city and county, whether general law or chartered.

(n) A local agency may adopt an ordinance to implement the provisions of this section. An ordinance adopted to implement this section shall not be considered a project under Division 13 (commencing with Section 21000) of the Public Resources Code.

(o) Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), except that the local agency shall not be required to hold public hearings for coastal development permit applications for urban lot splits pursuant to this section.

SEC. 3. 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 24 months. However, if the subdivider is required to expend two hundred thirty-six thousand seven hundred ninety dollars (\$236,790) 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 that abut the boundary of the property to be subdivided and that 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 48 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, 2012, and each calendar year thereafter, the amount of two hundred thirty-six thousand seven hundred ninety dollars (\$236,790) 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 that 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 before 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). Before 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 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 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 before 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 that 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 that 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 that 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. 4. The Legislature finds and declares that ensuring access to affordable housing is a matter of statewide concern and not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, Sections 1 and 2 of this act adding Sections 65852.21 and 66411.7 to the Government Code and Section 3 of this act amending Section 66452.6 of the Government Code apply to all cities, including charter cities.

SEC. 5. 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 or because costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.







Approved \_\_\_\_\_, 2021

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*Governor*

# REPORT

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DATE: September 23, 2021

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **LOS ANGELES COUNTY CLIMATE VULNERABILITY ASSESSMENT**

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND**

Developed by the Los Angeles County Chief Sustainability Office (CSO), the Los Angeles County Climate Vulnerability Assessment (CVA) examined the physical and social vulnerability of communities to climate impacts such as extreme heat, extreme precipitation, wildfire, sea level rise, drought, and flooding. The Assessment also examined the potential for differential impact on specific communities and sub-populations, such as low-income neighborhoods, aging adults, and outdoor workers. Through collaborations with local jurisdictions, the County of Los Angeles has identified vulnerabilities that cross jurisdictional boundary lines.

Key findings from the CVA highlighted that extreme heat is projected to increase in frequency and severity and that wildfire events are projected to be considerably larger, more frequent, and more destructive by mid-century. Droughts will also happen more often and lasting longer, which lead to drier springs and summers. Inland flooding will likely increase in the future with the drier climates and wetter winters. Additionally, coastal flooding events may become more frequent and severe, with small increases in sea level rise.

Local jurisdictions can use the CVA to inform a grant and apply for funding, create a city adaptation plan/program, support vulnerability assessments for SB 379, and prioritize hazard mitigation efforts, public health policies, emergency preparedness, land use planning, and infrastructure investments. Additional information on the CVA can be found on <https://ceo.lacounty.gov/ourcounty-cso-actions/>.

CSO City Liaison, Liz Crosson, will provide a detailed presentation on this item.

Prepared by:   
Alexander P. Fung  
Senior Management Analyst

# REPORT

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Approved by: Marisa Creter  
Marisa Creter  
Executive Director

# REPORT

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DATE: September 23, 2021

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **WILDFIRE PREVENTION PLANNING IN THE SAN GABRIEL VALLEY**

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND**

Wildlands near the San Gabriel Valley are increasingly stressed given the climate's swift in growing heat and drier conditions. Additionally, wildfires have burned more state acres in 2020 than any other year on record. Many jurisdictions within the San Gabriel Valley, including the Cities of Arcadia, Azusa, Bradbury, Claremont, Covina, Diamond Bar, Duarte, Glendora, Irwindale, La Canada Flintridge, La Verne, Monrovia, Pasadena, Pomona, San Dimas, Sierra Madre, Walnut, and West Covina, also have neighborhoods or communities that are designated as fire hazard severity zones.

To improve stewardship in the wildland urban interface, the Fire Safe Alliance was formed as a collaboration of public agencies, departments, and communities to identify solutions and resources for property owners and land managers. The Alliance aims to create safer communities and protect natural areas by involving and educating stakeholders, sharing best practices, and providing beneficial resources. The Alliance also encourages local jurisdictions to participate or lead efforts to develop a Community Wildfire Protection Plan, which guides future actions of private landowners, local Fire Safe Councils, land management agencies, and emergency service providers wanting to take proactive steps to minimize risks and protect local communities.

In partnership with local community members, the SGVCOG will host several regional forums over the next few months to support member agencies and local communities to boost their wildfire prevention planning efforts. Swire Siegel Landscape Architects Principal Ronnie Siegel and GGA Architects Principal Greg Kochanowski will provide a detailed presentation on the importance of prioritizing wildfire prevention planning efforts in the San Gabriel Valley.

Prepared by:



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Alexander P. Fung  
Senior Management Analyst

# REPORT

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Approved by: Marisa Creter  
Marisa Creter  
Executive Director