



**San Gabriel Valley Council of Governments**  
**AGENDA AND NOTICE**  
**OF THE MEETING OF THE SGVCOG PLANNING DIRECTORS**  
**TECHNICAL ADVISORY COMMITTEES (TAC)**  
**Thursday, February 23, 2017 12:00 PM**

**PLANNERS'  
TECHNICAL  
ADVISORY  
COMMITTEE**

**Chair**  
**Larry Stevens**  
City of San Dimas

**Vice-Chair**  
**Craig Hensley**  
City of Duarte

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](http://www.sgvkog.org). Copies are available via email upon request ([sgv@sgvkog.org](mailto:sgv@sgvkog.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**

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

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

4. Planners TAC Meeting Minutes – 1/26/2017  
*Recommended Action: Approve.*

## **PRESENTATIONS**

5. Model Drone Ordinance  
*Recommended Action: for information.*

## **ACTION ITEMS** (*It is anticipated that the Planning TAC may take action on the following matters.*)

## **DISCUSSION ITEMS**

6. Housing Crisis and Possible Approaches to Solutions
  - SB 35 (Wiener)
  - League of California Cities Survey Results*Recommended Action: for discussion.*
7. Impact of Future Trends on Local Planning  
*Recommended Action: for discussion.*
8. Measure M Guidelines  
*Recommended Action: for discussion.*

## **INFORMATION ITEMS**

9. SCAG Sustainability Planning Grants  
*Recommended Action: for information.*
10. Marijuana Ordinance Update  
*Recommended Action: for information.*

## **UPDATE ITEMS**

## **EXECUTIVE DIRECTOR'S COMMENTS**

## **CHAIR'S REPORT**

11. Current City Projects  
*Recommended Action: For information.*

## **ANNOUNCEMENTS**

## **ADJOURN**



## **SGVCOG Planner's Technical Advisory Committee (TAC) Unapproved Minutes**

Date: Thursday, January 26, 2017

Time: 12:00 PM

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

### **PRELIMINARY BUSINESS**

1. Call to Order. The meeting was called to order at 12:07 PM.
2. Roll Call

#### **Members Present**

V. Reynoso, T. Pace, Alhambra  
J. Kasama, Arcadia  
A. Harbin, Baldwin Park  
B. Lee, Covina  
M. Nakajima, Diamond Bar  
A. Gardea, Glendora  
A. Arnold, Monrovia  
M. Huntley, S. Tewasart, Monterey Park  
L. Stevens, San Dimas  
T. Steinkruger, L. DeLaCruz, San Gabriel  
D. Watkins, South Pasadena  
S. Reimers, Temple City

#### **Staff**

M. Creter  
E. Wolf

#### **Members Absent**

Azusa  
  
Claremont  
El Monte  
Irwindale  
La Verne  
Pasadena  
Pomona  
Rosemead  
Sierra Madre  
Temple City  
Walnut  
West Covina

3. Public Comment  
There was no public comment.

### **CONSENT CALENDAR**

4. Planners TAC Meeting Minutes – 12/1/2016  
**There was a motion to approve consent item 4 (M/S: M. Huntley/S. Reimers).**  
**[Motion Passes]**

<b>AYES:</b>	Alhambra, Arcadia, Baldwin Park, Covina, Diamond Bar, Glendora, Monrovia, Monterey Park, San Dimas, San Gabriel, South Pasadena, Temple City
<b>NOES:</b>	
<b>ABSTAIN:</b>	
<b>ABSENT:</b>	Azusa, Claremont, Duarte, El Monte, Irwindale, La Verne, Pasadena, Pomona, Rosemead, Sierra Madre, Walnut, West Covina

## **PRESENTATIONS**

### **ACTION ITEMS**

### **DISCUSSION ITEMS**

5. Housing Crisis and Possible Approaches to Solutions
  - SB 35 (Wiener): Housing Accountability and Affordability Act. L. Stevens discussed this proposed legislation. The details of the bill were outlined in a press release that Stevens provided. The TAC referred the bill to the Ad Hoc Legislative Committee for tracking and asked that it be added to the agenda for discussion during the April legislative trip to Sacramento.
  - [Statewide Housing Assessment](#). L. Stevens discussed this report and a League of California Cities response letter. The TAC reviewed the seven Specific Comments from the League, responding to the report's implication that if *local* constraints were removed the problem of sufficient and affordable housing could be solved. Members were encouraged to attend a February 3<sup>rd</sup> workshop hosted by SCAG where the report will be discussed. They were also encouraged to send comments on the report and SGVCOG staff was asked to prepare a letter of response for approval at the February Governing Board meeting.
  - SCAG 5<sup>th</sup> Cycle RHNA Allocation Plan. The TAC discussed RHNA targets noting that their formulation, namely fair-share distribution, conflicts with other housing objectives such as density and TOD.
6. Impact of Future Trends on Local Planning. E. Wolf gave a presentation on this topic using one representative example from each topic area: transportation, energy, communication, and retail/sales. He solicited information from the group on speakers, issues, and examples of these trends for consideration at the October SGVCOG General Assembly.
7. Measure M Guidelines. M. Creter provided an update on formation of the Policy Council and the timeline for drafting guidelines.

### **INFORMATION ITEMS**

### **UPDATE ITEMS**

### **EXECUTIVE DIRECTOR'S COMMENTS**

### **CHAIR'S REPORT**

#### 8. Current City Projects

B. Lee (Covina) updated the TAC on the mixed use, Covina Forward project that will include 117 townhomes, a community center, and a bus transit center. The project has been approved by the city council and demolition is scheduled to begin in March 2017.

### **ANNOUNCEMENTS**

30 March: SCAG First/Last Mile Training Workshop. This workshop will be held in Azusa and include a walking audit of areas around the Goldline station.

31 Jan: SCAG Earthquake Preparedness Workshop. This workshop will be held in Ontario.

**ADJOURN** The meeting adjourned at 1:23 P.M.



# MEMORANDUM

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DATE: February 23, 2017

TO: Planning Directors Technical Advisory Committee

FROM: Eric Wolf, Senior Management Analyst

**RE: MODEL DRONE ORDINANCE**

Attachment A is a model drone ordinance drafted by AirMap and is introduced, along with a presentation from AirMap's Policy Director, in order to solicit feedback and facilitate a broader legal discussion of how cities approach the issue of drone regulation. AirMap's primary interest in this regard is helping cities to craft workable regulations that allow reasonable uses of drones for professional and recreational purposes while ensuring safety and privacy. They've found that many cities simply do not have resident staff knowledge when it comes to this technical issue. Likewise, this is a subject new to many city attorneys.

AirMap would like the opportunity to get feedback from the TAC on the draft ordinance and see if the ordinance can be improved by people with a wealth of experience in handling highly technical matters for local government.

ATTACHMENTS  
Model Drone Policy

## **MODEL DRONE ORDINANCE**

*The National League of Cities' model ordinance is designed to be flexible enough to foster innovation – and comprehensive enough to keep citizens safe. It empowers local leaders to implement solutions tailored to the needs of their community; ensures the safety of residents; avoids an undue burden on drone operators and the cities where they fly; and harnesses the transformative power of drones to improve our lives.*

*Taken together, the components of this model ordinance create an efficient and effective system of accountability for drones operating in cities.*

### **ORDINANCE FOR THE PROMOTION OF DRONE INNOVATION & ACCOUNTABILITY**

AN ORDINANCE TO ENABLE INNOVATIVE AND SAFE USES OF UNMANNED AIRCRAFT WHILE ADDRESSING CONCERNS ABOUT ACCOUNTABILITY.

#### **Section 1 – Purpose.**

This ordinance is intended to regulate the safe and responsible use of Unmanned Aircraft. It is designed to enable innovation while protecting and promoting the health, safety, and welfare of its citizens.

#### **Section 2 – Definitions.**

An “Unmanned Aircraft” shall mean an aircraft operated without the possibility of direct human intervention on from within or on the aircraft. This definition includes devices commonly referred to as drones, remote controlled aircraft, and model aircraft.

#### **Section 3 – Development of Rules.**

In addition to the specific requirements set forth below, the City directs and delegates to its City Manager, or person(s) designated by the City (City Designee), the authority to develop rules for the take-off and landing of Unmanned Aircraft within the City limits, consistent with this ordinance. The City Designee must publish such rules on the City's website, or through other equivalent internet accessible systems, and must periodically report to the City Council at least once per year on the implementation of such rules, including information regarding enforcement actions and the costs associated with implementing and enforcing such rules. The rules developed by the City Designee must be consistent with the following:

A. The City Designee may adopt reasonable restrictions on the time, place, and manner in which an Unmanned Aircraft may take-off or land so as not to interfere with the health, safety, and welfare of City residents. Such restrictions may not place an undue burden on recreational or commercial operation of Unmanned Aircraft (such as a ban on the take-off or landing of Unmanned Aircraft in the entire community). To ensure that restrictions are easily accessible by Unmanned Aircraft operators, such restrictions should be published on the City's website or through other equivalent internet accessible systems.

B. The City Designee may require certain conditions be fulfilled prior to the take-off or landing of an Unmanned Aircraft from certain designated lands within the boundaries of the City.

#### **Section 4 – Notice of Intended Operation.**

A. To ensure operations are accountable, no Unmanned Aircraft weighing more than 250 grams shall take-off from, land upon, or be operated from any land within the boundaries of the City without the operator first notifying the City electronically of the intended operation through an internet accessible system to be provided by the City Designee. The electronically filed notice may contain any or all of the following information as required by the City Designee:

1. The name, address, and telephone number of the person or corporation filing the notice and the telephone number at which the operator can be contacted during the operation;
2. The take-off and landing location of the operation;
3. The expected start and end time of the operation (if the operator intends to take-off and land multiple times in the same location, the operator need not file notice for those multiple operations, so long as the duration of the combined operations does not exceed 8 hours, after which a new notice must be filed);
4. The purpose of the operation;
5. A statement affirming that the operator has consulted relevant City rules and intends to abide by them;
6. Such other information as the City Designee shall deem reasonably necessary to inform the City whether the take-off or landing will endanger the health, safety, or welfare of persons located within the City, and if such use is inconsistent with this ordinance.

B. Once notice has been electronically led consistent with this Section 4, the operation may commence without any need for action or approval by the City, so long as such operation is consistent with City rules as outlined in Section 3.

C. Notice pursuant to Section 4 above shall not apply to an operation where the take-off, landing, and operation takes place from an operator's own private property. Such operation may still be subject to nuisance, privacy, and trespass law violations.

See [cross-reference to applicable sections of the municipal code].

D. The City Designee may designate areas where notice pursuant to this Section 4 above is not required. Examples of such areas may include locations where take-off and landing Deleted: operations may be encouraged, such as certain parks and/or model aircraft fields.

E. The City Designee will provide a paper-based procedure as an alternative to the electronic system specified in this Section 4, such system will collect information identical to that specified in this Section 4 (A)(1-6).

#### **Section 5 – No Reckless Operation.**

No person may operate an Unmanned Aircraft in a reckless manner so as to create (a) a substantial risk of serious physical injury to another or (b) a substantial risk of damage to the property of another.

## **Section 6 – Penalties.**

A person who operates an Unmanned Aircraft without first filing notice, may be punished by a fine in an amount established by action of the City Council.

A person found guilty of a reckless operation or operation out of compliance with this ordinance (except for operation without first filing notice), including but not limited to operating an Unmanned Aircraft in violation of any rules developed by the City Designee, may be punished by a fine in an amount established by the City Council.

## **OPTIONAL PROVISIONS**

Exemption regarding public use.

The below language may be included if a City (a) is contemplating its own use of drones, (b) has developed a policy governing City use, and (c) would like to address City use in a separate ordinance that delineates particular restrictions tailored to City use cases.

Section [#]—Exceptions.

This Ordinance does not apply to an Unmanned Aircraft that is operated by the City, or by any other public agency for government related purposes in compliance with all federal laws and regulations and operated in compliance with City policies.

## **FINDINGS AND WHEREAS CLAUSES**

Any of the following findings and whereas clauses can be used to support the introduction of the model ordinance, to the extent required by the particular concerns of a given city.

WHEREAS, unprecedented advances in Unmanned Aircraft technology have empowered realtors, inspectors, biologists and preservationists, farmers and agricultural researchers, photographers and others to document the world around them in ways that oftentimes replace more hazardous operations; and

WHEREAS, the City generally supports innovation, STEM education and new technology, and wants to be a home to innovative companies; and

WHEREAS, after studying various alternatives for the regulation of safety, privacy, nuisance, trespass, and related police power and zoning issues raised by Unmanned Aircraft, and taking account the approaches adopted by cities across the nation, which include criminalizing or prohibiting the use of Unmanned Aircraft; and

WHEREAS, the City recognizes that legitimate concerns raised by drones regarding safety, privacy, nuisance, and trespass, can be addressed largely through existing laws; and

WHEREAS, the difficulty of identifying drone operators raises concerns regarding enforcement of existing laws and tying Unmanned Aircraft operators to their devices; and

WHEREAS, the City has exclusive authority over land use and zoning decisions within the City, and multiple court precedents protect the ability of cities to regulate such activities that take place upon City land, including the take-off and landing of aircraft; and

WHEREAS, Unmanned Aircraft are part of an Unmanned Aircraft System that is operated from land; and

WHEREAS, the FAA has declared that State and local governments have historically been able to regulate the take-offs and landings of aircraft within their boundaries; and

WHEREAS, the FAA's MicroUAS (flight over people) task force has recommended that Unmanned Aircraft operators coordinate with State and local officials; and

WHEREAS, the FAA has declared that, depending on the specific nature of the small Unmanned Aircraft operation, the remote pilot in command may need to comply with State and local trespassing rules; and

WHEREAS, the FAA has declared that "laws traditionally related to State and local police power— including land use, zoning, privacy, trespass, and law enforcement operations—generally are not subject to Federal regulation"; and

WHEREAS, the FAA has declared that the operation Unmanned Aircraft near or over the perimeter or interior of certain locations may violate State or local trespassing laws; and

WHEREAS, public safety professionals have expressed significant concerns regarding the risks posed by Unmanned Aircraft to, and the difficult of identifying drone operators who interfere with, public safety operations; and

# AIRMAP

## Unmanned Traffic Management in Action





## ABOUT AIRMAP

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We provide **airspace data and services** to inventors of drones & drone technology, drone operators, and airspace stakeholders.

## MANNED AIRCRAFT

AirMap's real-time traffic alerts sourced from PASSUR and uAvionix automatically notify drone operators when manned aircraft trajectories create a hazard for the drone's area of operation.

## AIRPORTS

Public Airports  
Private Airports  
Heliports  
Military Airfields

## WILDFIRES

AirMap sources wildfire information directly from the U.S. Department of the Interior and pushes it to millions of drone pilots in real time.

## AIRSPACE

Controlled Airspace (B,C,D,E)  
Restricted Airspace  
Prohibited Airspace

## TEMPORARY FLIGHT RESTRICTIONS

VIP Movements  
Sporting Events  
Emergency Response

## PARKS

National Parks  
Marine Protected Areas  
City Parks\*  
Playgrounds\*  
Stadiums\*  
Ballfields\*

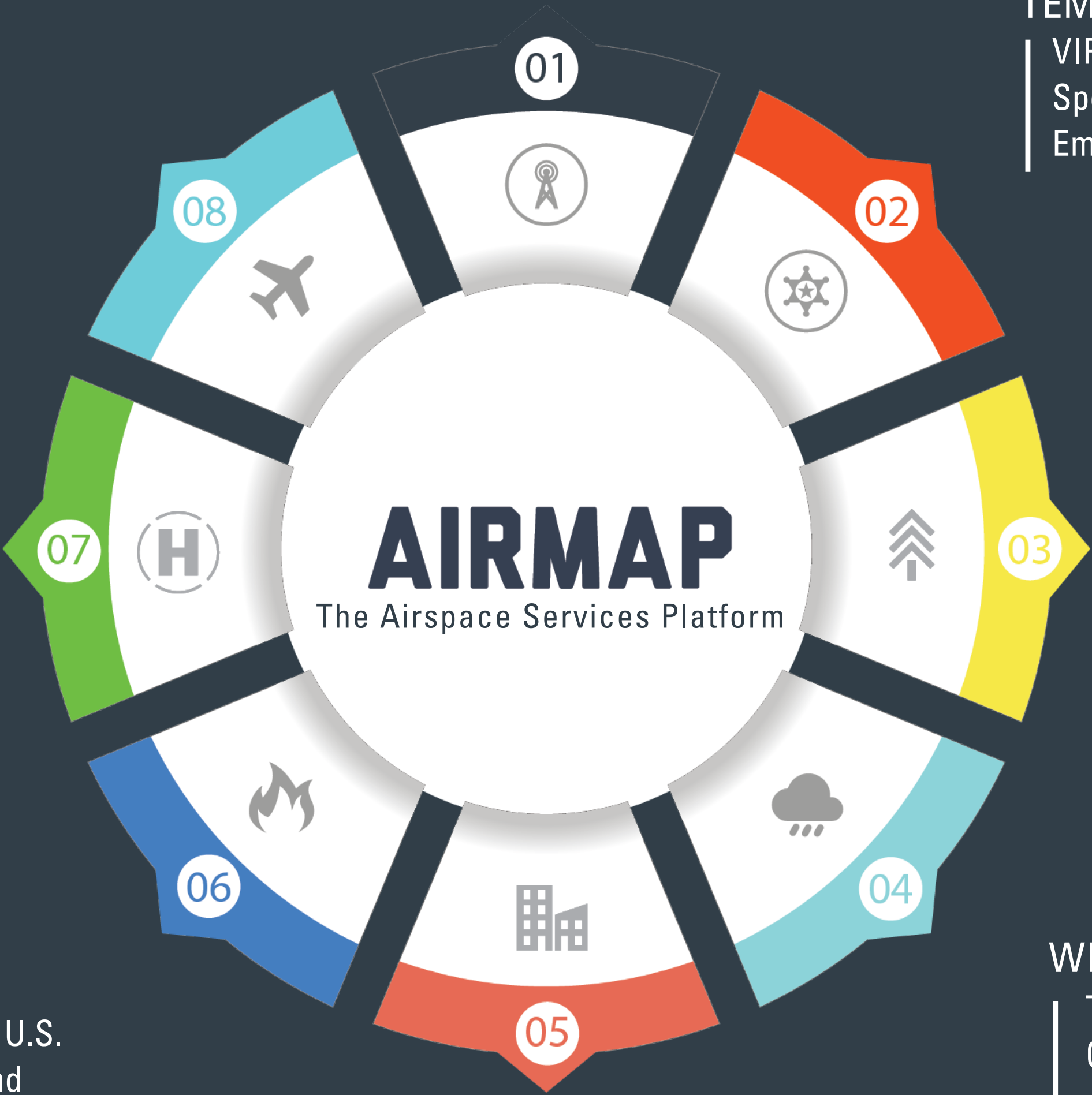
\*Coming soon

## WEATHER

Together with The Weather Company, AirMap gives drone operators access to real-time data such as current and future conditions with temperature, precipitation, pressure, cloud cover, and more.

## PUBLIC BUILDINGS

Schools  
Prisons  
Hospitals  
Power Plants





## AIR TRAFFIC MANAGEMENT



- Controlled, Regulated, Prohibited Airspace
- Temporary Flight Restrictions
- NOTAMS
- Weather

## UNMANNED TRAFFIC MANAGEMENT



- Airports
- Heliports
- Military Airfields
- National Parks
- Marine Protected Areas
- Emergency Responders
- Stadiums
- Hospitals
- Power Plants
- Prisons
- Schools



BY THE NUMBERS

616,000

U.S. registrations  
as of Dec 2016

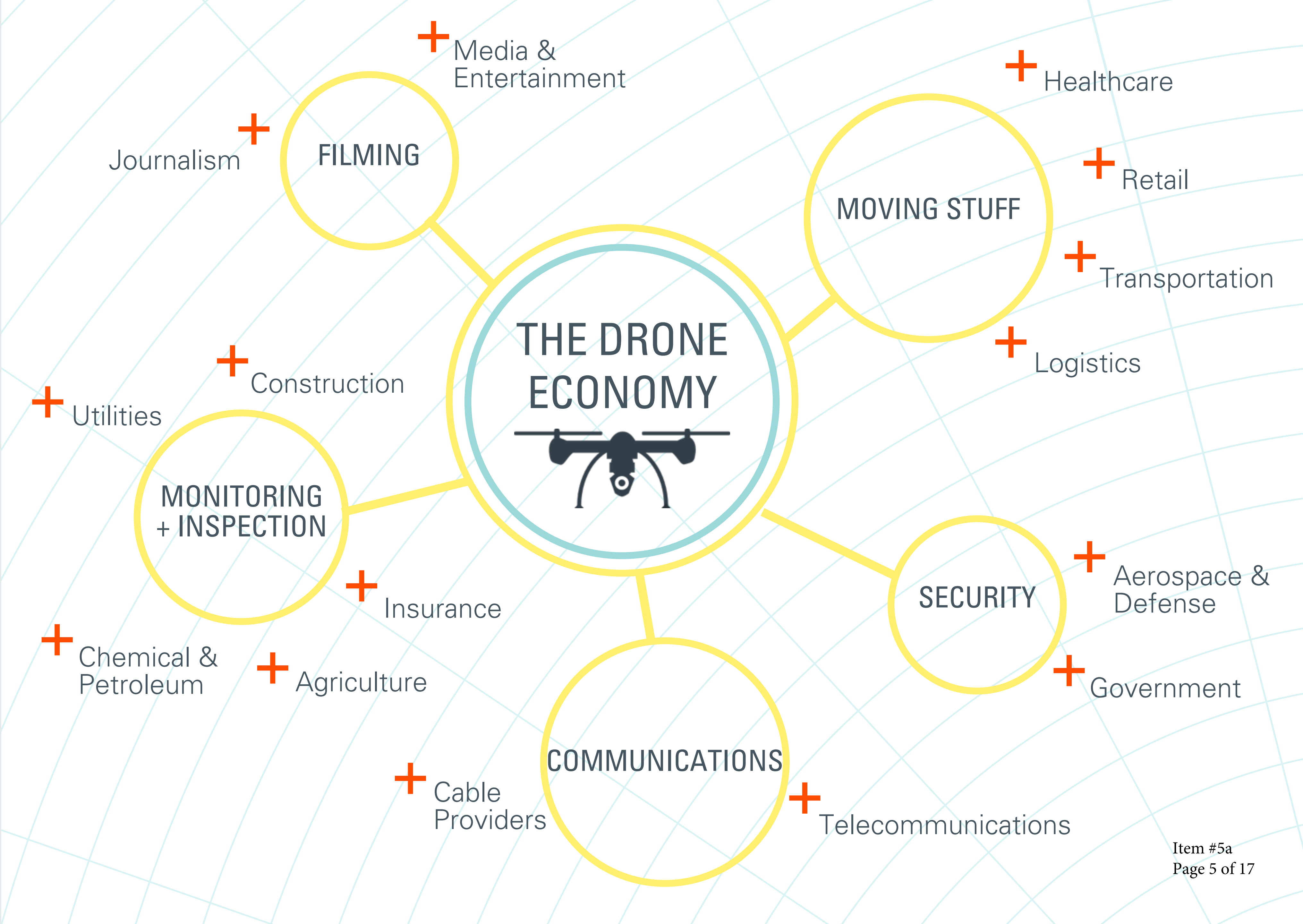
22,959

U.S. remote pilot  
licenses as of Dec 2016

\$9B

est. U.S. net social  
benefit by 2020

SOURCE: THE FAA





# HOW DATA WILL DECIDE THE FUTURE OF DRONES

In the near future, millions of drones will operate billions of flights below 400 feet. In order for drones to deliver tremendous value to people in their everyday lives, drones will need data to plan efficient flights and smart decisions in real time.

Follow a delivery drone's path from the warehouse to AirMap HQ to learn how AirMap has laid the groundwork for intelligent drone flight with dynamic, hyperlocal airspace data.



- 1 OBSTACLES**  
Cell phone towers\*, building data\*, & terrain\*  
\*Coming soon
- 2 WILDFIRES**  
U.S. only
- 3 AIRSPACE**  
Controlled, restricted, & prohibited
- 4 PARKS**  
National, marine protected areas, city\*, playgrounds\*, stadiums\*, & ballfields\*  
\*Coming soon
- 5 AIRPORTS**  
Public, private, heliports, & military
- 6 PUBLIC BUILDINGS**  
Prisons, hospitals, & power plants
- 7 TEMPORARY FLIGHT RESTRICTIONS**  
Community events, sports games, emergency response, & VIP movements
- 8 SCHOOLS**  
Elementary, middle, high, universities, & other
- 9 MANNED AIRCRAFT**  
Nearby air traffic
- 10 WEATHER**  
Temperature, precipitation, pressure, cloud cover, & more

# AIRMAP





**SAFETY**



**NUISANCE**



**PRIVACY**



**ACCOUNTABILITY**

### What is Part 107?

Part 107 is a federal regulatory framework for drones adopted by the FAA in August 2016.

It defines:

- Permissible hours of flight
- Line-of-sight observation
- Altitude
- Operator certification
- Optional use of visual observers
- Aircraft registration and marking
- Operational limits

### **Part 107 requires states and cities to consult with the FAA when making rules about:**

- Operational restrictions on flight altitude and flight paths
- Operational bans
- Any regulation of the navigable airspace (i.e. a city ordinance banning anyone from operating UAS within the city limits, within the airspace of the city, or within certain distances of landmarks)

## What can states and cities do within the Part 107 framework?

Laws traditionally related to state and local police power, including land use, zoning, privacy, trespass, and law enforcement operations, **generally are not subject to federal regulation.**

**For example,  
a city or state could....**

- Require police to obtain a warrant prior to using a UAS for surveillance.
- Make a rule that UAS may not be used for voyeurism.
- Prohibit the use of UAS for hunting or fishing, or to interfere with or harass an individual who is hunting or fishing.
- Prohibit attaching firearms or similar weapons to UAS.



## NLC Model Ordinance

1. Adopt reasonable restrictions on the time, place, and manner in which a person may land, launch, or otherwise operate an Unmanned Aircraft so as not to interfere with the health, safety, and welfare of City residents
2. Publish rules clearly on a City's website or through other equivalent internet accessible systems
3. Require operators to provide notification to ensure accountability

## DON'T

Don't create restrictions affecting the airspace or regulating the in-flight operation of unmanned aircraft.

*e.g. "No flying a drone faster than 100mph."*

Don't copy and paste the restrictions within FAA Part 107 into a city's ordinance.

*e.g. "No flights over 400ft."*

Don't create outright bans on unmanned aircraft usage and operation.

*e.g. Implement excessive and onerous permitting and reporting requirements.*

Don't create rules that place undue burden on an operator.

*e.g. "Drones may only take-off and land in a small designated area of the city."*

Don't place multiple use restrictions.

*e.g. "No flying within 20ft of an open-air assembly area during regular school hours."*

## DO

Create rules rooted in a city's traditional land use or zoning powers.

*e.g. "No take-off or landing near a police heliport."*

Follow the recommendations of the FAA and NLC, and tailor restrictions to traditional municipal authority.

*e.g. Laws of general applicability related to nuisance or trespass.*

Create reasonable time, manner and place restrictions to safeguard your citizens.

*e.g. "No take-off or landing in a residential zone from 10pm-9am M-F."*

Make it easy for operators to understand and be aware of local rules and be held accountable.

*e.g. Drone operators are required to give notice of their flights.*

Create flexible rules to accommodate changing needs and technology.





Thank you.



# Appendix



## INIMITABLE EXPERTISE



**BEN MARCUS**  
Cofounder + CEO

Formerly Cofounder + CEO  
of jetAVIVA  
>4,500 hrs, Airline Transport Pilot



**GREGORY S. MCNEAL, JD/PhD**  
Cofounder + EVP

Member of FAA MicroUAS Aviation  
Rule Making Committee, Member of  
FAA UAS Registration Task Force,  
Former Signal Officer, U.S. Army



**DANIEL ALARCON-RUBIO**  
Chief Technology Officer

Formerly CTO + VP at HERE  
Head of Core Systems, NOKIA  
CTO + Chief Architect, Symbian



**RICHARD DEAKIN**  
Chairman, EMEA

Formerly CEO of NATS  
Former SVP, Thales Group  
Fellow, Royal Aeronautical Society



# A TEAM OF 50+ DEDICATED INDUSTRY EXPERTS

TOP TALENT FROM LEADING TECHNOLOGY, POLICY, SECURITY, + AVIATION COMPANIES



**Introduced by Senator Wiener**

December 5, 2016

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An act relating to housing.

LEGISLATIVE COUNSEL'S DIGEST

SB 35, as introduced, Wiener. Planning and Zoning: affordable housing: streamline.

The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. Existing law requires the Department of Housing and Community Development to determine existing and projected needs for housing for each region and, in consultation with each council of governments, adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county that meets specified requirements.

This bill would state the intent of the Legislature to enact legislation to streamline, incentivize, and remove local barriers to housing creation, as specified.

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

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

- 1 SECTION 1. It is the intent of the Legislature to enact
- 2 legislation to streamline and incentivize the creation of affordable
- 3 housing projects, to remove local barriers to creating affordable
- 4 housing in all communities, to streamline, incentivize, and remove

- 1 local barriers to housing creation in jurisdictions failing to meet
- 2 their regional housing needs contained in their housing element,
- 3 and to ensure the payment of prevailing rate of wages in the
- 4 creation of this housing.

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# MEMORANDUM

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DATE: February 23, 2017

TO: Planning Directors Technical Advisory Committee

FROM: Eric Wolf, Senior Management Analyst

RE: **LEAGUE OF CALIFORNIA CITIES HOUSING SURVEY: SAN GABRIEL VALLEY RESULTS**

Last month the Planning Directors TAC discussed housing, including a review of State Senator Wiener's bill, SB 35, and the League of California Cities response letter to the Statewide Housing Assessment. Following up on that discussion, it was decided that the TAC would undertake a local survey in order to consolidate hard data on the number of housing permits actually requested and granted.

Seven responses were received and that information has been consolidated into a spreadsheet (Attachment A). The raw numbers show that in all cases, whether housing permit requests fell within appropriately zoned areas, or required a zoning change, those requests were granted. Narrative responses however, indicate that some requests were denied. Notably, in most cases, low density areas were rezoned in order to accommodate higher density.

ATTACHMENTS  
San Gabriel Valley Housing Survey Results

# REPORT

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DATE: February 16, 2017

TO: Governing Board Delegates and Alternates

FROM: Phil Hawkey, Executive Director

RE: **STATEWIDE HOUSING ASSESSMENT 2025, CALIFORNIA'S HOUSING FUTURE: CHALLENGES AND OPPORTUNITIES**

## **RECOMMENDED ACTION**

Direct staff to send a comment letter on the Statewide Housing Assessment 2025 report.

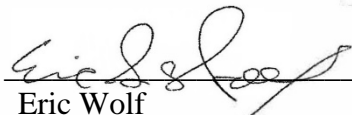
## **BACKGROUND**

The California Department of Housing and Community Development recently released a report entitled *Statewide Housing Assessment 2025, California's Housing Future: Challenges and Opportunities*. A public comment period concludes on March 4, 2017.

The document thoroughly reviews past housing trends at the macro level. Out of this review, five housing challenges are identified:

- Challenge 1: Housing supply continues to not keep pace with demand
- Challenge 2: High housing growth is expected in communities with environmental and socio-economic disparities
- Challenge 3: Unstable funding for affordable home development is impeding our ability to meet California's housing needs, particularly for lower-income households
- Challenge 4: People experiencing homelessness and other vulnerable populations face additional barriers to attaining housing
- Challenge 5: Affordable housing has far-reaching policy impacts that benefit the quality of life in California, including health, transportation, education, the environment, and the economy

The report then goes on to outline options for addressing these housing challenges. It is anticipated that this report will inform future cycles of Regional Housing Needs Assessment (RHNA) and legislation related to housing. The Planning Directors Technical Advisory Committee has provided comments on the conclusions of this report, specifically the inference that municipalities are responsible for the shortage of housing. Staff is recommending that the SGVCOG send a letter commenting on this report (Attachment A).

Prepared by:   
Eric Wolf  
Senior Management Analyst

Approved by: Marisa Creter  
Marisa Creter  
Assistant Executive Director

**ATTACHMENTS**

Attachment A – Draft Letter



February 16, 2017

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1<sup>st</sup> Vice President  
Kevin Stapleton

2<sup>nd</sup> Vice President  
Cynthia Sternquist

3<sup>rd</sup> Vice President  
Margaret Clark

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Walnut  
West Covina  
First District, LA County  
Unincorporated Communities  
Fourth District, LA County  
Unincorporated Communities  
Fifth District, LA County  
Unincorporated Communities  
SGV Water Districts

Ben Metcalf, Director  
California Department of Housing and Community Development  
2020 W. El Camino Ave.  
Sacramento, CA 95833

**Re: STATEWIDE HOUSING ASSESSMENT 2025, CALIFORNIA'S  
HOUSING FUTURE: CHALLENGES AND OPPORTUNITIES**

Dear Director Metcalf:

Thank you for the opportunity to review and comment on the Statewide Housing Assessment 2025, *California's Housing Future: Challenges and Opportunities*. The San Gabriel Valley Council of Governments (SGVCOG) is a joint powers authority made up of representatives from 31 cities, 3 Los Angeles County Supervisorial Districts, and 3 Municipal Water Districts located in the San Gabriel Valley of Southern California. The SGVCOG seeks to address important issues impacting our member cities, in this case, construction of and access to housing at all income levels. The cities of San Gabriel Valley are serious about their obligation to plan for their fair share of housing and are committed to playing a leading role in meeting the housing challenges of Southern California.

With few exceptions, we found the report to be thorough in its attempt to identify the challenges that impact the amount of housing built year-to-year. However, we disagree with the report's underlying conclusions regarding the cause of some of those challenges. Please consider our specific comments highlighting those areas of the report that we felt add perspective to the discussion leading toward solutions and those conclusions that we believe require more thorough and thoughtful analysis.

1. **Cities Do Not Build Housing.** Page 33 states, "While the State can require that local governments plan to meet housing needs and offer incentives to build housing, we continue to fall short on what actually gets built." This statement is one of many that infer that municipalities are failing to build enough housing to meet needs. However, it is the private sector that builds housing – not cities. In fact, cities have planned to meet housing needs as evidenced by Table B.3 (Appendix B, Page 11), which shows that 90% of cities are in compliance with their housing element plans. The report exhibits a fundamental flaw by conflating Regional Housing Needs Assessment (RHNA) planning targets with housing production without any basis in current law. Figure 2.3 further generalizes constraints in an overly broad manner (i.e., What is "overly restrictive"? What is "approval uncertainty"? What is "lengthy processing"? What are "high fees"? and fails to analyze any of these constraints in sufficient depth to allow discussion of an appropriate range of possible responses and solutions.

2. **Market Forces.** The report lists five major housing challenges beginning on Page 33. Absent from this list is a substantive discussion of the impact and role of the private sector in how, when, and under what circumstances housing is constructed.

Figure 2-3, entitled *Constraints Create a Gap Between Planned Capacity and Built Units*, does introduce market effects but not until the last step in the Residential Development Process, and there is no further discussion of this fundamental element of housing production in this section. We suggest that market factors are foundational drivers in housing construction and deserve thorough treatment in the report. The report also addresses “unstable funding,” but only from the perspective of state programs. Again, it does not consider private sector funding and the increased constraints on construction funding and mortgage qualifications imposed by lenders to address prior poor lending practices over the last decade.

3. **Permits.** According to the report, “Local governments do not permit enough housing to meet their need, in part because they face competing priorities throughout the development process...” (Page 35). While this may be true in some circumstances, a more fundamental challenge is the number of permit requests cities receive relative to the number of housing units they planned and zoned for under RHNA apportionments. Many cities have fewer applications than their RHNA allocations for reasons outside of their control. We suggest that a comparative analysis be done in order to add a missing dimension to this section of the report. Likely this analysis will show that the number of requests falls far short of assigned targets.

Another permitting issues is that requests often do not comply with local zoning, requiring further environmental review, analysis, and evaluation. The development constraints associated with these types of permit requests are fundamentally different from projects which are consistent with General Plans and zoning, yet they are lumped into a “one size fits all” grouping of constraints. Here again, we recommend further analysis to compare the total number of requests received versus the number received that align with land planned under RHNA.

4. **Housing and Transportation Affordability.** Beginning on Page 30, the report wisely considers not only the cost of housing, but also the additive effect of transportation costs on household budgets. The current fair-share system built into RHNA modeling and apportionment should be modified in future RHNA cycles to consider transportation costs, particularly in light of legislation promoting Transit Oriented Development and VMT reductions. Dual goals of fair-share on the one hand, and dense development on the other, may be working at cross purposes and leading to unbalanced housing construction.

Again, thank you for the opportunity to review and comment on this important document. We look forward to meaningful collaboration with your agency based on our deep reservoir of experience and data, leading to a shared and durable outcome. If you have any questions, please contact me at (626) 457-1800.

Sincerely,

Philip A. Hawkey  
Executive Director  
San Gabriel Valley Council of Governments

# REPORT

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DATE: February 16, 2017

TO: Transportation Committee

FROM: Phil Hawkey, Executive Director

RE: **MEASURE M GUIDING PRINCIPLES**

## **RECOMMENDED ACTION**

Discuss and provide direction to staff.

## **BACKGROUND**

Metro is currently in the process of developing Measure M Expenditure Guidelines, which will outline the eligible uses of and requirements for Measure M funds. Metro intends to finalize these guidelines by June 2017, so that they are in place when the sales tax begins being collected on July 1, 2017. As a part of the guideline development process, Metro has formed a Measure M Policy Advisory Council (PAC), with representatives from cities, transit providers, and transit and roadway users. Mark Christoffels (ACE CEO) is representing the SGVCOG on the Measure M Policy Advisory Council and Marisa Creter (SGVCOG Assistant Executive Director) is the alternate.

In advance of those meetings, which are scheduled to begin in April, staff is seeking general policy direction. South Bay Cities Council of Governments (SBCCOG) recently developed a comment letter (Attachment A), and staff is proposing to develop a similar set of policy principles. Potential policy principles could include the following:

- **Planning:** Allowing subregions to utilize a portion of Measure M for in-house transportation planning and programming functions;
- **Subregional Call for Projects:** Delegate administration of Measure M sub-regional programs and the existing Call for Projects process to the respective COGs that express a willingness to manage the programs and allow them to establish their own guidelines provided they are in compliance with Measure M and other funding requirements.
- **3% Local Contribution and Local Match:** Allow the 3% Local Contribution for Rail Construction projects to be aggregated over the entire project segment and allow previous investments made by local jurisdictions to count towards this requirement. Allow each Sub-Region, at its sole discretion, to use Measure M sub-regional funding as the minimum required local match for all competitive Metro grant programs and required local contributions.
- **Project Acceleration:** Allow subregions the discretion to use unallocated Measure M funding to accelerate projects through bonding capacity or other mechanisms.

This item is for discussion only in February and will be brought back as an action item at the March Transportation Committee and Governing Board meetings for action.

Prepared by: Marisa Creter  
Marisa Creter  
Assistant Executive Director

Approved by: Phil Hawkey  
Phil Hawkey  
Executive Director

**ATTACHMENTS**

Attachment A – SBCCOG Comment Letter





20285 S. Western Ave., Suite 100  
Torrance, CA 90501  
(310) 371-7222  
[sbccog@southbaycities.org](mailto:sbccog@southbaycities.org)  
[www.southbaycities.org](http://www.southbaycities.org)

January 31, 2017

Honorable John Fasana, Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

SUBJECT: South Bay Cities Council of Governments Measure M Policy Recommendations

Dear Chairman Fasana:

The South Bay Cities Council of Governments (SBCCOG) Board of Directors reviewed and approved policy recommendations for inclusion in the Measure M Guidelines. This followed a workshop in which SBCCOG and Metro staff presented an overview of Measure M Implementation steps.

As the implementation guidelines are being drafted by Metro, we ask that the following recommendations be incorporated:

- \* Delegate administration of Measure M sub-regional programs to the respective COGs that express a willingness to manage the programs and give them the ability to establish their own guidelines as long as they are in compliance with the Measure M ordinance requirements.
- \* Eliminate or restructure the Metro Call for Projects to better align the process with the sub-regional nature of the Measure M program by sub-venting the funding proportionately to COGs and requiring allocation via competitive processes where required.
- \* Allow as an alternative to individual city contributions, local investments that meet the Local Contribution Eligibility Criteria to be aggregated over an entire Rail Construction segment to meet the 3% Rail Local Contribution requirement regardless of where in the construction segment the investments are made.

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LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita  
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills  
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County

- \* Grandfather in previous local expenditures – amount escalated to the original project date - that meet the Local Contribution Eligibility Criteria (e.g. Torrance and Redondo Beach transit center investments at future Green Line South Station sites).
- \* Allow each Sub-Region, at its sole discretion, to use Measure M sub-regional funding as the minimum required local match for all competitive Metro grant programs and required local contributions.
- \* Work with Sub-Regions to enable acceleration of construction of one or more transit or highway regional projects located within their sub-region (e.g. the Sub Region could lend near-term sub-regional program funding to Metro to accelerate the project(s) with repayment including escalation due when the accelerated regional project was initially scheduled in the Measure M Expenditure Plan Attachment A).
- \* Explore sub-regional allocation policy for local return funds that would use the resident population allocation from Metro and allow the sub-region to aggregate it using some agreed upon formula.

The SBCCOG Board also nominated Jacki Bacharach, SBCCOG Executive Director, and Steve Lantz, SBCCOG Transportation Director, as the SBCCOG representative and alternate on the Metro Measure M Advisory Council.

Thank you for considering our request.

Sincerely,



James Osborne, Chairman  
South Bay Cities Council of Governments

cc: Members of the Metro Board of Directors  
Phil Washington, Metro CEO  
Therese McMillan, Metro Chief Planning Officer  
SBCCOG Board of Directors  
SBCCOG City Managers

# REPORT

DATE: February 16, 2017

TO: Transportation Committee

FROM: Phil Hawkey, Executive Director

RE: **SCAG SUSTAINABILITY GRANT AWARDS**

## **RECOMMENDED ACTION**

For information.

## **BACKGROUND**

The Southern California Association of Governments (SCAG) sustainability grant program (SPG) was established in 2000 as an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. The SPG is intended to provide needed planning resources to local jurisdictions for sustainability planning efforts including developing local plans that support the implementation of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and increase the region's competitiveness for federal and state funds such as the, the California Active Transportation Program and Greenhouse Gas Reduction Fund. The 2016 Call for Proposals included three funding categories as follows:

- **Active Transportation** – Eligible projects funded under this category included bicycle, pedestrian and safe routes to school plans and programs;
- **Integrated Land Use** – Eligible projects funded under this category included sustainable land use planning, transit oriented development and land use & transportation integration; and
- **Green Region Initiative** – Eligible projects funded under this category included natural resource plans, climate action plans, green street plans, and greenhouse gas reduction programs.

The 2016 SPG Call for Proposals received a total of 139 project proposals requesting approximately \$35.5 million. A total of fifty-four projects (Attachment A) were recommended to receive funding totaling \$9.6 million and the San Gabriel Valley Region was recommended to receive a total of \$1,488,452. Table 1 Lists the San Gabriel Valley projects recommended for funding.

Applicant	Project	Award
Baldwin Park	Go Human Bike-Friendly Business	\$ 168,500
El Monte and South El Monte	Go Human Bike-Friendly Business	\$ 196,552
Los Angeles County Walnut	Walnut Park Demonstration Project	\$ 190,000
San Dimas	Arrow Highway Complete Street	\$ 183,400
South El Monte	South El Monte Open Streets	\$ 200,000
SGVCOG	Greenway Network Implementation	\$ 200,000

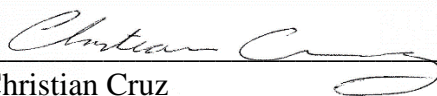
El Monte	First/Last Mile Transit Station	\$ 50,000
Duarte	Town Center Traffic Plan	\$ 150,000
South Pasadena	Climate Action Plan	\$ 100,000
Claremont	Claremont Locally Grown Power	\$ 50,000
	<b>Total</b>	<b>\$1,488,452</b>


**Table 1.**  
**Funded San Gabriel Valley Projects.**

The San Gabriel Valley was particularly successful in the Active Transportation category, receiving approximately 55% of the funds awarded in LA County. The SGVCOG coordinated five projects that were awarded funding as follows:

- **Baldwin Park, El Monte/South El Monte Bike Friendly Business Program (\$365,052):** These projects engage with local businesses and other public services to educate, empower and encourage local residents to use a bike for short trips.
- **San Dimas Arrow Highway Complete Streets Demonstration (\$183,400):** This project is a multi-jurisdictional effort between the cities of Glendora, San Dimas, La Verne, Pomona, and Claremont. It will fund a complete street “pop-up” project and related planning efforts. This is intended to support planning efforts to increase bicycle and pedestrian safety and improve first/last mile connectivity to five planned Gold Line Phase 2B stations and Metrolink stations.
- **The SGVCOG Greenway Network Implementation Plan (\$200,000):** This project will develop a comprehensive implementation plan to guide the development of 200 miles of bicycle and pedestrian pathways across the San Gabriel Valley. It will also utilize two segments, along the Big Dalton Wash (Baldwin Park) and San Jose Creek (Pomona), as prototypes for community and stakeholder engagement in the process,
- **El Monte First/Last Mile Transit Station Planning (\$50,000):** This project will develop a first-last mile plan for the El Monte Transit Station, which will identify improvements that will facilitate walking and biking to the station.

It is anticipated that the El Monte/South El Monte Bike-Friendly Business Program will initiate in FY 2016-17.

Prepared by:   
Christian Cruz  
Management Analyst

Approved by:   
Marisa Creter  
Assistant Executive Director

### **ATTACHMENTS**

Attachment A – SCAG SPG Complete Project Award Recommendations  
Attachment B – Staff Presentation

**SCAG Sustainability Planning Grant Program Award Recommendations**  
**Active Transportation Projects**

**Attachment A**

<b>County</b>	<b>Project Type</b>	<b>Subregion</b>	<b>Applicant</b>	<b>Project</b>	<b>Recommended Award</b>
Imperial	Non-Infrastructure	ICTC	Imperial County	Safe Routes to School Project	\$ 200,000
Los Angeles	Non-Infrastructure	SGVCOG	Baldwin Park	Go Human Bike-Friendly Business Program	\$ 168,500
	Non-Infrastructure	SGVCOG	El Monte and South El Monte	Go Human Bike-Friendly Business Program	\$ 196,552
	Non-Infrastructure	SGVCOG	Los Angeles County Walnut Park	Walnut Park Demonstration Project	\$ 190,000
	Non-Infrastructure	SGVCOG	San Dimas	Arrow Highway Complete Street Demonstration	\$ 183,400
	Non-Infrastructure	SGVCOG	South El Monte	South El Monte Open Streets	\$ 200,000
	Non-Infrastructure	GCCOG	Long Beach DHHS	Long Beach Safe Routes to School Program	\$ 200,000
	Non-Infrastructure	LA CITY	Los Angeles DOT	Vision Zero Campaign - Media Development	\$ 200,000
	Non-Infrastructure	LA CITY	Los Angeles DOT	Vision Zero - Community-Based Outreach	\$ 200,000
	Active Trans Plans	GCCOG	Commerce	Active Trans. & Safe Routes to Schools Plan	\$ 245,000
	Active Trans Plans	LA CITY	Los Angeles Exposition Park	Exposition Park Active Transportation Plan	\$ 200,000
	Active Trans Plans	SGVCOG	SGVCOG	Greenway Network Implementation Plan	\$ 200,000
	Mini-Grants	SGVCOG	El Monte	First/Last Mile Transit Station Planning	\$ 50,000
	Mini-Grants	LA COUNTY	Los Angeles County	Vision Zero Action Plan	\$ 50,000
Orange County	Non-Infrastructure	OCCOG	OCTA	Partnerships With Police	\$ 100,000
	Non-Infrastructure	OCCOG	Santa Ana	Pedestrian and Bicyclist Education Campaign	\$ 471,054
	Active Trans Plans	OCCOG	Garden Grove	Safe Routes to School: Phase I Plan	\$ 160,000
Riverside	Non-Infrastructure	WRCOG	San Jacinto	Envision San Jacinto	\$ 147,600
	Non-Infrastructure	CVAG	Riverside Cnty Dept of Pub Health	Eastern Coachella Valley Safe Routes to Schools	\$ 348,818
	Active Trans Plans	WRCOG	Wildomar	Active Transportation Plan	\$ 300,000
San Bernardino	Non-Infrastructure	SBCTA	San Bernardino County	Safe Routes to Schools Program	\$ 316,373
	Active Trans Plans	SBCTA	San Bernardino County	Morongo Basin Active Transportation Plan	\$ 200,000
	Active Trans Plans	SBCTA	SBCTA	Redlands Rail Accessibility Plan	\$ 200,000
Ventura	Active Trans Plans	VCCOG	Ventura County	Safe Routes to School Master Plan	\$ 100,000
	Active Trans Plans	VCCOG	Thousand Oaks	Active Transportation Plan	\$ 100,000
<b>Total</b>					<b>\$ 4,927,297</b>

**SCAG Sustainability Planning Grant Program Award Recommendations**  
**Integrated Land-Use / Green Region Initiative**

Attachment A

Project Type	County	Subregion	Applicant	Project	Recommended Award
Shared Vision Plans	Los Angeles	SFVCOG	Burbank	Golden State Implementation Study	\$375,000
	Los Angeles	GCCOG	Long Beach	Destination Uptown	\$250,000
	Los Angeles	LA CITY	Los Angeles County Metro	Union Station Civic Center	\$375,000
	Orange	OCCOG	Anaheim	Center City Corridors Plan	\$225,000
	Orange	OCCOG	Santa Ana	Sustainability Vision	\$325,000
	San Bernardino	SBCTA	Rancho Cucamonga	Empire Yards Station Specific Plan	\$200,000
Focused Purpose Plans	Imperial	ICTC	Imperial County Trans Commission	Imperial Valley Regional Climate Action Plan	\$200,000
	Los Angeles	SBCCOG	Carson	Neighborhood Mobility Plan	\$193,000
	Los Angeles	SGVCOG	Duarte	Town Center Traffic Plan	\$150,000
	Los Angeles	SGVCOG	Glendale	Streetcar Vision	\$200,000
	Los Angeles	LA COUNTY	Los Angeles County Planning	2030 Climate Action and Adapation Plan	\$200,000
	Los Angeles	NLAC	Palmdale	Integrated Sustainability Strategy	\$150,000
	Los Angeles	GCCOG	Norwalk	Firestone Corridor/San Antonio Village Vision	\$100,000
	Los Angeles	SGVCOG	South Pasadena	Climate Action Plan	\$100,000
	Los Angeles	GCCOG	Vernon	Transit Route Feasibility Study	\$60,000
	Orange	OCCOG	Mission Viejo	Core Area Specific Plan	\$120,000
	Orange	OCCOG	Placentia	Green Open Space	\$150,000
	Riverside	WRCOG	Corona	Climate Action Plan Update	\$70,000
	Riverside	WRCOG	Moreno Valley	Nason Street Corridor Phase II	\$150,000
	Riverside	WRCOG	WRCOG	SB743 Implementation	\$175,000
	San Bernardino	SBCTA	Colton	South Colton Revitalization Plan	\$160,000
	San Bernardino	SBCTA	Fontana	Urban Greening Landscape Plan	\$200,000
	San Bernardino	SBCTA	SBCTA	SB County Regional GHG Reduction Plan Update	\$150,000
	Ventura	VCCOG	Gold Coast Transit	Building Transit Communities	\$67,000
	Ventura	VCCOG	Santa Paula	SCS Consistency Framework for General Plan	\$175,000
Mini-Grants	Los Angeles	SGVCOG	Claremont	Claremont Locally Grown Power	\$50,000
	Los Angeles	GCCOG	GCCOG	Climate Action Planning Framework	\$50,000
	Riverside	WRCOG	Perris	Healthy Cities Challenge	\$50,000
	San Bernardino	SBCTA	SBCTA	Story Maps	\$30,000
<b>Total</b>					<b>\$4,700,000</b>



# SCAG SUSTAINABILITY PLANNING GRANTS



## GOALS

- *Provide needed planning resources to local jurisdiction*
- *Develop local plans that support the 2016-2040 RTP/SCS*
- *Increase the Region's competitiveness for Federal and State funds*

## FUNDING CATEGORIES


**Active Transportation:** Bicycle, pedestrian and safe routes to school plans and programs

**Integrated Land Use:** Sustainable land use planning, transit oriented development and land use & transportation integration

**Green Region Initiatives:** Natural resource plans, climate action plans, green street plans, and greenhouse gas (GHG) reduction programs.







<b>Applicant</b>	<b>Project</b>	<b>Award</b>
Baldwin Park	Go Human Bike-Friendly Business	\$ 168,500
El Monte and South El Monte	Go Human Bike-Friendly Business	\$ 196,552
Los Angeles County Walnut	Walnut Park Demonstration Project	\$ 190,000
San Dimas	Arrow Highway Complete Street	\$ 183,400
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SGVCOG	Greenway Network Implementation	\$ 200,000
El Monte	First/Last Mile Transit Station	\$ 50,000
Duarte	Town Center Traffic Plan	\$ 150,000
South Pasadena	Climate Action Plan	\$ 100,000
Claremont	Claremont Locally Grown Power	\$ 50,000
	<b>Total</b>	<b>\$1,488,452</b>



55%

LA County AT Funds  
Awarded to SGV Projects



## CORRIDOR PLANNING ARROW HIGHWAY



Attachment B

## EDUCATION & ENCOURAGEMENT: BICYCLE FRIENDLY BUSINESS DISTRICT



## REGIONAL GREENWAY NETWORK



## FIRST-LAST MILE STATION PLANNING



Item #9  
Page 8 of 13





# ARROW HIGHWAY COMPLETE STREET DEMONSTRATION PROJECT

- 10.4 mile segment
- Participating agencies:  
LA County, Glendora,  
San Dimas, La Verne,  
Pomona, Claremont
- Includes pop-up  
demonstrations and  
community-based  
participatory research
- Supports Metro  
Complete Streets Policy
- Funding: \$183,400

Item #9


Page 9 of 13



## BIKE FRIENDLY BUSINESS DISTRICT EXPANSION

- *Participating agencies:  
Baldwin Park, El  
Monte, South El Monte*
- *Support cities'  
economic development  
goals*
- *Includes pop-up  
demonstrations and  
events to support  
place-making*
- *Outreaching to  
community services to  
participate*
- *Funding: \$365,042*



A photograph of a greenway path along a river. In the foreground, a paved path with a metal railing runs alongside the water. Two people are riding bicycles on the path. In the background, a large steel truss bridge spans the river. The sky is clear and blue.

# GREENWAY NETWORK IMPLEMENTATION MANUAL

- *Intended to guide regional development of Greenway Network*
- *Promotes a comprehensive and consistent approach to planning*
- *Utilizes prototypical segments to address challenges*
- *Funding: \$200,000*

# FIRST-LAST MILE STATION PLANNING

- *City of El Monte*
- *Areas addressed:  
crossings, wayfinding,  
safety & comfort,  
allocation of street space*
- *3-Mile access shed  
surrounding stations*
- *SGVCOG developing  
template application*
- *Supports Metro's ATSP  
and First/Last Mile  
Strategic Plan*
- *Funding: \$50,000*





# QUESTIONS

[sustain.scag.ca.gov](https://sustain.scag.ca.gov)

# ORANGE COUNTY REGISTER

## Are cities' new marijuana laws about safety, or blocking Proposition 64?

By BROOKE EDWARDS STAGGS  
2017-02-10 11:08:29



California law now says every resident 21 or older has a right to grow up to six marijuana plants for personal use.

The law also says cities or counties can "reasonably regulate" homegrown pot.

Those two rules are turning the state's recently passed marijuana law, Proposition 64, into nothing less than a civil rights battle zone.

In the three months since the law took effect, a growing number of cities have instituted rules for in-home cultivation that test the limits of what's considered "reasonable." Often citing safety concerns, new and proposed ordinances, among other things, block outdoor cannabis gardens, impose expensive permits and ban (for now) even a single homegrown plant.

In Montebello, near Los Angeles, residents who want to grow marijuana for personal use may do so only if they don't owe any taxes. They also must allow city workers to periodically inspect their homes.

In Indian Wells, close to Palm Springs, aspiring home growers must first pay for a background check to prove they haven't been convicted of a felony drug violation in the previous five years. Plus, the city has created specific rules on which rooms can and can't be used for in-home marijuana cultivation.

And in the Inland Empire city of Fontana, renters have to get a notarized OK from their landlord before they can grow a marijuana plant. They also have to fork over a permit fee of \$411.

"This is overreach," said Thomas Abouriali, a Fontana resident opposed to the policy his city council members recently passed. "They don't like Prop. 64, so they definitely want to restrict this as much as possible."

In some ways, Prop. 64 is deliberately vague. The measure gives local governments the right to ban outdoor marijuana gardens, but beyond that – partly as a compromise to maintain support from marijuana activists while warding off opposition from cities wary of the measure – it offers few details as to how far cities and counties can go in regulating personal gardens. The one firm rule is that local governments can't "completely prohibit" adults from growing six indoor plants.

Richard Miadich, a Sacramento attorney who helped draft Prop. 64, says local governments have a right to control personal cultivation by crafting regulations that they feel will protect the well-being of all residents. But he also says cities and counties invite legal challenges if they pass regulations so onerous that they result in a "de facto ban," such as requiring residents to pay massive fees.

Abouriali argues his city's \$411 fee is exactly that. He says it puts the concept of growing pot out of reach for some residents, and adds that he believes other elements of Fontana's permit program are intended to discourage some people from complying.

"I don't like the fact that you have to give up your privacy and say the city can come in and inspect your home in order to do what state law says you have the right to do," he said.

"It's a very slippery slope, in my opinion."

and take their chances.”

The city council for San Jacinto, in Riverside County, voted Tuesday night to approve a restrictive permitting program similar to the ones set recently in Fontana and Indian Wells.

A few cities have opted not to require permits, but to instead write ordinances that set rules for anyone who wants to grow recreational cannabis at home. San Clemente and the Bay Area city of Martinez say aspiring cultivators must first get written permission from landlords, for example, and install ventilation systems appropriate for indoor cultivation.

“These are temporary ordinances to give the city time to study the impacts of the legislation and how it impacts our community,” said Manjit Sappal, chief of police for the Martinez Police Department.

Dozens more cities up and down the state – from Palo Alto to Poway, San Jose to Santa Ana – are, at least temporarily, banning outdoor cultivation.

City leaders have said outdoor plants tempt people to hop fences and snatch weed. They also believe outdoor cultivation makes it tougher to keep marijuana away from children, and that it sometimes creates odors that others find unpleasant.

Critics of outdoor bans point out that in-home cultivation can pose a bigger threat to public safety because lighting and ventilation systems can pose fire risks and other problems. It’s also generally pricier and more labor intensive to maintain an indoor marijuana garden, putting an additional burden on residents who want to exercise their rights under Prop. 64.

### **Challenges coming**

Until the courts weigh in, Haviland said California cities that don’t welcome pot are likely to continue testing the waters in terms of what’s considered a “reasonable” regulation. But she said her agency has a vested interest in making sure cities don’t undermine the freedoms granted by Prop. 64.

Along with cities that have temporarily banned all cultivation, Haviland said she’s particularly concerned with similar policies popping up in places such as Fontana that are insisting people with prior drug convictions or overdue city fees aren’t eligible to get permits to grow at home.

“The law says you can’t prohibit persons from engaging in this behavior, and some cities are choosing to wholly exclude a category of people, which is not permitted under state law,” she said.

Fontana Mayor Acquanetta Warren acknowledged her city’s permitting process isn’t easy, but she said it’s aimed at protecting all residents.

“This town has been a town of safety. And we’re trying with this initiative to make sure that we keep our residents safe – particularly our young people,” she said.

Aside from inviting potential legal challenges, both marijuana rights advocates and some city leaders have questioned the point of creating permit programs and rules for home grows that are so difficult to enforce.

That’s why Montebello Councilman Bill Molinari said he voted against his city’s permit program.

“There’s no practical way to enforce it,” Molinari said.

“Suppose I put six marijuana plants in my living room and I don’t go to the city for a permit, who will know?” he asked. “It’s an exercise in frustration because you’re passing something you can’t enforce.”

So far, no one has applied for a \$141 permit to grow marijuana at home in Indian Wells, a rule that’s now been on the books for two months, City Manager Wade McKinney said. Same goes for other cities with permit programs, including San Juan Capistrano and Aliso Viejo.

That didn’t surprise Abouriali, who said he’s heard from people fearful over cities having a roster of permits, identifying every person who’s growing marijuana at home.

“I think people are just going to bypass that process,” he said. “The reality is most people just want to be left alone to do this in the comfort of their homes.”