



**Additional Documents List
Regular City Council Meeting
December 1, 2021**

Item No.	Agenda Item Description	Distributor	Document
8	Presentation of City Council Minutes	Christina Muñoz, Acting Deputy City Clerk	Attachments provide revisions to the minutes.
16	Amendment to Chapter 36 (Zoning) of the South Pasadena Municipal Code Pertaining to Add Section 36.350.200.J (Design Standards for Historic Properties) and Design Guidelines for ADU Development on Historic Properties.	Angelica Frausto-Lupo, Community Development Director	Attached is a PowerPoint presentation for Agenda Item 16.
18	Senate Bill 381 Implementation	Angelica Frausto-Lupo, Community Development Director Margaret Lin, Deputy Community Development Director	Attached is an additional document which provides further details regarding the next steps for implementation of Senate Bill 381 (SB 381) and includes revised attachments.
2	Public Comment Item Nos. 11, 19	Christina Muñoz, Acting Deputy City Clerk	Emailed Public Comment



City of South Pasadena Management Services

Memo

Date: December 1, 2021

To: The Honorable City Council

Via: Arminé Chaparyan, City Manager

From: Christina Muñoz, Acting Deputy City Clerk

Re: December 1, 2021 City Council Meeting Item No. 8 – Presentation of City Council Meeting Minutes

Revision to City Council Minutes, on page 8-24

Councilmember Primuth stated that he has reviewed the legal invoices from Colantuono, Highsmith & Whatley at great detail and could find no ~~wrong doing and no reason why the invoices shouldn't be processed.~~ unusual or inappropriate items.

Revision to City Council Minutes, on page 8-49

Councilmember Primuth noted that ~~sharing data with the School District might become confusing for voters.~~ sharing data with the school district is a good idea, but noted the potential of overlapping districts to confuse the voters.

Revision to City Council Minutes, on page 8-63

- Ed Simpson expressed his support to keep the Animal Commission.
- ~~Lela Bissner Leila Raponi~~ expressed her support to keep the Animal Commission.



City of South Pasadena Finance Department

Memo

Date: December 1, 2021

To: The Honorable City Council

Via: Arminé Chaparyan, City Manager

From: Angelica Frausto-Lupo, Community Development Director

Re: December 1, 2021, City Council Meeting Item No. 16 Additional Document – Amendment to Chapter 36 (Zoning) of the South Pasadena Municipal Code Pertaining to Add Section 36.350.200.J (Design Standards for Historic Properties) and Design Guidelines for ADU Development on Historic Properties.

Attached is a PowerPoint presentation for Agenda Item 16.

December 1, 2021

City of South Pasadena

Accessory Dwelling Units Ordinance Amendment |

Design Standards and Guidelines for ADUs on Historic Properties

Prepared for

City of South Pasadena

Presented by

Evanne St. Charles, Architectural Resources Group



Architectural
Resources Group

www.arg-la.com

Firm Introduction

- Established 1980
- Offices in Los Angeles, San Francisco, Portland
- Three interdisciplinary groups at each office:
 - Architecture
 - Planning and History
 - Conservation



ARGDTLA

Dedicated to the discovery,
revitalization and design
of Southern California's
built environment.

• CITY OF SOUTH PASADENA RESIDENTIAL & COMMERCIAL DESIGN GUIDELINES •



Prepared by
Architectural Resources Group
Architects, Planners & Conservators, Inc.

prepared for
City of South Pasadena
Planning & Building Department

ARCHITECTURAL RESOURCES GROUP
Architects, Planners & Conservators, Inc.

Draft August 2006

Project Overview & Presentation Outline

1. Background: Public Survey Results
2. Purpose
3. Design Standards and Guidelines: Applicability, Approval Process, Visibility, Location, Size, Height, Setbacks, and Design
4. Questions



Courtesy Louisa Van Leer Architecture



Courtesy Louisa Van Leer Architecture

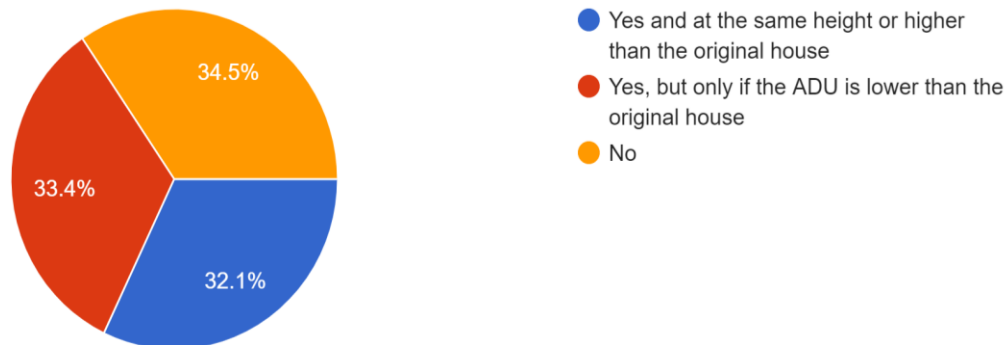
Background

Public Survey Results:

- 458 individuals responded, 99% (453) of which have not developed an ADU on their property.
- The overwhelming majority were in favor of allowing ADUs on historic properties, with some limitations in order to preserve the historic character of the existing residence.

4. Do you think two-story ADUs should be allowed on historic properties?

449 responses



Purpose

Purpose of the Design Standards and Design Guidelines:

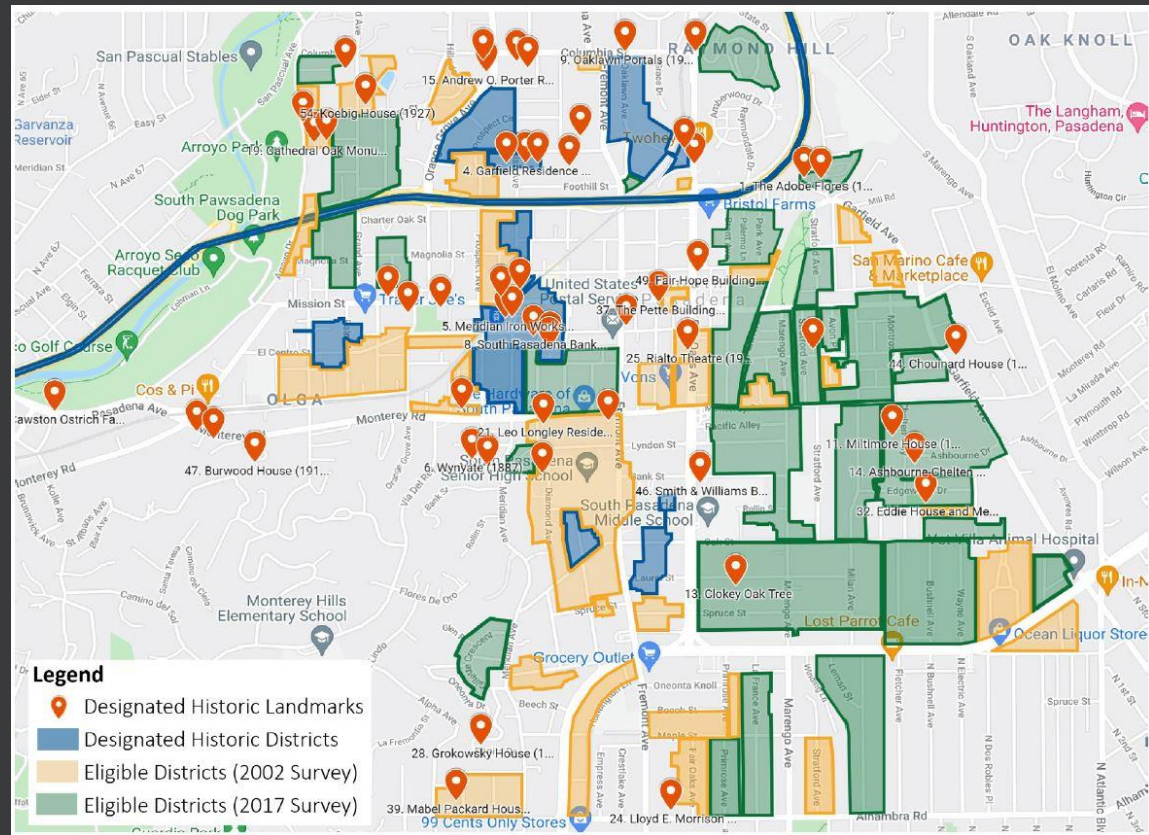
- Retain the integrity of South Pasadena's historic built environment by providing objective requirements as well as recommendations on constructing historically compatible ADUs on historic residential properties.
- Support the overarching State Preservation Plan goal of protecting historic and cultural resources by maximizing compatibility between ADUs and existing historic residences.



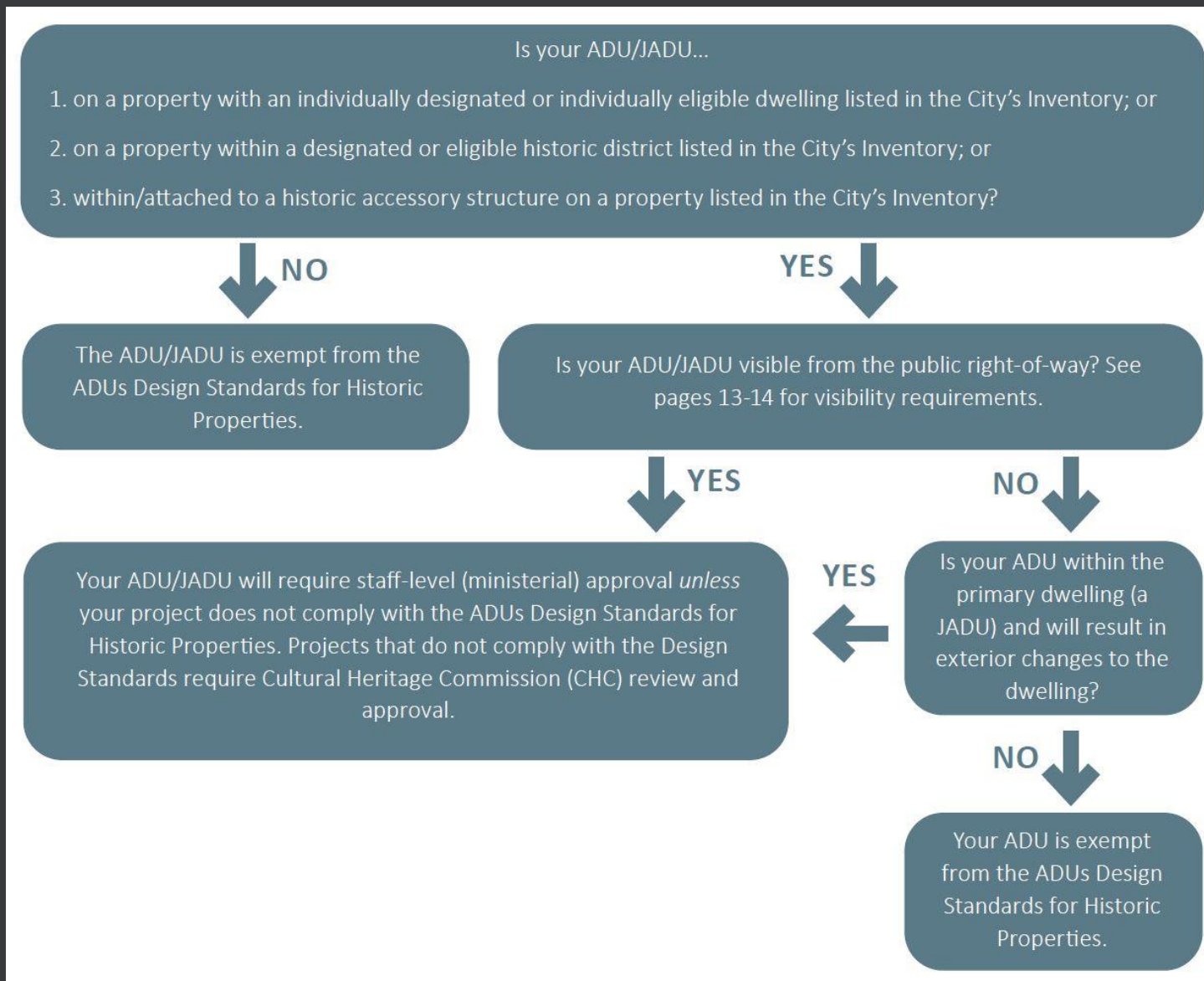
Applicability

All residential properties listed in South Pasadena's Inventory of Cultural Resources are subject to the Design Standards. This includes:

- Properties formally designated and listed in the National Register of Historic Places, the California Register of Historical Resources, and/or the South Pasadena Register of Landmarks and Historic Districts.
- Properties determined eligible for listing in the National Register, California Register, and South Pasadena Register.

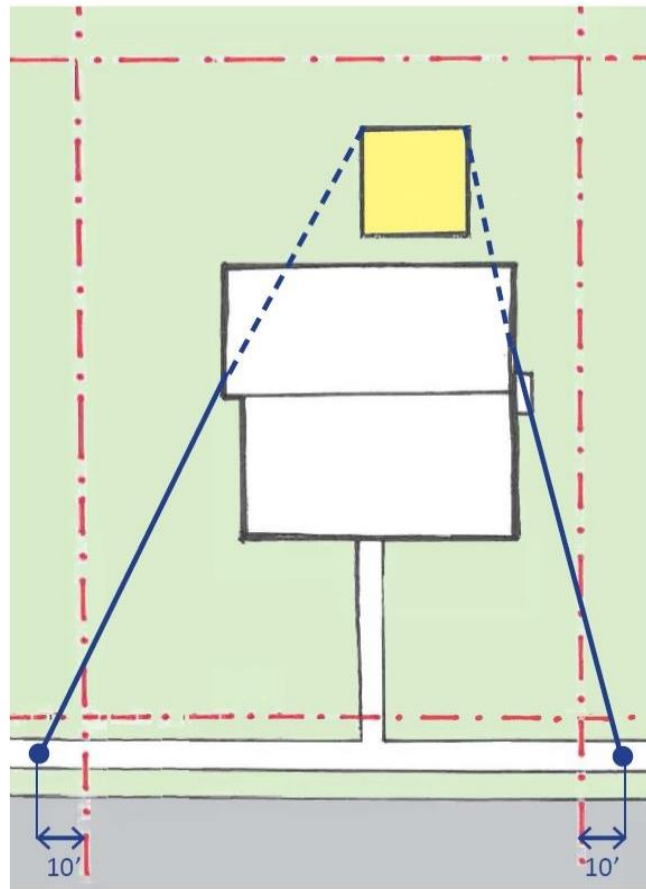


Approval Process

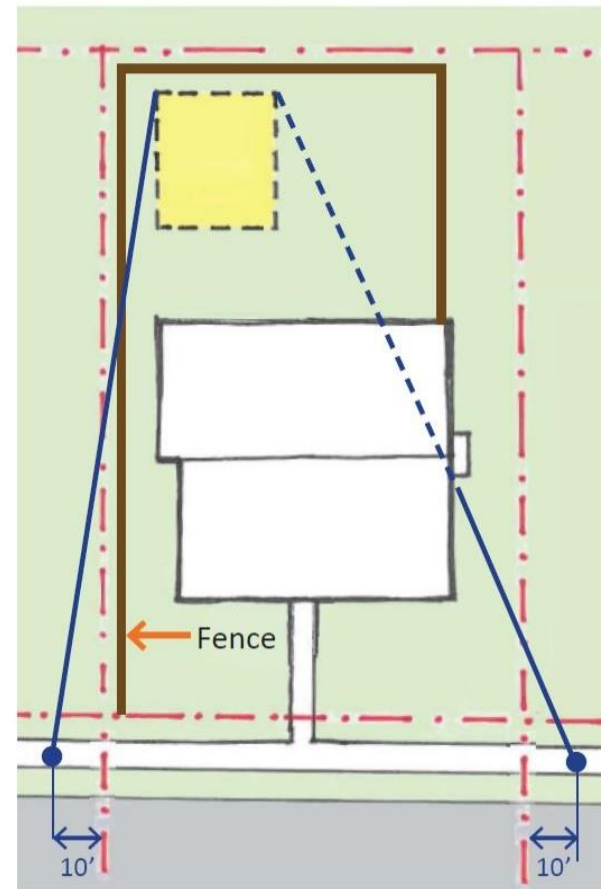


Visibility

Not Visible

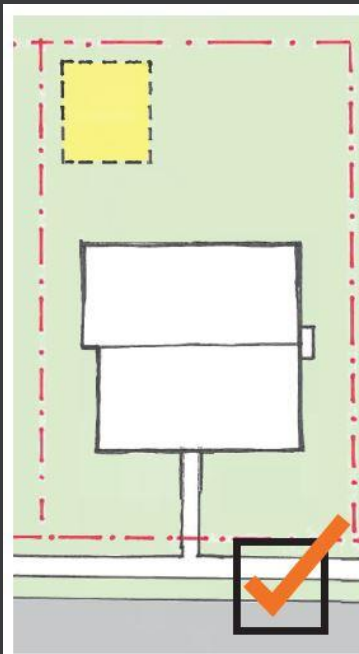


Visible

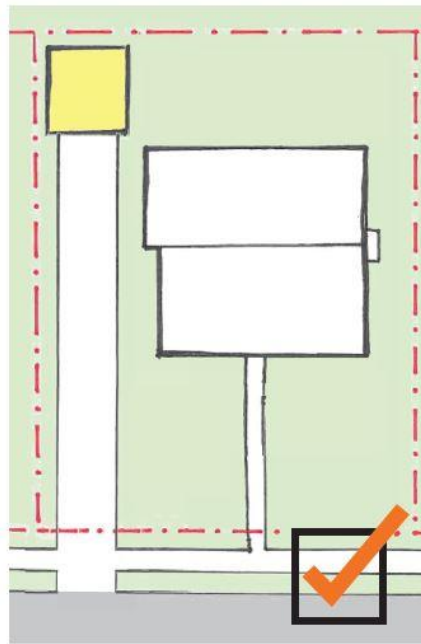


Location

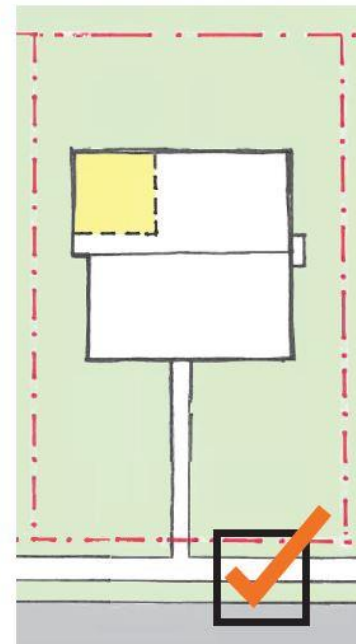
ADUs may be located:



At the rear of the property, behind the primary dwelling



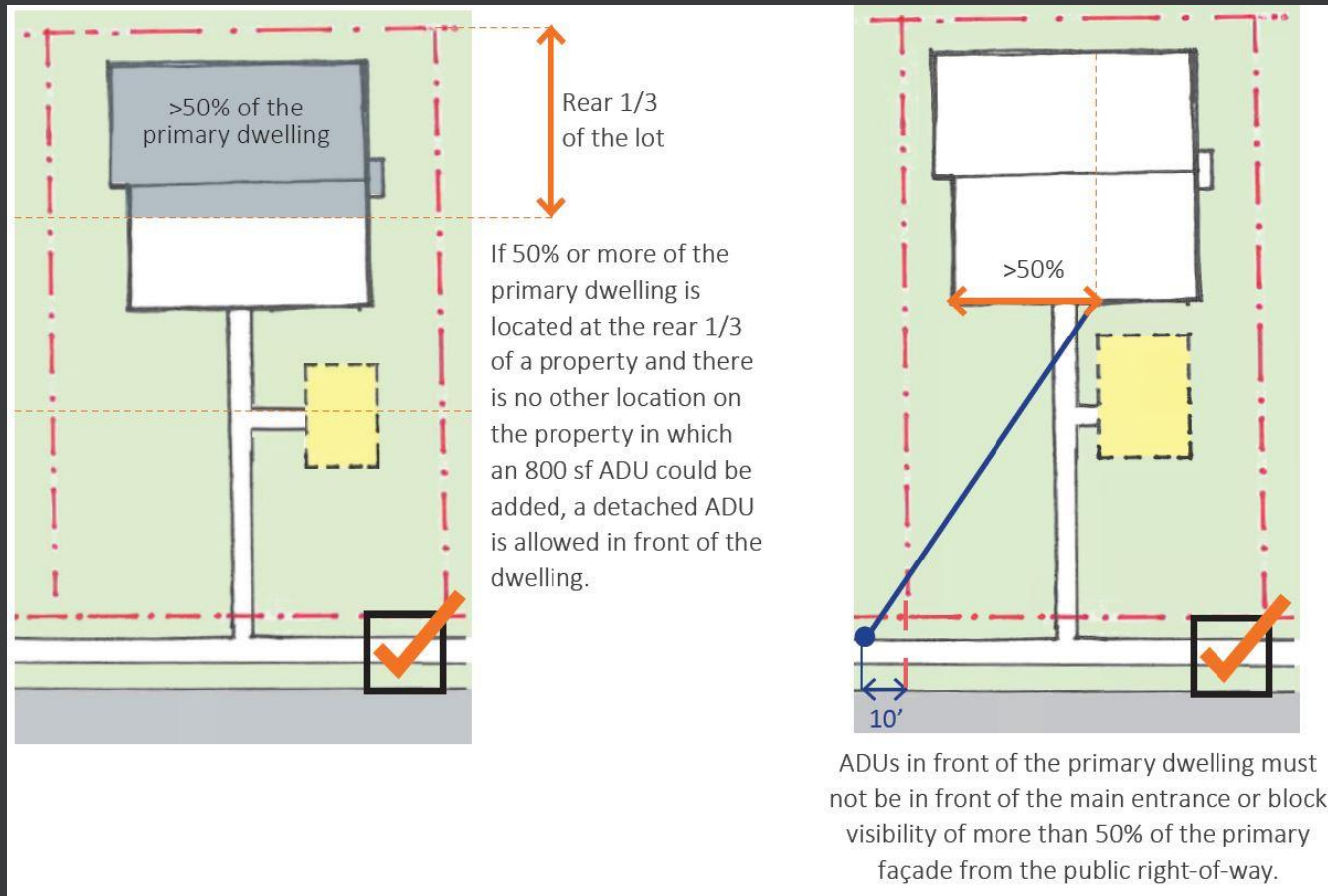
Within an existing converted and/or expanded accessory structure



Within the existing primary dwelling (JADU), provided it has its own exterior entrance

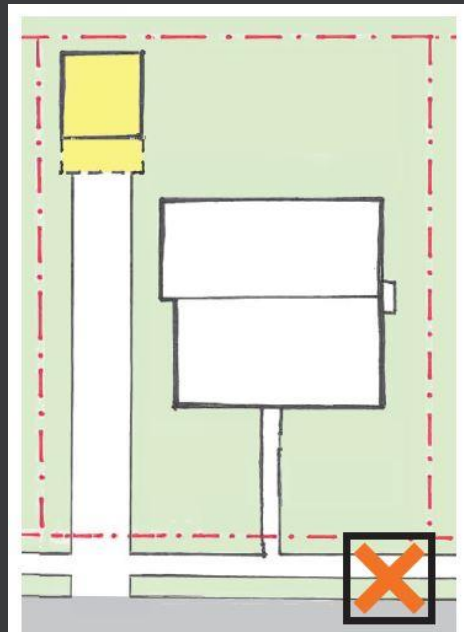
Location (cont.)

Detached, Front ADUs:



Location (cont.)

Accessory Structure Additions:

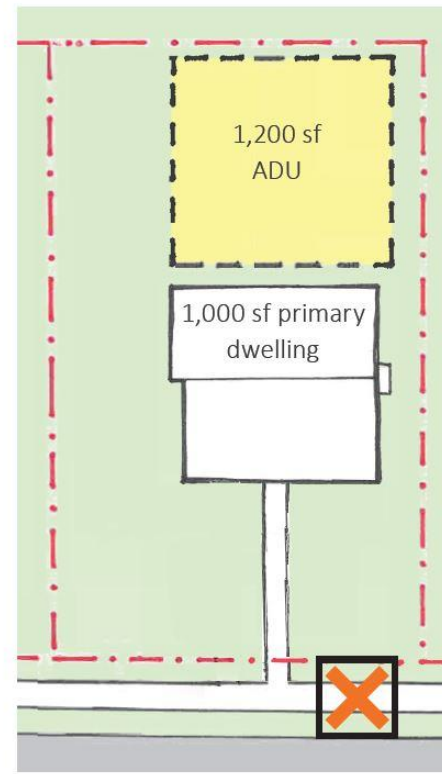
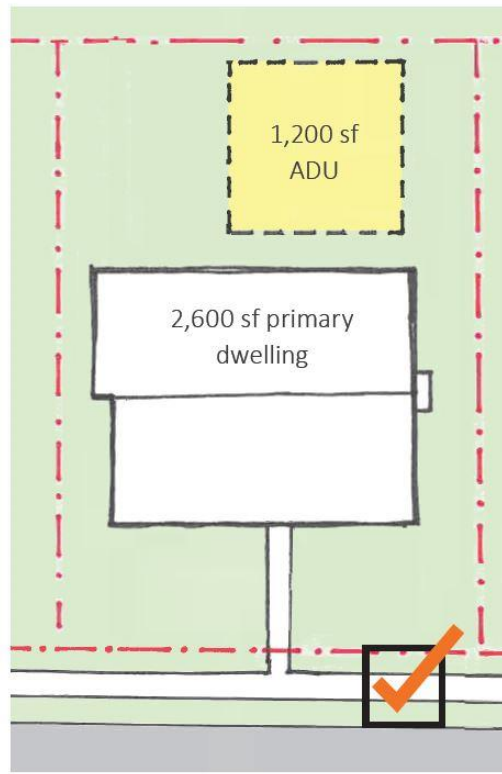


If the accessory structure is historic, the addition must not be attached to the front façade (the façade containing the main/vehicular entrance) of the structure.

Size

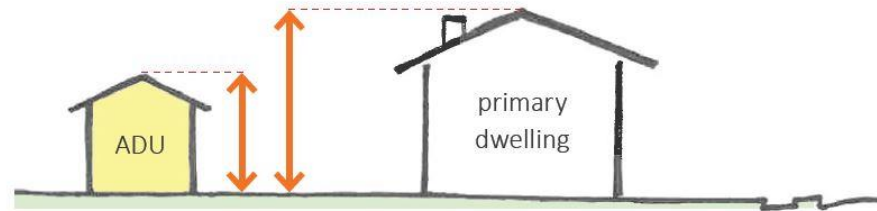
ADUs should be subordinate in size to the primary dwelling. While detached ADUs are allowed up to 1,200 square feet, the size and scale of the historic dwelling should be considered when deciding how large your ADU will be.

For example, if your primary dwelling is 1,000 square feet, a 1,200-square-foot ADU is not recommended because it would be larger than the primary dwelling.



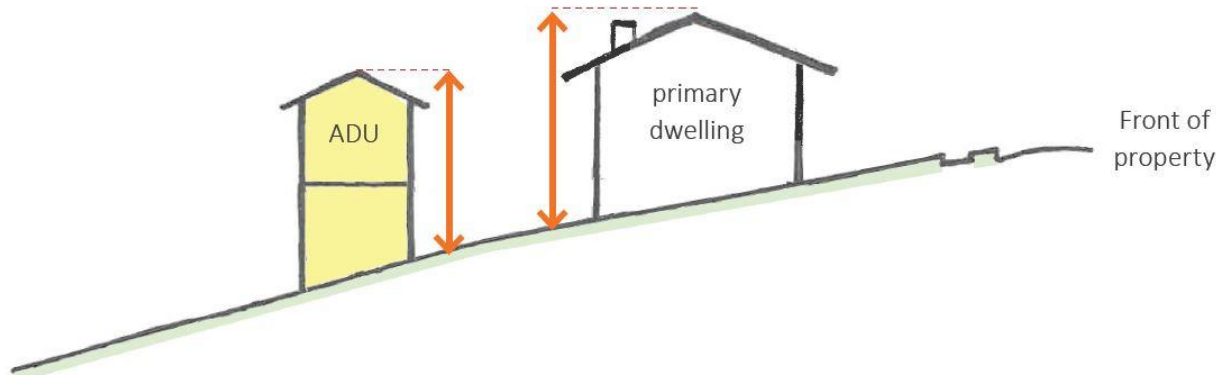
Height

ADUs must be lower in height than the primary dwelling, with one exception. Even if a one-story, primary dwelling is less than 16 feet in height, the ADU is still allowed up to 16 feet in height.



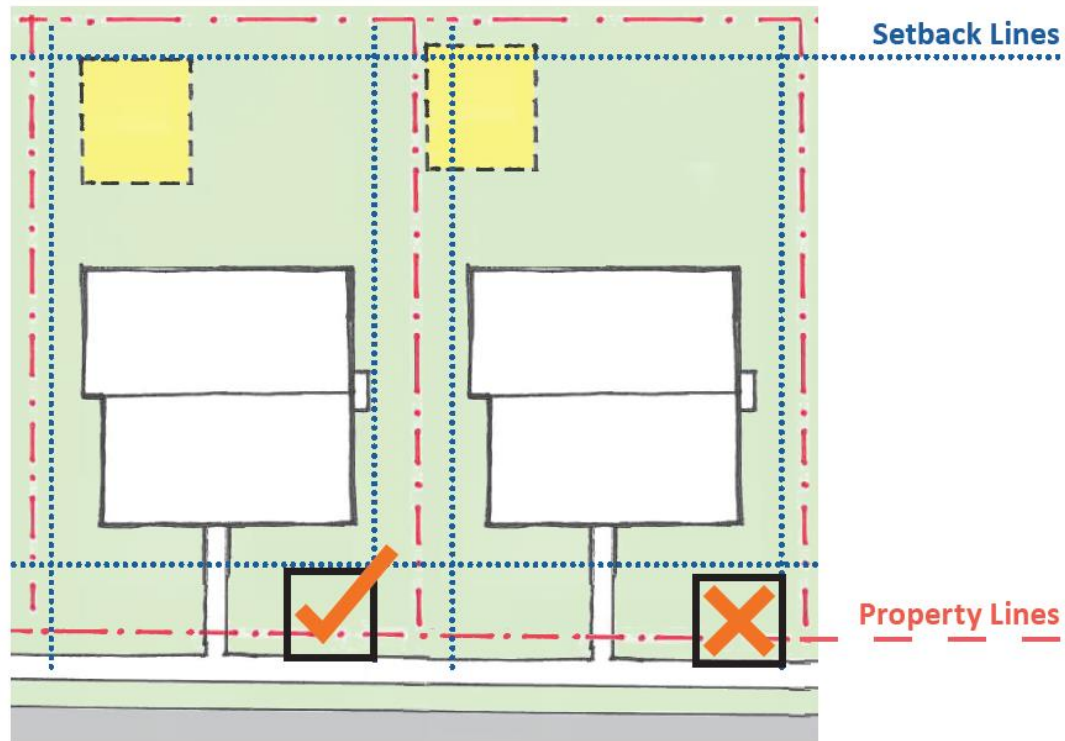
Two-story ADUs are allowed up to 18 feet in height for a flat roof or 22 feet in height for a pitched roof, as long as the ADU is lower than the height of the primary dwelling.

Two-story ADUs shall only be permitted when the primary dwelling is two stories in height, with the following exception. If the historic property is located on a hillside lot, a two-story ADU is allowed if it is located downslope and at the rear of the property so that it is lower in height than the primary dwelling.



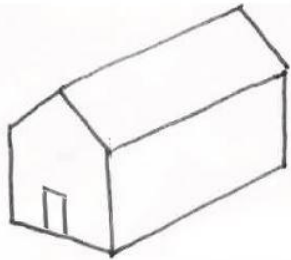
Setbacks

Newly constructed ADUs and accessory structure additions must meet the setback requirements set forth in the South Pasadena ADUs Ordinance.

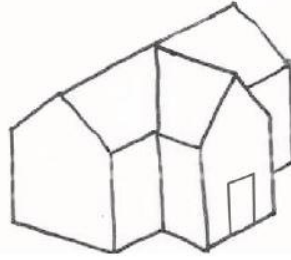


Design

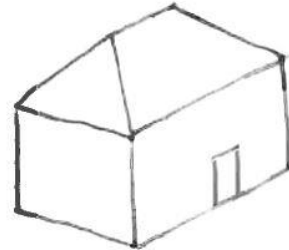
Roofs:



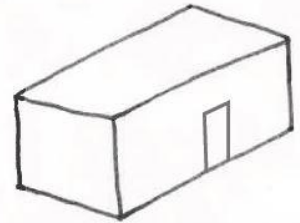
Gable



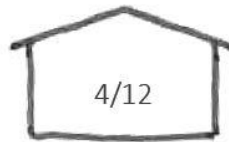
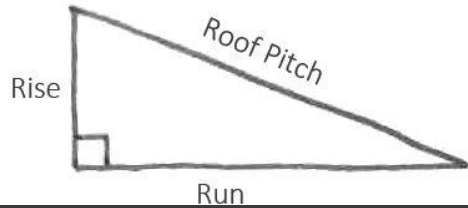
Cross-gable



Hipped



Flat



4/12



8/12



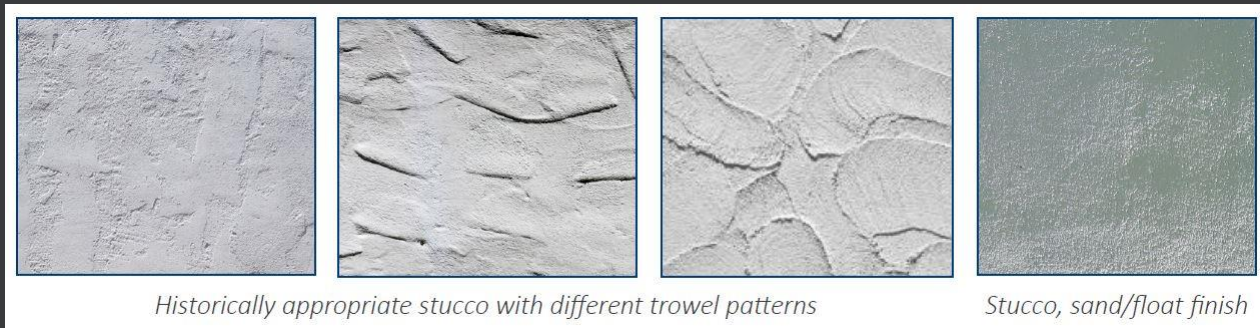
12/12



18/12

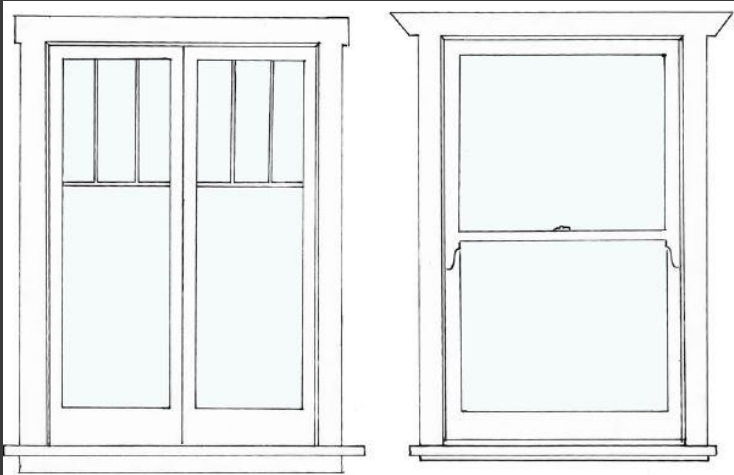
Design (cont.)

Wall Cladding:



Design (cont.)

Windows and Doors:



Casement (left) and double-hung (right) windows are common historic window types



Design (cont.)

Architectural Styles:

- Victorian-Era Styles
- Craftsman
- Prairie
- Mediterranean and Indigenous Revival Styles
- Tudor Revival
- Neoclassical
- Italian Renaissance Revival
- French Revival Styles
- Colonial Revival Styles
- Early Modern Styles
- Minimal Traditional
- Ranch
- Mid-Century Modern



Questions





City of South Pasadena Community Development Department

Memo

Date: November 30, 2021
To: The Honorable City Council
Via: Arminé Chaparyan, City Manager
From: Angelica Frausto-Lupo, Community Development Director
Margaret Lin, Deputy Community Development Director
Re: December 1, 2021 City Council Meeting Item No. 18 Additional Document –
Senate Bill 381 Implementation

Attached is an additional document which provides further details regarding the next steps for implementation of Senate Bill 381 (SB 381) and includes revised attachments.

Next Steps

1. December 2021:
 - a. Meeting between City and Caltrans Staff to discuss the sales process and resources for tenants, property inspections, and clarification regarding the sales criteria
2. January-February 2022:
 - a. Caltrans Tenants workshop, with representatives from Caltrans, to discuss the sales order, renovation responsibilities, and funding opportunities
 - b. Release a Request for Proposals (RFP) to identify potential partners with Housing Related Entities and/or a Community Land Trust to work with the City
 - c. Release a RFP for property inspections to evaluate the current conditions of the properties and the amount of repairs necessary to bring the properties up to a habitable condition
 - d. Conduct a financial feasibility analysis of the properties to determine which properties the City should acquire and through what financing options

Attachments:

1. SB 381 Text (Chaptered Version)
2. Revised SB 381 PowerPoint presentation



SB-381 Surplus residential property: priorities, procedures, price, and fund: City of South Pasadena. (2021-2022)

As Amends the Law Today

[As Amends the Law on Sep 29, 2021](#)

SECTION 1. Section 54237 of the Government Code is amended to read:

54237. (a) Notwithstanding Section 11011.1, an agency of the state disposing of surplus residential property shall do so in accordance with the following priorities and procedures:

(1) First, all single-family residences presently occupied by their former owners shall be offered to those former owners at the appraised fair market value.

(2) Second, all single-family residences shall be offered, pursuant to this article, to their present occupants who have occupied the property for two years or more and who are persons and families of low or moderate income.

(3) Third, all single-family residences shall be offered, pursuant to this article, to their present occupants who have occupied the property for five years or more and whose household income does not exceed 150 percent of the area median income.

(4) Fourth, a single-family residence shall not be offered, pursuant to this article, to present occupants who are not the former owners of the property if the present occupants have had an ownership interest in real property in the last three years.

(b) Single-family residences offered to their present occupants pursuant to paragraphs (2) and (3) of subdivision (a) shall be offered to those present occupants at an affordable price. The price shall not be less than the price paid by the agency for original acquisition, unless the acquisition price was greater than the current fair market value, and shall not be greater than fair market value. When a single-family residence is offered to present occupants at a price that is less than fair market value, the selling agency shall impose terms, conditions, and restrictions to ensure that the housing will remain available to persons and families of low or moderate income and households with incomes no greater than the incomes of the present occupants in proportion to the area median income. The Department of Housing and Community Development shall provide to the selling agency recommendations of standards and criteria for these prices, terms, conditions, and restrictions. The selling agency shall provide repairs required by lenders and government housing assistance programs, or, at the option of the agency, provide the present occupants with a replacement dwelling pursuant to Section 54237.5.

(c) If single-family residences are offered to their present occupants pursuant to paragraphs (2) and (3) of subdivision (a), the occupants shall certify their income and assets to the selling agency. When a single-family residence is offered to present occupants at a price that is less than fair market value, the selling agency may verify the certifications, in accordance with procedures used for verification of incomes of purchasers and occupants of housing financed by the California Housing Finance Agency and with regulations adopted for the verification of assets by the United States Department of Housing and Urban Development. The income and asset limitations and term of residency requirements of paragraphs (2) and (3) of subdivision (a) shall not apply to sales that are described as mitigation measures in an environmental study prepared pursuant to the Public Resources Code, if the study was initiated before this measure was enacted.

(d) (1) Except as otherwise provided in paragraph (2), all other surplus residential properties and all properties described in paragraphs (1), (2), and (3) of subdivision (a) that are not purchased by the former owners or the present occupants shall be then offered as follows:

(A) Except as required by subparagraph (B), the property shall be offered to a housing-related private or public entity at a reasonable price, which is best suited to economically feasible use of the property as decent, safe, and sanitary housing at affordable rents and affordable prices for persons and families of low or moderate income, on the condition that the purchasing entity shall cause the property to be rehabilitated and used as follows:

(i) If the housing-related entity is a public entity, the entity shall dedicate profits realized from a subsequent sale, as specified in subdivision (b) of Section 54237.7, to the construction of affordable housing within the Cities of Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code.

(ii) If the entity is a private housing-related entity or a housing-related public entity, the entity shall cause the property to be developed as limited equity cooperative housing with first right of occupancy to present occupants, except that where the development of cooperative or cooperatives is not feasible, the purchasing entity shall cause the property to be used for low- and moderate-income rental or owner-occupied housing, with first right of occupancy to the present tenants. The price of the property in no case shall be less than the price paid by the entity for original acquisition unless the acquisition price was greater than current fair market value and shall not be greater than fair market value. Subject to the foregoing, it shall be set at the level necessary to provide housing at affordable rents and affordable prices for present tenants and persons and families of low or moderate income. When residential property is offered at a price that is less than fair market value, the selling agency shall impose terms, conditions, and restrictions that will ensure that the housing will remain available to persons and families of low or moderate income. The Department of Housing and Community Development shall provide to the selling agency recommendations of standards and criteria for prices, terms, conditions, and restrictions.

(B) (i) If the property is a historic home, the property shall be offered first to a housing-related public entity subject to clause (i) or (ii) of subparagraph (A) or to a nonprofit private entity dedicated to rehabilitating and maintaining the historic home for public and community access and use subject to clause (ii) of subparagraph (A).

(ii) For purposes of this subdivision, "historic home" means single-family surplus residential property that is listed on, or for which an application has been filed for listing on, at least one of the following by January 1, 2015:

(I) The California Register of Historical Resources, as established pursuant to Article 2 (commencing with Section 5020) of Chapter 1 of Division 5 of the Public Resources Code.

(II) The National Register of Historic Places, as established pursuant to Chapter 3021 of Title 54 of the United States Code.

(III) The National Register of Historic Places, as previously established pursuant to the federal National Historic Preservation Act (54 U.S.C. Sec. 300101 et seq.).

(2) This subdivision shall not apply to properties offered for sale pursuant to Section 54239.1 or 54239.4.

(e) A surplus residential property not sold pursuant to subdivisions (a) to (d), inclusive, or Section 54239.1 or 54239.4, as applicable, shall then be sold at fair market value, with priority given first to purchasers who are present tenants in good standing with all rent obligations current and paid in full, second to former tenants who were in good standing at the time they vacated the premises, with priority given to the most recent tenants first, and then to purchasers who will be owner occupants. The selling agency may commence the sale of property that former tenants may possess a right to purchase as provided by this subdivision 30 days after the selling agency has done both of the following:

(1) Posted information regarding the sale under this subdivision on the selling agency's internet website.

(2) Made a good faith effort to provide written notice, by first-class mail, to the last known address of each former tenant.

(f) (1) Tenants in good standing of nonresidential properties shall be given priority to purchase, at fair market value, the property they rent, lease, or otherwise legally occupy.

(2) (A) A tenant in good standing of a nonresidential property shall be given priority to purchase, at the lesser of fair market value or value in use, if the tenant is a city or a nonprofit organization qualified as exempt under

Section 501(c)(3) of the Internal Revenue Code.

(B) The Department of Transportation shall not sell a nonresidential property to a tenant described in subparagraph (A) at a value below the minimum sales price, as defined by Section 1476 of Title 21 of the California Code of Regulations as that regulation read on July 1, 2019.

(C) If a nonresidential property is offered at a price that is less than fair market value, the selling agency shall impose appropriate terms, conditions, and restrictions.

(D) As used in this paragraph, "value in use" means the value of a nonresidential property assuming a specific use, that may or may not be the property's highest and best use on the effective date of the property's appraisal.

SEC. 2. Section 54237.7 of the Government Code is amended to read:

54237.7. (a) Notwithstanding Section 183.1 of the Streets and Highways Code, the Department of Transportation shall deposit proceeds from the sale of surplus residential property from the department to a new owner pursuant to this article into the SR-710 Rehabilitation Account, which is hereby created. Notwithstanding Section 13340, funds in the account are hereby continuously appropriated to the department without regard to fiscal years for the purpose of providing repairs required pursuant to subdivision (b) of Section 54237. The total funds maintained in the account shall not exceed one million two hundred thousand dollars (\$1,200,000). Funds exceeding that amount, less any reimbursements due to the federal government, shall be transferred to the State Highway Account in the State Transportation Fund to be used for allocation by the California Transportation Commission (commission) exclusively to fund projects located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code. Projects shall be selected and prioritized by the affected communities in consultation with the Los Angeles County Metropolitan Transportation Authority, pursuant to guidelines developed by the commission. The Los Angeles County Metropolitan Transportation Authority shall submit a proposed program of projects and the commission shall have final authority to approve the projects. Eligible projects may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. The funds shall not be used to advance or construct any proposed North State Route 710 tunnel. Any funds remaining in the SR-710 Rehabilitation Account on the date that final payment due for the last of the properties repaired has been made, less any reimbursements due to the federal government, shall be transferred to the State Highway Account in the State Transportation Fund, to be used exclusively for the purposes described in this section.

(b) Notwithstanding any other law, the net proceeds from a subsequent market sale of surplus residential property sold pursuant to this article at an affordable or reasonable price, as specified in regulations adopted by the department, shall be deposited into the Affordable Housing Trust Account, which is hereby created within the Housing Finance Fund and, notwithstanding Section 13340, continuously appropriated to the California Housing Finance Agency to carry out any activity authorized by Part 3 (commencing with Section 50900) of Division 31 of the Health and Safety Code for the benefit of persons and families of low and moderate income residing exclusively in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code. The priority for the distribution of proceeds from subsequent sales shall be established pursuant to regulations adopted by the department.

SEC. 3. Section 54239.4 is added to the Government Code, to read:

54239.4. *Notwithstanding subdivision (d) of Section 54237, after a surplus residential property located within the City of South Pasadena is offered for sale pursuant to subdivisions (a) to (c), inclusive, of Section 54237, the surplus residential property shall be offered for sale in accordance with all of the following priorities and procedures:*

(a) After the surplus residential property is offered for sale pursuant to subdivisions (a) to (c), inclusive, of Section 54237, these properties shall then be offered at fair market value to present tenants who have occupied the property for five years or more and who are in good standing with all rent obligations current and paid in full, with first right of occupancy to the present tenants.

(b) (1) After the surplus residential property is offered for sale pursuant to subdivisions (a) to (c), inclusive, of Section 54237 and subdivision (a) of this section, and if the property has a historic home not occupied by tenants, the property shall be offered to the City of South Pasadena subject to all of the following:

(A) The sales price shall be the price paid by the Department of Transportation for original acquisition. The original acquisition price shall not be adjusted for inflation.

(B) Surplus residential property sold pursuant to this subdivision shall be sold in its existing "as is" condition.

(C) The City of South Pasadena shall, with the proceeds generated from the subsequent sale of unoccupied historic homes, finance the production or acquisition of affordable housing units. Units produced must have a regulatory agreement requiring an affordable sales price or an affordable rent, as defined in Sections 50052.5 and 50053 of the Health and Safety Code, for a minimum of 55 years for rental and 45 years for owner-occupied affordable housing. Units acquired must have a regulatory agreement requiring an affordable rent, as defined in Section 50053 of the Health and Safety Code, for a minimum of 55 years for rental. Proceeds may be used to finance either or both of the following:

(i) The production of three housing units affordable to persons and families of very-low, low- and moderate-income, as defined in Section 50093 of the Health and Safety Code, for every unoccupied historic home purchased by the City of South Pasadena.

(ii) The acquisition of three existing units for use as rental housing affordable to persons and families of very low, low, and moderate income, as defined in Section 50093 of the Health and Safety Code, for every unoccupied historic home purchased by the City of South Pasadena.

(D) Prior to closing escrow on the purchase of the surplus residential property from the Department of Transportation, the City of South Pasadena shall demonstrate to the Department of Housing and Community Development the zoned capacity on parcels suitable for housing development to produce at least three affordable units, as defined in subparagraph (C), for each housing unit on the surplus residential property being purchased and identify and analyze potential and actual governmental constraints to the maintenance, improvement, or development of housing affordable to persons and families of low income, including housing for people with disabilities, on said parcels to the satisfaction of the Department of Housing and Community Development. The analysis must also demonstrate local efforts to remove constraints that hinder development of the parcels and evaluate their impact on the speed of delivery and depth of affordability of the necessary affordable units prescribed in subparagraph (C).

(E) Units may be produced or acquired on a single site, or on multiple sites.

(F) All units produced or acquired must be within the 91030 postal ZIP Code.

(G) The City of South Pasadena shall commence construction or complete acquisition of all affordable units numbering at least three times the total number of unoccupied historic homes acquired by the city by December 31, 2025.

(H) Notwithstanding any other law, funds generated through the sale of unoccupied historic homes by the City of South Pasadena shall be held by the City of South Pasadena for the sole purpose of the financing of these units.

(I) The City of South Pasadena shall include as an attachment to its annual report required by paragraph (2) of subdivision (a) of Section 65400 all of the following:

(i) Current ownership status of unoccupied historic homes in the State Route 710 corridor purchased by the City of South Pasadena, and an accounting of funds spent by the city on the purchase of these homes and generated through their sale.

(ii) The City of South Pasadena shall provide documents that evidence sale to the Department of Housing and Community Development. These documents shall include purchase and sale agreements, escrow instructions, and final HUD-1 form closing statements.

(iii) Documentation of rezoning actions taken by the City of South Pasadena to ensure the continued availability of sufficient capacity for development of sufficient affordable housing to accommodate all units prescribed in subparagraph (C).

(iv) Documentation of other actions taken by the City of South Pasadena to support its compliance with subparagraph (C), including the acquisition of homes for use as affordable housing, rehabilitation of homes or apartment units for the same purpose, or the extension of affordability restrictions on housing units currently restricted to low- and moderate-income households.

(v) Other information requested by the Department of Housing and Community Development regarding the City of South Pasadena's compliance with this paragraph.

(J) At the end of the period defined in subparagraph (G), the City of South Pasadena shall additionally report all of the following information to the Department of Housing and Community Development:

(i) A summary of all prior reporting.

(ii) Supporting documentation that evidences the acquisition or commencement of construction on a sufficient number of units of affordable housing to satisfy subparagraphs (C) and (G) in a form agreeable to the Department of Housing and Community Development.

(iii) An accounting of total funds spent to acquire unoccupied historic homes from the Department of Transportation pursuant to this paragraph.

(iv) An accounting of funds generated through the sale of these homes.

(K) Failure to comply with any of subparagraphs (A) through (J), inclusive, shall require the City of South Pasadena to pay a fine of an amount equal to the funds generated through the sale of unoccupied historic homes pursuant to this paragraph less the city's acquisition cost. Fines shall be deposited into an account held by the Department of Housing and Community Development under the stipulations of Section 50470 and made accessible for the development of housing for persons and families of low and moderate income residing exclusively in the City of South Pasadena.

(L) Terms of subparagraph (K) may be subject to up two two-year extensions from the deadline specified in subparagraph (G), provided the City of South Pasadena is able to demonstrate sufficient progress on the development or acquisition of all required affordable units. Sufficient progress may include, but is not limited, to an executed option agreement or exclusive negotiation agreement for purchase of property intended for conversion to affordable units, completed project entitlements or building permits, executed purchase agreements and draft covenants for the acquisition or rehabilitation of market rate units for the purpose of conversion to affordable units, a combination thereof, or other proof of progress at the discretion of the Director of the Department of Housing and Community Development.

(M) Any surplus funds remaining after the completion of the construction of the required affordable units shall be used at the discretion of the City of South Pasadena for the production or acquisition of rental or for-sale housing affordable to persons and families of very low, low, or moderate income, as defined in Section 50093 of the Health and Safety Code.

(N) Compliance with any clause in subparagraphs (C) through (M), inclusive, shall be determined by the Department of Housing and Community Development and is not subject to appeal.

(O) The Department of Housing and Community Development may review, adopt, amend, and repeal the standards, forms, or definitions to implement subparagraphs (C) through (N), inclusive. Any standards, forms, or definitions adopted to implement this article shall not be subject to Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2.

(P) The Department of Transportation shall provide an accounting of all historically designated properties in the State Route 710 corridor in the City of South Pasadena by January 1, 2022, to the Department of Housing and Community Development. This accounting shall include locations of all properties, addresses of all properties, parcel numbers for all properties, current occupancy status, and any other known building details.

(Q) The surplus residential property subject to this subdivision shall be subject to a covenant recorded against the property to ensure the property's use as pursuant to this paragraph.

(R) Notwithstanding subparagraphs (C) through (P), inclusive, if the City of South Pasadena does not resell a surplus residential property sold to it by the Department of Transportation within two years of closure of the sale, the property shall be used as affordable housing pursuant to paragraphs (3) and (4) of subdivision (c).

(S) Terms of subparagraph (R) may be subject to up one two-year extension provided the City of South Pasadena is able to demonstrate sufficient progress on the sale of the surplus residential properties. Sufficient progress may include proof that the property has been listed for 180 days at a price that does not exceed fair market value based on comparable sales in the City of South Pasadena with no offers, unexpected structural

damage due to a natural disaster or similar occurrence, or other proof of progress at the discretion of the Director of the Department of Housing and Community Development.

(T) The City of South Pasadena shall monitor compliance with the covenant required by subparagraph (Q). The City of South Pasadena may charge the property owner a fee to recover the cost of this monitoring.

(2) For purposes of this subdivision, "historic home" means either of the following:

(A) A surplus residential property that is listed on, or for which an application has been filed for listing on, at least one of the following by January 1, 2015:

(i) The California Register of Historical Resources, as established pursuant to Article 2 (commencing with Section 5020) of Chapter 1 of Division 5 of the Public Resources Code.

(ii) The National Register of Historic Places, as established pursuant to Chapter 3021 of Title 54 of the United States Code.

(iii) The National Register of Historic Places, as previously established pursuant to the federal National Historic Preservation Act (54 U.S.C. Sec. 300101 et seq.).

(B) A locally designated surplus residential property that meets either of the following requirements:

(i) The property has been identified before January 1, 2021, in the City of South Pasadena's inventory of cultural resources that has been adopted by the city pursuant to Section 2.63 of the Code of the City of South Pasadena, California, 1958.

(ii) The property has been designated before January 1, 2021, by the City of South Pasadena as a historic home.

(c) After the surplus residential property is offered for sale pursuant to subdivisions (a) to (c), inclusive, of Section 54237 and subdivisions (a) and (b) of this section, the surplus residential property shall be offered to the City of South Pasadena, as a housing-related entity, and then to another housing-related entity as follows:

(1) The sales price shall be the price paid by the Department of Transportation for original acquisition. The original acquisition price shall not be adjusted for inflation.

(2) Surplus residential property sold pursuant to this subdivision shall be sold in its existing "as is" condition.

(3) The surplus residential property shall be subject to a covenant recorded against the property to ensure the property's use as affordable housing pursuant to this paragraph.

(A) In the event that the surplus residential property is sold prior to the expiration of the covenant, the covenant shall remain in effect until the time at which it expires according to the provisions of this paragraph.

(B) Any housing-related entity purchaser shall comply with monitoring requirements, as determined by the Department of Transportation or the monitoring entity.

(C) For each surplus residential property purchased under this subdivision, the housing-related entity shall cause the property to be used for either of the following:

(i) (I) Low- or moderate-income rental housing for a term of at least 55 years. The purchase and operation of the property shall remain available and affordable for rental by lower income and moderate-income households, as defined by Sections 50052.5 and 50079.5 of the Health and Safety Code, respectively, for a term no shorter than 55 years.

(II) In the event the housing-related entity is no longer able to provide affordable housing on the property, the housing-related entity shall either sell the property to a successor housing-related entity that will maintain the property and the operations in compliance with the covenant or transfer the title to the city in which the property is located, which shall subsequently transfer the title and operations to a successor housing-related entity that will maintain the property and the operations in compliance with the covenant. The housing-related entity shall provide first right of occupancy to the present tenants. The rental amount shall be in accordance with income certification if the current tenants qualify as low or moderate income. If the current tenant's income exceeds the limits for that level, the rent for that tenant shall be no less than the current rent, or adjusted no higher than current market rates for the ZIP Code in which the surplus residential property is located. The housing-related entity shall cause any additional new units added to the property to be used only for low- or moderate-income

rental housing, and the new units shall remain available and affordable for rental by lower income and moderate-income households, as defined by Sections 50052.5 and 50079.5 of the Health and Safety Code, during the covenant period.

(ii) If the surplus residential property is a single-family residence, it may be used for owner-occupied affordable housing for a term of at least 45 years. The housing-related entity shall sell the property to a person or family of low or moderate income for ownership and occupancy as affordable housing, as defined in Section 62250, and specifically as the primary residence of that buyer. The housing-related entity shall dedicate profits realized from the sale during the covenant period, as specified in subdivision (b) of Section 54237.7, to the construction of affordable housing within the City of South Pasadena. The housing-related entity shall provide first right of refusal to present tenants if they are a person or family of low or moderate income. All subsequent sales of the property during the covenant period shall be to a person or family of low or moderate income for ownership and occupancy as affordable housing, as defined in Section 62250. The property owner shall cause any additional new units added to the property to be used only for low- or moderate-income rental housing, and the new units shall remain available and affordable for rental by lower income and moderate-income households, as defined by Sections 50052.5 and 50079.5 of the Health and Safety Code, during the covenant period. The monitoring entity shall ensure that subsequent sales are made in compliance with this paragraph by conducting and certifying the income qualifications of the buyer(s) prior to purchase and sales contracts being consummated and prior to the opening of escrow.

(4) The Department of Transportation may designate in regulations to, or delegate by agreement to, a public agency to monitor the purchasers' compliance with the terms, conditions, and restrictions required by this subdivision.

(A) If the monitoring is not performed by a state agency, the monitoring entity shall prepare and submit to the Legislature reports that describe how the purchasers complied with this subdivision and how they were monitored for compliance. The first report shall be submitted five years after the first property is sold pursuant to this subdivision, and subsequent reports shall be submitted every five years thereafter until the last covenant expires. A report to be submitted pursuant to this subparagraph shall be submitted in compliance with Section 9795.

(B) The monitoring entity may charge the property owner a fee to recover the cost of this monitoring and reporting.

(d) After the surplus residential property is offered for sale pursuant to subdivisions (a) to (c), inclusive, of Section 54237 and subdivisions (a) to (c), inclusive, of this section, the property shall be offered in accordance with the priorities and procedures specified in subdivision (e) of Section 54237.

(e) Before selling unimproved property within the State Route 710 corridor in the City of South Pasadena pursuant to Section 118 of the Streets and Highways Code, the Department of Transportation shall offer to sell the property at the price paid by the Department of Transportation for original acquisition to the City of South Pasadena, as a housing-related entity, for affordable housing purposes, and then to another housing-related entity for affordable housing purposes, pursuant to the terms and conditions provided in subdivision (c).

(f) (1) The Legislature finds and declares that the state's homelessness crisis has compounded the need for affordable housing described in Section 54235. To help mitigate the need for affordable housing and to speed up sales pursuant to this article, the Legislature further finds and declares that an emergency exists for purposes of Sections 11342.545, 11346.1, and 11349.6.

(2) The Department of Transportation shall file proposed emergency regulations with the Office of Administrative Law for adoption to implement this section not later than six months after this section is enacted.

(3) Notwithstanding Section 11346.1, the emergency regulations adopted pursuant to paragraph (2) shall remain in effect for two years after their effective date or until permanent regulations are adopted, whichever is sooner.

(g) If the Department of Transportation does not commence the sale of its unoccupied surplus residential property in the City of South Pasadena through a solicitation of interest in the first relevant step in the sales process pursuant to subdivision (b) or (c), as applicable, by June 30, 2022, the Department of Transportation shall report by December 31, 2022, to the relevant policy and fiscal committees of the Legislature the reasons

for not commencing the sales and its plans for commencing them. The report required by this subdivision shall be submitted in compliance with Section 9795.

(h) (1) As a condition of the sale of property to a housing-related entity pursuant to subdivision (c) or (e), the housing-related entity shall provide an enforceable commitment to the selling agency that, if a construction project is undertaken on the property, and the entirety of the project is not a public work for which prevailing wages must be paid for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code, all construction workers employed on the project will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate.

(2) If the project is subject to paragraph (1), then for those portions of the project that are not a public work all of the following shall apply:

(A) The housing-related entity shall ensure that the prevailing wage requirement is included in all contracts for the performance of all construction work.

(B) All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate.

(C) Except as provided in subparagraph (E), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided therein.

(D) Except as provided in subparagraph (E), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the project, or by an underpaid worker through an administrative complaint or civil action, or by a joint labor-management committee through a civil action under Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.

(E) Subparagraphs (C) and (D) shall not apply if all contractors and subcontractors performing work on the project are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the project and provides for enforcement of that obligation through an arbitration procedure. For purposes of this paragraph, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(F) Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.

SEC. 4. The Legislature finds and declares that the addition of Section 54239.4 to the Government Code by this act serves the public purpose of encouraging the creation and maintenance of affordable rentals and homes, and does not constitute a gift of public funds within the meaning of Section 6 of Article XVI of the California Constitution.

SEC. 5. The Legislature finds and declares that a special statute is necessary and that a general statute cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique circumstances in the City of South Pasadena.

SEC. 6. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or

assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

SEC. 7. *This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the California Constitution and shall go into immediate effect. The facts constituting the necessity are:*

In order to address the shortage of affordable housing and make surplus residential properties owned by the state available as soon as possible, it is necessary that this act take effect immediately.

Caltrans Surplus Properties

DECEMBER 1, 2021

CITY COUNCIL MEETING



Agenda

Caltrans Surplus Properties

- Occupied
- Vacant
- Unimproved

City Council Policy Decisions

- Established Priorities
- Areas for Further Discussion

Purchase Priority

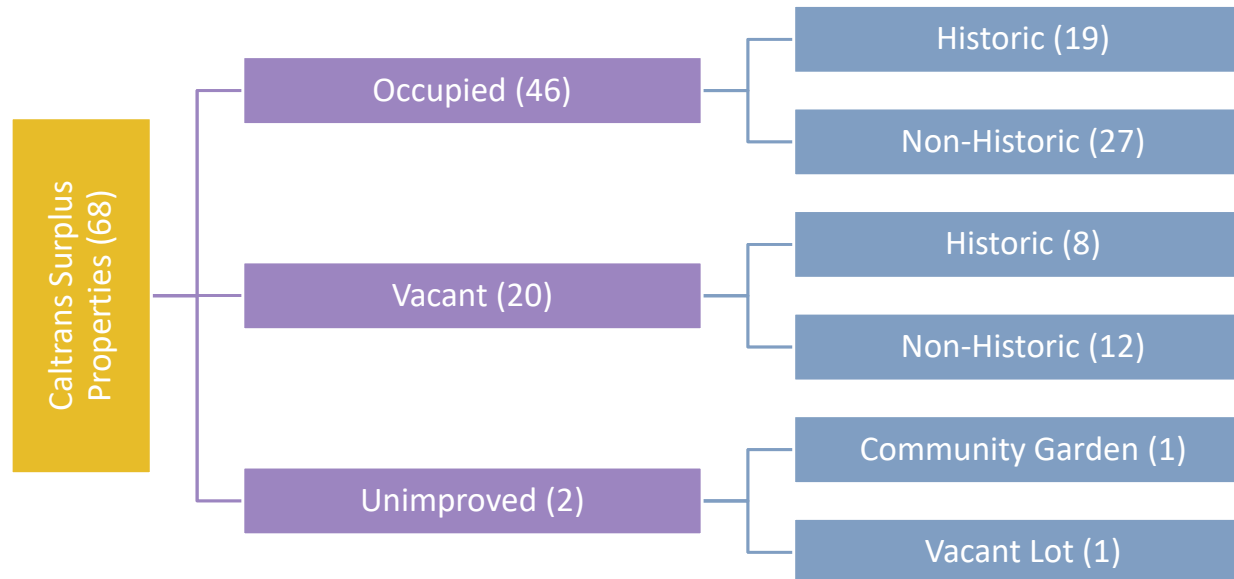
- Occupied
- Vacant
- Unimproved

Purchase Prices

- Acquisition Price
- Affordable Price
- Fair Market Value
- Reasonable Price

Next Steps

Caltrans Surplus Properties



Caltrans Surplus Properties



Property Type	Number of Units
Occupied	46
• <i>Historic</i>	<i>19</i>
• <i>Non-Historic</i>	<i>27</i>
Vacant	20
• <i>Historic</i>	<i>8</i>
• <i>Non-Historic</i>	<i>12</i>
Unimproved	2
Total	68

City Council Policy Decisions

Established Priorities

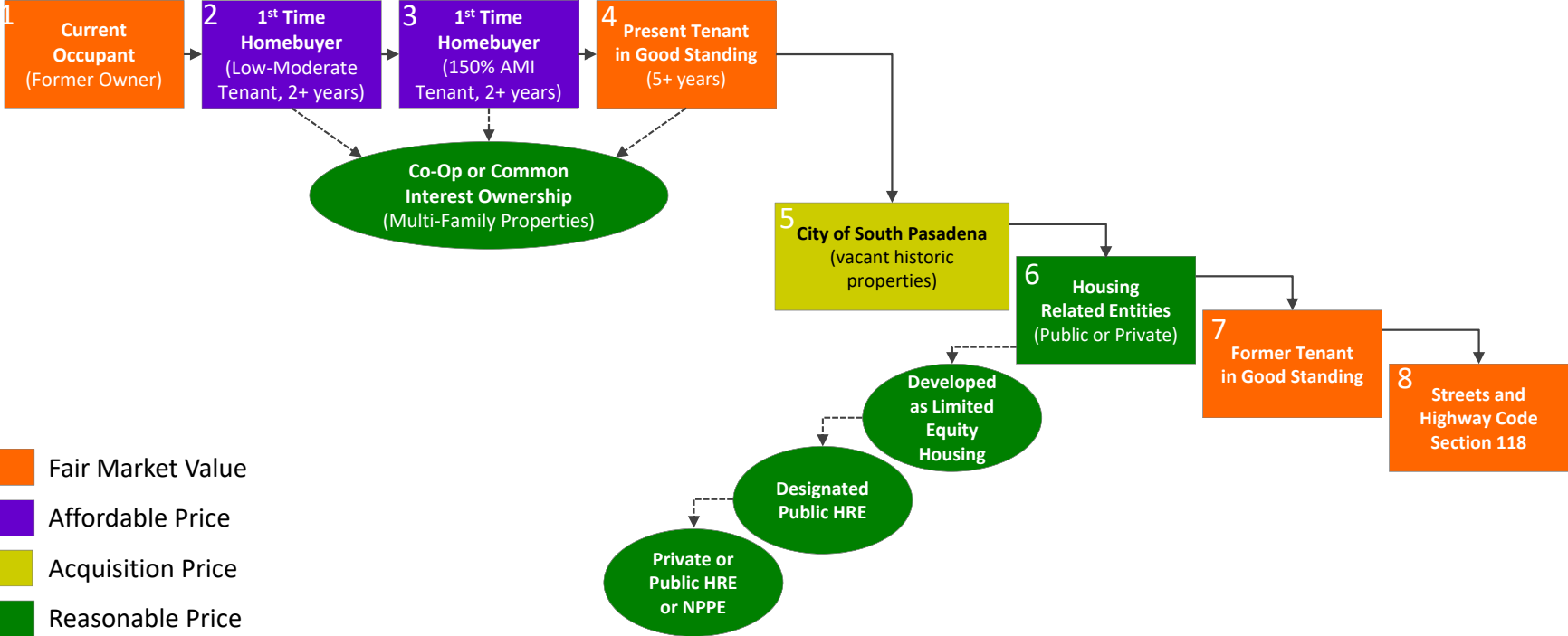
- Reintegrate Caltrans surplus properties back into the community
- Prevent displacement of tenants
- Support tenants interested in homeownership
- Identify affordable housing opportunities
- Preserve/protect historic properties

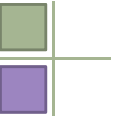
Areas for Further Discussion

- Does the City want to purchase properties for rental or ownership?
- Does the City want to partner with another HRE or develop a Community Land Trust?
- How does the City want to finance the purchase/repairs?



Purchase Priority:

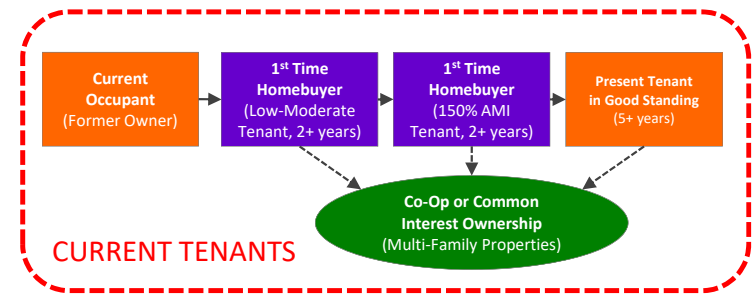




Occupied Properties

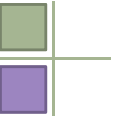
Existing tenants have priority to purchase their homes from Caltrans

- Purchase price will be determined based on the tenants income and the County's Area Medium Income (AMI)
- Tenants of multi-family properties can form a Co-Op to purchase their properties



Number of Persons in Household:		1	2	3	4	5	6	7	8
Los Angeles County Area Median Income: \$80,000	Extremely Low	24850	28400	31950	35450	38300	41150	44000	46800
	Very Low Income	41400	47300	53200	59100	63850	68600	73300	78050
	Low Income	66250	75700	85150	94600	102200	109750	117350	124900
	Median Income	56000	64000	72000	80000	86400	92800	99200	105600
	Moderate Income	67200	76800	86400	96000	103700	111350	119050	126700

<https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2021.pdf>



Occupied Properties

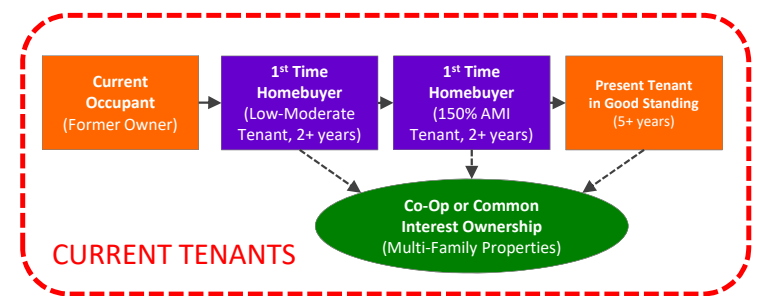
REPAIRS

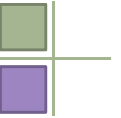
Caltrans will be responsible for the necessary repairs

- State Housing and Community Development habitability standards

RESALE RESTRICTIONS

Subsequent property sales are subject to a shared equity provision with Caltrans if purchased at an affordable price





Occupied Properties

FINANCING

Available Financing Support Services

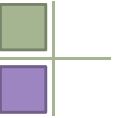
- Income qualified (lower income) tenants will be offered 100% financing to purchase

**CALTRANS WILL HOST A WORKSHOP FOR
TENANTS INTERESTED IN
HOMEOWNERSHIP
TO PROVIDE MORE DETAILS
JANUARY-FEBRUARY 2022**

TENANTS

Existing tenants that are unable or do not want to purchase:

- If the property is purchased by a Housing Related Entity (HRE), the tenant will have the right to rent from that HRE
- Rents will be based on the tenants income (i.e., affordable, or fair market)
- If the property is sold at auction for Fair Market Value, the tenants will be required to relocate
- Caltrans will pay for the relocation fees

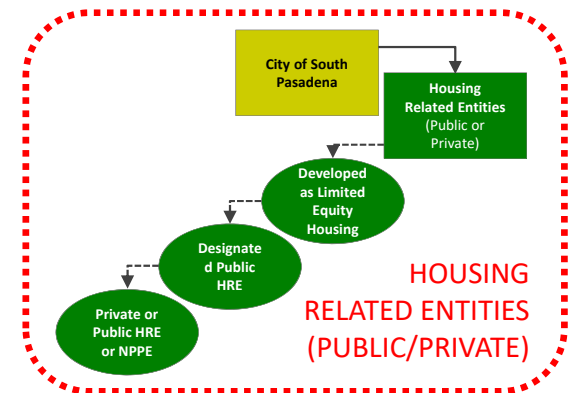


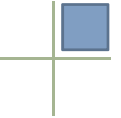
Occupied Properties

Housing Related Entities (HREs) will be able to purchase at a Reasonable Price

- Properties must be made available to current tenants for rent
- Tenant relocation protections apply

ONLY AFTER THE CURRENT TENANTS HAVE BEEN GIVEN THE OPPORTUNITY TO PURCHASE





Vacant Historic Properties

CITY'S PURCHASING OPTIONS

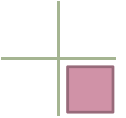
City can purchase at the Acquisition Price, at "As-Is" condition, and sell the property at Fair Market Value

- City will conduct an appraisal of all properties considered for purchase and perform financial feasibility analysis

SALES RESTRICTIONS

Proceeds generated from the sale of vacant historic properties must be used to finance the production or acquisition of affordable housing at a ratio of 3:1





Vacant Non-Historic Properties

CITY'S PURCHASING OPTIONS

City can purchase at the Acquisition Price, at "As-Is" condition, and use the property for affordable housing

- City will coordinate an inspection of all properties considered for purchase and perform financial feasibility analysis

If the City does not purchase, the property is made available to other Housing Related Entities

RENTAL RESTRICTIONS

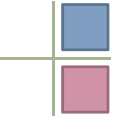
Affordability Covenants:

- Tenants will be income qualified and rents at affordable levels
- 55-year for rentals

RESALE RESTRICTIONS

Affordability Covenants:

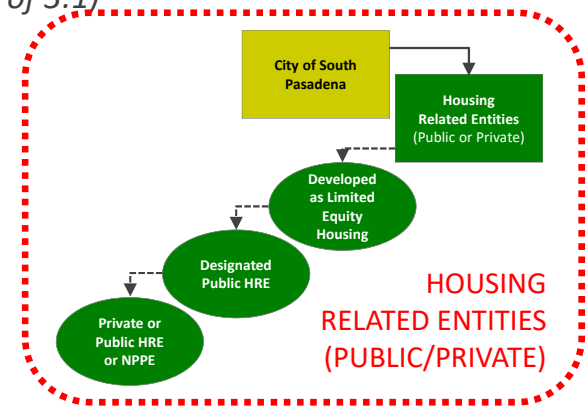
- Buyers will be income qualified and resale price will be at affordable levels
- 45-year for homeownership



Vacant Properties

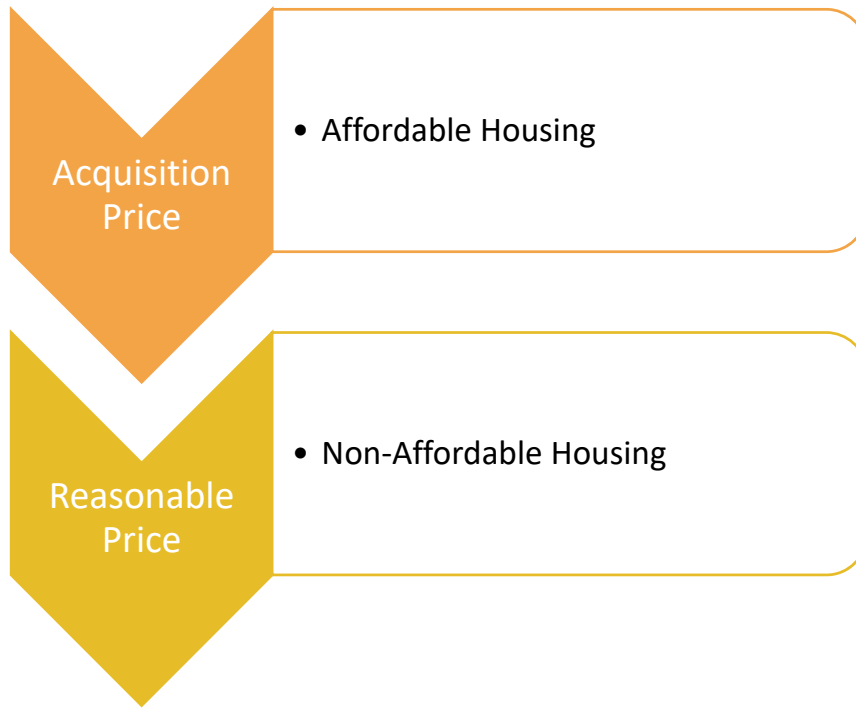
Future City Council Decisions:

- Properties to Purchase
 - Vacant and/or Occupied
 - Historic and/or Non-Historic
- Resale Options
 - Rental or Ownership
 - Location of substitute affordable housing units (*for historic properties ratio of 3:1*)
- Partnership Opportunities
 - Other Housing Related Entities
 - Community Land Trust





Unimproved Properties



Future City Council Decisions:

- Community Garden
 - Purchase at the Acquisition Price for Affordable Housing purposes
 - Purchase at a Reasonable Price to maintain the property as a Community Garden
- Vacant Lot
 - Purchase at the Acquisition Price for Affordable Housing purposes
 - Purchase at a Reasonable Price to develop the property as a pocket park

Purchase Prices

Acquisition Price

- Price that Caltrans paid for the property (cannot be adjusted for inflation)

Affordable Price

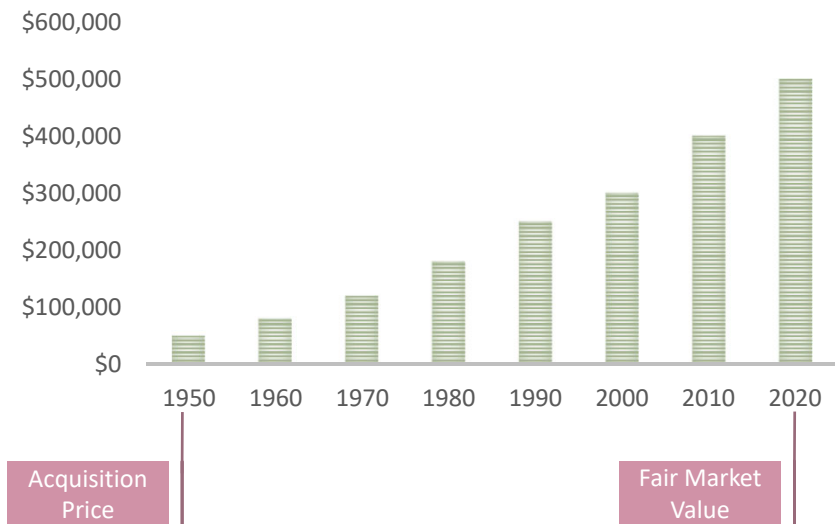
- Price based on the tenant's income level

Fair Market Value

- Price of the property if it were sold in the current market

Reasonable Price

- Price based on the Fair Market Value minus the cost of repairs



Fair Market Value	Renovation Costs	Reasonable Price
(\$500,000)	(\$125,000)	(\$375,000)

2021 Affordability Levels

Affordability Level

Number of Persons in Household:	1	2	3	4	5	6	7	8	
Los Angeles County Area Median Income: \$80,000	Extremely Low	24850	28400	31950	35450	38300	41150	44000	46800
	Very Low Income	41400	47300	53200	59100	63850	68600	73300	78050
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	Moderate Income	67200	76800	86400	96000	103700	111350	119050	126700

<https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2021.pdf>

Next Steps

December 2021

- City Council to appoint two members to the Implementation Ad Hoc Committee
- Staff-Level Meeting with Caltrans
 - Pending Caltrans availability

Spring 2022

- Tenant Support Forum
 - Discuss:
 - Sales order
 - Renovation responsibilities
 - Funding opportunities
 - Evening/Saturday Meeting (pending Senator/Caltrans availability)
- Memorandum of Understanding with South Pasadena Preservation Foundation (SPPF)
 - Agreement with SPPF to identify the character defining features for historic properties
- Award of Contract for Property Inspection and Appraisal
- Possible Award of Contract for Other Housing Related Entities/Community Land Trust

Next Steps

FUTURE POLICY DISCUSSIONS TBD

Property Analysis (based on property inspections and financial feasibility analysis)

- Identification of properties to purchase
- Identification of financing mechanisms (partnership with another HRE or Community Land Trust; funds for repair costs, etc.)
- Determine if the properties will be used for rental/homeownership

Surplus Properties

Who purchases?

◦ Which properties should be purchased?

◦ When will it be sold?

◦ What will the property be used for (homeownership/rental)?

◦ Where will the financing come from to purchase/renovate the properties?

Open Session City Council Meeting
December 1,2021
Public Comment Item 11

From: [Helen Tran](#)
To: [City Council Public Comment](#)
Subject: 12/1/21 City Council Mtg - Public Comment, Agenda Item No. 11
Date: Tuesday, November 30, 2021 7:05:56 PM
Attachments: [2021-12-01 Comment - Agenda Item 11.pdf](#)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Clerk,

I am submitting the attached public comment for Agenda Item No. 11, Letter of Opposition for Metro.

Thanks,

Helen

November 30, 2021

Email: ccpubliccomment@southpasadenaca.gov.

RE: Public Comment, Agenda Item No. 11, Letter of Opposition for Metro

Dear Mayor Mahmud and City Councilmembers:

I am writing as a member of Care First South Pasadena to oppose the city's opposition letter against the cancellation of law enforcement contracts for the Metro Rail System. As you know, Care First has been studying alternatives to policing for the past two years. What we have learned is that each defund or cancellation proposal merits thoughtful consideration. A paradigm shift is happening in the ways we provide public safety, with strong support among residents to reduce harassing and fatal police encounters that are disproportionately experienced by people of color.

The city has not had enough time to deliberate this issue to form a position that would impact riders and residents countywide. In contrast, Metro officials and transportation experts have considered this issue for much longer. If the city were to have a position on this, it should at least involve the Public Safety Commission and allow ample time for public engagement. Perspectives of L-Line (Gold) Line riders should also be considered.

Based on the agenda report/memo alone, it is unclear how providing alternatives to armed law enforcement on for the Metro Rail system would “reduce public safety, increase risks of adverse law enforcement contacts, reduce ridership, and created unintended environmental and transportation concerns.” (Memo, p. 1.) These statements appear to parrot the language of the [Los Angeles County Police Chiefs' Association letter](#). The memo's additional concerns about the shifting of burdens to local law enforcement appear to repeat the talking points pushed by [Sheriff Villanueva](#). It would be irresponsible to make policy decisions based solely on the recommendations of this particular Sheriff.

We can all agree that safety on our public transit lines is a priority. But perspectives differ on whether the presence of law enforcement on these lines attains that goal, especially when the \$75 plus allocated to law enforcement could be invested in other safety measures. Many of the most vulnerable riders—women and low-wage workers who ride the lines early in the morning and late in the evening—do not feel safer with police on trains and buses.¹ Rather, riders feel safer with better lighting at bus and train stops and the presence of unarmed personnel to mediate conflict.² Are the alternatives to law enforcement truly “un-vetted” as the memo claims?

The city's time will be better spent exploring alternatives to transit policing rather than rejecting this idea simply because it poses possible new administrative challenges to the city. A review of crimes committed on the L-Line suggests that very little burdens would be passed on to the South Pasadena Police Department should Metro law enforcement contracts be cancelled. At the

¹ Metro, Understanding How Women Travel, Appendix E, p. 22 (2019), http://libraryarchives.metro.net/DB_Attachments/2019-0294/HWT_AppendixE_FINAL.pdf.

² *Id.*

South Pasadena station, there have been no more than six (6) crimes at the station each year in the past three years.³ Removal of LAPD and LASD from Metro lines will unlikely deplete SPPD staff should they have to respond to incidents at the South Pasadena station. To the extent there might be “jurisdictional confusion and delayed response to crimes” from the cancellation of current police contracts, there are procedural tools in place that allow law enforcement agencies to collaborate across different cities and jurisdictions.⁴

There is a lot more information that the city council should consider before staunchly opposing a proposal that Metro’s Public Safety Advisory Committee has carefully considered alongside advocates countywide.⁵ Otherwise, still with incomplete information, the city shouldn’t adopt an official position one way or another.

Thank you for considering this comment.

Sincerely,

Helen Tran
Care First South Pasadena

³ There were two (2) crimes committed on the Gold Line at the South Pasadena station in [FY 2017-2018](#), with a total of 78 crimes on the Gold Line that year. In [FY 2018-2019](#), there were no crimes at the South Pasadena station and 117 crimes on the Gold Line. In [FY 2019-2020](#), there were two (2) crimes at the South Pasadena station and 156 crimes on the Gold Line. In [FY 2020-2021](#), there were six (6) crimes at the South Pasadena station and 161 crimes on the Gold Line. (All reports attached, available at <https://metro.legistar.com/Legislation.aspx>.)

⁴ See [South Pasadena Police Department Manual](#) § 100.2.1 (citing Penal Code §§ 830.1, 836) (SPPD officers have arrest authority outside South Pasadena under certain circumstances).

⁵ <http://allianceforcommunitytransit.org/wp-content/uploads/2020/06/Letter-to-Metro-Board-Community-Safety-Motion-.pdf>

Gold Line - May 2018

REPORTED CRIME			
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	0	1	14
Aggravated Assault	0	0	9
Aggravated Assault on Operator	0	0	0
Burglary	0	0	0
Larceny	0	3	36
Bike Theft	0	0	10
Motor Vehicle Theft	0	0	7
Arson	0	0	0
SUB-TOTAL	0	4	77
Selected Part 2 Crimes			
Battery	1	0	42
Battery Rail Operator	0	0	0
Sex Offenses	2	0	9
Weapons	0	1	1
Narcotics	0	0	3
Trespassing	0	0	3
Vandalism	3	2	21
SUB-TOTAL	6	3	79
TOTAL	6	7	156

PART 1 CRIMES PER STATION		
Station	MAY	FYTD
APU/Citrus College	0	7
Azusa Downtown	1	2
Irwindale	0	2
Duarte	0	1
Monrovia	0	6
Arcadia	0	1
Sierra Madre	1	2
Allen	0	0
Lake	0	2
Memorial Park	0	1
Del Mar	0	3
Fillmore	0	2
South Pasadena	0	2
Highland Park	0	2
SW Museum	0	2
Heritage Square	0	2
Lincoln Heights	0	1
Chinatown	0	2
Union Station	0	6
Little Tokyo	0	2
Pico/Aliso	0	3
Mariachi	0	5
Soto	0	2
Indiana (both LAPD & LASD)	1	9
Maravilla	0	1
East LA	0	1
Atlantic	1	9
Total	4	78

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	1	18
Misdemeanor	4	3	84
TOTAL	4	4	102

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	10	4	282
Vehicle Code Citations	1	0	345
TOTAL	11	4	627

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	N/A*	80	824
Priority	N/A*	73	834
Emergency	N/A*	5	76
TOTAL	0	158	1,734

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	15%	5%
Proactive	85%	95%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	MAY
Gold Line-LAPD	88%
Gold Line-LASD	83%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	57		586
Arcadia Station		3	34
Irwindale		3	21
Monrovia		14	67
City of Pasadena		47	296
Magnolia Ave			1
Duarte Station		4	53
City Of Azusa		9	61
South Pasadena		16	107
City Of East LA		31	227
Figueroa St	60		276
TOTAL GOAL= 10	117	127	1,729

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

Gold Line Highlights

The Gold Line had 9 less Part 1 crime than the same period last year (13), which resulted in a 69.2% decrease

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	1
Robbery	0	1	11
Aggravated Assault	0	0	15
Aggravated Assault on Operator	0	0	0
Battery	3	0	31
Battery Rail Operator	0	0	0
Sex Offenses	0	0	4
SUB-TOTAL	3	1	63
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	0	2	36
Bike Theft	0	2	12
Motor Vehicle Theft	0	1	10
Arson	0	0	1
Vandalism	0	1	12
SUB-TOTAL	0	6	72
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	1
Narcotics	0	2	6
Trespassing	0	0	1
SUB-TOTAL	0	2	8
TOTAL	3	9	143

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	1	22
Misdemeanor	1	25	100
TOTAL	2	26	122

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	5	37	240
Vehicle Code Citations	0	8	105
TOTAL	5	45	345

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	1	59	690
Priority	39	118	1,161
Emergency	5	7	108
TOTAL	45	184	1,959

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	19%	3%
Proactive	81%	97%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	2	1	16
Azusa Downtown	0	0	0	1
Irwindale	0	0	0	3
Duarte/City of Hope	1	0	0	7
Monrovia	0	1	0	6
Arcadia	0	0	0	4
Sierra Madre Villa	0	1	0	8
Allen	0	0	0	0
Lake	0	0	1	4
Memorial Park	0	0	1	4
Del Mar	0	0	0	1
Fillmore	0	0	0	3
South Pasadena	0	0	0	0
Highland Park	1	0	0	4
Southwest Museum	0	0	0	5
Heritage Square	0	0	0	2
Lincoln/Cypress	0	0	0	5
Chinatown	0	0	0	1
Union Station	0	0	0	6
Little Tokyo/Arts Dist	2	0	0	4
Pico/Aliso	0	0	0	4
Mariachi Plaza	0	0	0	8
Soto	0	0	0	3
Indiana (both LAPD & LASD)	0	0	0	6
Maravilla	0	0	0	0
East LA Civic Ctr	0	0	0	1
Atlantic	0	1	0	11
Total	4	5	3	117

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	87%
Gold Line-LASD	61%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	123	0	1,698
Arcadia Station	0	5	50
Irwindale	0	5	28
Monrovia	0	9	71
City of Pasadena	0	17	297
Magnolia Ave	0	0	0
Duarte Station	0	6	25
City Of Azusa	0	5	88
South Pasadena	0	15	110
City Of East LA	0	11	136
Figueroa St	113	0	591
TOTAL GOAL= 10	236	73	3,094

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

GOLD LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MAY 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	2
Robbery	0	3	14
Aggravated Assault	0	0	13
Aggravated Assault on Operator	0	0	0
Battery	2	1	34
Battery Rail Operator	1	0	2
Sex Offenses	0	0	3
SUB-TOTAL	3	4	68
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	2	37
Bike Theft	0	0	13
Motor Vehicle Theft	0	0	4
Arson	0	0	1
Vandalism	2	0	20
SUB-TOTAL	2	2	75
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	5
Narcotics	0	0	6
Trespassing	0	0	2
SUB-TOTAL	0	0	13
TOTAL	5	6	156

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	2	43
Misdemeanor	2	0	161
TOTAL	2	2	204

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	2	0	377
Vehicle Code Citations	0	0	100
TOTAL	2	0	477

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	9	112	1,289
Priority	28	79	1,241
Emergency	1	6	142
TOTAL	38	197	2,672

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	20%	6%
Proactive	80%	94%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	91%
Gold Line-LASD	25%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	0	0	684
Arcadia Station	0	8	93
Irwindale	0	5	42
Monrovia	0	6	44
City of Pasadena	0	15	239
Magnolia Ave	0	0	1
Duarte Station	0	3	41
City Of Azusa	0	9	116
South Pasadena	0	15	128
City Of East LA	0	14	98
Figueroa St	0	0	342
TOTAL GOAL= 10	0	75	1,828

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	0	0	10
Azusa Downtown	1	0	0	5
Irwindale	0	0	0	7
Duarte/City of Hope	0	0	0	9
Monrovia	1	0	0	10
Arcadia	0	0	0	4
Sierra Madre Villa	0	0	0	9
Allen	0	0	0	4
Lake	0	0	0	5
Memorial Park	2	0	0	12
Del Mar	0	0	0	2
Fillmore	0	0	0	2
South Pasadena	0	0	0	2
Highland Park	1	0	0	6
Southwest Museum	1	1	0	6
Heritage Square	0	0	0	2
Lincoln/Cypress	0	0	0	6
Chinatown	0	0	0	4
Union Station	1	1	0	15
Little Tokyo/Arts Dist	0	0	0	4
Pico/Aliso	0	0	0	2
Mariachi Plaza	0	0	0	4
Soto	0	0	0	6
Indiana (both LAPD & LASD)	0	2	0	6
Maravilla	0	0	0	2
East LA Civic Ctr	0	0	0	2
Atlantic	0	0	0	10
Total	7	4	0	156

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2021

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	1
Robbery	0	0	14
Aggravated Assault	1	5	26
Aggravated Assault on Operator	0	0	2
Battery	0	1	35
Battery Rail Operator	0	0	1
Sex Offenses	0	0	6
SUB-TOTAL	1	6	86
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	1	4
Larceny	0	0	21
Bike Theft	1	0	5
Motor Vehicle Theft	0	0	2
Arson	0	0	2
Vandalism	3	0	18
SUB-TOTAL	4	1	52
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	9
Narcotics	0	2	10
Trespassing	0	1	4
SUB-TOTAL	0	4	23
TOTAL	5	11	161

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	4	21
Misdemeanor	2	7	49
TOTAL	2	11	70

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	16	148
Vehicle Code Citations	0	0	30
TOTAL	0	16	178

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	8	135	1,487
Priority	23	80	1,343
Emergency	2	8	111
TOTAL	33	223	2,941

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	20%	6%
Proactive	80%	94%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	1	0	1	15
Azusa Downtown	0	0	0	6
Irwindale	2	0	1	12
Duarte/City of Hope	0	0	1	4
Monrovia	0	0	0	10
Arcadia	0	0	0	6
Sierra Madre Villa	0	0	0	14
Allen	0	0	1	3
Lake	0	0	0	7
Memorial Park	0	0	0	3
Del Mar	0	0	0	2
Fillmore	2	0	0	9
South Pasadena	0	0	0	6
Highland Park	0	1	0	11
Southwest Museum	0	0	0	1
Heritage Square	0	0	0	4
Lincoln/Cypress	0	0	0	3
Chinatown	0	1	0	6
Union Station	0	0	0	6
Little Tokyo/Arts Dist	0	0	0	2
Pico/Aliso	0	0	0	3
Mariachi Plaza	0	2	0	7
Soto	1	0	0	6
Indiana (both LAPD & LASD)	0	0	0	7
Maravilla	0	0	0	2
East LA Civic Ctr	0	0	0	0
Atlantic	1	1	0	6
Total	7	5	4	161

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	88%
Gold Line-LASD	87%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	0	0	0
Arcadia Station	0	13	144
Irwindale	0	19	133
Monrovia	0	20	134
City of Pasadena	0	38	286
Magnolia Ave	0	0	25
Duarte Station	0	20	85
City Of Azusa	0	28	278
South Pasadena	0	8	122
City Of East LA	0	12	258
Figueroa St	0	0	0
TOTAL GOAL= 10	0	158	1,465

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

From: [Tamara Binns](#) on behalf of [CCO](#)
To: [City Council Public Comment](#)
Subject: FW: Email the Council comment on Agenda No. 11
Date: Wednesday, November 24, 2021 11:39:43 AM

From:
Sent: Wednesday, November 24, 2021 8:22 AM
To: CCO <cco@southpasadenaca.gov>
Subject: Email the Council comment on Agenda No. 11

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Comment from a citizen that lives in South Pasadena in District 4 area.

I would like to make a comment on this Agenda item because I think I can give a solution to this problem. I understand the Los Angeles County Metropolitan Transportation Authority system goes into many different cities and some of those area very dangerous so it make no sense for getting rid of law enforcement. I would think Los Angeles County Metropolitan Transportation Authority would have there own law enforcement team that patrols the buses and trains. Instead of asking others law enforcement to this job. I would think the best idea to this problem would be that every city in Los Angeles County give founding to Los Angeles County Metropolitan Transportation Authority so they can create there own separate law enforcement team to patrol the buses and trains and this law enforcement group is not part sheriff or any city police department. I also seen other Metro transportation systems have there own law enforcement. One example would be in the Bay Area they have Bart Police to take care of the Bart Rapid Transit transportation system. Something like that would make sense for the Los Angeles County Metropolitan Transportation Authority. This to me could solve the problem.

From a citizen that live in South Pasadena in District 4 area

Sent from [Mail](#) for Windows

From: [Matthew Barbato](#)
To: [City Council Public Comment](#)
Subject: Public Comment Re: Agenda Item 11
Date: Wednesday, December 1, 2021 11:53:40 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing in opposition of Mayor Mahmud's letter of support for a continuation of the LA Sheriff Department oversight of the Gold Line or public transportation. Firstly, Mayor Mahmud should not speak on behalf of South Pasadena without public input.

But more importantly, the MTA's proposal to replace the Sheriff Department on public transportation is an extremely positive step of recognizing that the public safety needs of the community are better served by addressing issues of homelessness, mental illness and poverty with prevention, therefore avoiding violent escalation rather than responding to it after the fact.

The 'Ambassadors' proposed by the MTA proposal can provide the benefit of greater and more thorough coverage of the public transportation system, as well as more appropriate training for the issues that are causing the rise in incidences.

The fact that crime and disturbances have risen on public transportation most certainly has some correlation to the current criminalization and mass displacement of homeless communities being perpetrated at the hands of the LASD. A compassionate community would not condone an institution that is part of creating the problem when there is an alternative with a more just goal in mind.

Although I'm sure there are concerns and issues with implementing a new practice, there are just as many issues and concerns with the status quo and we are in a watershed moment that requires new leadership and new thinking.

The best choice at this moment is to table the letter.

Matthew Barbato
District 2

Open Session City Council Meeting
December 1,2021
Public Comment Item 19

From: [Care First South Pasadena](#)
To: [City Council Public Comment](#)
Cc: spedersen@sgvcog.org
Subject: Public Comment - Agenda Item No. 19, Mobile Crisis Program
Date: Tuesday, November 30, 2021 2:48:59 PM
Attachments: [CF Comment - Agenda Item 19 Mobile Crisis Program.pdf](#)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Clerk,

Please find attached our public comment for Agenda Item No. 19 of the December 1 City Council meeting.

Thanks,

Care First South Pasadena



November 30, 2021

Sent via email

ccpubliccomment@southpasadenaca.gov

RE: Public Comment, Agenda Item No. 19, Alternative Mobile Crisis Response Program/Pilot & Gaps in Services Updates

Dear Mayor Mahmud and City Councilmembers:

Care First South Pasadena strongly supports the city's participation in the Mobile Crisis Response Program Pilot. We reiterate the importance of this program to be separate from the police department and under the supervision of a different department such as the city manager's office. The mobile crisis response program is an alternative to policing that aims to better serve individuals experiencing homelessness, substance use problems, and mental health crises than what law enforcement currently provides. For this fiscal year, the city has already set aside \$200,000 to fund our city's participation in this program, following our community's advocacy of this reallocation of funds from the police department.

As the pilot program is implemented, we continue to ask the city to engage residents and individuals served by the program for feedback and ways to sustain it for future years.

We thank the council for its willingness to be one of the few cities in the San Gabriel Valley to pilot a mobile crisis response program for the region. We are especially grateful to Mayor Pro Tem Michael Cacciotti for his leadership on this issue. Many cities across the country are bringing to life alternatives to policing, and this is one significant act of change that moves our community toward the goal of racial justice.

Sincerely,

Care First South Pasadena

Cc: Sam Pedersen, spedersen@sgvcog.org