



San Gabriel Valley Council of Governments

AGENDA AND NOTICE

OF THE **SPECIAL MEETING OF THE SGVCOG PLANNING DIRECTORS**  
**TECHNICAL ADVISORY COMMITTEE (TAC)**

**Monrovia Community Center: 119 W. Palm Ave.; Monrovia, CA 91016**  
**Thursday, October 25, 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  
Montebello  
Monterey Park  
Pomona  
Rosemead  
San Dimas  
San Gabriel  
Sierra Madre  
South El Monte  
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](http://www.sgvkog.org). Copies are available via email upon request ([sgv@sgvcog.org](mailto:sgv@sgvcog.org)). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

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

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

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

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

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



**PRELIMINARY BUSINESS**

**3 MINUTES**

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

**CONSENT CALENDAR**

**2 MINUTES**

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

4. Planners TAC Meeting Minutes – 09/27/2018 -- Page 1  
*Recommended Action: Approve.*

**PRESENTATIONS**

**25 MINUTES**

5. Temple City's Crossroads Specific Plan: Presentation by Scott Reimers, Planning Manager, Temple City -- Page 7  
*Recommended Action: For information only.*

**DISCUSSION ITEMS**

**20 MINUTES**

6. 2017-18 California Housing, Planning, and Zoning Legislative Update: Presentation by Peter Duyshart, Project Assistant, SGVCOG -- Page 25  
*Recommended Action: For information and discussion.*

**UPDATE ITEMS**

**10 MINUTES**

7. SCAG Sustainable Communities Program Grants -- Page 29  
*Recommended Action: For information only.*
8. Measure M MSP Funding Update  
*Recommended Action: For information only.*
9. LA County Fire Department Update  
*Recommended Action: For information only.*

**ACTION ITEMS**

**EXECUTIVE DIRECTOR'S COMMENTS**

**CHAIR'S REPORT**

**3 MINUTES**

10. Solicitation of presentation topics.  
*Recommended Action: For discussion.*
11. Current City Projects  
*Recommended Action: Discuss the idea of a monthly presentation on city projects by TAC members.*
12. Future Planners' TAC Meeting Time and Location  
*Recommended Action: Provide direction and input for a new Planners' TAC Meeting Time and/or Location.*

**ANNOUNCEMENTS**

**1 MINUTE**

**ADJOURN**



**SPECIAL SGVCOG Planners TAC Meeting Minutes**

Date: September 27, 2018

Time: 12:00 P.M.

Location: **Monrovia Community Center**  
**119 West Palm Avenue; Monrovia, CA 91016**

**PRELIMINARY BUSINESS**

1. Call to Order. The meeting was called to order at 12:01 P.M.
2. Roll Call

**Planners TAC Members Present**

M. Ronzio-Garcia, P. Lam; Alhambra  
L. Flores; Arcadia  
B. Lee; Covina  
G. Lee; Diamond Bar  
C. Hensley; Duarte  
J. Kugel, M. Carnahan; Glendora  
M. Simpson; Irwindale  
E. Scherer; La Verne  
J. Mayer, S. Bermejo; Monrovia  
M. Huntley; Monterey Park  
L. Stevens; San Dimas  
I. McAleese; South El Monte  
J. Anderson; West Covina  
M. Kim, J. Drevno; LA County DRP

**Planners TAC Members Absent**

Azusa  
Baldwin Park  
Claremont  
El Monte  
Montebello  
Pomona  
Rosemead  
San Gabriel  
Sierra Madre  
South Pasadena  
Temple City  
Walnut

**SGVCOG Staff**

M. Creter  
K. Ward  
P. Duyshart

**Guests**

B. Hyun; City of Industry  
E. Stadnicki; La Cañada Flintridge  
A. Ross; LA County DPW

3. Public Comment.

No public comment.

**CONSENT CALENDAR**

4. Planners TAC Meeting Minutes – 07/26/2018  
*Recommended Action: Approve.*

**There was a motion made to approve the Consent Calendar (M/S: M. Huntley / E. Scherer).**

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

**PRESENTATIONS**

(Item 5 was scheduled to take place before Item 6; however, Planning TAC Chair Craig Hensley approved a change in agenda order to move Item 5 after Item 6 in the agenda order)

**5. SCAG Bottom-Up Local Input and Envisioning Process & SCAG Sustainable Communities Program Grants**

This item consisted of a two-part presentation. The first topic which was covered was SCAG’s Bottom-Up Local Input and Envisioning Process, and Kome Ajise, the Director of Planning at SCAG, presented on this matter. Mr. Ajise talked about how SCAG is currently developing its 2020 RTP/SCS (the horizon year of which is 2045), and this highly in-depth plan seeks to set even higher sustainability and transportation accessibility goals than the 2016 version of the RTP/SCS. These differences include:

- More aggressive GHG targets.
- New MAP-21/FAST Act performance measures and target setting.
- Two new federal planning factors, including improving the reliability of the transportation system and mitigating stormwater impacts of transportation.
- Coordination with, and relation to, the Regional Housing Needs Assessment (RHNA).
- More thorough local outreach and engagement.

Mr. Ajise pointed out that since SCAG’s goal is to conduct more thorough and meticulous feedback while developing the 2020 RTP/SCS, SCAG has been developing and implementing its Bottom-Up Local Input and Envisioning Process. The purpose of this outreach project is to gather feedback and information from local jurisdictions across Southern California regarding base land use, sustainability practices, anticipated population and employment growth, local transit supportive measures, and local policies as they relate to environmental sustainability. SCAG has been conducting one-on-one sessions with cities and counties to get a better understanding for their goals, measures, and best practices pertaining to transit improvement and sustainability. SCAG’s outreach to date as part of the Bottom-Up Local Input and Envisioning Process has included:

- 197 Work Plans Distributed to Local Jurisdictions
- 197 One-on-One Meetings with Local Jurisdictions
- 80 Jurisdictions Offered On-Site Technical Assistance
- 21 Subregional Presentations

Additionally, Caitlin Sims, a SCAG Management Analyst, presented on SCAG’s Sustainable Communities Program Grants. The Call for Applications for this funding opportunity opened on September 10<sup>th</sup>, and the deadline for applications is November 15, 2018. Ms. Sims stated that there are 3 planning project categories for the Sustainable Communities Program grant: Active Transportation, Integrated Land-Use (ILU) and Green Region Initiative (GRI). She also pointed out how applicants which are awarded funding will receive technical assistance from SCAG, too.

Questions/Discussion: The following issues were asked about and discussed:

- A TAC member pointed out that there needs to be a better relation to where the jobs and the housing are actually going to be. Additionally, he also pointed out that, as we evaluate the criteria for coming up with the new numbers for housing, SCAG needs to consider that there isn't as much funding sources available to cities anymore to produce and build affordable housing. The mandates that are being put on cities are near-impossible for cities to meet, as a result.
- \*\*\*Marisa Creter announced that the COG will have a call for projects for some cities to work together collaboratively to build some housing (ask Marisa). However, a TAC member pointed out that this funding is still not enough for cities to meet the requirements.
- There was a remark about how EIFDs are great IF the County supports the implementation of the EIFDs.
- Because of new laws, this plan (SCAGs) is just a construction mandate for cities.
- One member of the TAC said that we need to find a way to solve the housing crisis, rather than come out with more directives and plans. New requirements need to be much more pragmatic.
- There was feedback regarding SCAG's grant application: the application is lengthy, and the application should have been simplified.
- SCAG is looking for which projects will actually move the needle on GHG reduction, but a comment was made to SCAG representatives that the application does not reflect this.
- A member of the TAC thinks the way that SCAG manages the Go Human grant and Sustainable Communities grants are inefficient, and create problems for the cities. Cities should be given more independence on these projects, because it reduces communication delays and red tape delays. Says SCAG had an account manager run their project. K. Ajise responded to that by saying that he's seen many cities fail audits, so SCAG wants to keep most control over these projects.
- Another Planning TAC voting member pointed out that project delays that result from the auditor or consultant, fall on City staff from the Council (because it looks bad to blame 3<sup>rd</sup> parties when you are accountable to a Council).
- \*\*Marisa Creter announced that the COG is willing to assist cities in completing applications for this grant program (especially multi-jurisdictional corridor plans) (also EV vehicle charging plans). COG can be a partner and resource for cities.

## **ACTION ITEMS**

(Item 6 was scheduled to take place after Item 5; however, Planning TAC Chair Craig Hensley approved a change in agenda order to move Item 6 before Item 5 in the agenda order)

### **6. Measure M MSP Subregional Fund Programming – Proposed Projects List for First 5-Year Programming Plan**

Marisa Creter, the Executive Director of the SGVCOG, provided the staff report on this matter to the TAC. She began by mentioning how, in June 2017, the Metro Board of Directors adopted the Measure M guidelines, establishing a process by which subregional funds under Measure M will be programmed by the subregional entities, including the SGVCOG, through the development of five-year subregional fund programming plans. Ms. Creter then described how there will be \$31,827,287 in available funds for Active Transportation, First/Last Mile, and Complete Streets

projects for the first Measure M Multi-Year Subregional Program (MSP) 5-Year Plan, which includes FY 2017-18 through FY 2021-22.

Creter explained how the COG held a transparent and accessible call for projects process for about two months, through which cities could submit projects for Measure M programming consideration simply via email. The COG ended up receiving 54 projects from a total of 16 San Gabriel Valley agencies (cities and LA County). The total cost of all qualifying projects which were submitted to the SGVCOG for Measure M MSP subregional funding consideration was approximately \$158,096,065. Out of the \$158 million, SGV local agencies requested about \$142,703,919 in Measure M MSP subregional dollars to fund their respective projects.

Since there is only \$31,827,287 in available funds, but \$142,703,919 in funding and programming requests from 16 different SGV agencies, COG staff tried to come up with an equitable way to distribute the allocation of funding. Creter stated that COG staff felt the fairest way to distribute the funding is to fund each submitting-agency's top priority project. When considering only each agency's top project, the total amount of MSP-requested funds totals \$31,242,200, which is below the \$31,827,287 cap. She also emphasized that there are two large-scale projects which are currently being recommended for funding for Design only, and that is because it is projected that the Construction expenditures for those two projects will not take place until FY 2022-23, which is not part of the current MSP 5-Year Plan.

Ms. Creter continued by mentioning that cities which have submitted a project for Measure M funding need to make conservative monetary projections and need to be very realistic when assessing whether or not project delivery of their projects is attainable. The reason for these warnings is LA Metro's Measure M Guidelines and eventual funding agreements stipulate that cities must draw down and fully expend funds for a project within 3 fiscal years of their award fiscal year. If cities do not fully draw down these funds, then Metro reserves the right to take back the allotted funding. While the funding is still required to be programmed for SGV projects, Metro has the right to not apportion the funding to the subregion for another 20-30 years, for example. Additionally, Creter quickly talked about funding projection and planning documents that are required to be submitted to Metro by each awarded agency in order to execute funding contracts with Metro.

Questions/Discussion: The following issues were asked about and discussed:

- A TAC member asked for clarification about the total project cost, including design and construction, of one of the recommended MSP projects.
- One TAC member inquired about how can the Gold Line Phase 2B cities find a way to secure funding for the outstanding 3% match requirement? M. Creter pointed out that the Planning TAC could make a motion or an amendment to a motion to ask the COG to commit to work with the Phase 2B cities to ensure they get their 3% match covered.
- One City pointed out that they think their recommended Measure M project is actually an Active Transportation project, not a First/Last Mile project.
- Another City representative asked if his City could change the scope or even name of their project. And, if so, how much time does their City have to refine the scope and description of their project before the project gets submitted to Metro for review? M. Creter responded by saying that cities can change the scope for now, as long as the project is not a drastic change from what was submitted, and that cities have until this Measure M recommended projects list goes to the Governing Board for consideration and possible final approval in either November or December.

**There was a motion made to approve the SGVCOG Staff's methodology for determining which submitted projects are to receive MSP programming funding, and to approve Staff's**

**proposed project recommendations list, but with the following stipulations and recommendations:**

- a) **COG staff should work with jurisdictions that have been recommended for funding to confirm that they will be able to execute their projects within the 3-year lapsing of funds window, and**
- b) **COG staff shall make a commitment to work with Gold Line Phase 2B cities to find ways to secure funding for their required 3% local match obligation.**

**(M/S: L. Stevens / E. Scherer)  
[Motion Passed]**

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

**EXECUTIVE DIRECTOR’S COMMENTS**

There were no comments or announcements made by the SGVCOG Executive Director.

**UPDATE ITEMS**

**7. SB 1 Sustainable Communities Competitive Grant**

P. Duyshart of the SGVCOG provided the members of the Planning TAC with an overview of the SB 1 Sustainable Communities Competitive Grant. He went over eligible projects, funding minimums and maximums, local match requirements, grant deadlines and key dates, and the purpose of the State providing this grant opportunity. Applications for this planning grant are due on November 30, 2018.

**8. Capital Projects Review Process & ACE/COG Integration Update**

There were no updates to give on this item.

**9. LA County Fire Department Compliance and Customer Service Issues**

P. Duyshart provided a short update on this item to the TAC. He reminded members of the TAC that the City Managers’ Steering Committee directed COG staff to work with contracting cities first, and then to schedule a meeting between City Managers and high-ranking LACFD representatives, but only after the City Managers initially try to work through the California Contract Cities Association (CCCA). Duyshart announced that the CCCA scheduled Associate LACFD Chief Nick Duvally to attend the City Managers’ Steering Committee on October 3<sup>rd</sup>. The purpose of Chief Duvally attending a meeting with the City Managers is to give Duvally a forum through which he can address many of the complaints from City Planners and City Managers regarding LACFD customer service and code compliance issues. Members of the Planning TAC are invited and encouraged Planning TAC members to attend this meeting to provide feedback and comments to Chief Duvally about how LACFD can improve service to contracting cities.

Additionally, P. Duyshart reported that the CCCA hosted a meeting between Chief Osby of the LACFD and city managers of non-District and contracting cities from throughout the Los Angeles County region to address the fees-for-service issues. The CCCA reported that the meeting was

constructive and productive, and included conversations on issues related to administrative overhead costs, medical versus fire service calls, and LA County Fire Department updates.

## **CHAIR'S REPORT**

**10.** Solicitation of presentation topics

There was no discussion on this item.

**11.** Current City Projects

There was no discussion of city projects.

**12.** Future Planners' TAC Meeting Time and Location

P. Duyshart reported to the TAC that the TAC's normal meeting venue, the Upper San Gabriel Valley Municipal Water District, recently informed COG staff that their Board Room will no longer be available for meetings on the fourth Thursday of each month. This means that the Planning TAC will either have to be moved to a different recurring monthly day, or will have to change venues. When Duyshart first asked whether the TAC members would rather switch venues or would rather stay at the Upper District, the TAC unanimously responded that it would be preferred to stay at the Upper District. Duyshart then reported that the Upper District states that their room is available for use on the following days:

- 2<sup>nd</sup> Monday of each month
- 4<sup>th</sup> Monday of each month
- 4<sup>th</sup> Tuesday of each month
- 4<sup>th</sup> Wednesday of each month

Members of the Planning TAC directed Duyshart to send out a Doodle Poll to determine the best new day to hold future Planning TAC meetings on. Additionally, they also directed COG staff to have the next couple of Planning TAC meetings at the Monrovia Community Center on a temporary basis.

## **ANNOUNCEMENTS**

C. Hensley, the Chair of the Planning TAC, announced that the next Planning Directors' TAC Meeting will be on October 25<sup>th</sup>.

## **ADJOURN**

The meeting adjourned at 1:30 P.M.



DATE: October 25, 2018

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **Temple City's Mid-Century General Plan & Crossroads Specific Plan**

## **RECOMMENDED ACTION**

For information only.

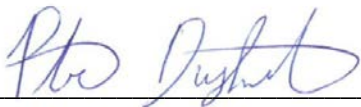
## **BACKGROUND:**


Temple City was officially incorporated in 1960. Since then, over time, Temple City has seen its population grow, has seen its demographics change, and has seen its overall community and economic needs change. This has also led to changes to the city's housing development and housing stock, too.

As Temple City changes from multiple standpoints, Temple City staff has sought to develop a new specific plan for the area near and around the major thoroughfares of Las Tunas Drive and Rosemead Blvd. (CA-19), which is a key area in the City. This new specific plan is the Crossroads Specific Plan, and the purpose of this plan is to build a vision which provides a guide for the city to enhance the economic activity of the Crossroads area, improve multi-modal connectivity within the plan's area, and also increase the sustainability and energy efficiency of the buildings and landscapes in the area, too. The guiding ideas of the Crossroads Specific Plan are to:

- Utilize multiple land uses to create vitality
- Make the area a destination for Temple City residents and give people a reason to stay in and frequent the area.
- Break up large sites to improve connectivity and walkability.
- Build projects with a pedestrian oriented design and mindset.
- Cluster more buildings around open space and public squares.
- Create seamless and pragmatic transitions to residential areas which are adjacent to the Crossroads area.

Scott Reimers, who is the Planning Manager for Temple City, will provide a presentation on the Crossroads Specific Plan. His presentation will go more in-depth about zoning changes to the area, new development standards, the City's mobility plan, the implementation strategy for this plan, design guidelines, parking strategies, and other planning and zoning elements to this specific plan. Mr. Reimers will also demonstrate the story map feature component of the Crossroads Specific Plan, too.

Prepared by:   
Peter Duyshart  
Project Assistant

Approved by:   
Marisa Creter  
Executive Director

**ATTACHMENTS:**

Attachment A – Mid-Century General Plan & Crossroads Specific Plan Presentation Slides  
(Page 9)

# Mid-Century General Plan & Crossroads Specific Plan



San Gabriel Valley Council of Governments

October 18, 2018

## Story Maps | City of Temple City – General Plan

Temple City General Plan

1 - Introduction 2 - Land Use 3 - Mobility 4 - Economic Development 5 - Community Services 6 - Natural Resources 7 - Hazards

TEMPLE CITY GENERAL PLAN

### Community Profile

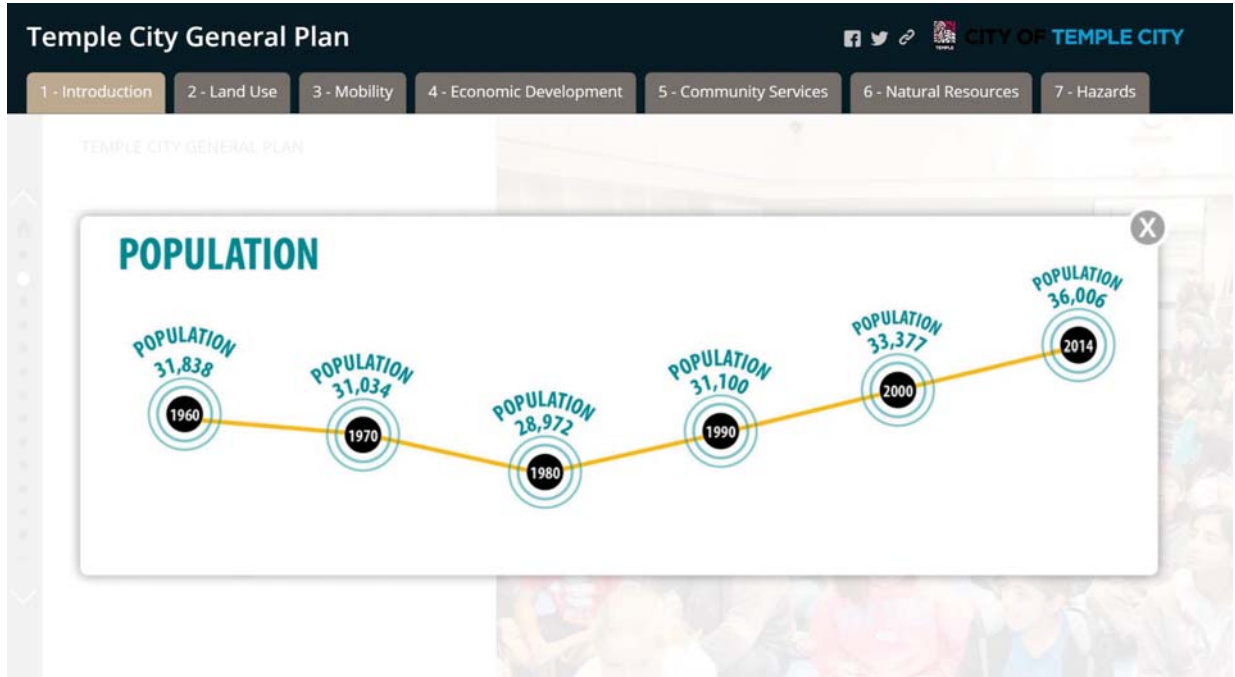
Following incorporation of Temple City in 1960, the community has transformed from a quiet, predominantly residential suburban community of just over 31,000 residents, to a culturally rich, diverse community of approximately 36,000 residents.

POPULATION

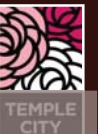
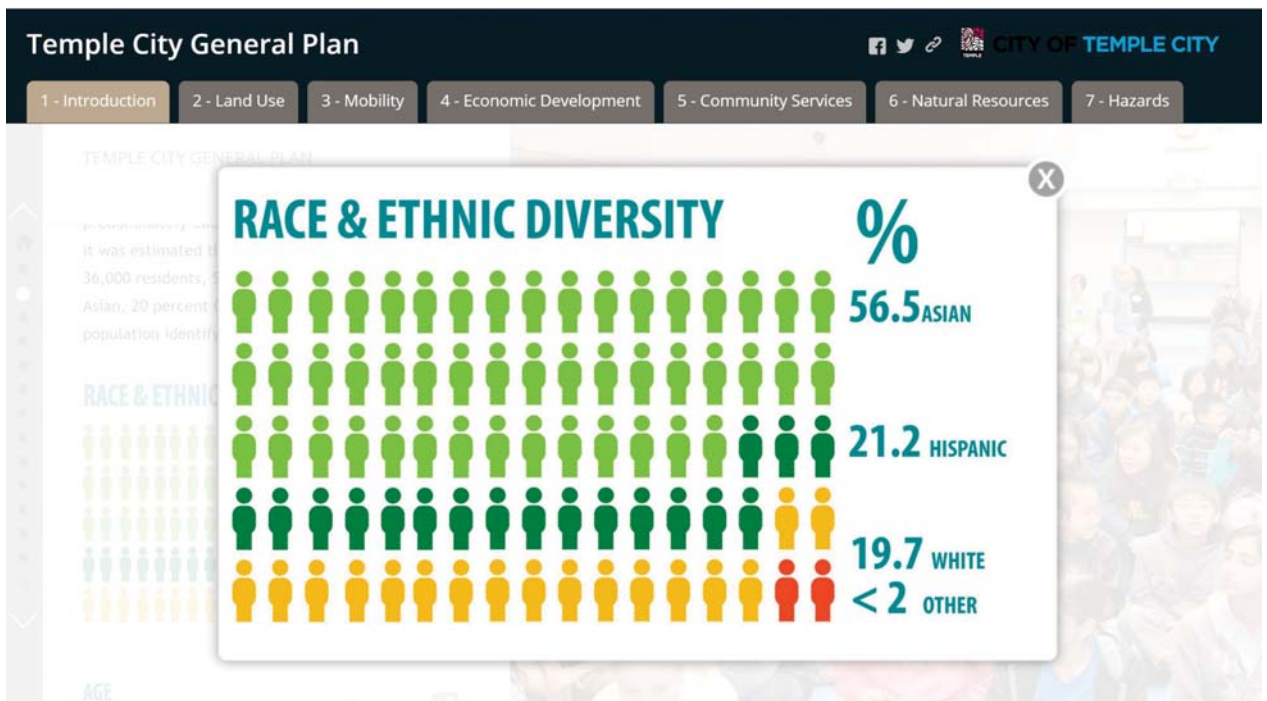
| Year | Population |
|------|------------|
| 1960 | 31,000     |
| 1970 | 31,500     |
| 1980 | 32,000     |
| 1990 | 32,500     |
| 2000 | 33,000     |
| 2010 | 33,500     |
| 2020 | 36,000     |



Story Maps | City of Temple City – General Plan



Story Maps | City of Temple City – General Plan



Story Maps | City of Temple City – General Plan

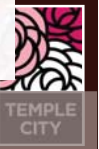
**Temple City General Plan**

1 - Introduction | 2 - Land Use | 3 - Mobility | 4 - Economic Development | 5 - Community Services | 6 - Natural Resources | 7 - Hazards

**HOUSING DEVELOPMENT**

| Period      | Percentage |
|-------------|------------|
| Before 1939 | 9.8%       |
| 1940-1949   | 20.0%      |
| 1950-1959   | 30.4%      |
| 1960-1969   | 14.1%      |
| 1970-1979   | 6.4%       |
| 1980-1989   | 7.4%       |
| 1990-1999   | 4.7%       |
| 2000-2009   | 6.9%       |
| 2010-2014   | 0.2%       |

Before looking ahead to the future, we must first recognize and embrace our past. No other community has a more vibrant history.



**Land Use Diagram**

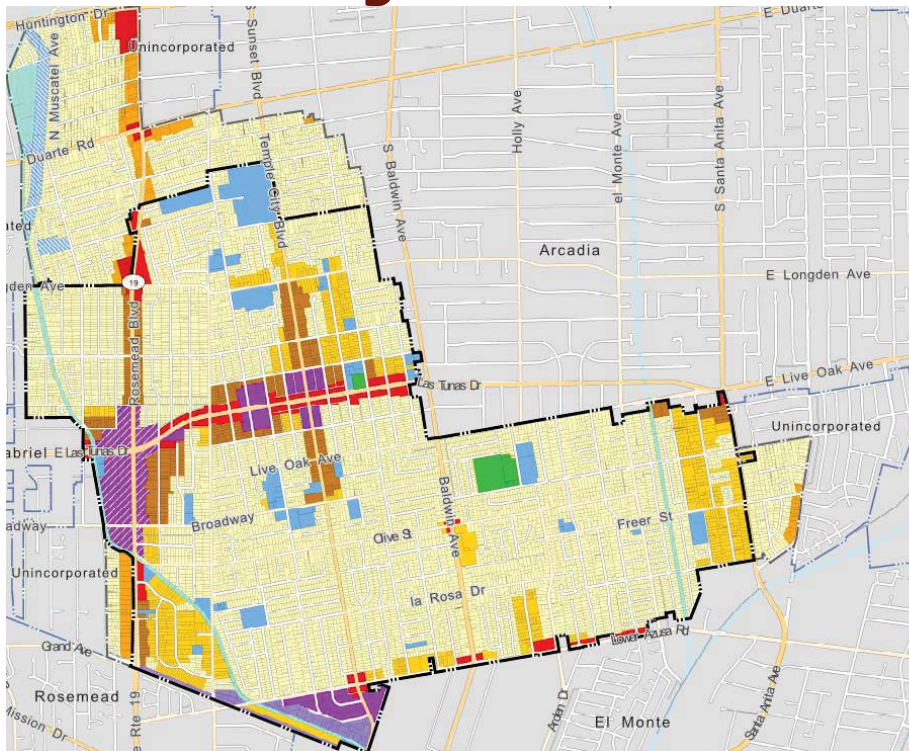


Fig. 2-1  
Land Use Diagram

- Temple City Boundary
  - Temple City SOI
  - General Plan Designation
    - Low Density Residential (0.5 FAR)
    - Medium Density Residential (2-12 Units)
    - High Density Residential (13-34 Units)
    - Commercial (0.5 FAR)
    - Industrial (1.0 FAR)
    - Institutional
    - Parks
    - Flood Control/Wash
    - Mixed Use
    - Mixed Use - Specific Plan
- Flood Zone 2.0 FAR (Minimum of 0.5 FAR commercial), 13-34 Units  
 Commercial Only 0.5 FAR  
 Flood Zone 2.0 Floor Area Ratio (FAR) with a minimum of 0.5 for commercial and maximum of 13-40 dwelling units per acre north of Live Oak Drive and maximum of 45 dwelling units per acre south of Live Oak Drive 2.1 people per acre  
 Commercial Only 0.5 Floor Area Ratio



# Population Growth

|                                       | Population                     |
|---------------------------------------|--------------------------------|
| <b>1960</b>                           | 31,838                         |
| <b>1970</b>                           | 31,034                         |
| <b>1980</b>                           | 28,972                         |
| <b>1990</b>                           | 31,100                         |
| <b>2000</b>                           | 33,377                         |
| <b>2014</b>                           | 36,006                         |
| <b>Previous General Plan Building</b> | 37,818                         |
| <b>General Plan Buildout</b>          | 43,279 (Net increase of 7,273) |
| <b>Crossroad SP Buildout</b>          | 1,887 (Net increase of 1,857)  |

7



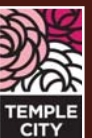
# Area of Change

- General Plan Designation
- Low Density Residential (0-4 du/acre)
  - Medium Density Residential (7-12 du/acre)
  - High Density Residential (13-36 du/acre)
  - Commercial (0.5 FAR)
  - Industrial (1.0 FAR)
  - Institutional
  - Parks
  - Flood Control/Wash
  - Mixed Use
  - Mixed Use - Specific Plan
- Mixed Use: 2.0 FAR (minimum of 0.5 FAR commercial), 13-36 du/acre  
 Commercial Only: 0.5 FAR



Existing GP: Commercial  
 Proposed GP: Mixed Use Specific Plan

8



# Crossroads Specific Plan



## Crossroads

**Temple City General Plan**

1 - Introduction | 2 - Land Use | 3 - Mobility | 4 - Economic Development | 5 - Community Services | 6 - Natural Resources | 7 - Hazards

### TEMPLE CITY GENERAL PLAN

#### Regional Location

Founded by Walter P. Temple on May 20, 1923, and incorporated May 25, 1960, the City of Temple City is one of 31 cities in the San Gabriel Valley region of Los Angeles County. Temple City is centrally located in the west San Gabriel Valley, five miles southeast of Pasadena and 13 miles northeast of downtown Los Angeles. The City is neighbored by the cities of Arcadia, San Gabriel, El Monte, Rosemead and unincorporated portions of Los Angeles County, as displayed in the interactive map on the right.

The Mid-Century Plan covers all of the area within the city limits of Temple City and the City's Sphere of Influence.

Map labels: Pasadena, Sierra Madre, Monrovia, Arcadia, San Marino, Temple City, Alhambra, San Gabriel, Rosemead, El Monte, Monterey Park, South El Monte, Baldwin Park, Terrace, South Pasadena, Duarte, Bassett.

Map features: Legend, Esri, HERE, Garmin, NGA, USGS, NPS | Sources... esri

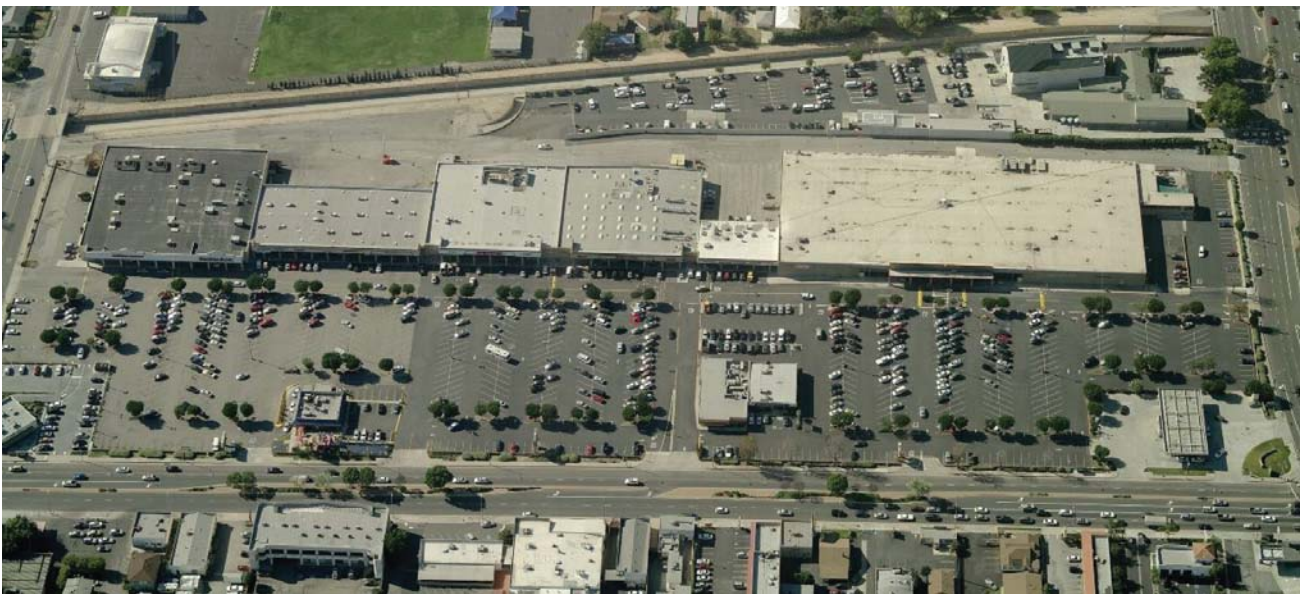




11



## Heart of the Crossroads



12





## Crossroads Vision

The Crossroads Specific Plan area plays a vital role in the lives of Temple City residents.

- It is a **neighborhood**, providing quality housing for residents of all incomes;
- It is a **destination**, offering a unique mix of retail shops, services, restaurants, and entertainment options;
- It is a **recreation** area home to public open space and bicycle and pedestrian paths and trails;



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## Crossroads Vision

- It is **sustainable**, featuring environmentally friendly buildings and landscapes
- It is **multi-modal**, where people travel to and through the area by foot, bike, bus, or car; and
- It is a **source of community pride**, a place that Temple City residents can **bring visiting family and friends**, meet neighbors, and enjoy the quality of life that Temple City offers.

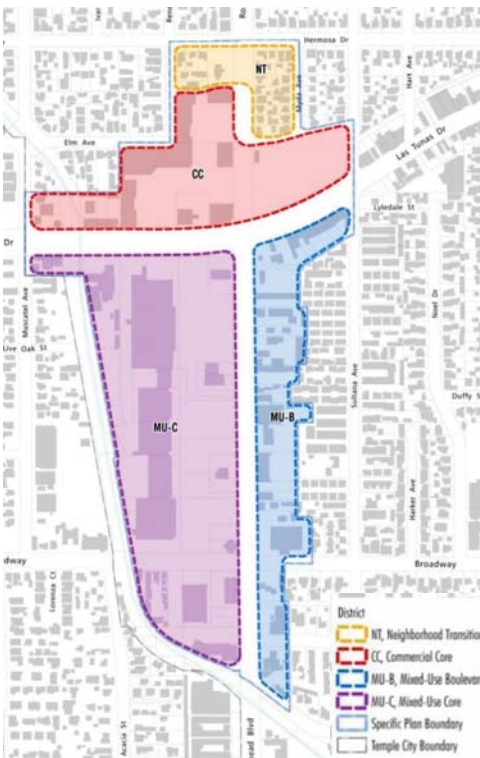


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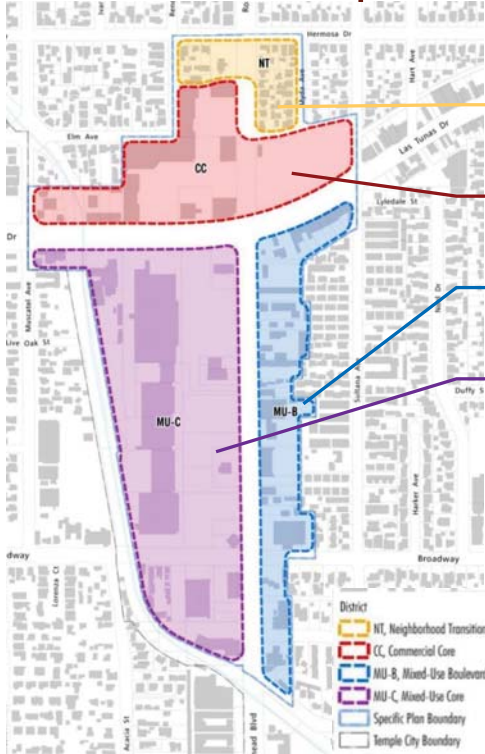
# Crossroads Specific Plan

## Guiding Ideas

- Multiple land uses to create **vitality**
- Create a **reason to stay** in the area
- **Break up large sites** to improve walkability
- Building with **pedestrian** oriented design
- Cluster buildings around **open space and plazas**
- Create **transitions** to residential areas



# Crossroads Specific Plan – Intensity of Growth



NT Zone: 30 dwelling units/acre

CC Zone: .5 floor area ratio

MU-B Zone: 1.75 floor area ratio

MU-C Zone: 2.0 floor area ratio



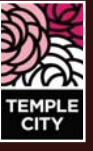
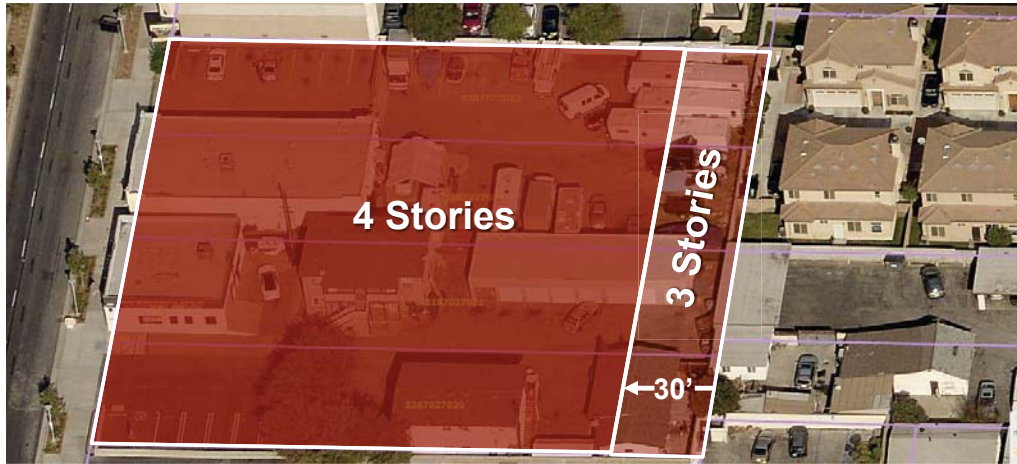
# Crossroads Specific Plan



# Crossroads Specific Plan

## Development Standards

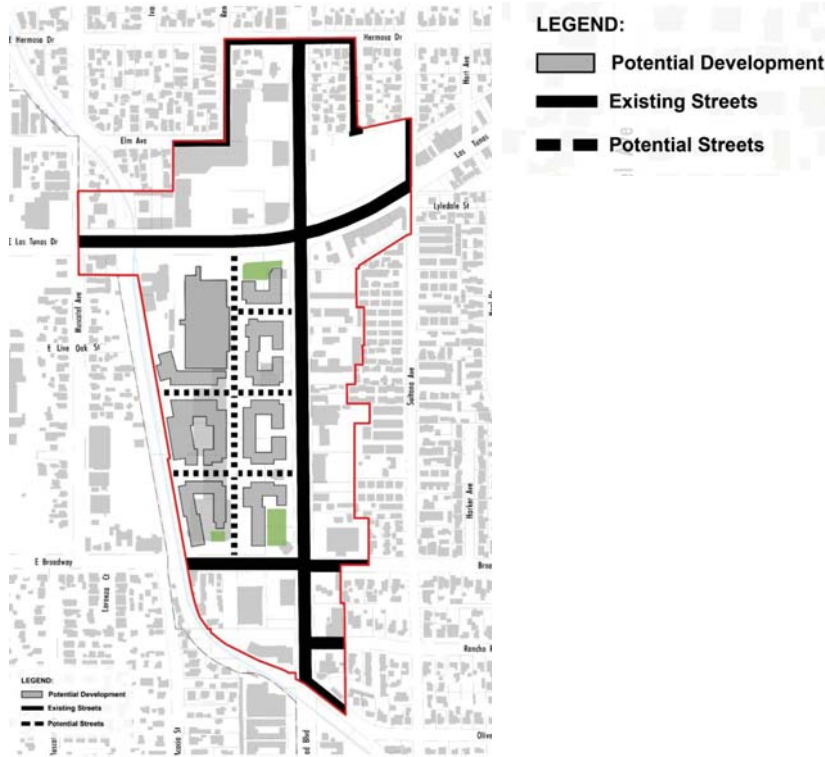
- Area 6: 3-4 Stories



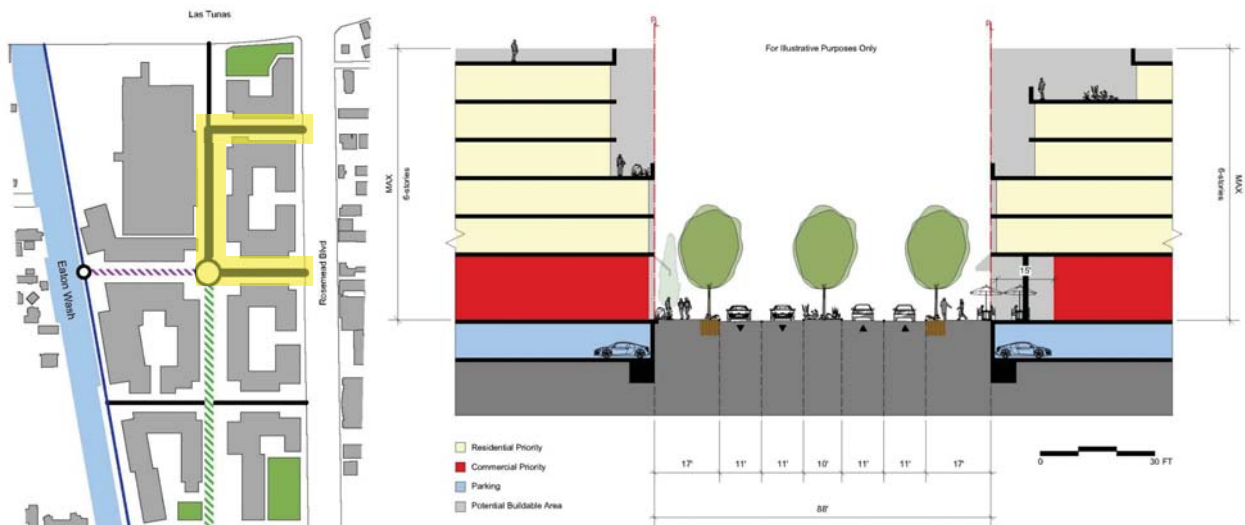
## Phased Implementation Illustrative Concept



# Crossroads Mobility Plan



# Crossroads Mobility Plan



# Crossroads Mobility Plan



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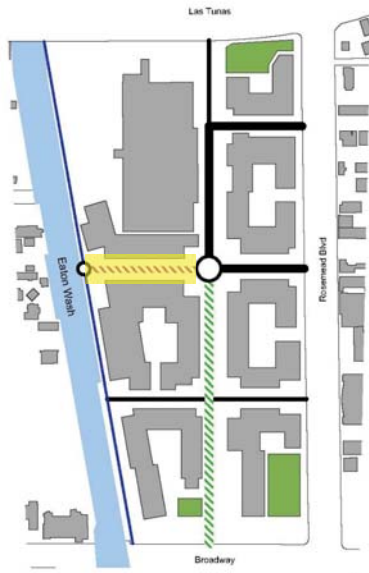
# Crossroads Mobility Plan



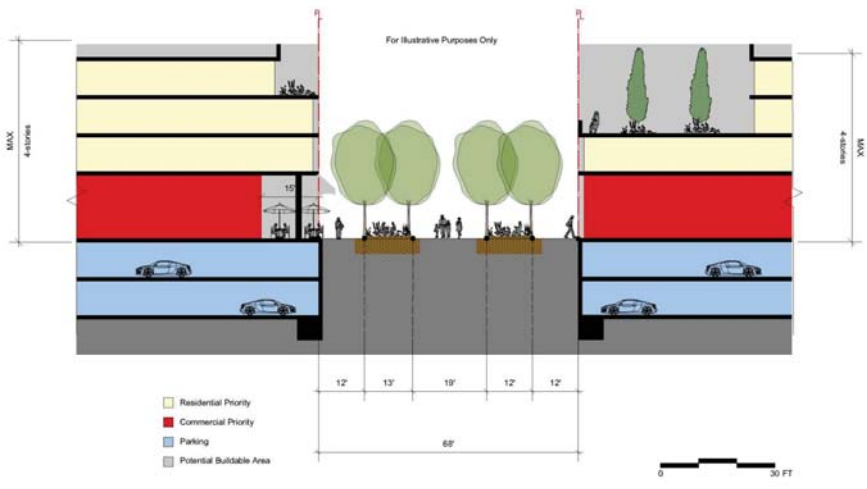
24



# Crossroads Mobility Plan



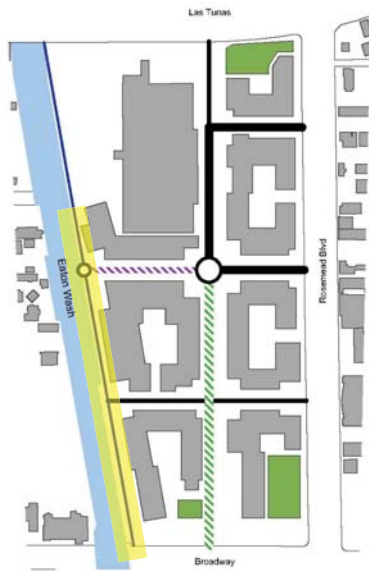
- KEY**
- Boulevard ROW
  - Flexible ROW
  - Local ROW
  - Shared ROW (pedestrian enviroment)
  - Eaton Wash Path
  - Gathering Node



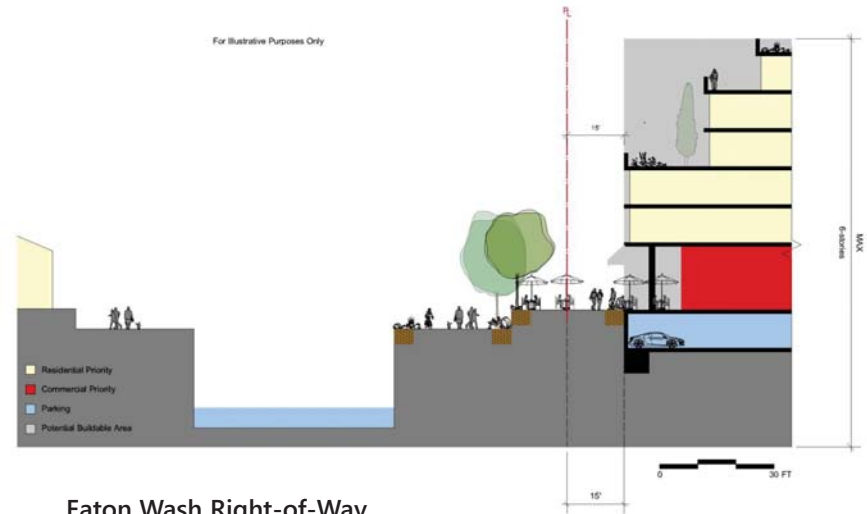
Shared Right-of-Way



# Crossroads Mobility Plan



- KEY**
- Boulevard ROW
  - Flexible ROW
  - Local ROW
  - Shared ROW (pedestrian enviroment)
  - Eaton Wash Path
  - Gathering Node



Eaton Wash Right-of-Way



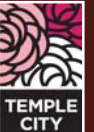
# Crossroads Development Standards

- Permitted Uses, Special Use Standards, and Off-Street Parking

Table 3-A Permitted Land Uses

| Use Type  | NT | CC | MU/C | MU/B | Special Use Standards | Specific Plan Auto Min.                 | Specific Plan Auto Max. | Specific Plan Bicycle |
|---|----|----|------|------|-----------------------|---|-------------------------|-----------------------|
| <b>Residential Uses</b>                             |    |    |      |      |                       |   |                         |                       |
| Dwelling, Artist studio/live work unit              | Y  | N  | U    | U    | SUS 3.a               | 1 per 333 sq ft                         |                         |                       |
| Group living (6 or less residents)                  | Y  | N  | N    | N    |                       | 2 space per unit                        |                         |                       |
| Dwelling, Multi-family                              | Y  | N  | N    | Y    | SUS 3.b               | 1.5 per unit                            | 2 per unit              | 2 per 5 units         |
| Dwelling, Multi-family within Mixed-Use development | Y  | N  | Y    | Y    | SUS 3.c               | 1.5 per unit                            | 2 per unit              | 2 per 5 units         |
| Dwelling, Single-family                             | Y  | N  | N    | N    |                       | 2 spaces per unit in a garage           |                         |                       |
| <b>Public and Institutional Uses</b>                |    |    |      |      |                       |   |                         |                       |
| Business/trade/vocational school                    | N  | Y  | U    | U    |                       | 1 per 285 sq ft & 2 drop off spaces     | 125% of minimum         | 1 per 1,250 sq ft     |
| Church, temple, and other places of worship         | N  | N  | U/C  | U/C  |                       | 1 per 5 fixed seats or 1 per 50 sq. ft. | 125% of minimum         | 1 per 1,250 sq ft     |

Example Section Permitted Uses Table

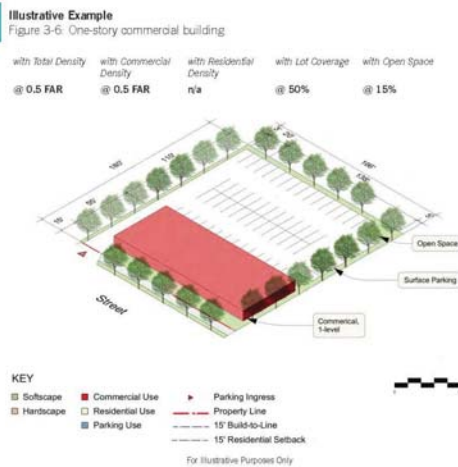


# Crossroads Development Standards

## Example Land Use Typology Standards

**CC Stand-alone Commercial**

The Commercial Core (CC) district accommodates a diversity of commercial and personal service uses serving residents within and adjoining the Specific Plan area. Retail stores (supermarkets, furniture, appliances, etc.), general services (beauty stores and barbershops, copy shops, etc.), and dining are illustrative of the range of possible uses in this district. Development densities of up to 0.5 Floor Area Ratios (FAR) are permitted in the CC district.



| CC DEVELOPMENT STANDARDS SUMMARY |                    |                    |                 |                        |                                |                     |                                      |   |                    |   |  |                  |                                  |                                  |
|----------------------------------|--------------------|--------------------|-----------------|------------------------|--------------------------------|---------------------|--------------------------------------|---|--------------------|---|--|------------------|----------------------------------|----------------------------------|
| CC                               | Building Intensity |                    |                 |                        | Building Placement             |                     |                                      |   |                    |   |  |                  |                                  |                                  |
|                                  | Residential        | Mixed-Use building | Commercial only | Lot coverage (min/max) | Usable open space <sup>1</sup> | Front setback (min) | Build-to-zone <sup>2</sup> (min/max) | Minimum % of building width in build-to-zone <sup>2</sup> | Side setback (min) | Rear setback adjacent to non-residential zone (min) | Rear setback adjacent/across from a residential zone (min) | Vertical Setback | Principal structure height (max) | Accessory structure height (max) |
|                                  | N/A                | N/A                | 0.5 FAR         | 50% / 85%              | 15%                            | 0 ft.               | 0 ft./15 ft.                         | 90%   | 0 ft.              | 0 ft.   | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up             | N/A              | 43 ft. (3-st.)                   | 25 ft.                           |

<sup>1</sup> Usable open space is measured as a minimum % of lot area. It may include yards, courts with fences, patios, balconies, decks, porches, roof decks and public. Usable open space does not include driveways, walks, parking spaces or any area less than five feet in length or width. No more than 25% of the required usable open space may be dedicated to residential private or common open space. All grade-level usable open space shall be accessible to the public.

<sup>2</sup> Build-to-zone is measured from the minimum front setback line. Buildings located in the CC, MU/C, and MU/B zones shall be exempt from this requirement only when the space between the ground-floor front building face and the build-to-line is occupied by usable public open space, with pedestrian or other public amenities.





# Crossroads Development Standards

## Example Land Use Typology Standards

### MU/C Mixed Use along Rosemead

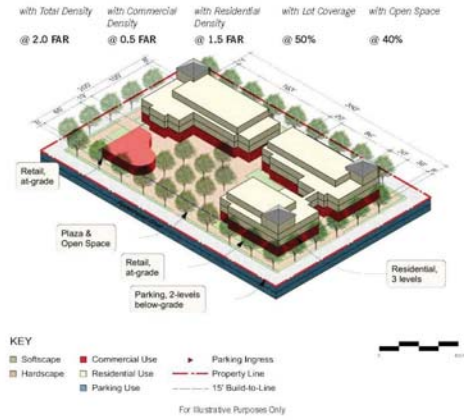
The Mixed-Use (MU-C) district is intended to encourage development of an active urban environment that exhibits the character of a distinct and vibrant pedestrian friendly village where residents live, work, dine, are entertained, and recreate, and relax. It allows for the intermixing of a diversity of land uses that facilitate walking, biking, and other forms of active transportation while reducing vehicle trips.

The mix of uses will be unified by their urban form and relationship to street frontages and adjoining parcels. While more than one use may be located on any block within the district, all buildings shall be placed on their lot, oriented to the street frontage, pedestrian or bicycle path, or a public open space and designed to convey an urban character.

Mixed-use buildings are encouraged in the MU-C district, integrating commercial uses with multi-family residential units. The housing units must be constructed above or to the rear of street-facing non-residential uses. Mixed-use projects may be built to a maximum of 2.0 FAR and maximum 1.5 residential FAR. Where feasible, shared parking structures should be developed to reduce the need for multiple and inefficient driveways and parking lots and promote the continuity of the building wall along the street frontages. The street-facing frontages of such structures should be lined with retail uses.

### Illustrative Example

Figure 3-3. 4-story mixed-use building with underground parking



Mixed-use development appropriate for the MU/C district. Page 7



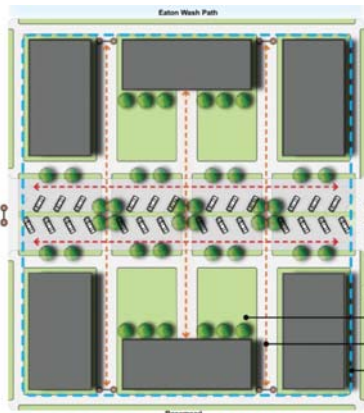
### MU/C DEVELOPMENT STANDARDS SUMMARY

| MU/C                   | Building Intensity                        |                    |                 |                        | Building Placement             |                     |                                      |   |                    |  |  |                                 |   |                                  |
|------------------------|---|--------------------|-----------------|------------------------|--------------------------------|---------------------|--------------------------------------|---|--------------------|--|--|---------------------------------|---|----------------------------------|
|                        | Residential                               | Mixed-Use Building | Commercial only | Lot coverage (min/max) | Usable open space <sup>1</sup> | Front setback (min) | Build-to-zone <sup>2</sup> (min/max) | Minimum % of building width in build to zone <sup>4</sup> | Side setback (min) | Rear setback (min)                             | Rear setback adjust to use residential zone <sup>5</sup> | Vertical Setback <sup>6</sup>   | Principal structure height (max) <sup>7</sup> | Accessory structure height (max) |
| 65 duplex <sup>8</sup> | 2.0 max FAR (min 0.3 / max 0.5 FAR comm.) | 0.5 FAR            | 50% / 90%       | 10%                    | 0 ft.                          | 0 ft. / 15 ft.      | 90%                                  | 0 ft.   | 0 ft.              | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up | 10 ft. average   | 56 ft. (4-16.1) / 81 ft. (6-27) | 45 ft.  |                                  |

1. Residential development in the MU/C zone must be part of a mixed-use development.  
 2. Usable open space is measured as a minimum % of lot area. It may include yards, courtyards, plazas, patios, balconies, decks, porches, roof decks and public. Usable open space does not include driveways, alleys, parking spaces or any area less than five feet in length or width. No more than 25% of the required usable open space may be dedicated to residential private or common open space. All grade-level usable open space shall be accessible to the public.  
 3. Build to zone is measured from the maximum front setback line.  
 4. Buildings located in the CC, MU/C, and MU/B zones shall be exempt from this requirement only when the space between the ground-floor front building face and the build-to line is occupied by usable public open space, with pedestrian or other public amenities.  
 5. All building elevations above the third story shall have a maximum average setback of 10 feet from the third story building face.  
 6. The max height of a principal structure located within 200 ft. of the Rosemead Blvd. property line and 100 ft. of Broadway property lines shall be 66 ft. (4-16.1). The max height of principal structures located beyond 200 ft. of the Rosemead Blvd. property line and 100 ft. of Las Tunas Blvd. and 100 ft. of Broadway property lines shall be 81 ft. (6-27). The max allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane to delineate the allowed number of feet above and parallel to the grade.

# Crossroads Design Guidelines

- Building siting & organization
- Street frontage
- Site access and circulation
- Building massing



## Crossroads Parking Strategies

- Shared Parking
- Unbundled Parking
- Publicly-Accessible Parking Structures
- Mechanized Parking
- Car Sharing



## Story Map

[MakeTCHappen.com/library](http://MakeTCHappen.com/library)



DATE: October 25, 2018

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **2017-2018 CALIFORNIA HOUSING, ZONING, AND HOMELESSNESS  
LEGISLATION UPDATE**

## **RECOMMENDED ACTION**

For information and discussion only.

## **BACKGROUND:**

Homelessness is one of the most pervasive and extensive problems facing the State of California at this time. California is home to 25% of the United States' homeless population and, even more alarmingly, is home to 42% of the United States' chronically homeless. Homelessness is, unfortunately, ubiquitous, and impacts most communities in the state of California, including San Gabriel Valley communities. Increased homelessness causes public safety problems and hazards for both those who suffer from homelessness, as well as those who do not but live where this problem is most prevalent. As more evidence-based solutions to homelessness and mental health are identified, California lawmakers have been making a concerted effort to change public policy in order to incorporate some of these solutions into provisions of California law. Some concepts and ideas face more opposition, than others do, affordable or supportive housing projects being an example of this.

Additionally, due to housing shortages across the State of California, the California Legislature has taken aggressive action in the last few years to try to address the housing shortage and to increase the housing inventory across the state, including for affordable units. Last year, in September 2017, Governor Brown signed a 15-bill housing package into law. Soon after, by March of 2018, the Legislature had already proposed 19 prominent new pieces of housing legislation which pertain to planning and zoning, parking, density bonus, and accessory dwelling units. With 15 new laws only recently chaptered by the Secretary of State, the legislature has quickly been looking to add more laws, many of which affect local governments and cities.

The California legislative session concluded on August 31, 2018, and with Governor Jerry Brown's deadline of September 30, 2018, to sign legislation into law, the SGVCOG has prepared a legislative update report for bills which pertain to homelessness, zoning and planning, supportive housing, housing in general, and mental illness in order to keep the SGVCOG Planning TAC apprised of germane legislation which can have a significant impact policy-wise on these aforementioned public policy issues. The following bills which have been passed by both chambers of the California Legislature, and then signed into law by Governor Brown, have been identified by the COG as consequential pieces of legislation:

## Planning and Zoning Legislation:

- **AB 1771 (Bloom)** – This bill would revise the objectives required to be addressed in the regional housing needs allocation plan and additionally require the plan to include an objective to increase access to areas of high opportunity for lower-income residents, while avoiding displacement and affirmatively furthering fair housing. The bill would also define the term “areas of high opportunity for lower-income residents” for purposes of these provisions. This bill contains other related provisions and other existing laws. Governor Brown signed this bill into law on September 30, 2018.
- **SB 828 (Wiener)** – This bill would prohibit the prior underproduction of housing in a city or county from the previous cycle and stable population numbers in a city or county from the previous cycle from being used as a justification for a determination or a reduction in the jurisdiction’s share of the regional housing need. Governor Brown signed this bill into law on September 30, 2018.

## Accessory Dwelling Units Legislation:

- **SB 1226 (Bates)** – The piece of legislation requires the Department of Housing and Community Development (HCD) to propose the adoption of a building standard to authorize a local enforcement official to determine the date of construction of a residential unit, apply the building standards in effect of that date of construction, and issue a retroactive building permit when a record of the issuance of a building permit for the construction of an existing residential unit does not exist. Governor Brown signed this bill into law on September 30, 2018.

## Density Bonus Legislation:

- **AB 2372 (Gloria)** -- Allows a city or county to establish a procedure by ordinance to grant a developer of an eligible housing development, upon the request of the developer, a floor area ratio (FAR) bonus, in lieu of a density bonus. Governor Brown signed this bill into law on September 29, 2018.
- **AB 2753 (Friedman)** – This assembly bill makes a plethora of key changes to the density bonus application process. Governor Jerry Brown signed this bill into law on September 29, 2018.
- **SB 1227 (Skinner)** – This legislation creates a density bonus for developers who construct a student-oriented housing development project of five or more units that will allocate at least 20% of the building’s total units for lower income college or university students. This bill was approved by the Governor and signed into law on September 29, 2018.

## Parking Restrictions Legislation:

- **AB 2263 (Friedman)** – This assembly bill requires a local government agency to provide for a reduction in parking requirements when a development project that is designated as a historical resource is being converted or adopted to another designated use. Governor Brown approved this bill and signed it into California State Law on August 28, 2018.

## Other General Housing/Zoning/Planning Legislation:

- **SB 946 (Lara)** – This legislation decriminalizes sidewalk vending and establishes various requirements for local regulation of sidewalk vendors. The bill would provide that a local authority is not required to adopt a new program to regulate sidewalk vendors if the local authority has established an existing program that substantially complies with the provisions of the bill. Governor Jerry Brown signed this bill into law on September 17, 2018.
- **AB 3162 (Friedman)** -- Requires new single licenses to operate an alcoholism or drug abuse recovery or treatment facility (treatment facility) to be provisional for one year, as specified, and increases the civil penalties for license suspensions, revocations, and violations, as specified. The bill would require licensed services offered or provided by a licensed alcoholism or drug abuse recovery or treatment facility to be specified on the license and provided exclusively within either the licensed facility or any facility identified on a single license by street address. Governor Brown approved this piece of legislation on September 26, 2018.
- **AB 3194 (Daly)** – This bill makes amendments to the Housing Accountability Act. It specifies that that a proposed housing development project is not inconsistent with the applicable zoning standards and criteria, and would prohibit a local government from requiring a rezoning, if the housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan. AB 3194 was signed into law by Governor Brown on August 28, 2018.

## Homelessness Legislation and Initiatives:

- **SB 3 [Proposition 1 on Nov. 2018 ballot] (Beall)** – “Veterans and Affordable Housing Bond Act of 2018”: This bill was signed by Governor Brown on September 29, 2017, and authorizes \$4 billion in general obligation bonds for existing affordable housing programs. The legislation needs to be approved by the electorate in order for the state to be able to sell the bonds.
- **AB 1827 [Proposition 2 on Nov. 2018 ballot] (Assembly Committee on Budget)** – “No Place Like Home Act of 2018”: Amends the existing Mental Health Services Act to allow the State to expend county mental health services funds in order to repay up to \$2 billion in bonds which would fund the No Place Like Home Program. These bonds would fund housing for those with mental illness who are homeless. AB 1827 was approved by Governor Brown on June 27, 2018. These program changes and bonds will be subject to voter approval on November 6.
- **Proposition 10 (Initiative Statute)** – If this proposition is passed by voters on November 6<sup>th</sup>, it would repeal State law (the Costa-Hawkins Rental Housing Act), which currently restricts the scope of rent control policies that cities and other local jurisdictions may impose on residential property.
- **SB 918 (Wiener)** – “Homeless Youth Act of 2018”: Requires the existing Homeless Coordinating and Financing Council to take on additional tasks and roles which are meant to address and consider the needs of homeless children. The bill was signed into law by Governor Brown on September 27, 2018.


- **AB 2162 (Chiu & Daly)** – Requires supportive housing to be a use-by-right in zones where multi-family and mixed-use developments are zoned for, including in non-residential zones which allow for multi-family uses, if the proposed development satisfies 8 requirements. The bill was signed into law by Governor Brown on September 26, 2018.
- **AB 1971 (Santiago)\*\*** – This bill would have expanded the definition of “gravely disabled” to also include a condition in which a person, as a result of a mental health disorder, is unable to provide for his or her basic needs for medical treatment (contingent upon other guidelines and definitions). The legislation was ordered to the “inactive file” by Senator Stern on August 31, 2018. *The bill was supported by the SGVCOG.*

Please refer to Attachment A for legislative analyses for each of the bills and propositions, which contain summaries, reviews, and further details of the provisions of each bill, histories of each bill, and endorsements of, and opposition to, each bill.

## **RECOMMENDATION**

Staff is presenting these pieces of legislation for information only.

Prepared by:   
Peter Duyshart  
Project Assistant

Approved by:   
Marisa Creter  
Executive Director

## **ATTACHMENTS:**

Attachment A – Senate/Assembly Floor and LAO Analyses of Approved and Enrolled Bills  
(See separate packet)

DATE: October 25, 2018  
TO: SGVCOG Planning Directors' TAC  
FROM: Marisa Creter, Executive Director  
RE: SCAG Sustainable Communities Program Grants

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND ON SCAG's SUSTAINABLE COMMUNITIES PROGRAM GRANTS**

Currently, there are a few funding opportunities offered through SCAG or through SCAG partnerships which can fund local jurisdictions' sustainability and transit-oriented plans and projects, and supports the implementation of existing and future RTP/SCS plans. One such grant program is SCAG's 2018 Sustainable Communities Program (SCP), which is funded through a combination of federal, state, and local sources. These sources include ATP Cycle 4, and SB 1. The main goal of SCAG's SCP is to maximize resources and implement plans in order to reach aggressive GHG reduction goals. There are three main project categories for the Sustainable Communities Program: Active Transportation projects, Integrated Land Use (ILU) projects, and Green Region Initiative (GRI) projects.

Eligible types of Active Transportation projects include:

- Community-wide and Area plans
- Regional Corridors plans
- Infrastructure Demonstration Quick-Build Projects, and
- Safety Strategic Plans

Eligible ILU projects include:

- SB 743 Implementation Assistance
- Parking Pricing, Reduction, and Management Strategies, and
- Livable Corridor and Transit Oriented Development (TOD) Planning

Eligible GRI projects include:

- Heat Island Reduction with Urban Greening and Cool Streets
- Electric Vehicle Charging Infrastructure Planning

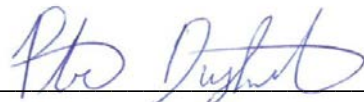
Eligible applicants for the SCAG Sustainable Communities Program grants include cities, counties, and transit agencies, while Councils of Government are able to apply only as sub-applicants. Applicants who are selected for funding awards through this grant will also receive technical assistance.


## NEXT STEPS

At the September 2018 Planning TAC meeting, SCAG staff presented information about SCAG's Sustainable Communities Program Grants. The Call for Applications for the Sustainable Communities Program Grants opened earlier this month, on September 10<sup>th</sup>. The application for local jurisdictions to submit their SCP applications is Thursday, November 15<sup>th</sup>, 2018, which gives cities and the County about a month and a half to complete their respective applications. SCAG's Regional Council is scheduled to approve the SCP Application Rankings on March 7<sup>th</sup>, 2019.

Additionally, COG staff also announced at the last Planning TAC meeting that the SGVCOG is seeking to submit an application for a collaborative, multi-jurisdictional Electric Vehicle Charging Infrastructure Planning project. Additionally, the SGVCOG is also interested in possibly leading an effort to submit an application for multi-jurisdictional Regional Corridor projects, the purpose of which would be to improve active transportation connectivity between different neighborhoods and communities in the SGV along a frequented arterial. In addition, the SGVCOG is willing to assist cities which are interested in applying for any of the SCP project types with their SCP applications so that cities can take advantage of this funding opportunity.

***If your City would like to participate in an SCP application for a multi-jurisdictional Electric Vehicle Charging Infrastructure Planning project or a Regional Corridor project, or your City would like assistance on an individual application, please notify COG staff as soon as possible.***

Prepared by:   
Peter Duyshart  
Project Assistant

Approved by:   
Marisa Creter  
Executive Director

## Attachments:

Attachment A – SCAG Sustainable Communities Program Guidelines -- Page 31



## Southern California Association of Governments

### 2018 Sustainable Communities Program Call for Applications

#### Overview

The Southern California Association of Governments (SCAG) announces the Call for Applications for the 2018 Sustainability Communities Program (SCP). For many years, SCAG's various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants) have provided resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with active transportation, land use, growth management, urban greening, and electric vehicle charging stations. The SCP also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of the adopted 2016 RTP/SCS and achieve an integrated regional development pattern that reduces greenhouse gas (GHG) emissions. Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project applications with regional planning priorities and concepts. The most competitive applications will advance multiple planning goals, utilize new or innovative planning practices, and result in planning products or programs that are clearly tied to implementation. Conducting collaborative public participation efforts to further extend planning to communities previously not engaged in land use and transportation discussions is highly encouraged.

#### Goals

The SCP Call for Applications seeks to support the goals below. In addition, each category has additional goals for the eligible project types.

- Provide needed planning resources to local jurisdictions for sustainability planning efforts;
- Develop local plans that support the implementation of the 2016 RTP/SCS; and
- Increase the region's competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

#### Categories

The 2018 SCP is comprised of 3 main project categories that meet the goals of the overall program. Each category is detailed further in the category guidelines.

- Active Transportation (AT) – Examples include community-wide active transportation plans, safety strategic plans and active transportation demonstration programs.
- Integrated Land Use (ILU) – Includes the following predefined projects: SB743 Implementation; Parking Management, Pricing, and Reduction; and Livable Corridor Transit Oriented Development (TOD) Planning
- Green Region Initiatives (GRI) – Includes the following predefined projects: Heat Island Reduction with Urban Greening and Cool Streets, and Electric Vehicle Charging Infrastructure Planning

Applicants may apply in more than one category, and they may submit multiple applications. SCAG staff is available to support applicants in determining the most appropriate category for their project(s).

## Scoring Rubric & Criteria

The overall scoring rubric across all three project types funded through the SCP will be the same. For each category, the application includes 3 main scoring criterion – 1) Project Need, 2) Goals, Objectives and Outcomes, and 3) Partnerships and Leveraging. Application questions vary by category within each topic area depending on the types of projects eligible. The potential points to be awarded for responses to each question also vary by category and project type, and are noted in each application. Further clarification regarding how points are awarded will be provided in the project application forms.

| Scoring Criteria |                                |           |
|------------------|--------------------------------|-----------|
| Topic 1          | Project Need                   | 50 Points |
| Topic 2          | Goals, Objectives and Outcomes | 35 Points |
| Topic 3          | Partnerships and Leveraging    | 15 Points |

## Funding Sources

Funding for the 2018 SCP will be provided through a combination of federal, state, and local sources. SCAG will allocate funding for project applications based on the eligibility of each funding source and the applicant's readiness. Grants and projects will be managed by SCAG and implemented through its consultants only. Hosting a call for applications to award funds through multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration.

The 2018 SCP will program up to five percent (5%) of SCAG's regional funding from Cycle 4 of the Active Transportation Program, per the 2019 [ATP Regional Guidelines](#).

Due to the inclusion of Senate Bill 1 (SB1) funding, at the time of award notice an applicant, sub-applicant and/or jurisdiction is required to have a housing element in substantial compliance with State housing element law, and must have submitted updated housing element Annual Progress Reports.

## Timely Use of Funds/Time Extensions

A project initiation schedule and expectations regarding period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

## Schedule

The following schedule outlines important dates.

| Milestone  | Date              |
|--|-------------------|
| SCAG SCP Call for Applications Opens                             | September 6, 2018 |
| Application Workshop   | October 2, 2018   |
| SCAG SCP Call for Project Application Deadline                   | November 15, 2018 |
| SCAG Regional Council Approval of 2018 SCP Application Rankings* | March 7, 2019     |

**\*Projects receiving ATP funding will also be subject to approval by the SCAG Regional Council and California Transportation Commission as part of the adoption of the complete 2019 Regional ATP. SCAG Regional Council consideration is anticipated in April 2019 followed by CTC action in June 2019.**

## Contact Information

Questions regarding the SCP application or application process should be directed to:

Caitlin Sims  
 Management Analyst  
 Telephone: 213-630-1550  
 Email: [sims@scag.ca.gov](mailto:sims@scag.ca.gov)

## Submittal Information

Applications are due November 15, 2018 by 5:00 pm using the instructions provided in the application. Questions regarding submitting applications for each category should be emailed to contact person listed above. Applications should include all supporting documents in a single PDF file. Project sponsors do not need a board resolution in order to apply but they will be required to agree to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Files should be labeled in the following format:

AgencyName\_ApplicationCategory\_ProjectName. For example: SCAG\_AT\_GoHuman *or* SCAG\_GRI\_EVChargingStation.

## Active Transportation

### Overview

The Sustainable Communities Program Active Transportation Category (SCP-AT) will fund planning and demonstration projects that promote safety and encourage people to walk and bicycle. These projects will be designed to enhance local interest and/or capacity to build safe, efficient active transportation networks.

### Goals and Purpose

The SCP-AT Call for Applications seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long-range vision for transportation and land use planning for the region. The 2016 RTP/SCS focuses on the implementation of four primary regional active transportation strategy areas: Regional-Trip Strategies, Transit Integration Strategies, Short-Trip Strategies, and Education/Encouragement Strategies. All applicants are encouraged to review and align proposals with the recommended strategies, which can be found in the [2016 RTP/SCS Active Transportation Appendix](#).

By directing funding toward projects that implement the 2016 RTP/SCS, SCAG aims to achieve the following goals:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility of non-motorized users;
- Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS;
- Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants; and
- Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.

### Funding Sources

Funding for the SCP-AT will be provided from a combination of federal, state, and local funding sources. SCAG in collaboration with the county transportation commissions will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Up to \$4.4 million of the program will be funded using no more than five percent (5%) of SCAG's allocation from the 2019 ATP. Per SCAG's 2019 ATP Regional Guidelines, planning and non-infrastructure resources may be programmed to projects submitted through the SCP or to applications submitted through the California Active Transportation Program. Therefore, the exact amount of ATP funding awarded to SCP projects will depend on the quality and scores of projects submitted through the SCP as compared to those submitted, but not funded, through the state's ATP Call for Proposals. The policies and procedures for awarding these funds are consistent with the direction established by the California Transportation Commission and can be found in SCAG's 2019 [Regional Active Transportation Program Guidelines](#). The balance of the program funding will be comprised of federal, state, and local funds.

Grants and projects will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor. As part of the grant and project management, SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for the timely use of funds.

## Regional Equity

Minimum funding targets will be established for each county and project applications will be evaluated against other applications received in their respective county.

## Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-AT funds:

- Local or Regional Agency - Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies - Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

## Eligible Project Types/Maximum Awards

The SCP-AT will fund four types of projects 1) Community-Wide and Area Plans; 2) Regional Corridor Plans; 3) Safety Strategic Plans; and 4) Demonstration Projects. Projects should advance one or more program goals by enhancing community support for active transportation, increasing local capacity to implement active transportation infrastructure improvements and/or improving a local agency's competitiveness for future state and federal funding opportunities.

Community outreach is a crucial part of developing and implementing all projects. SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. These resources include the *Go Human* Kit of Parts and co-branded advertising collateral. Applicants interested in taking advantage of these resources must notify SCAG as part of the application process, however, the proposed project budget should not include funding for Go Human outreach elements.

### **Community-Wide & Area Plans** (maximum award: \$250,000)

Applications submitted for this project type should support the implementation of the Transit Integration and Short Trip Strategies as outlined in the RTP/SCS. All planning applications must meet the requirements of the Active Transportation Program, as described in Appendix A of the [2019 Active Transportation Program Guidelines](#) (Cycle 4), with the following exception: SCAG will allow for plan applications to be completed in communities or areas that are not considered disadvantaged.

Examples of eligible plans include but are not limited to the following:

- Community-wide Bicycle or Pedestrian Master Plan
- Community-wide Active Transportation Master Plan

- First-Last Mile Plans (active transportation improvements only)

**Regional Corridor Plans** (maximum award: \$250,000)

Regional Corridor Plans are planning projects that cross jurisdictions and may require close collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG. Examples must be consistent with the Regional Strategies set forth on Page 29 of the 2016 RTP/SCS Active Transportation Appendix, and include:

- Regional Greenway Network
- Regional Bikeway Network
- County-wide Regional Bikeway Network

Applications for Regional Corridor plans must meet the requirements of the Active Transportation Program as described in the [2019 Active Transportation Program Guidelines](#) (Cycle 4). SCAG will allow for Regional Corridor Plan applications to be completed in communities or areas that are not considered disadvantaged. Examples of projects may include:

- Plans for closing gaps or portions of a regionally significant bikeway network
- Plans for connecting an existing or planned bikeway to the regionally significant bikeway network
- Plans for connecting the regionally significant bikeway network to a business district or other major activity center

Applicants are strongly encouraged to partner with neighboring jurisdictions/agencies to plan for connectivity and implementation of these projects.

**Safety Strategic Plans** (maximum award: \$250,000)

This project type is new to the 2018 SCP in response to increase federal, state, and local interest in safety and planning to meet safety targets. Safety Strategic Plans should include a focus on protecting people walking and biking, but may also address vehicle to vehicle collisions. Safety Strategic Plans should aim to advance and leverage state and regional planning activities. Examples of project types may include county or sub-regional plans to identify a high-injury network and strategic investment strategy, and local Vision Zero Plans. Safety Strategic Plans will help further the region's efforts to reduce transportation-related serious injuries and fatalities, and achieve established regional safety targets. SCAG's Calendar Year 2018 safety targets are as follows:

- Number of fatalities: 1,601
- Rate of fatalities per 100 million vehicle miles traveled (VMT): 0.97
- Number of serious injuries: 5,752
- Rate of serious injuries per 100 million VMT: 3.5
- Number of non-motorized fatalities and non-motorized serious Injuries: 2,068

Plans should be data driven and include recommendations for context-sensitive approaches for reducing collisions. Plans should be developed in close coordination with community members and stakeholders. To learn more about the region's transportation safety existing conditions and safety targets, please visit SCAG's [Transportation Safety page](#).

**Active Transportation Infrastructure Demonstration Projects (Quick Builds)** (maximum award: \$500,000)

Active Transportation Infrastructure Demonstration Projects are a core element of the RTP/SCS Education/Encouragement Strategies and provide support for the implementation of other regional strategies, like Regional Corridors or Transit Integration Strategies. Quick Builds provide an opportunity for communities to test infrastructure designs before committing to the permanent infrastructure. This strategy allows for communities to consider innovative and cutting edge design that will create more active transportation trips and contribute significantly to the air quality requirements in the RTP/SCS.

- This project type is an evolution of SCAG’s successful [Go Human](#) outreach events, which have helped local agencies refine designs, build community support, attract grant funding, and expedite delivery of active transportation projects. Active Transportation Infrastructure Demonstration projects should be installed a minimum of three months to accommodate significant community engagement and allow for a more comprehensive assessment of project impact. Given the cap on funding awards, SCAG anticipates the majority of projects funded in this category will test pedestrian-related improvements or bike infrastructure on local streets. More complex projects requiring greater resources are eligible, if the applicant provides in-kind resources or match to fully-fund the demonstration. Project sponsors considering applying for a project in this category are encouraged to attend the Application Workshop and/or reach out to SCAG staff to discuss the scope of the demonstration and deliverability.

## Complementary Services—Go Human

SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. Interested applicants may select one or both of the following *Go Human* outreach tools to “add on” to their project application at no cost to the project. For SCAG’s planning purposes, applicants wishing to take advantage of complementary services *must* note their intent to pursue these resources in the Background section of the application and provide a brief description on their value to the proposed project.

**Go Human Kit of Parts** (no financial award) – The Go Human Kit of Parts includes materials, signage and evaluation tools that allow the applicant or their consultant to plan and implement a *Go Human* event and gain community feedback as part of a project-specific or community-wide planning process . This complementary service includes the transport of the Kit of Parts to and from the event location. The applicant or its consultant will be responsible for preparation of a site and installation plan, to be approved by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down and oversight of the *Go Human* Kit of Parts during the event. SCAG staff will be available to provide feedback and guidance on planning for a successful event and direction on appropriate utilization of the Kit of Parts.

**Advertising Campaign** (no financial award) – Co-branded *Go Human* print materials are available at no cost to cities or other local government agencies to help improve traffic safety for people walking and biking, and to help extend the reach of the *Go Human* campaign. Available materials include, but are not limited to:

- Lawn signs
- Banners
- Postcards
- Billboard ads (with donated placement)
- Bus shelter or bench ads (with donated placement)

- Social media graphics

## Match Requirements

There are no match requirements for active transportation projects proposed through the SCP. However, the scoring criteria include points for Partnership and Leveraging to assess the extent to which there is a local commitment to the project.

## Scoring Criteria

The scoring criteria across all four project types funded through the SCP-AT will be the same. For each type, the application includes 3 main focus areas. The potential points to be awarded for responses to each area are noted in the application. The question topics and their relationship to the scoring criteria are outlined below. Further clarification regarding how points are awarded will be provided in the project application forms.

| Scoring Criteria                         |           |
|--|-----------|
| Topic 1: Project Need                    | 50 Points |
| Mobility & Safety                        | 35        |
| Public Health                            | 5         |
| Disadvantaged Communities/Community Need | 10        |
| Topic 2: Goals, Objectives and Outcomes  | 35 Points |
| Mobility & Safety                        | 25        |
| Public Health                            | 5         |
| Public Participation                     | 5         |
| Topic 3: Partnerships and Leveraging     | 15 Points |
| Leveraging                               | 5         |
| Cost Effectiveness                       | 5         |
| Public Participation                     | 5         |

## Application Process

Eligible applicants are encouraged to apply to the SCP-AT by completing an application specific to one the four Project Types, above. Please contact SCAG staff if the project includes multiple components, or if for any other reason, support is needed in identifying the proper application to use for a project application. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

## Evaluation Process

For SCP-AT projects, six (6) evaluation teams, one (1) per county, will be established to review, score and rank applications submitted to the SCP-AT. Each team will be comprised of staff from the county transportation commissions and SCAG. Projects will compete and be ranked against other projects within their respective county. Final awards will be based on application score, regional equity targets and



funding eligibility. The Regional ATP Planning and Capacity Building resources, \$4.4 M, shall count toward a county's regional equity goals whether the project was submitted through the SCP or the statewide ATP application process. Following grant award announcements, unsuccessful applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future grant cycles.

## Integrated Land Use & Green Region Initiatives

### Overview

The 2018 Sustainable Communities Program Integrated Land Use/Green Region Initiatives categories (SCP-ILU/GRI) will fund specific planning efforts, outlined below, which further implementation of SCAG goals, policies, and objectives.

### Goals and Purpose

The SCP-ILU/GRI Call for Applications seeks to implement SCAG's [2016 Regional Transportation Plan and Sustainable Communities Strategy](#) (RTP/SCS) and fulfill SCAG's responsibilities to achieve the greenhouse gas (GHG) emissions reductions. The 2016 RTP/SCS was adopted on April 7, 2016 and is a long range vision for transportation and land use planning for the region. The 2016 RTP/SCS outlines recommended strategies for reducing GHG emissions through resource conservation, and integrated land use and transportation (see Chapter 5 in the 2016 RTP/SCS).

The goals of the SCP-ILU/GRI program are to:

- Promote regional implementation of the goals, objectives and strategies of 2016 RTP/SCS.
- Encourage integrated concepts and produce plans that strategically identify resources for project implementation
- Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals
- Identify areas for strategic infill and investment within the region
- Support local and regional sustainability, adaptation & resiliency planning
- Focus new growth around transit and Livable Corridors

### Funding Sources

Funding for the SCP-ILU/GRI will be provided from a combination of federal, state and SCAG funding sources. SCAG will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Projects in the ILU/GRI category will be managed by SCAG on behalf of applicants and/or sub-applicants, and implemented through its consultants only. SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for engagement with jurisdiction staff.

### Regional Equity

SCAG will take regional geographic equity into consideration when ranking SCP-ILU/GRI program applications.

### Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-ILU/GRI funds as a primary applicant:

- Regional Transportation Planning Agencies (RTPAs)
- Transit Agencies;
- Cities and Counties;
- Native American Tribal Governments
- Other Public Transportation Planning Entities

The following are eligible to apply as a sub-applicant:

- Transit Agencies
- Universities and Community Colleges
- Native American Tribal Governments
- Cities and Counties
- Community-Based Organizations
- Non-Profit Organizations (501.C.3)
- Other Public Entities (e.g. Councils of Government)

For a sub-applicant to apply, an eligible entity listed in the first set above must sponsor their application. In order to do so the sub-applicant must identify both a Sponsoring Agency project manager as well as a sub-applicant project manager on the first page of the application form.

## Eligible Project Types

Projects should advance one or more program goals by increasing local capacity to implement plans, enhancing community support for land use transportation integration, and/or improving a local agency's competitiveness for future state and federal funding opportunities. The 2018 SCP-ILU/GRI will provide a suite of resources for five specific types of projects:

1. SB 743 Implementation Assistance
2. Heat Island Reduction with Urban Greening and Cool Streets
3. Parking Management, Pricing and Reduction Strategies
4. Electric Vehicle Charging Infrastructure Planning
5. Livable Corridor Transit Oriented Development (TOD) Planning

### **SB 743 Implementation Assistance - VMT Baseline & Threshold Establishment**

The 2016 RTP/SCS identifies and supports implementation of strategies to reduce GHG emissions and per-capita vehicle miles travelled (VMT) through integrated land use and transportation planning. The California Legislature passed Senate Bill (SB) 743 in 2013, modifying how transportation impacts are measured and eliminating the use of vehicle delay and level of service (LOS) metrics under the California Environmental Quality Act (CEQA). Instead of using automobile delay, as measured by level of service (LOS) and other metrics, the Office of Planning Research (OPR) identified vehicle miles traveled (VMT) as the new metric for transportation analysis evaluating transportation impacts under CEQA. This project will improve the ability of cities to comply with transition from LOS to VMT based project analysis under SB 743, which can lead to reduced regional VMT through more efficient development patterns, support a comprehensive strategy for regional mitigation options, and help implement the 2016 RTP/SCS.

The following products and services will be provided for up to five (5) jurisdictions:

- VMT baseline data, thresholds, calculation methodology, and mitigation measures

- VMT forecasting tool (customized to city or subregion)
- Memorandum of Advanced or Regional VMT Mitigation Measure Strategies
- Three regional strategies for SB 743 compliance may also be explored for applicants: (sub)regional mitigation banks, VMT mitigation exchange, and advance land use regulation mitigation (ex. through mix of land uses and parking strategies)
- Stakeholder engagement at a community workshop
- Implementation strategies

### **Heat Island Reduction with Urban Greening and Cool Streets**

“Urban heat islands” form when natural land cover, e.g. trees, grasslands, wetlands – are replaced with pavement, buildings, and infrastructure. Paved surfaces and other non-reflective surfaces absorb heat during the day and release it at night, inflating overnight temperatures. Urban areas within the region are likely to experience more frequent, more intense, and longer heat waves as temperatures continue to rise due to climate change. Urban heat islands limit mobility by inhibiting human-powered modes of transportation such as walking and biking; increase energy demands; raise air pollution levels; and cause heat-related illness. By partnering with the region’s jurisdictions, SCAG will help increase resiliency to warming urban air temperatures and alleviate effects extreme heat events through urban greening, urban forestry, reduced impervious surfaces and cool pavement strategies and investments. This project seeks to promote increased walking, biking and other non-motorized transportation modes within defined contiguous areas that exhibit potential for increased high quality transit by strategizing for continuous shaded pathways to/from existing or planned transit and shaded transit stops. Moreover, the project will prioritize first/last mile investments, improve access to transit and other key destinations, and make the mode shift from SOVs to human-powered transportation for short trips more appealing.

The following products and services will be provided for up to five (5) jurisdictions that define areas (not exceeding 125 contiguous acres per jurisdiction) characterized by existing or planned high quality transit, active transportation infrastructure, infill land use policies, and high intersection density:

#### Urban Greening

- Inventory of trees on public and privately held property (with owner’s consent)
- Palette of recommended street/shade and companion plants
- Identification of vacant and other planting opportunity sites
- Strategies for short- and long-term maintenance of the urban forest
- Landscape design standards suitable for code adoption

#### Cool Streets

- Inventory and existing condition report of streets, sidewalks, paths
- Palette of recommended construction materials and installation strategies of cool surface materials
- Strategies for short- and long-term maintenance of cool surface materials
- Cool street design standards suitable for code adoption

Stakeholder engagement at a community workshop and funding/implementation strategies will be provided for Urban Greening and Cool Streets efforts.

### **Parking Management, Pricing and Reduction Strategies**

Modern on-site minimum parking requirements are routinely structured to ensure free parking is provided at the end of each leg of every vehicle trip, often without regard for the difficulty of providing that parking, its cumulative impacts on land use, or the disproportionate subsidy to drivers relative to other modes of transportation. Older commercial corridors face practical physical limitations in accommodating new minimum off-street parking. These limitations compel business owners to establish cumbersome off-site parking leases and detailed covenants, and parking variances are often needed. In other instances, commercial structures remain vacant or under-utilized despite an abundance of parking in the surrounding area, and neighborhood districts fail to provide the level of activity and amenities that adjacent residential communities could support.

This project will provide the applicant with critical parking and land use related analysis and recommendations for reducing future parking requirements to support revitalization, traffic reduction, and maximization of transit infrastructure. The resulting utilization study and implementation recommendations will position the applicant to advance modified requirements for specific study areas or city-wide for smaller jurisdictions. Special attention will also be paid to the need for pick-off/drop-off zones to accommodate ridehailing services and future automated taxi modes. In particular, the analysis will better link transportation and land use decision making in specific districts as they evolve into vibrant, walkable residential and commercial areas.

The following products and services will be provided for up to five (5) jurisdictions:

- Parking Utilization and Pick-up/Drop-off Studies
- Parking Standards Recommendation Report
- Parking Meter Pricing Recommendation Report
- Maps and visualizations
- Draft model ordinance to modify parking minimums for select districts or city-wide
- Stakeholder engagement at a community workshop
- Funding and implementation strategies

### **Electric Vehicle Charging Infrastructure Planning**

The transportation sector remains a major source of GHG emissions in California. Accordingly, the Governor signed Executive Order B-48-18<sup>1</sup> consistent with California's 2017 Climate Change Scoping Plan calling for 5 million zero-emission vehicles (ZEV) on California's roads by 2030. To achieve this ambitious goal, significant barriers must be overcome to expand and accelerate plug-in electric vehicle (PEV) adoption, including the need to build the necessary charging stations, also known as electric vehicle supply equipment (EVSE) infrastructure. SCAG's So Cal PEV Plan<sup>2</sup> recommends regional efforts prioritize workplace and multi-unit dwelling (MUD) sites, in order to extend the electric range of employees and open PEV ownership to apartment dwellers. However, charging station build-out at workplaces and MUDs remains limited. The primary challenge to be overcome in addressing workplace

<sup>1</sup> <https://www.gov.ca.gov/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/>

<sup>2</sup> <http://www.scag.ca.gov/programs/Pages/PEVReadinessPlan.aspx>

charging is motivating business owners and executives to investigate EV charging installation costs. The challenges facing retrofitting existing multi-unit dwelling structures are much more varied, including a wide range of building types, ownership and management arrangements, and parking configuration. The purpose of this project report is for SCAG to partner with communities to identify prime workplaces, MUDs, and publicly accessible fast charging locations within the applicant jurisdictions using the SCAG PEV Atlas, and to develop strategies to address barriers to implementation that jurisdictions can then implement.

The following products and services will be provided for up to five (5) jurisdictions:

- Inventory of existing PEV registrations, PEV charging stations, workplaces and MUDs
- Evaluation of local institutional barriers to PEV charging infrastructure
- Identification of most promising workplace, MUD and public EVSE sites based on latent demand, land use features, and distance to other charging stations or concentration of underserved MUD residents.
- Stakeholder engagement at a community workshop
- Outreach materials and incentives directed at the decision makers (owners, managers) of workplace and MUD properties to encourage installation of EVSE
- Funding and implementation strategies

### **Livable Corridor & TOD Planning**

The 2016 RTP/SCS anticipates that a significant amount of the region's new housing, population and employment growth will occur in transit rich, mixed use corridors. These "Livable Corridors," which will feature bus rapid transit (BRT) and frequent bus service are located in communities throughout the SCAG region. Livable Corridors will support higher density residential development oriented to transit use, mixed-use centers, and employment hubs at key intersections, as well as increased active transportation through dedicated bikeways and applying a "complete streets" approach. Underperforming, single-use, auto-oriented strip retail development should be replaced with higher density residential and employment.

Developing custom Livable Corridor land-use strategies and plans will encourage transit usage, as well as reduce GHG emissions and vehicle miles traveled. SCAG will partner with communities to develop "vision plans" for Livable Corridors that identify land-use and redevelopment strategies, and implementation plans that will enable communities to capture frequent bus service investment, and tap into regional and state funding opportunities and technical support. The overall goal will be to develop corridor land-use strategies and plans that encourage transit usage, as well as reduce greenhouse gas emissions and vehicle miles traveled. The following products and services will be provided for up to five (5) jurisdictions that contain Livable Corridors with existing or potential BRT and/or high frequency bus service:

- Demographic & socioeconomic profile
- Conceptual land-use plan
- Stakeholder engagement including jurisdiction staff and transit agencies at a community workshop
- Phasing strategies for future land-use development
- Inventory of corridor streetscape, parking and pedestrian infrastructure

- Infrastructure improvement plan to facilitate transit use, urban greening, reduced parking, and pedestrian activity
- Forecast of VMT and GHG reduction, increased transit ridership and pedestrian trips

## SCP-ILU/GRI Scoring Criteria

The scoring criteria will vary across the five project types funded through the SCP-ILU/GRI. The potential points to be awarded for responses to each question are noted in the application. Further clarification regarding how points are awarded will be provided in the project application forms.

| Scoring Criteria                                |           |
|---|-----------|
| Topic 1: Project Need                           | 50 Points |
| Readiness                                       | 15        |
| Sustainability                                  | 20        |
| Resource Need                                   | 10        |
| Disadvantaged Communities                       | 5         |
| Topic 2: Project Goals, Objectives and Outcomes | 35 Points |
| Execution                                       | 5         |
| Implementation                                  | 20        |
| Project Engagement                              | 5         |
| Stakeholder Participation                       | 5         |
| Topic 3: Partnerships and Leveraging            | 15 Points |
| Jurisdiction Resources                          | 10        |
| Stakeholder Support                             | 5         |

## Application Process

Eligible applicants are encouraged to apply to the SCP-ILU/GRI by completing an application specific to one of the five project types. Please contact SCAG staff if you have any questions regarding the project types or need help with the application form. SCAG staff reserve the right to change the project type, but only if it helps the project sponsor. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

## Evaluation Process

Five (5) evaluation teams, one (1) for each project type, will be established to review, score and rank applications submitted to the SCP-ILU/GRI. Each team will be comprised of staff from partner agencies, and from SCAG. Final awards will be based on application score, regional geographic equity and funding eligibility. Following award announcements, interested applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future program cycles.