Meeting of the Gateway Cities Planning Directors

PLEASE ARRIVE AT 7:45 AM FOR CONTINENTAL BREAKFAST

Wednesday, March 13, 2019 8:00AM

Gateway Cities COG Offices
16401 Paramount Boulevard, Paramount
2nd Floor Conference Room

AGENDA

I. Self Introductions

15 Min II. Metro NextGen Update

Robert Cálix
Senior Manager, Transportation Planning
LA Metro

10 Min III. SB 2 Informational Presentation

Colin Drukker
Placeworks

10 Min IV. GCCOG Housing Needs Assessment Questionnaire

Veronica Tam, AICP
Principal
Veronica Tam and Associates, Inc.

20 Min V. Garage Conversions Discussion

Committee

5 Min VI. Climate Planning Update

Nancy Pfeffer
Executive Director
Gateway Cities COG

5 Min VII. Regional Planning Update

Stephanie Cadena
Assistant Planner
Gateway Cities COG

5 Min VIII. Beacon Program Update

Stephanie Cadena
Assistant Planner
Gateway Cities COG

IX. Discussion of Future Agenda Items

X. Adjourn
Metro System Overview

**BUS**
- 140 Lines/170 Routes
- 2,250 buses
- 16,000 stops
- 950,000 weekday boardings
- 7 million annual service hours
- $1.1 billion annual operations

**RAIL**
- 4 Light Rail/2 Subway
- 240 cars
- 93 stations
- 350,000 weekday boardings
- 1.3 million annual service hours
- $455 million annual operations
What is NextGen?

A new bus network with something for everyone.

Why are we doing this?

Outdated bus network
It’s been 25 years since last redesign!

More people
1 million new residents

More places to go
New destinations

More ways to get there
Travel patterns have changed
# Study Process

## Step 1
**Market Demand & Travel Patterns, Existing Service Evaluation**
- Project awareness and listening to what the market tells us about how we travel, evaluate how existing bus service relates to the needs of the rider.

## Step 2
**Policy Choices for Service (or Market) Priorities, Service Characteristics, & Network Design**
- Policies to develop potential bus service priorities to better meet the needs of the rider.

## Step 3
**Service Design Guidelines and Route/Schedule Changes**
- Redesign new routes and schedules based on guidelines and parameters reflecting the adopted Policy Choices.

## Step 4
**Implementation & Marketing**
- Implement new routes and schedules that reflect the way people travel today. Market the new services to existing, former, and non-riders through education and information sharing tools.

### Continuous public engagement
- Telephone Town Hall Meetings
- Community Pop-up Events
- Community Based Organization Briefings
- Service Council/Board Briefings

### Continuous online engagement tools: questionnaire, interactive survey and map

### Spring/Summer 2018
- Community Pop-up Events
- Working Group & Stakeholder Briefings
- Public Meetings
- Service Council/Board Briefings
- Metro Board Approval

### Fall 2018/Winter 2019
- Community Pop-up Events
- Working Group & Stakeholder Briefings
- Public Meetings
- Service Council/Board Briefings
- Metro Board Approval

### Spring/Summer 2019
- Telephone Town Hall Meetings
- Muni Operators & Local Jurisdictions Collaboration
- Formal Public Hearings
- Service Council/Board Briefings
- Metro Board Approval

### Fall 2019/Winter 2020
- Marketing & Messaging
- Community Pop-up Events
- Public Meetings & Webcasts
- Service Council/Board Briefings
- Metro Board Approval
Four Types of Customers

<table>
<thead>
<tr>
<th>Type</th>
<th>As a % of all LA County residents</th>
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<tbody>
<tr>
<td>Frequent</td>
<td>7%</td>
</tr>
<tr>
<td>Occasional</td>
<td>22%</td>
</tr>
<tr>
<td>Infrequent</td>
<td>55%</td>
</tr>
<tr>
<td>Non-Rider</td>
<td>16%</td>
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</table>
Service Parameters

All Riders
- Travel Speed
- Frequency
- Reliability

Current
- More Service
- Fares
- Information

Former
- Security (women, certain geographies)
- First/Last Mile (elderly, higher income)
- Comfort (odors, crowding)

Infrequent/Non-Rider
- Information (non-riders)
- First/Last Mile (women, youth, elderly)
- Comfort (odors, crowding)
Transit is accessible to 85% of all trips made in the region.
Trip Origins – Total vs Transit Trips

All Trip Origins (cell phone data)

- 7.5M – 13M
- 5M – 7.5M
- 2.5M – 5M
- 650K – 2.5M
- 250K – 650K

Transit Origins (TAP data)

- 50K – 100K
- 30K – 50K
- 15K – 30K
- 5K – 15K
- 0 – 5K

Current transit service is not always competitive

Source: TAP data - Metro and Municipal Operators & LBS Data (July through October, 2017)
The Transit Journey

Walk/Wait Time | On-Board Time

The **walk/wait** and **on-board** time are the two factors that make up total transit travel time.
When is **Travel Speed** important?

*For Long Distance Trips: 10 to 12.5 Miles*

- 30% of time getting to/from transit (e.g. 10 mins)
- 70% of time on-board transit (e.g. 25 mins)

**Travel Speed** is the key factor for longer trips.
When is **Frequency** important?

**For Short Distance Trips:** 0 to 2.5 Miles

50% of time getting to/from transit

*e.g. 10 mins*

50% of time on-board transit

*e.g. 10 mins*
Transit Market Share

Transit is most competitive when no more than 2x slower than auto

Transit to Drive Time Ratio

Travel Time Comparison with Auto
What Drives Market Share?

Transit Market Share

Transit Market Share by Distance & Percent of Total Trips

- 0-1 miles: 22%
- 1-5 miles: 46%
- 5-10 miles: 16%
- 10+ miles: 16%

Increasing our transit share of short distance trips to 6% means 500,000 new trips.
Current transit service is structured to provide the highest level of service for the morning and evening commute periods, **BUT** there is a high demand for travel through mid-day and late evening. 

**Where Should We Invest Resources?**

**Metro has an opportunity to grow ridership!**

Current service does not match travel demand.
## Service Concept Considerations

<table>
<thead>
<tr>
<th>Trip Making Intensity</th>
<th>Trip Purpose</th>
<th>Trip Distance</th>
<th>Time of Day</th>
<th>Ratio of Transit to Drive Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Where does intensity support transit investment?</td>
<td>Repeat trip making vs. all purpose travel</td>
<td>How service matches consumer expectations for different trip lengths</td>
<td>Where to allocate resources by time of day/week</td>
<td>Understand where transit can be competitive to auto travel</td>
</tr>
</tbody>
</table>
Stakeholder Engagement

285,000+ townhall and multi-lingual take-ones printed and distributed on Metro buses, Metrolink, LA County libraries, city and elected offices, community events

180+ CBO, faith-based, stakeholder & community presentations/events with a reach of over 12,300+ survey participants to date

Map represents CBO events/presentations, meetings & community pop-ups
What We’ve Heard?

- **Equity**
  - Meaningful engagement of underrepresented communities throughout the process

- **Connectivity**
  - Connections to other transit services and destinations
  - Parking

- **Customer Experience**
  - Ease of use
  - Cleanliness
  - Gender considerations
  - Signage
  - Amenities

- **Schedule**
  - Frequency
  - Reliability
  - Reduce transfer times
  - Too many stops

- **Accessibility**
  - Access for women, children, and seniors
  - Improve ticket booths and equipment
  - Bus stops

- **Engagement**
  - Comprehensive cross-section of stakeholders:
    - Elderly, women, and special needs riders
    - Low income population
    - Limited English Proficiency
    - Business community
    - Educational institutions

- **Operator Issues**
  - Driver attitudes
  - Skipping/missed bus stops

- **Technology**
  - Mobile application with real-time info

- **Fares**
  - Greater awareness and more access to reduced fare programs

- **Education**
  - Promote Metro bus service
  - Teach people how to ride the bus
  - Special effort to educate kids on how to ride

- **Safety**
  - Sense of safety
  - Vandalism
  - Homelessness
  - Police presence

[To be addressed by NEXTGEN]
[To be addressed by other Metro initiatives]
Public Workshops

- **Events**: 10 completed + 8 Underway
- **Format**: Informal drop-in sessions with 6 stations:
  - Overview of NextGen
  - What we’ve heard
  - Our process
  - Big Data
  - Help us redesign the bus system
  - Other Metro departments
- **Attendance**: Nearly 840 people
- **Comments**: Over 1,200
- **Elected Offices**: Supervisors Hahn, Kuehl and Solis, US Representatives Bloom, Cardenas, and Waters, Assembly Member Gibson, LA Mayor’s Office, San Gabriel Council Member
- **Stakeholders**: Metro Service Councils, SLATE-Z, Pacoima Beautiful, VICA, COGs, LA County Women and Girls Initiative, AARP, LA Black Worker Center, SELA Collaborative, Watts Rising Collaborative, Assoc. for Commuter Transportation, Neighborhood Councils, SCAQMD, LA Trade Tech, MOVE LA, local jurisdictions, transportation commissions & muni operators
Format

Informal drop-in sessions with 6 stations

1) NextGen Overview
2) What We’ve Heard
3) Our Process
4) Big Data
5) Help us redesign the bus network
6) Other Metro Departments: Planning, Security, TAP, How Women Travel
Public Workshops - Highlights

Key Themes

- Increase frequencies on key corridors and bus lanes
- More accurate real time information
- Increase safety measures at stops (lighting, emergency buttons, Metro police)
- More first/last mile (shuttle options)
Next Steps

• Public Workshop Series – January/February 2019
• Next Round Public Workshops – February-March 2019
• Working Group #5 – April 2019
• Board Update: draft service concepts – March 2019
Thank You
Eight more workshops! Help us redesign the bus system.

Join us at one of the added workshops near you to share your thoughts on how we can improve the bus system, including bus routes, days and times of operation, and frequencies.

Everyone who attends will receive a free TAP card, while supplies last. Several Metro transit passes will be raffled, and food and refreshments will be served.

*The February 28 meeting will be conducted in an alternative format to accommodate the ADA community. An ASL interpreter will be available.

Simultaneous translation in Spanish will be offered at all meetings. Translation will be provided in other languages upon request.

If you are unable to attend in person, contact us or access study information at:

nextgen@metro.net
metro.net/nextgen

323.466.3876 x2
Español
323.466.3876 x3

All Metro meetings are held in ADA accessible facilities. Other ADA accommodations and translations available by calling 323.466.3876 or California Relay Service at 711 at least 72 hours in advance.
¡Ocho talleres más! Ayude a rediseñar el sistema de autobuses.

Acompáñanos en uno de los talleres cerca de usted para compartir sus ideas sobre cómo podemos mejorar el sistema de autobuses, incluyendo las rutas de autobús, días y tiempos de operación, y las frecuencias.

Acompáñanos para compartir sus ideas sobre cómo podemos mejorar el sistema de autobuses, incluyendo las rutas de autobús, días y tiempos de operación, y las frecuencias.

Jueves, 28 de febrero de 2019*
12:30–3:30pm
Independent Living Center of Southern California Training House (área residencial)
1451 Haynes St
Van Nuys, CA 91401
ACCESIBLE A TRAVÉS DE Metro 164, 165, 233 & 744, Metro 788 (después de las 2:30pm solamente), LADOT DASH Panorama City/Van Nuys

Sábado, 2 de marzo de 2019
10am–1pm
Providence Wellness & Activity Center (MPR)
470 Hawaiian Av
Wilmington, CA 90744
ACCESIBLE A TRAVÉS DE LADOT DASH Wilmington

Lunes, 4 de marzo de 2019
4–7pm
St. Lawrence Brindisi Church
10122 Compton Av
Los Angeles, CA 90002
ACCESIBLE A TRAVÉS DE Metro 55/355, 117, 254 & 612, LADOT DASH Watts

Martes, 5 de marzo de 2019
4–7pm
Felicia Mahood Senior Multipurpose Center
11338 Santa Monica Bl
Los Angeles, CA 90025
ACCESIBLE A TRAVÉS DE Metro 4, 234, 704, 734 & 788, Santa Monica BBB 1, 6, 6R

Jueves, 7 de marzo de 2019
4–7pm
Greater Zion Church Family
2408 N Wilmington Av
Compton, CA 90222
ACCESIBLE A TRAVÉS DE Metro 205

Martes, 12 de marzo de 2019
4–7pm
Supervisor Sheila Kuehl’s District Office
Salón comunitario
26600 Agoura Rd
Calabasas, CA 91302
ACCESIBLE A TRAVÉS DE Metro 161, LADOT Commuter Express 423

Miércoles, 13 de marzo de 2019
4–7pm
Holman United Methodist Church
3320 W Adams Bl
Los Angeles, CA 90018
ACCESIBLE A TRAVÉS DE Metro 37 & 209, LADOT DASH Midtown

Martes, 19 de marzo de 2019
4–7pm
East Los Angeles Service Center
133 N Sunol Dr
Los Angeles, CA 90063
ACCESIBLE A TRAVÉS DE Metro 68, 770 & 106, Montebello Line 40, LAC El Sol Shuttle Union Pacific/Salazar Park and City Terrace/ELA

Esta reunión se llevará a cabo en un formato alternativo para acomodar a la comunidad de ADA. Un intérprete de ASL estará disponible.

Se ofrecerá interpretación simultánea al español en todas las reuniones. Se brindará interpretación en otros idiomas a solicitud de los interesados.

Si no es posible que usted asista a estos talleres en persona, contáctenos o consiga la información sobre el estudio en los siguientes lugares:

nextgen@metro.net
metro.net/nextgen
323-466-3876 x2
Español
323-466-3876 x3
한국어
Chinese
русский
አማርኛ
日本語
Tiếng Việt

Todas las reuniones de Metro se llevan a cabo en instalaciones con accesibles conforme a la Ley para Estadounidenses con Discapacidades (American Disabilities Act, ADA). Las adaptaciones de la ADA y las traducciones están disponibles llamando al 323.466.3876 o al Servicio de Retransmisión de California al 711, por lo menos 72 horas de anticipación.
Today’s Briefing

Colin Drukker, Principal, PlaceWorks

- SB2 Overview
- Questions for jurisdictions
- Answer questions from jurisdiction
- Identify additional FAQ items
Purpose & Eligibility

- **Passage.** SB2 was adopted along with 14 other bills that make up the 2017 California Housing Package.

- **Purpose.** Establishes a permanent source of funding to increase affordable housing stock.

- **Eligibility.** To apply for funds, jurisdictions must have a Certified Housing Element and a 2017 or 2018 Annual Progress Report submitted to HCD.
**Allocation.** Half of year 1 funding ($125 million) will be allocated for financial / technical assistance to update planning documents to streamline housing production.
Funding

- **Distribution.** $125 million will be distributed on an “over the counter” non-competitive basis to eligible jurisdictions.

  Additional funds may be available for larger projects on a competitive basis later in 2020.

- **Amount.** Based on population:
  
  < 60K: $125,000  
  60K - 200K: $250,000  
  > 200K: $500,000 grant
Timing

- **NOFA.** Application form will be released March 29, 2019.

- **Submission.** Applications can be submitted April 1 to December 31, 2019. *(may be extended)*

- **Awards.** Grants will be announced in batches as reviewed and approved by HCD *(more details later)*.

- **Expenditure deadline.** All funds must be spent by June 30, 2022.
Assistance

- **Workshop.** HCD is looking to hold a workshop in April over 2 days / 90-min sessions with jurisdictions.

- **Technical Assistance Team.** Along with HCD, a consultant team has been contracted to assist with:
  - SB 2 planning grant application assistance
    - Grant writing (limited)
    - Review of ideas and draft applications
    - Identification of eligible activities
  - Housing element compliance
  - Annual progress reports
Eligible Activities

- Eligible activities include planning projects that will directly enhance housing production:
  - Targeted general plan updates
  - Community plans and specific plans
  - Zoning updates, particularly by-right zoning for housing
  - Objective design standards
  - Accessory dwelling unit regulations
  - Environmental analyses that eliminate the need for project-specific review
  - Process updates to improve and expedite local permitting
  - Other… if they will directly enhance housing production
Eligible Activities

- Eligible expenditures:
  - Staff time
  - Consultants
  - Reimbursable items (*when related to eligible activity*)

- Additional criteria:
  - Can apply as an individual jurisdiction or as a partner in a group effort (e.g., multi-jurisdictional or sub-regional); all applicants must meet eligibility criteria; group applications won’t get additional funds beyond allotted amounts for individual jurisdictions
Priority Policy Areas

- Priority Policy Areas (eligible high impact activities that will be highly encouraged)
  - Rezone to permit by-right
  - Objective design and development standards
  - Specific plans or form based codes coupled with CEQA streamlining
  - Accessory dwelling units or other innovative building strategies
  - Expedited processing
  - Innovative housing finance, fees or infrastructure strategies
Questions for Jurisdictions

- How many anticipate applying for priority policy activities?
  - Rezone to permit by-right
  - Objective design and development standards
  - Specific plans or form based codes coupled with CEQA streamlining
  - Accessory dwelling units or other innovative building strategies
  - Expedited processing
  - Innovative housing finance, fees or infrastructure strategies
Questions for Jurisdictions

- Are these very effective at streamlining or accelerating housing development?
  - Rezone to permit by-right
  - Objective design and development standards
  - Specific plans or form based codes coupled with CEQA streamlining
  - Accessory dwelling units or other innovative building strategies
  - Expedited processing
  - Innovative housing finance, fees or infrastructure strategies
Questions for Jurisdictions

▪ What other eligible activities should be included in the list of priority policy areas?
  ▪ Rezone to permit by-right
  ▪ Objective design and development standards
  ▪ Specific plans or form based codes coupled with CEQA streamlining
  ▪ Accessory dwelling units or other innovative building strategies
  ▪ Expedited processing
  ▪ Innovative housing finance, fees or infrastructure strategies
Questions from jurisdictions and additional FAQ items
More questions?

Jennifer Gastelum, PlaceWorks
Project Manager
jgastelum@placeworks.com

Additional local liaisons and policy experts will also be made available.
Gateway Cities
Council of Governments
Housing Assessment

Veronica Tam and Associates, Inc.
MIG, Inc.
Project Team – VTA

- 60 Housing Elements in 5th cycle throughout State
- Currently working on 2 off-cycle Housing Elements subject to new State laws (Marina and Seaside)
- Conducted regional housing studies for San Diego, Orange, Monterey, and Ventura counties
- 13-Jurisdiction Housing Element for Fresno County
Project Team - MIG

- 15 Housing Elements in 5\textsuperscript{th} cycle throughout State
- Partnered with VTA in conducting regional housing studies for San Diego, Orange, Monterey, and Ventura counties
- Preparing two off-cycle elements that address new laws (South El Monte and Desert Hot Springs)
- Expert in land use and zoning issues
## Project Team – Gateway Experience

<table>
<thead>
<tr>
<th>VTA</th>
<th>MIG</th>
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<tbody>
<tr>
<td><strong>Housing Element</strong></td>
<td><strong>Zoning/RHNA</strong></td>
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<tr>
<td>Avalon</td>
<td>Long Beach</td>
</tr>
<tr>
<td>Bell Gardens</td>
<td>South Gate</td>
</tr>
<tr>
<td>Long Beach</td>
<td>La Mirada</td>
</tr>
<tr>
<td>South Gate</td>
<td>Montebello</td>
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Project Team

**Veronica Tam and Associates**
- Veronica Tam
- Holli Anderson
- Mayra Navarro

**MIG**
- Laura Stetson
- Genevieve Sharrow
- Diana Gonzalez
Scope of Work

- Task 1: Compliance with Existing Housing Laws
  - Housing Element compliance
    - Conditions of Housing Element certification
    - RHNA progress
    - No Net Loss
  - Zoning issues
    - Accessory Dwelling Units
    - Emergency Housing for the Homeless
    - Transitional and Supportive Housing
    - Density Bonus
Scope of Work

- **Task 2: Summary of Housing Programs**
  - Categorize housing programs by objective
  - Assess successes and failures
  - Funding sources used

- **Task 3: Preliminary Policy Recommendations**
  - Immediate actions necessary
  - Innovative approaches/regional collaboration
  - Advocacy strategies
  - Legislative actions
## Project Timeline

<table>
<thead>
<tr>
<th>Month/Year</th>
<th>Activities</th>
</tr>
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</table>
| February 2019 | - Project kickoff  
- Points of contact/means of communications |
| March/April 2019 | - Development of assessment matrix  
- Compilation of background data (e.g. 2018 HE APR) |
| May 2019 | - Interviews with City/County staff |
| June/July 2019 | - Assessment of Housing Law compliance  
- Summary of housing programs – objectives and accomplishments |
| July 2019 | - Preliminary policy recommendations |
Draft Questionnaire for City Staff

- Housing Element compliance and APR
- Zoning provisions for special needs/affordable housing
- Innovative zoning or planning approach to
  - Increase housing supply
  - Encourage moderately-priced housing
- Challenges to new housing construction
- Housing programs
  - Most successful programs
  - Obsolete programs
Draft Questionnaire

City Name:

Planning Department Contact: (Name, Title, Phone, Email)

Housing Division Contact: (Name, Title, Phone, Email)

Housing Element:
  1. Please provide URL for City's Adopted Housing Element online
     (or email veronica.tam@vtaplanning.com a PDF copy)
  2. Is the City's Housing Element certification by HCD a "conditional" approval?
     a. If Yes, please briefly explain what are the conditions
     b. Provide City's progress in meeting the conditions, reasons for not yet
        complying with the conditions, and/or schedule for compliance
  3. Please provide URL for 2018 Housing Element Annual Progress Report
     (or email veronica.tam@vtaplanning.com a PDF copy)

Zoning Provisions for Affordable Housing/Special Needs: Please provide URL to specific Zoning
Code sections or a copy of the adopted ordinance for the following:
  1. Emergency Shelter for the Homeless
  2. Accessory Dwelling Unit
  3. Density Bonus
  4. Transitional and Supportive Housing

Innovative Zoning or Planning Approach to Increase Housing Supply
  1. Please give a brief description (we will interview for details later)

Innovative Zoning or Planning Approach to Encouraging Moderately-Priced Housing
  1. Please give a brief description (we will interview for details later)

Biggest Challenge to New Housing Construction
Please indicate what you consider to be the greatest challenges to new higher-density housing and mixed-use construction in your community. Choose up to three. Feel free to describe further below.
  1. Lack of appropriately zone sites
  2. Community opposition to higher-density housing
  3. Limited political support
4. Complicated and time-consuming entitlement process
5. Cost of land
6. Inadequate infrastructure
7. Lack of interested or qualified developers
8. Other (explain)

Additional Explanation

Housing Programs
1. Please identify the three most successful housing programs in your community:
   a. Program name
   b. Program objective
   c. Funding sources
   d. How do you measure success?
2. Please identify the housing programs that have become obsolete
   a. Program name
   b. Program objective
   c. Funding sources
   d. Why is the program no longer effective:

Share any creative and/or unusual ideas you have for encouraging new types of housing and boosting housing production.
About the Gateway Cities COG

The Gateway Cities Council of Governments (COG) is a Joint Powers Authority (JPA) consisting of 27 member cities and portions of three County Supervisorial Districts in Southeastern Los Angeles County. The COG region is home to 2.1 million residents and includes the Port of Long Beach, which is also a member of the JPA. The COG was founded in 1996 with the purpose of giving its members a greater voice in transportation planning, funding, and decision making. Since that time, the COG’s four policy priorities have been transportation, air quality/environment, housing, and economic development. More information is available at [www.gatewaycog.org](http://www.gatewaycog.org).

Since 2012, County Supervisors have funded Gateway Connections, a regional program to assist the homeless. Gateway Connections reaches out to people on the streets, helps them move into permanent homes, and creates new units of permanent supportive housing throughout the Gateway Cities region. The COG contracts with the nonprofit People Assisting the Homeless (PATH) to provide these services. Under the leadership of PATH, the program is run by four partner organizations, which cover four sub-areas of the COG region. Over the years since its inception, the program has housed over 2100 individuals.

Job Duties

The Homelessness Program Manager will report to the Executive Director and be responsible for managing all aspects of the COG’s Gateway Connections Homelessness Initiative, including:

- Working with the COG Board, City Managers, city staff and County offices to set program goals, expectations and metrics.
- Overseeing the work conducted by PATH and its partner organizations to ensure that all program goals are met.
- In conjunction with the COG Administrative Director, ensuring all work performed meets the terms of the COG’s agreements with Los Angeles County and with PATH.
- Staffing the COG Board’s Committee on Homelessness and the newly convened Homelessness TAC, consisting of city managers and city staff members.
- Developing positive working relationships with the COG member jurisdictions and serving as a resource on issues relating to homelessness.
- Arranging for periodic tours of homeless shelters and facilities for Board members.
- Arranging special events and workshops on homelessness as needed/requested by the COG Board or funding agencies.
• Reporting to the Board and funding agencies on program achievements and metrics.
• Seeking additional funding sources as needed to maintain or expand the COG’s homelessness program.
• Coordinating as needed with other providers of homelessness services within the COG region (besides PATH).
• Working with all regional partners as necessary to seek needed housing and service facilities (shelters, beds, transitional housing, permanent supportive housing, etc.).

Preferred Qualifications and Experience

The ideal candidate will have:

• A Master’s degree in public administration, public policy, urban planning, social work, or related/relevant field of study, or comparable work experience.
• Five to seven years of prior experience in homelessness programs, including at least three years at a management or coordination/oversight level.
• Broad familiarity with the relevant political, policy, planning, and funding issues surrounding the issue of homelessness.
• An understanding of the processes for creating or providing affordable housing and the full range of supportive facilities for homeless people.
• Strong organizational and managerial skills.
• Strong written and oral communication skills.
• Strong research and internet skills.
• A network of relevant contacts and resources, ideally situated within the Gateway Cities and greater Los Angeles region.
• Familiarity with the Gateway Cities region.
• Ability to use Microsoft Office products (Outlook, Word, Excel, etc.).

Compensation

The position may be structured as a full-time COG employee (with benefits as listed below) or as a full-time contract position without benefits, as agreed between the COG and the selected candidate.

• Annual salary (for employee): $80,000 - $120,000, depending on experience. For a contract position, an hourly rate would be negotiated.
• Benefits:
  o Paid holidays/time off/sick time (12 paid holidays per year/80 hours of paid vacation per year/96 hours of paid sick time per year).
  o PARS defined contribution plan (up to 7.5% of salary).
  o Deferred compensation plan.

Application Process

Please submit a cover letter and detailed resume to Genny Cisneros, Administrative Director, Gateway Cities COG, at gcisneros@gatewaycog.org, by 5:00 p.m. on April 12, 2019 in order to be considered. Applicants who pass a screening will be contacted to schedule an interview; other applicants will not be further contacted.
The United States has a large supply of residential garages that could be converted into affordable apartments. Unfortunately, off-street parking requirements prohibit converting most of these garages for cars into housing for people.

Converted garages in single-family neighborhoods are variously called second units, accessory dwelling units, garage apartments, granny flats, and backyard cottages. To convert a garage into an apartment, off-street parking requirements typically force a homeowner to replace the two garage parking spaces with two new parking spaces, plus an additional off-street parking space for the new apartment. These parking requirements make it almost impossible — financially and physically — for most homeowners to legally convert garages into housing.

To make conversions easier, some cities have removed parking requirements for second units. Although garage apartment residents are less likely than others to own cars, many do, and some of their cars are parked on the street. Thus, converting a two-car garage into an apartment can add three cars on the street, justifying the neighbors’ fears that the conversions will congest on-street parking.

Residential parking permit districts can resolve the on-street dilemma. We propose that cities remove off-street parking requirements for single-family homes with second units, and limit the number of on-street parking permits at that address to the number of cars that can park in front of the property. Managing on-street parking in this way can reduce fears that converting garages into housing will flood the street with parked cars.

Not in my neighbor’s backyard

Despite the need for affordable housing in cities across the country, many homeowners oppose garage conversions in their own neighborhood. Explaining why she opposed garage apartments, one planning commissioner in a Southern California city said that she bought her house in a neighborhood “where I wouldn’t have to worry if I was going to be able to park in front of my own house.” Garage conversions face severe political opposition if local officials fear that the new residents will create parking problems.

This fear is exaggerated. A study of single-family homes in Los Angeles found that 75 percent of garages were used to store old furniture or other household goods, not cars.

Figure 1 below shows two of these garages where cars are out and just about everything else is in. In addition, many older garages are too small to accommodate larger modern cars such as pickup trucks or sport utility vehicles. Garage conversions are unlikely to displace many cars from garages because many cars are already in driveways or on the streets. Nevertheless,
many residents fear garage conversions will lead to overcrowded on-street parking. How can cities remove off-street parking requirements for houses with garage apartments without crowding on-street parking and arousing political opposition? Cities can better manage on-street parking rather than require off-street parking. Parking is not the only reason why neighbors may object to garage conversions, but it is a major reason and a politically powerful one.

If on-street parking problems are no longer an objection to garage apartments, other reasons for opposition (such as concerns about noise or attracting poorer residents to affluent neighborhoods) can be discussed more openly. Other zoning regulations for second units (location, size, safety, construction materials, and occupancy limits) can remain largely unchanged.

**Figure 1. A look inside garages in Los Angeles**

Reforming off-street parking requirements

One way to manage on-street parking is to limit the number of cars permitted to park on the street. In residential permit parking (RPP) districts, the city can limit the number of on-street parking permits for cars registered at any address with a second unit. An RPP district is necessary, but not sufficient, to prevent garage conversions from crowding the curb. Although cities create permit districts only where parking is already scarce, they can be irresponsible about the number of permits issued. For example, a political firestorm erupted in San Francisco when journalists discovered that romance novelist Danielle Steel had 26 residential parking permits for her mansion in Pacific Heights.

To solve the on-street parking problem, cities can impose an if-then condition for garage conversions: If an owner receives a permit to convert a garage into housing, then the owner accepts a limit on the number of on-street parking permits at that address. This if-then condition can be included in the zoning for single-family neighborhoods with RPP districts.

Cities can also increase the number of on-street parking spaces by issuing block-your-own-driveway permits that allow residents to park on the street in front of their own driveway, effectively creating a reserved curb space in front of every house and increasing the on-street parking supply. If residents convert their garages into housing, these block-your-own-driveway
permits can give property owners a guaranteed on-street parking space for themselves, guests, home help, and service vehicles.

**Legalizing unpermitted garage conversions**

Off-street parking requirements in single-family neighborhoods prevent on-street parking congestion mainly by prohibiting second units. Most garage conversions that do occur are confined to the unregulated housing market rather than the formal market. Some homeowners ignore not just parking requirements, but also important safety precautions when converting their garages without building permits. These unregulated garage units often do not adhere to building codes, exacerbating existing concerns over the safety of converted garages.

Unpermitted garage conversions and other second units are surprisingly widespread in the United States. To estimate the increase in the number of unpermitted single-family housing units in the 10 largest Metropolitan Statistical Areas, we compared the number of new single-family housing units reported in the U.S. Census with the number of single-family building permits reported by the U.S. Department of Housing and Urban Development (detached inhabited garages are counted as single-family housing units in both data sets). Column 4 in Table 1 suggests that, between 2000 and 2014, 37 percent of new single-family units were unpermitted. In total, 1.7 million unpermitted housing units were added in the 10 largest metros.

**Table 1. Share of unpermitted single-family units in the largest metro areas, 2000-2014**

<table>
<thead>
<tr>
<th>MSA</th>
<th>Increase in Number of Housing Units</th>
<th>Number of Building Permits</th>
<th>Percentage of New Units Without Permits</th>
<th>Wharton Regulatory Index - Land Use Strictness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Angeles</td>
<td>454,728</td>
<td>155,344</td>
<td>66%</td>
<td>0.51</td>
</tr>
<tr>
<td>New York</td>
<td>566,167</td>
<td>235,846</td>
<td>58%</td>
<td>0.63</td>
</tr>
<tr>
<td>Boston</td>
<td>205,337</td>
<td>86,102</td>
<td>58%</td>
<td>1.54</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>317,891</td>
<td>153,821</td>
<td>52%</td>
<td>1.03</td>
</tr>
<tr>
<td>Chicago</td>
<td>514,888</td>
<td>292,800</td>
<td>43%</td>
<td>0.06</td>
</tr>
<tr>
<td>Miami</td>
<td>298,554</td>
<td>188,632</td>
<td>37%</td>
<td>N/A</td>
</tr>
<tr>
<td>Washington, D.C.</td>
<td>398,169</td>
<td>279,401</td>
<td>30%</td>
<td>0.33</td>
</tr>
<tr>
<td>Dallas</td>
<td>608,604</td>
<td>459,609</td>
<td>24%</td>
<td>~0.35</td>
</tr>
<tr>
<td>Atlanta</td>
<td>582,114</td>
<td>471,479</td>
<td>19%</td>
<td>0.04</td>
</tr>
<tr>
<td>Houston</td>
<td>581,674</td>
<td>526,312</td>
<td>10%</td>
<td>~0.19</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,528,127</strong></td>
<td><strong>2,849,346</strong></td>
<td><strong>37%</strong></td>
<td>--</td>
</tr>
</tbody>
</table>
The rightmost column shows the Wharton Residential Land Use Regulatory Index, which measures the strictness of land use regulation. MSAs with more regulation have higher values, and those with less regulation have lower values. The MSAs with more regulatory barriers to new housing (Boston, Los Angeles, New York, and Philadelphia) have high shares of unpermitted units in their metropolitan areas, while the MSAs with fewer barriers (Atlanta, Dallas, and Houston) have low shares. Providing a pathway to legalization can greatly reduce the number of illegal garage conversions.

The economics of garage conversions

Converting garages into housing can have far-reaching benefits for homeowners, including improved financial footing. According to Pearl Remodeling, a company that converts garages into livable space in Los Angeles, the cost of converting a two-car garage into a 400-square-foot apartment ranges from $60,000 to $80,000. If the homeowner finances the conversion at 5 percent interest over a 15-year period, monthly loan payments would be between $474 and $633 per month. Using Craigslist, we surveyed rental listings of second units in Los Angeles County in May 2016 and estimated that the average rent for a 400–450-square-foot second unit in Los Angeles is $1,440. At this rate, the rent from a garage apartment can cover mortgage payments and give the homeowner between $602 and $793 in additional income per month. If the owner pays $60,000 for the conversion without borrowing, the rate of return on the investment is 25 percent per year and the payback period is only 3.9 years. If the conversion cost is $80,000, the rate of return is 18 percent per year and the payback period is 5.4 years.

Garage conversions and urban design

The large scale and poor design of some high-density infill projects often provoke opposition from homeowners who want to preserve their neighborhood’s physical character. In contrast, garage apartments do not overwhelm existing houses and may even go unnoticed by neighbors. Garage conversions merely swap cars or storage for people, leaving exteriors virtually unchanged.

Critics cannot say that a converted garage will be out of scale in the neighborhood because the garage is already there. Garage apartments create horizontal, distributed, and almost invisible density instead of vertical, concentrated, and obtrusive density. With a garage conversion, no one has to build more housing because it’s already there. The problem is that the city requires it to be reserved for cars, not people.

Figure 2 below shows single-family homes with converted garages in front of and behind the house. Both have enough parking to accommodate two, three, or more cars parked in the driveway or on the street in front of the house.

Because most garage conversions have been illegal, most of them have been in backyards where they are inconspicuous. Nevertheless, street-facing garages may be the most suitable for conversion to housing, for several reasons.

Street-facing garages:

- Already comply with zoning-required setbacks and height limits.
- Do not reduce privacy in the homeowner’s or the neighbors’ backyards, and provide more privacy for the garage resident with a separate entrance to the street.
- Convert more cheaply than a freestanding backyard garage, as the apartment can connect with the electricity, central heating, air conditioning, and plumbing in the main house.
- Can have a door into the main house if the apartment is occupied by a family member or caregiver.
Table 2. Cost and revenue for converting a two-car garage into a 400-square-foot apartment

<table>
<thead>
<tr>
<th></th>
<th>Low</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction cost</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architectural plans</td>
<td>$3,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>Permit fees</td>
<td>$2,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Construction</td>
<td>$45,000</td>
<td>$60,000</td>
</tr>
<tr>
<td>Fixtures</td>
<td>$10,000</td>
<td>12,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$60,000</td>
<td>$80,000</td>
</tr>
<tr>
<td><strong>Monthly cost</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mortgage payment</td>
<td>$474</td>
<td>$633</td>
</tr>
<tr>
<td>Property tax</td>
<td>$50</td>
<td>$67</td>
</tr>
<tr>
<td>Maintenance</td>
<td>$50</td>
<td>$67</td>
</tr>
<tr>
<td>Insurance</td>
<td>$73</td>
<td>$73</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$647</td>
<td>$838</td>
</tr>
<tr>
<td><strong>Monthly rent</strong></td>
<td>$1,440</td>
<td>$1,440</td>
</tr>
<tr>
<td><strong>Monthly net revenue</strong></td>
<td>$793</td>
<td>$602</td>
</tr>
</tbody>
</table>
• Provide fire engines or ambulances with access, removing an objection often raised against backyard cottages.

• Make homeowners feel safer while they are away, with more eyes on the street if someone is living in the former garage.

• Improve both the architecture of the house and the urban design of the street, if implemented correctly.

The two renderings on the opposite page illustrate the design improvements possible when a residential facade replaces a garage door that formerly dominated the front of a house (the entry door to the second unit can be in the side setback).

Figure 2. Garages converted to second units at the front and back of houses
Affordable housing

Parking reforms that allow second units can provide a new supply of small, well-located, and high-quality dwellings within walking distance of local stores and public transit. Smaller apartments have lower rents and will be more affordable to tenants with lower incomes. Allowing homeowners to convert their garages into second units will allow the market to supply more housing with less parking and less traffic.

Garage conversions can reduce the demand for existing affordable housing by increasing both the number of small units and their geographical availability. If reformed parking requirements allow it, garage apartments can house communities of people with different incomes living not only within the same neighborhood, but also on the same piece of property. Garage apartments will be what has been called "naturally occurring affordable housing" (NOAH): units that are affordable without being supported by public subsidies. Because residents of new garage apartments will not be competing for the existing supply of affordable housing, the benefits of the new NOAH units will trickle sideways and benefit everyone seeking affordable housing.
All parking is political

If a city limits the number of on-street parking permits at any address with a second unit, interest groups from across the political spectrum are more likely to support reducing the off-street parking requirements for second units. Taken together, reforms for both on-street and off-street parking regulations are likely to appeal to a variety of important interest groups.

Housing advocates can see that allowing garage conversions will create affordable homes without requiring any subsidy. Environmentalists can see that it will reduce energy consumption, air pollution, and carbon emissions. Elected officials can see that it will encourage infill development and reduce traffic congestion without any new taxes.

Urban designers can see that unobtrusive micro-apartments will enable people to live at higher density without being overwhelmed by cars. Older people can see the potential to have on-site housing for caregivers or boomerang children. Opponents of illegal second units can see the potential to have on-site housing for caregivers or boomerang children. Homeowners can see the opportunities for guest quarters or rental income. Across the political spectrum, the left can see that garage conversions provide affordable, mixed-income housing in good neighborhoods while the right can see they are 100 percent capitalist.

A flexible path forward

By making it difficult to convert garages into apartments, off-street parking requirements put space for cars ahead of housing for people. Instead, cities should remove off-street parking requirements for houses within residential parking permit districts and limit the number of on-street parking permits at any address where a garage has been converted to housing. Limiting parking permits will prevent on-street parking congestion and help make garage conversions politically feasible. By increasing both home values and the supply of affordable housing, this parking reform can achieve both individual and collective benefits of converting garages into housing without creating costs to neighboring homeowners.

Cities can offer parking reform for garage conversions first as a pilot program in one district. Pilot programs allow cities to act fast on big ideas. By starting small, a successful policy can easily expand into other parts of the city. Because they offer flexibility and may be adopted on a piecemeal basis, parking reforms that allow garage conversions can foster gradual change at the neighborhood level. A small parking reform will enable homeowners to create affordable housing and adapt the urban landscape to a new future, one garage at a time.

This article is adapted from “Converting Garages into Housing.” 2017. Journal of Planning Education and Research, forthcoming.

About the Authors

Anne E. Brown is an assistant professor of planning, public policy, and management at the University of Oregon and doctoral graduate of the UCLA Institute of Transportation Studies.

Vinit Mukhija is a professor of urban planning at the UCLA Luskin School of Public Affairs.

Donald Shoup is a distinguished research professor of urban planning at the UCLA Luskin School of Public Affairs.
## Gateway Cities Ranked by Population Density

Last Updated: March 2019

<table>
<thead>
<tr>
<th>City Name</th>
<th>Population Density per Square Mile</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New York</strong> 1</td>
<td></td>
<td><a href="http://www.energyatlas.ucla.edu/profiles/BTU">http://www.energyatlas.ucla.edu/profiles/BTU</a></td>
</tr>
<tr>
<td>New York</td>
<td>27,016</td>
<td>(1) Cities include for comparison purposes (Population from 2010 Census)</td>
</tr>
<tr>
<td>Maywood</td>
<td>23,257</td>
<td>(2) Values obtained from EnergyAtlas (Population from 2010 Census)</td>
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<tr>
<td>Huntington Park</td>
<td>19,820</td>
<td>- EnergyAtlas provides disaggregated energy data developed by the</td>
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<tr>
<td>Cudahy</td>
<td>19,371</td>
<td>UCLA California Center for Sustainable Communities (CCSC) and funded by the SoCalREN and the County of Los Angeles' Office of Sustainability.</td>
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<tr>
<td><strong>San Francisco</strong> 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bell Gardens</td>
<td>17,066</td>
<td></td>
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<tr>
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<tr>
<td>Lynwood</td>
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<tr>
<td>Downey</td>
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<tr>
<td>Lakewood</td>
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<tr>
<td><strong>Los Angeles</strong> 1</td>
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<tr>
<td>Los Angeles County</td>
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<tr>
<td>Montebello</td>
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<tr>
<td>Los Angeles County</td>
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<tr>
<td>Pico Rivera</td>
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<tr>
<td>La Mirada</td>
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<tr>
<td>Whittier</td>
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<tr>
<td>Cerritos</td>
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<tr>
<td>Signal Hill</td>
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<tr>
<td>Santa Fe Springs</td>
<td>2,268</td>
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<td>Commerce</td>
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<td>Avalon</td>
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<tr>
<td>Industry</td>
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<tr>
<td>Vernon</td>
<td>22</td>
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</tbody>
</table>
Benefits of Participation

Beacon participants receive valuable support and encouragement from the Institute for Local Government (ILG) staff and its nonprofit and utility partners. The team helps local governments apply sustainability best practices and collect and organize data to advance participants’ achievements within the program.

Beacon participants receive:

- An individualized marketing and recognition plan tailored to meet the agency’s needs. Past activities have included special video presentations, targeted media outreach, case stories and features in *Western City Magazine*.

- Technical assistance in collecting, reporting and tracking sustainability best practices, energy savings and greenhouse gas reductions.

- Access to peer to peer networking and educational events including webinars, conference sessions and informal information exchanges.

- Invitations to showcase sustainability leadership and agency achievements to a statewide audience.

The Beacon Program welcomes cities and counties in all stages of climate action planning and implementation. The data and stories collected through the program provide valuable information about what local governments are doing to meet aggressive state goals related to climate change. This narrative is important to developing policies that align with the unique opportunities of individual agencies throughout the state so that, together, we all can create a better California.

The Beacon Program is developed by the Institute for Local Government and sponsored by the Statewide Energy Efficiency Collaborative (SEEC). SEEC is an alliance between The Institute for Local Government, The Local Government Commission and ICLEI Local Governments for Sustainability and California’s four investor owned utilities. The program is funded by California utility customers and administered by Pacific Gas & Electric Company, San Diego Gas & Electric Company, Southern California Edison and Southern California Gas Company under the auspices of the California Public Utilities Commission.
The Beacon Program provides a framework for local governments to share best practices that create healthier, more efficient, vibrant communities. The program honors voluntary efforts by local governments to reduce greenhouse gas emissions, save energy and adopt policies and programs that promote sustainability.

To learn more about the Beacon Program, visit www.ca-ilg.org/BeaconProgram.

Achieve Results

The Institute for Local Government provides resources and technical support to assist participants in their journey through the Beacon Program. Through our partnerships within the SEEC collaborative, we are able to help participants obtain and record achievements in five areas of accomplishment.

- Reducing agency greenhouse gas emissions
- Reducing community greenhouse gas emissions
- Electricity savings in agencies facilities
- Natural gas savings in agency facilities
- Sustainability best practices

Celebrate Success

Within each area, a participant can earn Beacon Spotlight Awards-silver, gold and platinum-based on level of achievement. To win a full Beacon Award, participants are required to demonstrate achievement in all five areas.

<table>
<thead>
<tr>
<th>SPOTLIGHT AWARD</th>
<th>SILVER LEVEL</th>
<th>GOLD LEVEL</th>
<th>PLATINUM LEVEL</th>
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</thead>
<tbody>
<tr>
<td>Agency GHG Reductions</td>
<td>5% Reduction</td>
<td>10% Reduction</td>
<td>20% Reduction</td>
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<td>Community GHG Reductions</td>
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<td>Agency Energy Savings</td>
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<td>Natural Gas Savings</td>
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<tr>
<td>Sustainability Best Practice Activities</td>
<td>1 in each of 10 categories</td>
<td>3 in each of 10 categories</td>
<td>6 in each of 10 categories</td>
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<tr>
<td>FULL BEACON AWARD</td>
<td>Silver Level Beacon Award</td>
<td>Gold Level Beacon Award</td>
<td>Platinum Level Beacon Award</td>
</tr>
</tbody>
</table>
Dear Planning Directors,

Thank you to those who attended the monthly meeting at the COG this morning. Here is a recap of the meeting items:

1. **Metro NextGen Update - Presentation & Workshops flyer attached.**
   - The NextGen project is working towards a new bus network with redesigned routes and schedules to reflect the way people travel today.
   - Next Steps: work on service design guidelines and route/schedule changes that reflect policies developed to meet the needs of the riders. Implementation of the new bus network design is expected to start by end of 2019/beginning of 2020.

2. **SB 2 Informational Presentation – Presentation attached.**
   - SB 2 provides funding for planning projects that will directly enhance housing production. There is $125 million available on an “over the counter” non-competitive basis to eligible jurisdictions. Funding is based on population. To be eligible to apply, cities must have a certified Housing Element and a 2017 or 2018 Annual Progress Report submitted to HCD. See attached presentation for information on eligible activities.
   - The COG staff is working with HCD and their technical assistance (TA) consulting team to schedule an “office-hours”-type workshop at the COG office with HCD and TA providers in mid-April. The one-on-one meeting time slots are planned to be 90 minutes and the intent is to give first priority to our six cities that do not have an approved housing element, since these cities are not eligible for SB 2 planning funds. Additional slots will be available for other cities.
     
     To help HCD plan these sessions, please look for an e-mail from the COG asking a few questions about your city’s needs and priorities.
   - **This spring** the COG staff will be recommending to the COG Board, a new assessment of 1% of each city’s maximum eligible award of SB 2 planning funds. This could raise up to $50,000 which would help fund a Planning Director position at the COG.
   - *For SB 2 planning grants*, the COG staff will work with HCD to develop application assistance such as in the form of a template with language pre-filled to the extent possible. This includes language for each city to include regarding the 1% assessment for the COG. We highly encourage each city to apply for the maximum available planning funds.
   - The SB 2 application form will be released March 29, and the deadline to submit is December 31, 2019.
   - Contact: Jennifer Gastelum, Placeworks. jgastelum@placeworks.com

3. **GCCOG Housing Needs Assessment & Questionnaire – Presentation & Questionnaire attached.**
   - The COG’s consulting team, Veronica Tam & Associates is working on a regional Housing Needs Assessment for the Gateway Cities. The project
kicked off in February and seeks to perform an assessment of current housing programs and provide preliminary policy recommendations for the future.

- The consulting team is currently compiling background data and will be conducting interviews with City and County staff for information.
- **Staff Updates**
  - At the City Managers lunch meeting tomorrow, March 14, the program will focus on housing. Jason Rhine from the League of Cities will speak to legislative developments; Veronica Tam, the COG’s housing strategy consultant, will discuss her draft questionnaire; and we will also receive an update on the Regional Housing Needs Assessment, aka RHNA, process from Ping Chang of SCAG.
  - We are also in the process of planning a session on RHNA and housing for the COG’s annual conference and Board retreat in Avalon, June 20-22.
  - Next month at the COG Planning Directors meeting we will have a discussion regarding recommending a COG position on state legislation including at least SB 50, so I hope you will take a look in advance.
  - The COG is advertising for a Homelessness Program Manager, funded through our County homelessness program. The flyer is attached; I hope you will refer any good candidates!
  - New city population density chart: please see attached.

4. **Climate Planning Update** – RSVP and survey below

- Please save-the-date for the upcoming Affordable Housing and Sustainable Communities (AHSC) Workshop on April 22, 2019. The COG is working with the Institute for Local Government and the Strategic Growth Council to plan an informational workshop that will help cities identify key roles for applicants and partners, and prepare potential project team applicants for direct application assistance with SGC technical assistance providers. If you have not already, please email your RSVP to Stephanie at scadena@gatewaycog.org. To help us plan for the workshop, please respond to this survey about breakout sessions that you would be most interested in.
- **Beacon Program Update** – Brochure attached
  - The Beacon Program is developed by the Institute for Local Government (ILG) and sponsored by the Statewide Energy Efficiency Collaborative. The Beacon Program provides a sustainability framework for cities to share best practices and receive recognition for their programs and actions in energy savings, emissions reduction, and sustainability best practices. The application form to participate in the 2018-19 cycle will be opening in the next few weeks.
ii. ILG and COG staff can provide technical assistance and support to Gateway Cities to participate in the program. There are currently 9 Gateway Cities that have participated and received awards through the program.

iii. For more information and to get connected to the Beacon Program, please email scadena@gatewaycog.org. Cities can also begin by filling out the online application demonstrating interest in participating.

5. Regional Planning Update
   - SCAG’s Regional Conference and General Assembly will convene May 1-3 at the JW Marriott Desert Springs Resort & Spa in Palm Desert, CA. The event is free for elected officials and city managers in the SCAG region. For more information and registration, please go to http://www.scag.ca.gov/calendar/Pages/GA2019.aspx.

Please mark your calendars for the next Planning Directors Committee meeting on April 10th.