



San Gabriel Valley Council of Governments

AGENDA AND NOTICE

OF THE MEETING OF THE SGVCOG PLANNING DIRECTORS

TECHNICAL ADVISORY COMMITTEE (TAC)

Thursday, February 22, 2018 – 12:00 PM

Chair: Craig Hensley
City of Duarte

Vice-Chair: Michael Huntley
City of Monterey Park

Members

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

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

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

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

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

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

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



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



PRELIMINARY BUSINESS

3 MINUTES

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

CONSENT CALENDAR

1 MINUTE

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

4. Planners TAC Meeting Minutes – 01/25/2018 -- Page 3
Recommended Action: Approve.

ACTION ITEMS

5 MINUTES

5. SB 827: Planning and Zoning: Transit-Rich Housing Bonus (Wiener) -- Page 9
Recommended Action: Recommend that the Governing Board oppose SB 827 (Wiener)

PRESENTATIONS

35 MINUTES

6. City of La Verne’s Enhanced Infrastructure Financing District (EIFD): Presentation by Eric Scherer: Acting Community Development Director, City of La Verne -- Page 17
Recommended Action: For information only.
7. SGVCOG & ACE Program Project Development, Evaluation, and Approval Process: Presentation by Mark Christoffels, Chief Engineer, SGVCOG/ACE -- Page 25
Recommended Action: For discussion.

DISCUSSION ITEMS

15 MINUTES

8. Solicitation and discussion of specific compliance issues with LA County Fire Department’s Fire Code Requirements -- Page 45
Recommended Action: For discussion.

INFORMATION ITEMS

UPDATE ITEMS

EXECUTIVE DIRECTOR’S COMMENTS

CHAIR’S REPORT

2 MINUTES

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

ANNOUNCEMENTS

1 MINUTE

- March 22, 2018: Next Planning Directors’ TAC Meeting.

ADJOURN



SGVCOG Planners TAC Meeting Minutes

Date: January 25, 2018
 Time: 12:00 P.M.
 Location: Upper San Gabriel Valley Municipal Water District
 602 E. Huntington Dr., Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order. The meeting was called to order at 12:04 P.M.
2. Roll Call

Planners TAC Members Present

A. Harbin; Baldwin Park
 C. Hensley; Duarte
 M. Carnahan; Glendora
 M. Simpson; Irwindale
 E. Scherer; La Verne
 M. Huntley; Monterey Park
 B. Kim; Rosemead
 L. Stevens, A. Garcia; San Dimas
 S. Reimers; Temple City
 J. Anderson; West Covina
 M. Kim, J. Drevno, A. Arakelian; LA County
 DRP

Planners TAC Members Absent

Alhambra
 Arcadia
 Azusa
 Claremont
 Covina
 Diamond Bar
 El Monte
 Monrovia
 Pasadena
 Pomona
 San Gabriel

 Sierra Madre
 South Pasadena
 Walnut

SGVCOG Staff / Guests

J. Cicco, Staff
 P. Duyshart, Staff
 V. Ciudad-Real, Staff
 B. Johnson, LA County DPW
 A. Chang; TransTech Engineers
 W. Reutimann; Bike SGV

3. Public Comment.

No public comment.

CONSENT CALENDAR

4. Planners TAC Meeting Minutes – 11/30/2017
There was a motion to approve the minutes (M/S: L. Stevens/M. Huntley).

[Motion Passed]

Ayes	Duarte, Glendora, Irwindale, La Verne, Monterey Park, Rosemead, San Dimas, Temple City, West Covina, LA County DRP
Noes	
Abstain	Baldwin Park

Absent	Alhambra, Arcadia, Azusa, Claremont, Covina, Diamond Bar, El Monte, Monrovia, Pasadena, Pomona, San Gabriel, Sierra Madre, South Pasadena, Walnut
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PRESENTATIONS

5. *Overview SGVCOG Regional Homelessness Coordinator Report: Jan Cicco, Regional Homelessness Coordinator, SGVCOG*

J. Cicco gave a thorough presentation in which she outlined the SGVCOG's actions and roles for helping solve issues related to homelessness on a subregional level. She first provided a background on the LA County-wide effort to work on homelessness problems, including the LA county Board of Supervisors' action plan to combat homelessness and the passing of Measure H, which will generate almost \$355 million annually for services and programs to prevent and tackle homelessness issues. Measure H funding enabled the COG to enter into a contract with LA County to provide homeless services and solution in the SGV, and to also hire Ms. Cicco as Regional Homelessness Coordinator.

Ms. Cicco went on to talk about how the SGVCOG is the proper government agency to conduct regional coordination because it serves as a regional voice for its member agencies on policy issues such as this one. She will be coordinating services between the County, the SGVCOG, SGV Cities, Homeless providers, and faith organizations to connect with the county's homeless initiative strategies. Cicco then went in-depth about the unique tasks, actions, and deliverables for each of the three main steps and tasks of regional coordination: coordination with members, cities, coordination with service providers and community stakeholders, and project development.

The presentation also included overviews of awards of grant money for 23 SGVCOG cities, and of how 20 member cities are entering into MOUs with the COG for procurement and management of a consultant to help them create homeless plans. Ms. Cicco also touched upon regional SB 2 compliance, inclusionary zoning for affordable housing, and development of a second dwelling units pilot program. She also pointed out how the COG's strategies could assist cities with meeting RHNA requirements.

Questions/Discussion: The following issues were discussed:

- One TAC member asked about some of the methods that might be suggested. The individual asked if there will be studies on affordable housing, and if they'll include recommendations, or just quantitative information and analysis. He also asked about inclusionary limits.
- J. Cicco said planning grants give cities a chance to look at and investigate ideas and plans, rather than solely just talking about ideas.
- A TAC member made a comment about how inclusionary housing, and partnerships with private developers on this issue. Remarked that sometimes requirements aren't feasible for private companies and developers.
- J. Cicco asked, what are the tipping points for Cities, regarding meeting RHNA or population obligations, and how these consequences could affect the homeless population.
- Ms. Cicco announced that the COG will be conducting tours of outstanding affordable housing projects which brought benefits to their cities, both aesthetically and public health-wise.
- Another member discussed SB 2 compliance for Monterey Park. Expressed concern about a shortage of service providers and non-profits which help set up homeless shelters, etc. He asked how Cities can identify service providers and developers who can access funding for homelessness programs. J. Cicco replied that the role of the COG is to connect cities to service providers. The COG is essentially a mediator.

- Second question from the same TAC member: What has the COG done to encourage LA County to provide additional funding which can trickle down so that cities can meet homelessness goals and plans. J. Cicco stated that if you have a connection to a Measure H strategy, then you can be more attractive in securing additional funding from the County. COG will also advocate with the County to fund more projects and the COG will set timeframes for funding sources, too.
- One TAC member also expressed concern about the consultant being an advocate, instead of actually consulting and listening to the COG's needs. He hopes that the consultant understands that they're providing us with options, and NOT decisions. They shouldn't promote their own point of view. Another concern had to do with mixing words between affordable housing and homelessness programs, and stressed the importance of making the two distinct entities.

6. *Metro Measure M Subregional Public Participation Plan: Peter Duyshart, Project Assistant, SGVCOG*

P. Duyshart of the SGVCOG began this presentation by providing some background on Metro's adopted Measure M Guidelines, which mandate that each subregional JPA, including the SGVCOG, must submit 5-year project programming plans to Metro. Mr. Duyshart reminded members of the TAC that, in November, the TAC approved SGVCOG staff's proposal for the first 5-year subregional programming plan, a proposal which included interfund borrowing between different program funds. The purpose of this interfund borrowing is to prioritize First-Last Mile projects with Gold Line Phase 2B construction.

Duyshart went on to explain how the Multi-Year Subregional Program (MSP) 5-Year Plans must also include a Public Participation Element. This element, according to Metro, must address how the SGVCOG will engage with subregional interest groups during the project selection process. The COG must ensure that local stakeholders, such as SGV residents, SGV cities and local agencies, service providers, and interest groups have many opportunities to provide feedback and constructive comments during the project review and selection projects. P. Duyshart also mentioned that local advocacy organizations were invited to this TAC meeting and other COG policy committee meetings to provide input on the structure of the public participation plan itself.

The SGVCOG's Public Participation Plan for the first MSP 5-Year Plan is a six-step plan which provides a plethora of chances for public input and engagement. Mr. Duyshart showed how, during the various steps and actions of this plan, that there will be online public forums through which the public can submit questions and comments, public comment periods at multiple SGVCOG committee and TAC meetings, and opportunities to meet with COG staff and implementing agency staff. The components of the plan are 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 for discussion and public input.
4. Recommendations from the TACs will be forwarded to the COG's Transportation Committee and agendized 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.

To conclude the presentation on this item, P. Duyshart gave the TAC the COG staff's recommendation on this item, described the next steps in this Measure M project selection process, and reported on the Transportation Committee's suggested amendments to staff's recommendation.

Questions/Discussion: The following issues were discussed:

- One TAC member asked about the time-frame for the actual completion of the MSP 5-Year Plan, and when it will be submitted to Metro for filing.
- A TAC member remarked that almost all money for the first 5 years is for active transportation and First-Last Mile and complete streets projects. One concern is that there are no plans for First-Last Mile from Metro, particularly for the Gold Line Phase 2B and even 2A stations, and that this creates disconnects for First-Last Mile construction rules and how they relate to the construction of Metro stations. This TAC member was also concerned about identifying and implementing First-Last Mile plans, and that the COG's First-Last Mile plans and funding will not be effective without getting an additional commitment from Metro. This in turn would exacerbate problems of accessibility for stations.
- P. Duyshart reminded the TAC that the reason why the SGVCOG is loaning money from other subregional programs to the ATP and FLM sub-funds for the first MSP 5-year plan is to prioritize ATP and FLM projects, and to plan to build beneficial, practical projects which improve access to Gold Line Phase 2B stations. In addition, the new integrated SGVCOG/ACE transportation project agency will be soliciting a call for projects in the next year.
- Wes Reutimann from Bike SGV stated that he strongly agreed with the Transportation Committee's request to have targeted social media outreach included in the MSP Public Participation Plan, since it is an excellent medium through which to educate and communicate with the public. He pointed out how SB 1 could be overturned because many voters are not informed about the types of transportation projects which SB 1 funds help fund; he suggested that the COG and member Cities use their social media accounts to conduct a campaign which shows the public how the SB 1 funds are used and appropriated, and how it enables the COG and other agencies to complete important projects. He also advocated the idea that the COG should spend money on social media graphics for an educational campaign.
- Another TAC member reminded the TAC that there are a couple events coming up, such as the SGVCOG's CicLAvia event, at which the COG can engage with community members about the benefits of SB 1 and Active Transportation funding. Similarly, the COG can use the SCAG Go Human demonstration event to get feedback from the public and to reach a constituency that you might not be able to reach otherwise.

There was a motion to recommend that the Governing Board adopt the Public Participation Plan as presented by staff, but also including the three stipulations which were identified by the Transportation Committee. (M/S: L. Stevens / M. Huntley).

[Motion Passed]

Ayes	Baldwin Park, Duarte, Glendora, Irwindale, La Verne, Monterey Park, Rosemead, San Dimas, Temple City, West Covina, LA County DRP
Noes	

Abstain	
Absent	Alhambra, Arcadia, Azusa, Claremont, Covina, Diamond Bar, El Monte, Monrovia, Pasadena, Pomona, San Gabriel, Sierra Madre, South Pasadena, Walnut

ACTION ITEMS

DISCUSSION ITEMS

INFORMATION ITEMS

UPDATE ITEMS

7. ACE/COG Integration

P. Duyshart provided an update on the integration process. He mentioned that the adoption of the 4th Amendment to the Joint Powers Agreement (JPA) was formalized in late-December, as Diamond Bar became the 19th City to approve the 4th Amendment. The approval of this amendment to the JPA means that the COG and ACE are now integrated organizations. Duyshart also mentioned that, now that 4th Amendment has been passed, the bylaws of this new organization then must be rewritten. The Governing Board has already had the first reading of these new bylaws. P. Duyshart also announced that there is a classification and compensation study that is ongoing, and both offices are included in this study to ensure that job descriptions and pay are accurate and align correctly. ACE/COG staff are also working together to develop a new logo to be used for “ACE” construction projects.

EXECUTIVE DIRECTOR’S COMMENTS

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

CHAIR’S REPORT

8. Solicitation of presentation topics

C. Hensley suggested that the discussion regarding municipal compliance problems with LA County Fire Department’s Fire Code Requirements be postponed until the February 22nd TAC meeting. He and L. Stevens also proposed that P. Duyshart solicit issues pertaining to this topic through email before the next meeting, so that the TAC can have a prepared, structured, and more substantive conversation on this issue at the next meeting.

9. Current City Projects

There was no discussion of city projects.

ANNOUNCEMENTS

Feb. 22nd, Next Planning Directors’ TAC Meeting.

P. Duyshart announced that the LA County Assessor’s Office is currently overseeing the Homeowners’ Exemption Month campaign during the month of January. Homeowners who choose to apply for this exemption are eligible to reduce their annual property taxes by up to \$70 per month.

Additionally, P. Duyshart reminded TAC members that there are upcoming deadlines for two different transportation grant programs: the Active Transportation Program and the Local Partnership Program. He provided pertinent information about these programs which was originally distributed at an SB 1 Discretionary Programs Workshop which was hosted by LA Metro as part of Metro’s local outreach efforts.

L. Stevens of the City of San Dimas announced that the City is currently looking for a Project Manager, who would work 30-40 hours per week on a contract basis. Candidates needs to have 10-15 years of experience, at least.

ADJOURN

The meeting adjourned at 1:04 P.M.

DATE: February 22, 2018

TO: SGVCOG Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Interim Executive Director

RE: **SB 827 (Wiener)**

RECOMMENDED ACTION

Recommend that the Governing Board adopt Resolution 18-__ opposing SB 827 (Wiener).

BACKGROUND

Under existing State planning and zoning law, municipalities and local governments have a decent degree of local control in determining development requirements of housing projects; such requirements include those such as housing densities, parking requirements, floor area ratios, and design-review standards. There also mechanisms in current state law for localities to provide incentives for developers who construct affordable housing.

SB 827 (Wiener) would have the following effects on State zoning and planning law:

- The bill would exempt certain transit-oriented housing projects from locally developed and adopted City General Plans, including locally adopted height limitations, floor area ratios, densities, parking requirements, and design review standards, among other building requirements.
- On a similar note, SB 827 would subvert and undercut cities' locally adopted General Plans, Housing Elements, and SCSs.
- The piece of legislation not only weakens local government authority and autonomy, but it even renders moot local public and community engagement, input, and outreach efforts. Local residents provide valuable and knowledgeable local-based input on City development standards, and making this input less important goes against the principles of transparent government and local democracy.
- Additionally, SB 827 does not include a provision which requires developers' "transit-rich housing projects" to include affordable housing elements in these exempt developments.

Moreover, in September 2017, Governor Jerry Brown signed a comprehensive 15 bill "housing package" into law. This "housing package" included measures that provided new sources of funding, streamlined the housing approval process, and increased oversight of local government land use decisions further. The pieces of legislation included:

- SB 2 (Atkins), SB 3 (Beall), SB 35 (Wiener), SB 166 (Skinner), SB 167 (Skinner)/AB 678 (Bocanegra), SB 540 (Roth), AB 72 (Santiago), AB 73 (Chiu), AB 879 (Grayson), AB 1397, AB 571 (E. Garcia), AB 1515 (Daly), AB 1397 (Low), AB 1521 (Bloom) and AB 1505 (Bloom).

REPORT

The changes brought about by these new housing bills have only been in effect for a few weeks, and enforcement and compliance processes and mechanisms are still being figured out by the HCD at the moment. Since this new legislation still needs to be vetted and better understood by the State, any new legislation which would further effect housing, zoning, and community development law should at least be put on hold until the new laws have been implemented effectively.

SUPPORT AND OPPOSITION

Currently, there is no known formal public support for this legislation. However, there is no published Bill Analysis of this bill yet, and these analyses always include governments and organizations which support pieces of legislation.

The following organization and cities oppose this bill:

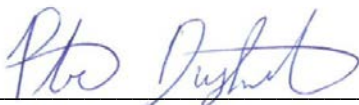
- City of Monterey Park
- City of Beverly Hills
- City of West Hollywood
- The League of California Cities

NEXT STEPS

SB 827 will be heard in the California Senate Committee on Transportation and Housing and in the Senate Committee on Governance and Finance within the next few weeks. Thus, if the SGVCOG Governing Board wishes to take any action on this bill, it needs to occur in the next month.

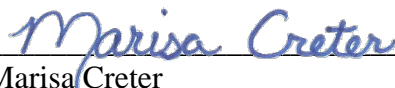
It is being recommended that this technical advisory committee approve a motion to recommend that the Governing Board formally oppose SB 827 (Wiener) by adopting Resolution 18-___. If this TAC takes this action, then this item will be presented to the Governing Board for adoption at the Governing Board's March 2018 meeting.

Prepared by:



Peter Duyshart
Project Assistant

Approved by:



Marisa Creter
Interim Executive Director

ATTACHMENTS

Attachment A – SB 827 (Wiener) -- Page 9

Attachment B – SB 827 Letter and Resolution 18-___ -- Page 13

SENATE BILL**No. 827**

Introduced by Senator Wiener
(Principal coauthor: Senator Skinner)
(Principal coauthor: Assembly Member Ting)

January 3, 2018

An act to add Section 65917.7 to the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 827, as introduced, Wiener. Planning and zoning: transit-rich housing bonus.

The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents.

This bill would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a $\frac{1}{2}$ mile radius of a major transit stop or a $\frac{1}{4}$ mile radius of a high-quality transit corridor, as those terms are further defined. The bill would exempt a project awarded a housing opportunity bonus from various requirements, including maximum controls on residential density or floor area ratio, minimum automobile parking requirements, design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations, as provided.

The bill would declare that its provisions address a matter of statewide concern and apply equally to all cities and counties in this state, including a charter city.

By adding to the duties of local planning officials, this bill would impose a state-mandated local program.

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

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

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

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

1 SECTION 1. The Legislature finds and declares that this act
2 addresses a matter of statewide concern and shall apply equally to
3 all cities and counties in this state, including charter cities.

4 SEC. 2. Section 65917.7 is added to the Government Code, to
5 read:

6 65917.7. (a) As used in this section, the following definitions
7 shall apply:

8 (1) “Block” has the same meaning as defined in subdivision (a)
9 of Section 5870 of the Streets and Highways Code.

10 (2) “High-quality transit corridor” means a corridor with fixed
11 route bus service that has service intervals of no more than 15
12 minutes during peak commute hours.

13 (3) “Transit-rich housing project” means a residential
14 development project the parcels of which are all within a one-half
15 mile radius of a major transit stop or a one-quarter mile radius of
16 a high-quality transit corridor. A project shall be deemed to be
17 within a one-half mile radius of a major transit stop or a one-quarter
18 mile radius of a high-quality transit corridor if both of the following
19 apply:

20 (A) All parcels within the project have no more than 25 percent
21 of their area outside of a one-half mile radius of a major transit
22 stop or a one-quarter mile radius of a high-quality transit corridor.

23 (B) No more than 10 percent of the residential units or 100 units,
24 whichever is less, of the project are outside of a one-half mile

1 radius of a major transit stop or a one-quarter mile radius of a
2 high-quality transit corridor.

3 (4) “Major transit stop” has the same meaning as defined in
4 Section 21064.3 of the Public Resources Code.

5 (b) Notwithstanding any local ordinance, general plan element,
6 specific plan, charter, or other local law, policy, resolution, or
7 regulation, a transit-rich housing project shall receive a transit-rich
8 housing bonus which shall exempt the project from all of the
9 following:

10 (1) Maximum controls on residential density or floor area ratio.

11 (2) Minimum automobile parking requirements.

12 (3) Any design standard that restricts the applicant’s ability to
13 construct the maximum number of units consistent with any
14 applicable building code.

15 (4) (A) If the transit-rich housing project is within either a
16 one-quarter mile radius of a high-quality transit corridor or within
17 one block of a major transit stop, any maximum height limitation
18 that is less than 85 feet, except in cases where a parcel facing a
19 street that is less than 45 feet wide from curb to curb, in which
20 case the maximum height shall not be less than 55 feet. If the
21 project is exempted from the local maximum height limitation, the
22 governing height limitation for a transit-rich housing project shall
23 be 85 feet or 55 feet, as provided in this subparagraph.

24 (B) If the transit-rich housing project is within one-half mile of
25 a major transit stop, but does not meet the criteria specified in
26 subparagraph (A), any maximum height limitation that is less than
27 55 feet, except in cases where a parcel facing a street that is less
28 than 45 feet wide from curb to curb, in which case the maximum
29 height shall not be less than 45 feet. If the project is exempted
30 from the local maximum height limitation, the governing height
31 limitation for a transit-rich housing project shall be 55 feet or 45
32 feet, as provided in this subparagraph.

33 (C) For purposes of this paragraph, if a parcel has street frontage
34 on two or more different streets, the height maximum pursuant to
35 this paragraph shall be based on the widest street.

36 SEC. 3. No reimbursement is required by this act pursuant to
37 Section 6 of Article XIII B of the California Constitution because
38 a local agency or school district has the authority to levy service
39 charges, fees, or assessments sufficient to pay for the program or

SB 827

— 4 —

- 1 level of service mandated by this act, within the meaning of Section
- 2 17556 of the Government Code.

O



OFFICERS

March 15, 2018

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Cynthia Sternquist

1st Vice President
Margaret Clark

2nd Vice President
Joe Lyons

3rd Vice President
Becky Shevlin

The Honorable Scott Wiener
California State Senate
State Capitol Building, Room 4066
Sacramento, CA 95814
VIA FAX: 916-651-4911

MEMBERS

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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

RE: SB 827 (Wiener) Planning and Zoning.
Notice of Opposition (as introduced 1/3/18)

Dear Senator Wiener,

On March 15, 2018, the Governing Board of the San Gabriel Valley Council of Governments (SGVCOG) adopted Resolution 18-__ in opposition to SB 827 (Wiener), which would exempt certain transit-oriented housing projects from locally developed and adopted height limitations, floor area ratios, densities, parking requirements, and design review standards. The SGVCOG insists that this legislation not be passed into law.

If you have questions or would like to consult with our staff, please contact Peter Duyshart, Project Assistant, at pduyshart@sgvcog.org, or at 626-457-1800.

Sincerely,

Marisa Creter
Interim Executive Director
San Gabriel Valley Council of Governments

ATTACHMENTS

Attachment A: Resolution 18-00

RESOLUTION 18-__
A RESOLUTION OF THE GOVERNING BOARD OF THE SAN GABRIEL
VALLEY COUNCIL OF GOVERNMENTS (“SGVCOG”)
OPPOSING SB 827 (WIENER)

WHEREAS, existing State planning and zoning law enables local agencies and governments, such as cities and counties, to have local control in determining development requirements such as housing densities, parking requirements, floor-area ratios, and design-review standards for housing projects within their respective jurisdictions.

WHEREAS, existing State planning and zoning law includes provisions and incentives to encourage the construction of a specified percentage of development units as low-income housing units.

WHEREAS, the California Legislature already passed, and the Governor signed, a comprehensive 15 bill “housing package,” which included increased oversight of local government land-use decisions.

WHEREAS, SB 827 would exempt certain transit-oriented housing projects (“transit-rich housing projects”) within one-half mile of a “major transit stop” or with a one-quarter mile radius of a “high-quality transit corridor,” from locally developed and adopted City General Plans, including adopted height limitations, floor area ratios, densities, parking requirements, and design review standards, and;

WHEREAS, SB 827 would subvert and undercut cities’ locally adopted General Plans, Housing Elements (which are certified by the Department of Housing and Community Development), and Sustainable Community Strategies (SCS), and;

WHEREAS, SB 827 would further reduce local government autonomy and include further oversight of local government development, planning, and land-use decisions, even though the plethora of newly adopted housing legislation, which affects local control and oversight of local governments, still needs to be vetted, implemented, and better understood, and;

WHEREAS, SB 827 undermines, and even renders moot, previous, current, and future local public engagement and community outreach efforts, efforts in which members of the community provide valuable and local-based input on City development standards and development projects to ensure land use compatibility.

WHEREAS, SB 827 does not include a provision which requires developers “transit-rich housing projects” to include affordable housing in these developments.

NOW, THEREFORE BE IT RESOLVED THAT THE GOVERNING BOARD OF THE SGVCOG OPPOSES SB 827 (WIENER).

PASSED, APPROVED, and ADOPTED this 15th day of March, 2018.

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

By: _____

Cynthia Sternquist, President

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-__ was adopted at a regular meeting of the Governing Board held on the 15th day of March, 2018, by the following roll call vote:

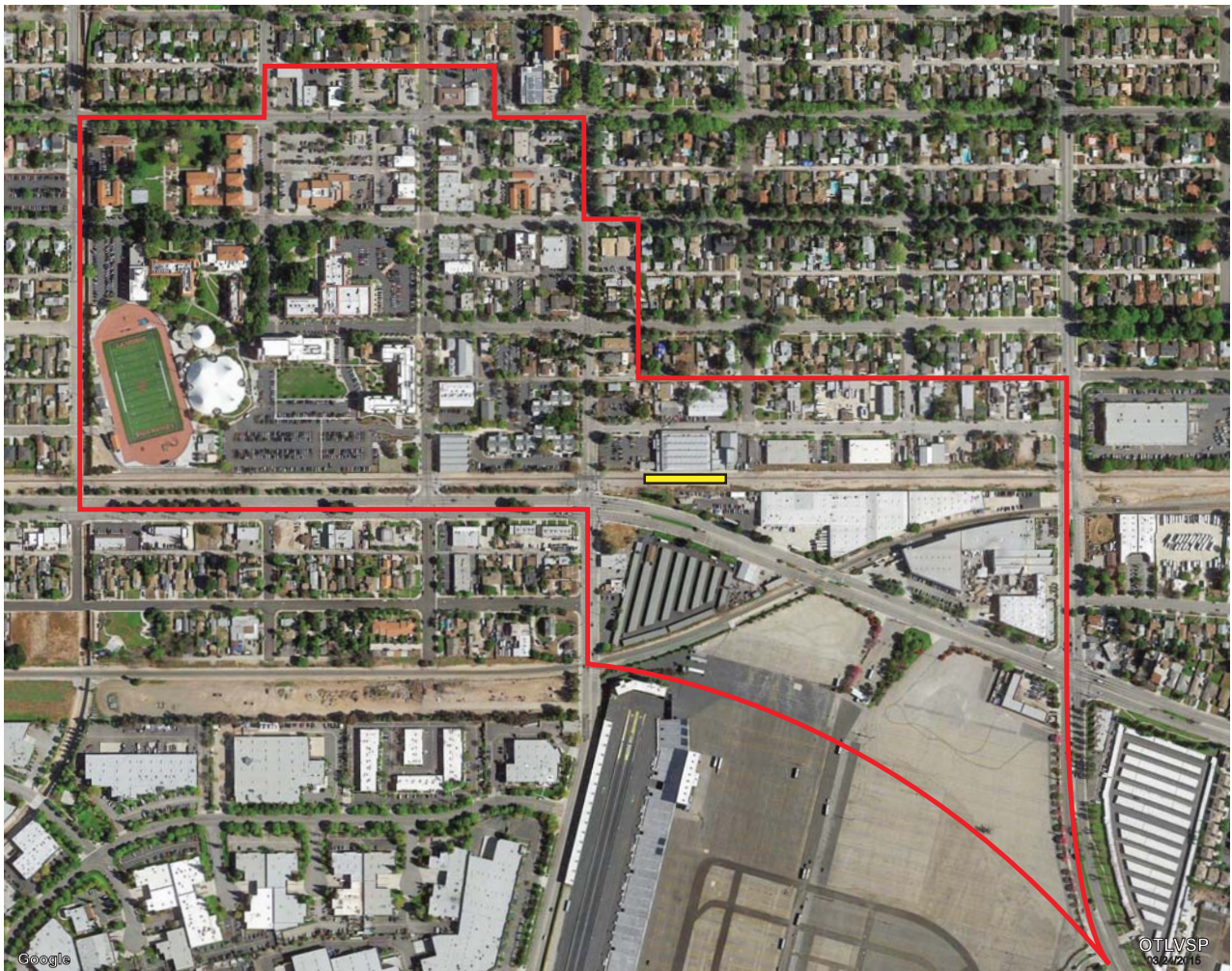
AYES:	
NOES:	
ABSTAIN:	
ABSENT:	

Marisa Creter, Secretary



Transit Oriented Development





**FIGURE 11.4C: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Mixed-Use 1 and 2: Arrow Highway/TOD**

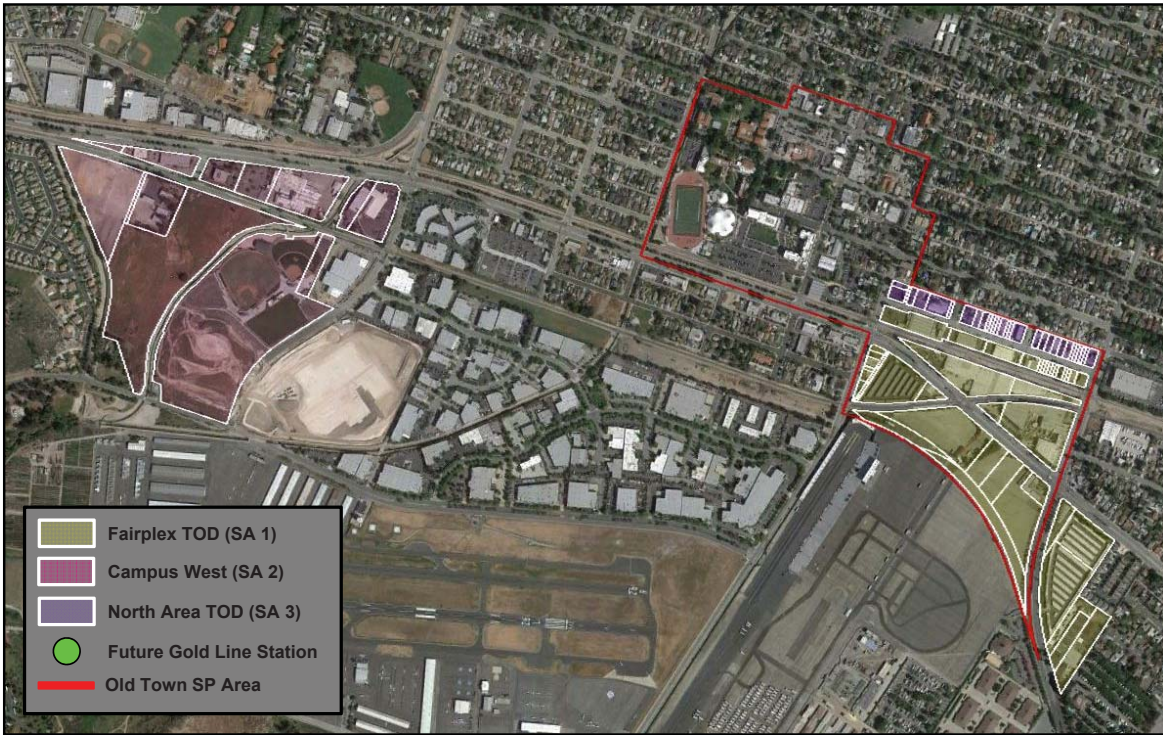


Enhanced Infrastructure Financing District: The Basics

- SB 628 created an easier path of tax increment financing for the purpose of funding public improvements.
- EIFD's provide an opportunity to issue bonds for public projects as well as to support economic development efforts within a defined boundary of a taxing agency's jurisdiction.
 - La Verne has interest in improving sustainability, improving connectivity with the future Gold Line station, and improving infrastructure to support future TOD projects.
 - EIFD's differ from RDA's in that their scope work is much narrower and school districts' portion of property tax is not affected.
 - Projects can be financed for up to 45 years.
- Deadline for submission to Board of Equalization is December 1.

LA VERNE'S ENHANCED INFRASTRUCTURE FINANCING DISTRICT - KEY STEPS SINCE SEPTEMBER 2015 -

- Established a working group with the City Council, Staff, and key property owners
- Defined potential EIFD Project Areas, key parcels, and future development sites and projects
- Confirmed initial infrastructure needs, including costs and timing estimates to deliver future public improvements within the EIFD
- Identified potential for public and private partners
- Evaluated and identified EIFD formation process and timeline
- Conducted preliminary analysis of potential funding sources and revenue potential for proposed district
- Held stakeholder meeting with landowners in EIFD to discuss project plans
- Established the Public Financing Authority (PFA)
- Drafted the Infrastructure Finance Plan (IFP), outlining the projects and how they will be financed throughout the district
- Sent the IFP to property owners, taxing agencies, the Planning Commission, City Council, and the PFA for a public hearing before the PFA
- PFA officially adopted the IFP.
- IFP was sent to the State Board of Equalization for formal acknowledgement of the formation of the District, then forwarded to the County Assessor and Auditor



- Potential EIFD consists of three sub-areas:

Sub-area 1: Fairplex TOD

Sub-area 2: University of La Verne Campus West

Sub-area 3: North Area TOD

- Total size of potential EIFD is ~110 acres, comprised of:

	Acreage	Total Parcels	Total Unique Land Owners Per Area
Sub-Area 1	41.07	41	20
Sub-Area 2	65.06	13	6
Sub-Area 3	4.75	29	16
Total	110.88	83	42

Infrastructure Needs

Improvements that facilitate
Transit Oriented Development (TOD)
in La Verne's segment of the Gold Line corridor:

- Improvements to aesthetics -
- Enhancement of connectivity -
- Expansion of existing utilities -



ASSUMPTIONS AND FINDINGS

Assumptions:

- Kosmont used initial 5, 10 and 20 year development projections and infrastructure needs to estimate tax increment revenues
- Baseline projections assume that La Verne will pursue EIFD formation alone (capturing ~24 cents of increment)

Key Initial Findings:

- Project Area current assessed value ~\$63 million
- At year 10, EIFD will generate ~\$703,000 in annual TI revenue based on addition of 725 residential units & 300,000 sq.ft. Comm.; 10 yr. projected AV of ~\$351 M
- With estimated development projections, assessed value of new development could increase to ~\$458 million at projected buildout (year 20)

City of La Verne Total Estimated Infrastructure Costs	
Subtotals	Estimated Cost
Subtotal Water Infrastructure	\$18.9 Million
Subtotal Sewer and Storm Drain	\$2.3 Million
Subtotal Street/ Connectivity Improvements	\$11.8 Million
Total Infrastructure Cost Estimates	\$33 Million

	WATER SYSTEM	SEWER/ STORM DRAIN	STREETS/ CONNECTIVITY
5-10 Years	Pipelines -1 st to 3 rd and E to F Sts.	Increase sewer capacity on White	Arrow Hwy. Median & Underground utilities
	Replace 16" pipe in E St.	New sewer line on 1 st St.	Pedestrian Improvements
			Lighting/Landscaping
			Pedestrian Overpass
10-15 Years	Pipeline from White to Hillcrest pump sta.		Traffic Signal Improvements
			Connectivity to Old Town Improvements
15+Years	New 3.5 mil. Gal. storage in Zone 1		

Questions?



www.cityoflaverne.org/EIFD

Eric Scherer
eric@cityoflaverne.org

DATE: February 22, 2018

TO: SGVCOG Planning Directors’ Technical Advisory Committee

FROM: Marisa Creter, Interim Executive Director

RE: **PROJECT DEVELOPMENT**

RECCOMENDED ACTION

Discuss and provide direction to staff.

BACKGROUND

In January, ACE and SGVCOG staff developed a draft letter of interest (LOI) for future potential construction projects under the ACE program. The draft LOI (Attachment A) contains the following categories

- Project Description: budget, schedule and funding sources.
- Project Benefits: mobility; safety; sustainability; economy; accessibility; and state of good repair. These project benefit categories are based on the SGVCOG Mobility Matrix.
- Statement of Need: any resource and/or technical limitations that could be assisted with, or undertaken directly, by the SGVCOG.

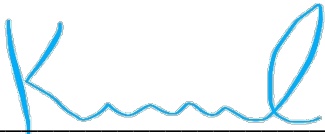
Additionally, staff developed a project development review process. The review process is differentiated based on whether a proposed project is fully funded or unfunded/partially funded. See Attachment B for the proposed review process for fully funded projects/project segments and Attachment C for the proposed review process for unfunded/partially funded projects. Staff anticipates completing a full application and application review process by April, with subbmital/approval to the Governing Board in May. See Table 1 for a complete project development schedule. Staff will provide an overview presentation for the LOI, and funded/unfunded review process attachments.


January – April 2018	Develop draft application and application/review process
May 2018	Submit application package to Governing Board for approval
June – October 2018	Outreach to member agencies
November 2018	Letters of Interest (LOIs) Due
December 2018	Review of LOIs
January 2019	Meet with project sponsors to refine scope and timeline for recommended projects
February 2019	Develop 5-year workplan
March 2019	Submit 5-year workplan to Governing Board for approval
April 2019	Submit draft Budget to Governing Board for review which incorporates 5-year workplan revenue and expenses

Table 1. Project Development Schedule

NEXT STEPS

The current draft for the project development, evaluation, and approval process has been presented to the City Managers’ Steering Committee and the Transportation Committee. The Transportation Committee approved a motion to move forward on this item. After this item is deliberated by the Planning Directors’ TAC and the Public Works TAC, it will move to the Executive Committee for review. COG staff anticipates that this item will be presented to the Governing Board for final approval this upcoming Spring.

Prepared by: 
Katie Ward
Senior Management Analyst

Approved by: 
Marisa Creter
Interim Executive Director

ATTACHMENTS

- Attachment A – Project Development LOI -- Page 27
- Attachment B – Review Process for Fully Funded Projects -- Page 32
- Attachment C – Review Process for Unfunded/Partially Funded Projects -- Page 33
- Attachment D – Project Development/Review Process Presentation-- Page 34

1. PROJECT SPONSOR INFORMATION

A. Project Sponsor

Agency: _____
Contact Person Name: _____
Contact Person Title: _____
Contact Person's Email Address: _____
Contact Person's Phone Number: _____

B. Partnering Agency or Agencies

Partnering Agency: _____
Partnering Agency: _____
Partnering Agency: _____
Partnering Agency: _____
Partnering Agency: _____

2. PROJECT INFORMATION

A. Project Name

B. Project Location

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

C. Project Scope

Provide a clear and concise explanation of the types of work and/or the major elements that are proposed.

D. Project Cost and Funding (in current dollars)

Project Phase	Total	Secured Funding	Additional Funds Required
PAED			
PSE			
ROW			
CON			
CON-NI			
TOTAL			

Notes:

PAED = environmental phase

PSE = plans, specifications, and estimates phase

ROW = right-of-way phase

CON = construction phase

CON-NI = non-infrastructure (e.g. education and encouragement programs)

For any funding that has been secured, complete the table below.

Amount	Source	Federal (Yes/No)	Additional Requirements (Including Deadlines for Use of Funds)

For any additional funds required to complete the project, please list any potential sources of funding that have been identified.

--

Can the project be completed in phases or otherwise segmented? If yes, please describe below.

--

E. Project Status and Delivery Schedule

Project Phase	Start Date	End Date
PAED		
PSE		
ROW		
CON		
CON-NI		
CLOSEOUT		

What phase is the project currently in?

Identify any significant work and milestones that have been completed to date.

3. PROJECT READINESS

Check all of the following that has been completed or is available for the project:

- Cost estimate
- Outreach surveys (e.g. surveys of parents/students, residents, or business owners)
- Project advisory committee
- Other record of public support of the project
- Feasibility study
- Prior grant applications
- Photos of existing conditions
- Conceptual drawings/plans
- Traffic counts or other related dated
- Ridership/user projections
- Citywide plans that includes the project or project area.
- Environmental document
- Final design
- Other, please explain:

4. PROJECT BENEFITS

Please identify any anticipated project benefits

- Mobility** (Improves mobility & reduce congestion; Minimizes vehicular & truck impacts; Reduces bus & rail transit congestion; Develops first/last mile strategies; or Reduces congestion caused by goods movement)

If applicable, briefly describe how the project addresses mobility:

- Safety** (Increases pedestrian & bicyclist safety; Increases transit user safety; or Increases rail & roadway safety)

If applicable, briefly describe how the project addresses safety:

- Sustainability** (Prepares for extreme weather events; Improves air quality and reduces GHG emissions; Improves public health and reduces obesity; Improves quality of life; or Conserves water and manage storm water)

If applicable, briefly describe how the project addresses sustainability:

- Economy** (Improves goods movement infrastructure; Improves access to jobs: Reduces travel time for workers and goods; Provides infrastructure to attract new business; Promotes development at station areas & corridors)

If applicable, briefly describe how the project addresses economy:

- Accessibility** (Improves transit, bike, pedestrian access to activity and job growth centers; Provides access to transit dependent populations; Increases bike/pedestrian access to transit; or Compliances with ADA at transit stations and stop)

If applicable, briefly describe how the project addresses accessibility:

- State of Good Repair** (Maintains safe & reliable mobility; or Minimizes rehabilitation & reconstruction costs)

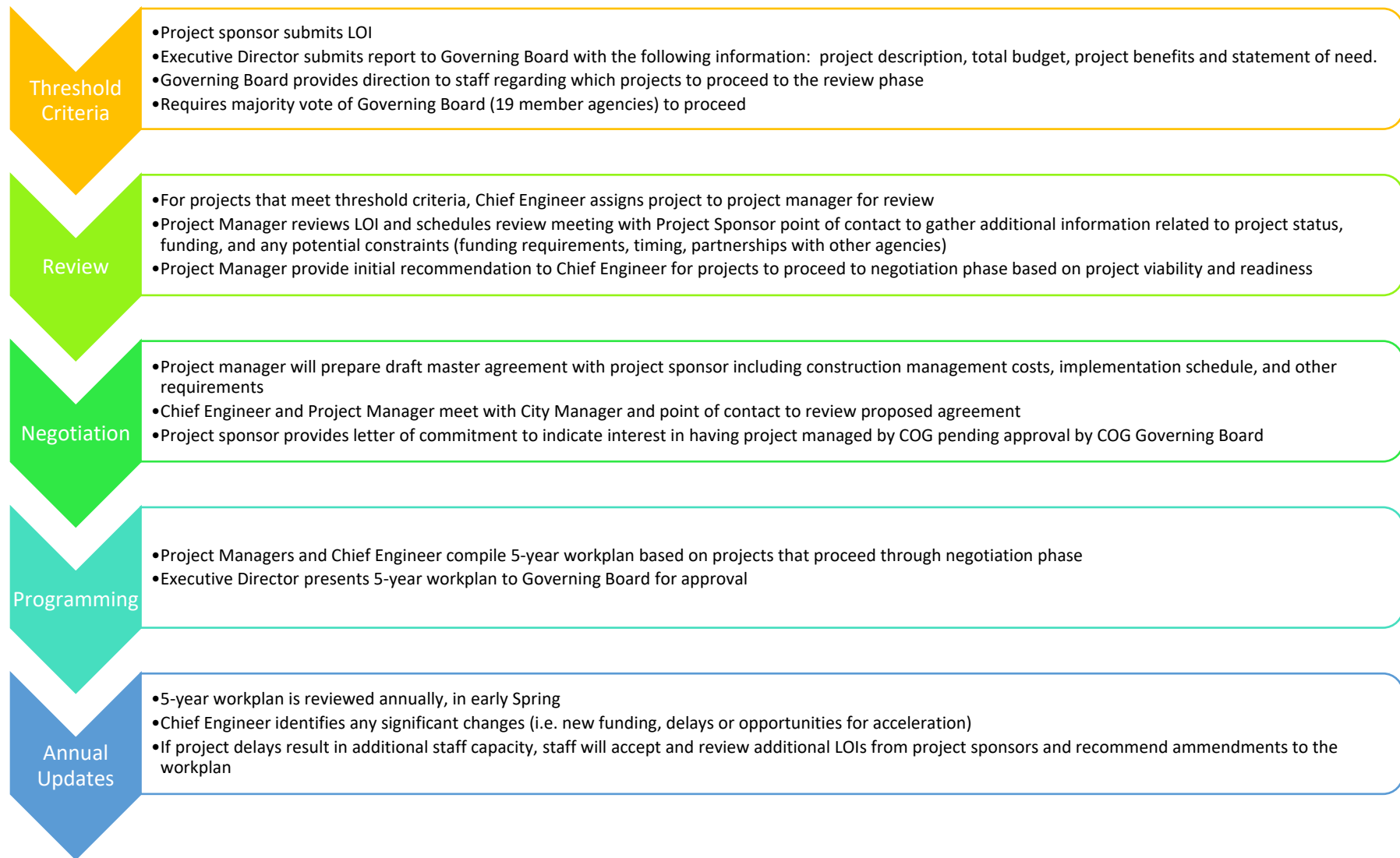
If applicable, briefly describe how the project addresses state of good repair:

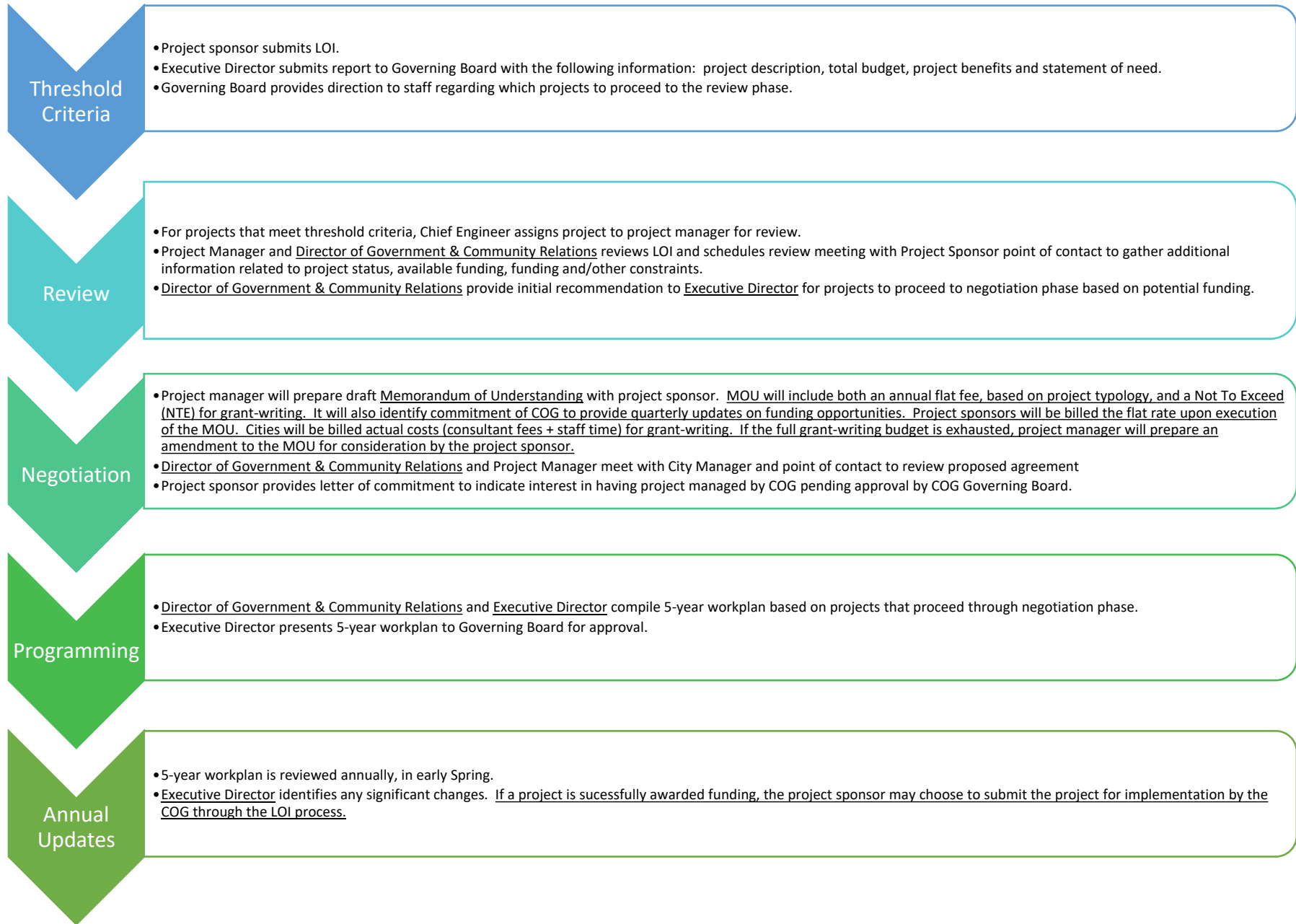
- Other** (If necessary, identify any other regionally significant project benefits not addressed above)

If applicable, briefly describe any other regionally significant project benefits:

5. STATEMENT OF NEED

Please explain any resource and/or technical limitations that your agency has on this project that you believe could be assisted with, or undertaken directly, by the SGVCOG.

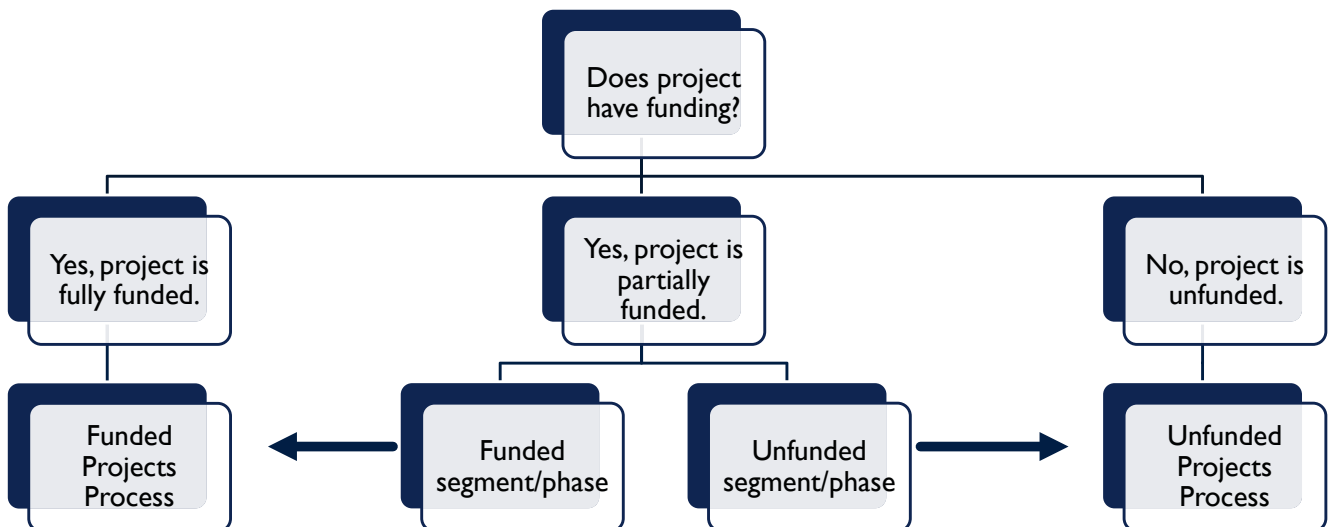




PROJECT DEVELOPMENT AND APPROVAL PROCESS



FUNDING STATUS



FUNDED PROJECTS - OVERVIEW



FUNDED PROJECTS



- Project sponsor submits Letter of Interest (LOI)
- LOI includes the following
 - *Project Description*: budget, schedule and funding sources
 - *Project Benefits*: mobility; safety; sustainability; economy; accessibility; and state of good repair
 - *Statement of Need*: any resource and/or technical limitations that could be assisted with, or undertaken directly, by the SGVCOG.
- Project benefit categories as based on the SGVCOG Mobility Matrix
- Executive Director submits report to Governing Board summarizing all LOIs including project description, total budget, project benefits, statement of need and initial recommendation
- Governing Board provides direction to staff regarding which projects to proceed to the Review Phase
- Requires majority vote of Board (19 agencies) to proceed

FUNDED PROJECTS



Sample Project Report to Governing Board

Project: ABC City Greenway Project	Project Description: Construct a 3-mile multi-use trail along the flood control channel, including at-grade crossings and safety improvements at 4 intersections.	Project Cost: \$4M	Funding Source: ATP Cycle 3 (State-only funds)
Threshold Criteria			
Mobility: Improves 1 st /Last Mile connections	Safety: Off-street trail eliminates bike/ped conflicts with vehicles	Sustainability: Provides alternative mode for trips that reduces GHGs and improves public health through increased physical activity	Economy: N/A
		Accessibility: Improves bike/ped access to activity and job centers; and includes ADA improvements	State of Good Repair: N/A
Statement of Need: ABC City has no prior experience developing projects within the flood control channel, including coordinating with LA DPW and Army Corps. ABC City does not have sufficient staff capacity to manage project within timeline required by granting agency.			

FUNDED PROJECTS



- For projects that meet threshold criteria, Chief Engineer assigns project to project manager for review
- Project Manager reviews LOI and schedules review meeting with Project Sponsor point of contact to gather additional information related to project status, available funding, and any potential constraints (funding requirements, timing, partnerships with other agencies)
- Project Manager provide initial recommendation to Chief Engineer for projects to proceed to negotiation phase based on project viability and readiness

FUNDED PROJECTS



- Project manager will prepare draft master agreement with project sponsor including construction management costs, implementation schedule, and other requirements
- Chief Engineer and Project Manager meet with City Manager and point of contact to review proposed agreement
- Project sponsor provides letter of commitment to indicate interest in having project managed by COG, pending approval by COG Governing Board.

FUNDED PROJECTS



- Project Managers and Chief Engineer compile 5-year workplan based on projects that proceed through negotiation phase
- Executive Director presents 5-year workplan to Governing Board for approval
- Per Governing Board direction, all agency-to-agency agreements would also be submitted separately for approval by the Board

FUNDED PROJECTS



	Funding Programming Year (In Millions)					
	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
Regional Surface Transportation Improvements						
Mobility Improvement Project for Main Street						
SB I	\$2.00	\$4.00	\$4.00			\$10.00
Measure M Local Return	\$1.00	\$1.00	\$1.00			\$3.00
Total	\$3.00	\$5.00	\$5.00			\$13.00
Signal Synchronization & Bus Speed Improvements						
BRT Lane and Grade Separation for Central Boulevard						
CMAQ			\$1.00	\$8.00	\$8.00	\$17.00
ExpressLanes Net Toll Revenue			\$1.00	\$6.00	\$6.00	\$13.00
Total			\$2.00	\$14.00	\$14.00	\$30.00
Bicycle & Pedestrian Improvements						
ABC Greenway Project						
ATP Cycle 4		\$1.00	\$3.00			\$4.00
Measure M ATP 2%		\$0.50	\$0.50			\$1.00
Total		\$1.50	\$3.50			\$5.00
TOTAL	\$3.00	\$6.50	\$10.50	\$14.00	\$14.00	\$48.00

FUNDED PROJECTS



- 5-year workplan is reviewed annually, in early Spring.
- Chief Engineer identifies any significant changes (i.e. new funding, delays or opportunities for acceleration).
- If project delays result in additional staff capacity, staff will accept and review additional LOIs from project sponsors and recommend amendments to the workplan.

UNFUNDED PROJECTS - OVERVIEW



UNFUNDED PROJECTS



- Project sponsor submits Letter of Interest (LOI)
- LOI includes the following
 - *Project Description*: budget, schedule and funding opportunities
 - *Project Benefits*: mobility; safety; sustainability; economy; accessibility; and state of good repair
 - *Statement of Need*: any resource and/or technical limitations that could be assisted with, or undertaken directly, by the SGVCOG.
- Project benefit categories as based on the SGVCOG Mobility Matrix
- Executive Director submits report to Governing Board summarizing all LOIs including project description, total budget, project benefits, statement of need and initial recommendation
- Governing Board provides direction to staff regarding which projects to proceed to the Review Phase
- Requires majority vote of Board (19 agencies) to proceed

UNFUNDED PROJECTS



Sample Project Report to Governing Board

Project: ABC City Greenway Project	Project Description: Construct a 3-mile multi-use trail along the flood control channel, including at-grade crossings and safety improvements at 4 intersections.	Project Cost (Est): \$4-6M	Funding Source: ATP, Call for Projects
Threshold Criteria			
Mobility: Improves 1 st /Last Mile connections	Safety: Off-street trail eliminates bike/ped conflicts with vehicles	Sustainability: Provides alternative mode for trips that reduces GHGs and improves public health through increased physical activity	Economy: N/A
		Accessibility: Improves bike/ped access to activity and job centers; and includes ADA improvements	State of Good Repair: N/A
Statement of Need: ABC City does not have sufficient staff capacity to track potential funding sources and develop grant applications.			

UNFUNDED PROJECTS



- For projects that meet threshold criteria, Chief Engineer assigns project to project manager for review
- Project Manager and Director of Community & Government Relations reviews LOI and schedules review meeting with Project Sponsor point of contact to gather additional information related to project status, potential funding, and other constraints
- Project Manager and Director of Community & Government Relations provide initial recommendation to Executive Director for projects to proceed to negotiation phase based on project viability and readiness

UNFUNDED PROJECTS



- Project manager will prepare draft Memorandum of Understanding with project sponsor.
- Director of Government & Community Relations and Project Manager meet with City Manager and point of contact to review proposed agreement
- Project sponsor provides letter of commitment to indicate interest in having project managed by COG pending approval by COG Governing Board

UNFUNDED PROJECTS



- MOU Structure:
 - MOU will include both an annual flat fee, based on project typology, and a Not To Exceed (NTE) for grant-writing
 - COG will provide Project Sponsor with quarterly updates on funding opportunities
 - Project sponsors will be billed the flat rate upon execution of the MOU
 - Cities will be billed actual costs (consultant fees + staff time) for grant-writing
 - If the full grant-writing budget is exhausted, project manager will prepare an amendment to the MOU for consideration by the Project Sponsor

UNFUNDED PROJECTS



Flat Fee by Project Type (Draft)

Project Type	Annual Flat Fee
Regional Surface Transportation Improvements	\$10,000
Goods Movement Improvements	\$10,000
Signal Synchronization & Bus Speed Improvements	\$5,000
Transportation Demand Management	\$5,000
Bicycle & Pedestrian Improvements	\$5,000
Other	TBD (Case-by-case)

UNFUNDED PROJECTS



- Sample Cost Structure: ABC City Greenway Project
 - Project Type: Active Transportation
 - Annual Flat Fee: \$5,000 (billed upon execution of MOU)
 - NTE Budget for Grant-writing: \$50,000 (billed only if used)

UNFUNDED PROJECTS



- Director of Government & Community Relations and Executive Director compile 5-year workplan based on projects that proceed through negotiation phase
- Executive Director presents 5-year workplan to Governing Board for approval

UNFUNDED PROJECTS



- 5-year workplan is reviewed annually, in early Spring
- Executive Director identifies any significant changes
- If a project is successfully awarded funding, the project sponsor may choose to submit the project for implementation by the COG through the LOI process

PROJECT DEVELOPMENT AND APPROVAL PROCESS

Questions

DATE: February 22, 2018

TO: SGVCOG Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Interim Executive Director

RE: Municipal Compliance Issues with the LA County Fire Department

RECOMMENDED ACTION

For information and discussion only.

BACKGROUND

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

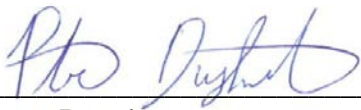
Craig Hensley, the Chair of the Planning Directors' TAC, proposed at the TAC's January 2018 meeting that SGVCOG staff solicit specific compliance problems and hindrances that cities have encountered when attempting to adhere to LA County Fire Code or when trying to communicate with LA County Fire officials.


Since COG staff initiated this issues solicitation process, multiple cities have provided feedback on this matter, including instances of compliance difficulty and troubling and unhelpful customer service encounters between the respective cities' staff members and LA County Fire staff. Attachment A contains a list of aggravated issues which multiple cities have faced.

NEXT STEPS

At today's Planning Directors' TAC meeting, TAC voting-members will have the opportunity to go more in-depth about some of their issues with LA County Fire code compliance. The main purpose of this substantive discussion is to get consensus from the TAC on how to proceed going forward in working on this overarching issue. The TAC, if it wishes, can take action to act on any problems that it sees as particularly pressing.

REPORT

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Interim Executive Director

ATTACHMENTS:

Attachment A – Comprehensive List of City Compliance Problems with LA County Fire Department -- Page 47

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

General Compliance Issues and Burdens:

1. The Fire department often requires 20-foot wide driveways or parking pads in the front yard.
 - a. The driveways are required when a portion of a structure is more than 150 feet from the street.
 - b. The over-sized driveways are required even in cases where there is a 20-foot alley in the rear of the property.
 - c. The Fire Department will require or allow a 20-foot wide concrete pad to be poured in the front yard to allow Fire apparatuses closer access to the street.
 - d. These over-sized driveways and parking pads
 1. Violate the City's maximum driveway width.
 - For flag lots the City's Code sets a maximum width of 16 feet.
 - For all residential lots, the width of a driveway cannot be larger than the width of the parking area that it serves.
 2. Violate the City's rules which state that a driveway must lead to a vehicle parking area.
 3. Encourage people to park vehicles in the front yard, in violation of the City's Code.
 4. Force Planning staff to be inconsistent in enforcing driveway width rules.
 5. Work counter to the City and County's desire of reducing stormwater runoff and the urban heat island effect
 6. Do not take into account the reality that most new houses install driveway gates, which will preclude access to the front yard parking pad.
2. Inconsistent application of LA County Fire Code. For example, some plan checkers will allow designers to use pavers installed on a sand base instead of concrete, others will require special calculations.
3. The LA County Fire Department is unwilling to receive plans directly from the developer. The requirement is that the plans must come directly from the City, and LA County Fire has shown no flexibility or pragmatism in this requirement.
4. The Fire Department refused to review the Plan Check plans prior to reviewing the Final Map. This is a burdensome requirement because, as with this project, the Final Map was not prepared to be processed until after Plan Check. Some neighboring jurisdictions do not even require the Final Map to be approved prior to building permits, let alone Plan Check.
5. Withholding approval of small infill tract maps for architectural purposes and/or fee payments

Customer Service Problems:

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

Timing and Response Problems:

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

Questions:

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