

South Bay Cities Council of Governments

Climate Action Plan and Livable Communities Working Groups

Wednesday, November 7, 2012

1:00 to 5:00 p.m.

**South Bay Environmental Services Center
20285 Western Ave., Suite 100**

Agenda

I. Welcome & Introductions

Attendees: Max Castillo and Saied Nasseh (Carson), Doug Krauss and Christopher Palmer (Hawthorne), Pam Townsend (Hermosa Beach), Sona Kalapura and Eric Haaland (Manhattan Beach), Leza Mikhail (Rancho Palos Verdes), Niki Cutler (Rolling Hills Estates), Linda Cessna, Rebecca Cutting, Danny Santana (Torrance), Skip Halloran (Inglewood), Sabrina Bornstein (SBESC), Jacki Bacharach, Kim Fuentes, Rosemary Lackow, Wally Siembab and Jeff Weckstein (SBCCOG)

II. 1:00 to 2:30 South Bay Cities Climate Action Planning

Sabrina Bornstein
Environmental Programs Specialist, SBESC

After introductions, Sabrina lead the CAP Working Group through discussions germane to the CAP Working Group, including feedback on the strategies workbook, the process for next steps, and the strategies including examples, focusing on three main categories: 1) Energy 2) Water & Landscaping and 3) Waste & Recycling.

Considerable interest was shown for the following as potential strategies in the category of Energy:

- Green Business Program
- Energy Efficiency & Water
- Retrofit Education and Outreach: Residents & Businesses, Architects, contractors, builders
- Municipal procurement policy (related to energy efficient and water efficient equipment purchases)

As to next steps, the group came to a consensus that members would schedule one-on-one meetings with Sabrina to review their strategy workbooks and to discuss the prioritized existing measures as well as potential areas of interest for new measures.

III. 2:30 to 3:15

A. Minutes for LCWG Meeting September 19, 2012 - Received and Filed B. Land Use and Transportation in the CAP

Sabrina Bornstein and Wally Siembab

The Livable Communities Working Group members joined the meeting. Sabrina led discussion presenting several power point slides covering Land use and transportation strategies that relate to and may possibly be incorporated into the CAPS. The slides reflect certain trends compiled by Sabrina from the Strategies Workbooks that were submitted by the cities.

Sabrina explained the categories of strategies are broken down into whether programs are existing, where there is interest, where there is minimal interest, or fall into a category of relating to SBESC or SBCCOG programs. She noted this is an opportunity for emphasizing high priority areas and measures and identifying opportunities for sub-regional partnership among the cities.

Trends that were highlighted as arising from the CAP strategies workbooks under the category of Transportation and Land Use and which were reviewed by the group include:

- Car-sharing (such as the Car2Go program)
- On-line permitting (providing resources and information about possible funding and process)
- Telecommuting (resources and information to better understand possibilities around telecommuting)
- PEV Readiness

Discussion was held regarding some of the strategies of interest. In the sub category of "Neighborhood and Site Design" bikeway improvements were mentioned. Regarding the South Bay Bikeway Master Plan it was noted that although the seven participating cities have adopted the plan, its full implementation is in need of funding and further, some of the infrastructure upgrades require street dedications. Most likely the improvements will have to be implemented as conditions of approval of development projects.

Regarding "Complete Streets", the question arose – that since market studies show support for small electric vehicles (e.g. as in LUV program) as well as the fact that new technology is bringing new small vehicles to market, should this be a policy imperative – and would the Working Group have interest in studying the feasibility of combining lanes to provide for smaller EVs? It was noted that the change of conventional traffic lanes to combination lanes can be controversial. At this time it appears that realistically this is more of a reactive than proactive policy.

Regarding car-sharing, Jacki briefly described and updated the group on the Car-2-Go program. There is a lot of interest from our cities, so far areas that would not be

included at least at the onset would be the PV Peninsula, Inglewood and Carson. So far, the main concern is that cities don't want to give up public street parking. Car-2-Go wants exemption from parking restrictions, but will pay meter revenue and is considering aggregating the tax revenue (would use GPS to tell where cars are being used). It was noted that this program can fall under the category of "trip reduction".

The question arose as to why this car sharing would not include the PV Peninsula? It was explained that the hills areas, and lack of density makes it difficult to station cars, however there are some specific venues (e.g. Terranea Resort) where the program may be added after its start-up.

There was a brief discussion about web-accessibility and telecommuting as trip reduction strategies. Sabrina noted that El Segundo is starting an on-line permit program through its web-site. David Magarian (SBESC) noted he is aware of grant funds available through SCE for this kind of program, and suggested that the Planning Directors could be advised as such of the opportunity to join in such an application.

Wally noted that telecommuting is a trip reduction program that is relatively inexpensive and simple to implement. Sabrina noted that currently this strategy is lumped into: "Alternative Work Schedules" and she will break telecommuting out separately. It was noted that the main obstacle for cities in implementing telecommuting is the concern about have adequate staffing to maintain public service at the city hall as staff levels have thinned already due to budget cuts. It was noted that employee carpooling is an example of a program that is of interest.

Discussion ensued regarding the Carson Mixed Use Master Plan. A number of projects have already been completed which include a mix of affordable, senior and market rate units. It was noted that although originally one such project was to be have a "Complete Streets" designation, due to safety concerns this had to be eliminated.

Wally he is going to be addressing COG sustainability strategy at next COG board meeting. He also mentioned that the Compass project is examining the numerics of land use such as the size of the floor plates for shopping centers.

Sabrina noted the next step to conduct one-on-one meetings with the cities.

IV. 3:15 to 5:00 PEV Readiness in the CAP

Danny Santana, Senior Planning Associate, City of Torrance

Danny led the group through a presentation that he has given to the Torrance Environmental Commission, regarding the environmental priorities in the 2008 Strategic Plan, with focus on alternative fuel (including PEVs) vehicle readiness planning. He noted that, on this subject, there were three main goals which are based on public responses to a phone survey: 1) moving towards a greener City fleet, 2) alternative fueling 3) infrastructure facilitation.

He noted that 25% of the non-safety city fleet is “green” fueled, including electric, CNG, propane, Bio-diesel and hybrid fueled vehicles. The City Yard currently has a bio-diesel station, a CNG station, and a propane fueling station. An additional CNG station is planned to service a new transit bus fleet. Staff is pursuing grants to install another station that would service both the city fleet and be accessible to the public.

Further highlights of the presentation include: the extensive amount of public input used strategically, including the degree of EV support, where to locate stations, and pay systems, overall concerns (range anxiety, car costs, cost to upgrade electrical systems), and the City’s action plan, including identifying ideal charging sites, facilitating permit process and inspections, and updating the municipal code.

It was asked: can the over the counter permit process implemented in Torrance be replicated in other cities? It was explained that in RPV they have an OTC permit process and the main issue is whether electric service needs to be upgraded. Mr. Santana asked whether the COG might be able to secure grant funding to create a standardized south bay city permit plan submittal (to upgrade electrical to create a home or business charging station). It was further speculated that, if all the cities are working from the same uniform building codes, the process should be able to be standardized. Mr. Santana noted that what should be standardized is the info that is required to be filled in on a standard application form. Wally opined that if we can standardize a permit application form, this would encourage people to buy EVs. It was noted that besides the info to be filled in on the form, a plot plan typically must be submitted. It was noted that in Manhattan Beach, the difficulty that most often arises is regarding the location of the charging station.

Further discussion yielded the following issues/thoughts:

- Condominium applications: working with multiple owners sharing parking areas, and home owner association is difficult- it was noted that new technologies are being developed to deal with this (can monitor which plug is active and bill user)
- Commercial / Industrial/Institutional issues: where to place the units, preferred locations, challenge to find the right number of parking spaces to promote EV use, and not create a shortage of parking at constrained sites.
- Code updates: (could this be the subject of a grant application? Standardizing and developing guidelines can provide a competitive advantage in purchasing. It was noted that in Torrance it was recommended that certain California Green Codes be incorporated into the Municipal Code as opposed to a complicated updating of the local Building Code. Examples of items that can be standardized: signage, minimum garage power requirements.
- Suggestion for the SBCCOG to, as a group, create standardized forms and permit processes, encourage similar code language and interpretations and create a forum for discussion and support for the entire sub-region.
- Other difficulties encountered by cities include: how much to charge (\$) for the use of the charger units, and practical issues such as locating the units and the degree that they can encroach into required yards/setbacks/garage parking space.

Pam suggested forming a sub-group within the Livable Communities Working Group and discussion focused on the focus of such a group. It was agreed that the

following would form a PEV sub working group to work with Wally that would include: Pam Townsend, Danny Santana, Saied Nasseh, and Sona Kalapura. Some issues it can look into: 1) getting the EV America template and guideline booklet (available online) 2) possibility of creating and maintaining a database of charge station locations 3) looking at how to broadcast info on PEV readiness 4) looking at the Luskin Center PEV readiness plan and how to use that plan's information.

The group agreed to meet at 3:00 p.m. on November 29 at the Environmental Services Center.

V. Other Business

David Magarian briefly described the next phase of the BEV study. The program which is an extension of the original LUV pilot program will be launched soon, but now it will involve full battery vehicles, and for 2 months at a time (Leaf, Honda Fit, and a BMW that complies with research criteria). In depth surveys will be conducted with focus groups, and the cars will be GPS equipped for tracking. The program will seeking data and info about BEV not only monitoring the charging of the vehicles but also destinations to inform future investment program for charging stations and infrastructures.

Jacki noted the program has two unique features: 1) will monitor driving habits, looking at total household driving and totality of demand, to determine how much mode share shifts into the EV market and, 2) regarding charging : will be testing level 1 and 2 charging - how that affects ability to use the EV. She cited the City of Gardena's experience, finding the 110 charging system worked better than expected. David noted that testing using 110 chargers is very important because it helps in scoping out public demand.

Jacki noted also, with the full battery cars, the program is able to test EVs on the peninsula and other places where there is more variable topography. Wally also noted that some new technology using wireless charging may be able to be applied in our program. He ended by noting that the final report on the LUV project is in the process of being completed, and this will include a lot of data that was analyzed.

Saied noted that Tesla announced they will have a network that will be available across the country.