

**LAS VIRGENES – MALIBU COUNCIL OF GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE**

Wednesday, November 4, 2020, 8:30 A.M.

Due to COVID-19 Precautions, this will be a Zoom meeting.

<https://zoom.us/j/4714103699> Meeting ID: 471 410 3699

Please contact Terry Dipple terry@lvmcog.org or 818-968-9088 if have any questions.

AGENDA

1. Call to Order: Nate Hamburger, Chair
2. Self-Introductions
3. Public Comment: via Zoom or email
4. Executive Director's Report – Attachment
5. Outreach Coordinator Update on People Experiencing Homelessness
6. COVID-19 Updates from COG Cities
7. Public Safety, Agency Partners and Legislative Updates
 - A. Sheriff's Department
 - B. Fire Department
 - C. League of Cities
 - D. Agency Partners
 - E. Area Legislators
8. Regional Early Action Planning Grant Project – Attachment
9. General Comments and Future Agenda Items
10. Future Meeting Dates
 - Governing Board: Tuesday, November 17, 2020
 - Technical Advisory Committee: No December Meeting
11. Adjournment

Technical Advisory Committee Agenda Report

DATE: November 4, 2020
TO: Technical Advisory Committee
FROM: Terry Dipple, Executive Director
SUBJECT: Executive Director's Report

OVERVIEW

The purpose of this memorandum is to update the Technical Advisory Committee on the status of COG projects and other items of interest.

Evacuation Plan – LA County Office of Emergency Management (OEM) has scheduled a meeting with the COG cities for 10:00 AM, November 19, 2020, at the Lost Hills Station. As reported last month, County partners are building baseline products for a starting point so that meeting can be action oriented. The meeting goal is to build consensus on Emergency Management Zones (EMZs) and terminology. Currently, LASD Lost Hills, LA County Fire Division VII and LA County OEM are completing foundational concepts and baseline planning products and standardized evacuation terminology and zone naming. OEM stressed the importance of adopting the use of statewide evacuation terminology and is working to incorporate into existing preparedness products. This process will include naming of EMZs with a numeric designation for the entire COG region, including the Santa Monica Mountains. Baseline Emergency Management Zones will build off of pre-existing Topanga and Malibu zones that used the Thomas Guide grid system. The final products will result in mapped EMZs that can be used for evacuations and other types of emergency protective actions, and pre-programmed emergency notifications, which is evacuation planning. OEM expects to have the final product completed by June 1, 2021.

SoCal Regional Climate Adaptation Framework: Based on the direction from the Governing Board at the October COG meeting, I have arranged for SCAG to make a presentation at the November COG meeting to share tools and strategies aimed at helping COGs and cities with Climate Adaptation planning. The presentation includes a collection of resources to support climate adaptation planning efforts across the region. The Framework consists of tools supporting both local and subregional planning, such as workshop materials and strategies for communicating climate change, planning guidance and model policy language, vulnerability mapping and assessment tools, and a collection of case studies. City managers may want to consider inviting a member of your planning staff to join the COG meeting for the presentation.

Metro Traffic Reduction (AKA Congestion Pricing) – The Traffic Reduction Study seeks to explore the feasibility of various congestion pricing concepts to reduce traffic in

Los Angeles County. Metro staff are examining corridor pricing, cordon pricing, and Vehicle Miles Traveled pricing as potential strategies for managing transportation demand. Staff has launched their stakeholder and public engagement process with a focus on potential geographic locations for a pilot program, potential support and opposition to a pilot program, and potential tradeoffs they should consider. Metro has held four virtual public meetings in late September and early October to inform LA County residents and answer any questions regarding the Traffic Reduction Study. It is very important that Metro ensure this will be an unbiased analysis and justification to implement toll lanes. The highest value of tolling and convincing people to pay is to keep the users' trips at high speeds. That requires a connected network including connectors at all interchanges to allow the users to keep going without having to merge into congested lanes to get to the next freeway/express lane. The regional infrastructure is not set up for that. I will continue to provide updates to the COG as this study moves forward.

COG's Homeless Outreach Coordinator – Gabriel continues to provide weekly updates on his assistance to people experiencing homelessness in the region. From a regional perspective, I wanted to provide an update on Project Roomkey (PRK), which is a collaborative effort between the County, State, and LAHSA to enter into agreements with hotels to provide temporary shelter to people experiencing homelessness (PEH) who are at high risk of complications should they become infected with COVID-19. While there are no participating hotels in the COG cities, LAHSA reports that nearly 7,500 individuals have been served county-wide in the PRK program. The County and LAHSA have started the demobilization process for the PRK sites. As a part of LAHSA's Recovery Plan for PEH, PRK participants are being prioritized for permanent housing. LAHSA and service providers are working to match participants to the appropriate programs and secure housing for them as they exit the PRK program. As of October 6th, six PRK sites have closed and an additional three sites are expected to close in the next 30 days. Sites will continue to ramp down over the coming months. Currently, there are more than 3,800 participants at PRK sites that remain open.

Broadband – This issue was raised by the Governing Board during the goals and priorities discussion, in July. As I reported, South Bay Cities COG is using Measure M funds for their broadband project. I subsequently learned that Supervisor Kuehl did not support the broadband project when it came before the Metro Board. Although it was approved, I understand Supervisor Kuehl remains opposed to the use of Measure M funds for broadband projects. As I reported at the COG meeting, I recommend rethinking the funding source or scope of such a project.

Metro NextGen Bus Study – The NextGen Bus Study is coming to a close. The Study took into consideration both technical data and the priorities and personal experiences Metro heard during the outreach meetings and responses to questionnaires. The proposed changes in bus and transit will be implemented in three phases over the next 18 months. The only change Metro is proposing in the COG region is to remove the Point Dume deviation, in Malibu from Bus Line 534. According to Metro, that area has

very low ridership and they plan to remove this deviation in December 2020, if the NextGen Bus Study is approved by the Metro Board, next month. Metro has informed Malibu of this change. No changes planned in the other parts of the COG. Bus Line 161 will not be changing alignment in the Calabasas/Agoura Hills/Westlake Village area.

Technical Advisory Committee Agenda Report

DATE: November 4, 2020
TO: Technical Advisory Committee
FROM: Terry Dipple, Executive Director
SUBJECT: Regional Early Action Planning Grant Project

OVERVIEW

The purpose of this report is to provide the Technical Advisory Committee with information on SCAG Regional Early Action Planning Grant Program (REAP).

RECOMMENDATION

That the Technical Advisory Committee review suggestions and provide direction to COG staff on the REAP grant project.

BACKGROUND

SCAG approved a \$100,000 REAP grant that our COG is eligible to receive. Unfortunately, we cannot allocate the funds between the cities like we do with Measure R and M. COG staff held two meetings with SCAG to discuss options. Most of the cities have applied for a Local Early Action Planning (LEAP) grant from the state, which has significant funds available for cities to update their housing element. COG city planners and I held several subsequent meetings – one with SCAG and one to explore other housing-specific topics that may help the cities such as how the RHNA process works, new state housing legislation and what it means for the cities, growth constraints such as fire and flood zones and how to plan and fund workforce housing.

After discussing the strict limitations of the REAP grant funds with city planners, COG staff developed a potential project that may meet SCAG/HCD eligibility requirement, while at the same time educating residents on the state-mandated RHNA process and recent legislation that adds density and/or overrides local zoning.

To accomplish this, the COG would use the \$100,000 REAP grant to hire a consultant. The solicitation and RFP process would be coordinated with SCAG.

COG staff discussed the project with President Buckley Weber and Vice President Honig to get their thoughts and input. They like the idea but also wanted the project to include a final report/work product that would summarize the RHNA process, analyze new housing legislation that cities must comply with and address geographical constraints such as fire and flood zones. Subsequent discussions with city planners concurred with the input from

COG leadership and also recommended including how the cities can address workforce housing.

DISCUSSION

Originally, I proposed a project that would be combination of community workshops with supporting material as a way to help educate area residents about RHNA so they have a better understanding of the process and how cities are responding to the state housing requirements. In addition, I thought it would be helpful for the project to include an independent analysis of new and pending housing legislation that adds density or overrides local zoning, again to educate the community and provide a resource for city staff and elected officials. However, SCAG requires a final deliverable that shows a nexus to how the project would accelerate housing production, which

Listed below are some of the suggestions that came out of the meetings with COG staff and city planners:

- Help residents better understand the RHNA process - that it is state-driven.
- How the cities must respond to RHNA?
- Analyze new state laws that add density and/or override local zoning. And how that legislation will shape community housing production
- Develop a workforce housing overlay that would allow for a significant increase in density for projects that provide a meaningful amount of affordable workforce housing. For example, the base zoning may allow 20 units/acre and the overlay would permit 40 units/acre as long as at least 50% of the units are affordable workforce housing. Apparently HCD is looking very favorably on this concept, however, the COG would have to have an economic analysis to support the densities as being realistic. A model ordinance, with an associated economic analysis, could be translated to each community because the COG cities have similar economic factors.
- Analyze growth constraints such as high fire and flood zones
- Analyze underutilized office, commercial and light industrial areas for potential housing
- Develop an “off the shelf” ADU program, that would give residents an option of choosing pre-approved ADU designs that do not need Building and Safety Plan Check review, thus bypassing the most significant regulatory cost to building an ADU.
- While workshops and study/reports can be funded, they are steps to a final deliverable. The deliverable needs to be a plan, adopted document, or implemented program based on the outreach and study activities. SCAG requires that the project include a final deliverable that shows a nexus to accelerating housing production.

FISCAL IMPACT

There would be no fiscal impact as the project consultant would be funded with the SCAG REAP grant. The process would involve city planners from all of the COG cities but would not require any significant time commitment. COG staff would have time to manage the consultant's efforts and coordinate with SCAG.