



**Amended Additional
Documents Distributed for
the Special Joint City
Council and Planning
Commission Meeting
November 9, 2022**

ITEM NO.	AGENDA ITEM DESCRIPTION	DISTRIBUTOR	DOCUMENT
2	Review Comments Received from California Department of Housing and Community Development (HCD) on the 3rd Draft Housing Element	Yvonne LaRose	11/11/22 Email
2	Review Comments Received from California Department of Housing and Community Development (HCD) on the 3rd Draft Housing Element	Yvonne LaRose	11/12/22 Email
3	Adoption of a Resolution of Intention to Amend South Pasadena Municipal Code Chapter 36 (Zoning) to Implement Programs of the General Plan Housing Element	Yvonne LaRose	11/10/22 Email

Public Comments
November 9, 2022
Item No. 2

Desiree Jimenez

From: Yvonne LaRose [REDACTED]
Sent: Friday, November 11, 2022 9:18 PM
To: Yvonne LaRose; housingelement
Subject: Housing Element 2065 Unit Requirement of Transportation Rich City

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The Wednesday night joint Council-Planning Commission meeting brought out and discussed a number of issues in relation to a state mandated 2,065 dwelling units increase. We struggle to meet that requirement.

However, after the meeting, Alan Erlich and I talked. He pointed out that San Marino (which has a smaller population than South Pasadena) is only required to increase its dwelling units by 100. Similarly, I think Alan mentioned Alhambra, which also has a smaller population than South Pasadena, is being required to increase its dwelling units by 200.

Alan also pointed out the reason for the drastically different requirements of the three cities. It is because South Pasadena is considered to be a transportation rich city due to the fact that the Gold Line passes through it.

While it is definitely true that the Gold Line is part of a reliable rail system of public transportation that's available on a 24-hour, 7 days a week, at 15 to 20 minute intervals, and the line does, indeed, pass through an area **near** the heart of the city, it deposits passengers at a public transportation bus stop (MTA Line 258) that is essentially an afterthought.

Line 258 runs every 60 minutes along Mission Street, Monday through Friday. It is not operational on Saturday or Sunday. It has 29 stops; among them are CSULA, where it appears it only stops two times, at 9:23 PM and 10:23 PM. Of the three routes it offers, one terminates at Avenue 63 and York Bl. as it passes along South Pasadena via Mission Street.

South Pasadena also has the benefit of MTA Line 260 which runs the length of Fair Oaks from the Alhambra border, through South Pasadena (past Huntington Hospital), and then into Pasadena. That line runs every everyday, starting from the Artesia Station at 4:21 AM and ends at 10:31 PM. at approximately 15 to 20-minute intervals.

South Pasadena offers its residents who are seniors and/or disabled transportation five days a week (Monday through Friday) from 8:30 AM to 4:00 PM via Dial a Ride. We have learned through the Community Services highlight during a Council meeting that the new scheduler considers all passengers are interested in getting to medical appointments or shopping, typically for groceries. The scheduler will confirm a reservation but makes an independent, subjective determination as to whether the reservation should be honored and will (sometimes without notice to the passenger) cancel or change a reservation, leaving the client without transport and needing to change their business itinerary and appointments for that day unless they are able to use an alternative transportation service.

Dial a Ride has become a dismally unreliable means of transportation in and around South Pasadena.

Dial-A-Ride | South Pasadena, CA

While there are other transportation alternatives such as Uber, Lyft, Access, or taxi, the above three public transportation systems constitute the "rich transportation" of South Pasadena. Given the limited availability of the City's staple transportation, it can be said with accuracy that South Pasadena is definitely **not** a transportation rich city.

Based on this analysis, the City should challenge the requirement to develop 2,065 units. The burden on a city of 2.5 square miles is too great. The "rich transportation" is imaginary. What does exist can barely support the 25,000 residents; to add even 2,000 additional people (let alone dwelling units) would overtax all of the City's resources.

Viva

Yvonne LaRose

Organization Development Consultant: Diversity/Title VII, Harassment, Ethics

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Desiree Jimenez

From: Yvonne LaRose [REDACTED]
Sent: Saturday, November 12, 2022 7:04 PM
To: housingelement
Cc: Yvonne LaRose
Subject: Agenda Items 3.3 and 3.4 - Residential and Commercial Land Use Development

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It seems Agenda Items 3.3 and 3.4 had exhibits to be used with them. Those exhibits were not in the Council chamber when the meeting started. Perhaps they were available at the booth in the lobby of City Hall. The lack of such exhibits for the public made grasping all of the proposed details difficult to navigate. Some members of the audience had questions about the proposed changes but were unable to present those questions and concerns. Frustration was the result.

One of the properties involves Foremost Liquor at Monterey Rd. and Pasadena Ave. The proposition is to remove that structure and convert the property into a different type of use, possibly residential. The issue with that prospect is that is the only convenience store in the area and appears to generate more business and revenue than the small businesses on the west side of Monterey Road. Perhaps there are other alternatives to removing that business. Interpretation of the proposed change seemed to be tear out the liquor store and rebuild with a multi-use/family dwelling.

There was also discussion of the Pavilion's parking lot. The proposal is to resurface the parking lot (which was recently completed), install additional parking, as well as build a residential building on the lot. No one in the audience could envision a dwelling unit on that lot that would aesthetically blend in with the area. There also seems to be quite limited space for a proposed dwelling unit in that location. The proposed changes do not appear to be feasible.

Moving just one-half block to the south of the Pavilion's site is Golden Oaks Restaurant, which is also proposed as a site for demolition and erection of a multi-unit dwelling, plus parking spaces. Again, the aesthetics of that type of change is questionable, not to mention there is scant space to make those types of changes.

It sounded as though the Public Works yard is also being planned for renovation and demolition. It's troubling to try to understand where Public Works will be located if their base is removed. Perhaps what was missed in the interpretation of the proposal is that the yard will somehow be upgraded (perhaps with more energy refueling pumps) and remain in the same location.

These are the proposals that more significantly stand out in my recollection of Wednesday's meeting.

Viva
Yvonne LaRose
[REDACTED]

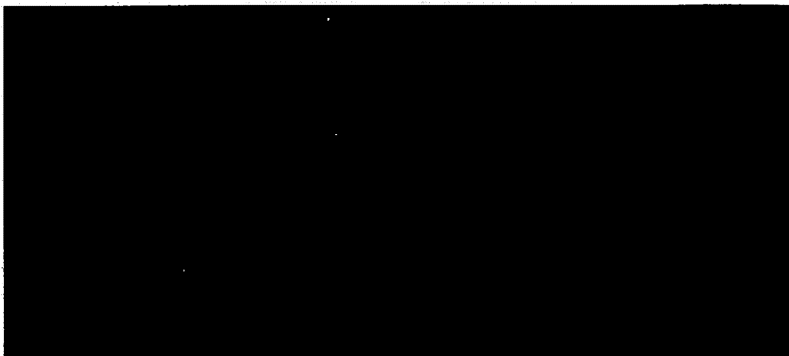
Public Comment
November 9, 2022
Item No. 3

Desiree Jimenez

From: Yvonne LaRose [REDACTED]
Sent: Thursday, November 10, 2022 6:16 PM
To: Yvonne LaRose
Cc: housingelement
Subject: Re: Discussion of "Low Barrier Navigation Center"

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Also useful to understanding the term "low barrier navigation center" is identification of the types of barriers to successful [re]integration into mainstream society. According to [Association of Bay Area Governments](#),



**Low-Barrier Navigation Center Resources |
Association of Bay Area Govern...**

A Low-Barrier Navigation Center (LBNC) is a **"Housing First," low barrier, temporary, service-enriched shelter that helps homeless individuals and families to quickly obtain permanent housing.**

There are several types of "barriers".

Low barrier for overcoming homelessness is defined by [Arnold Ventures](#) as

A low-barrier approach is a way to "meet people where they are," meaning providing an environment where they can be who they are culturally and emotionally.

>Low-barrier approaches are non-punitive.

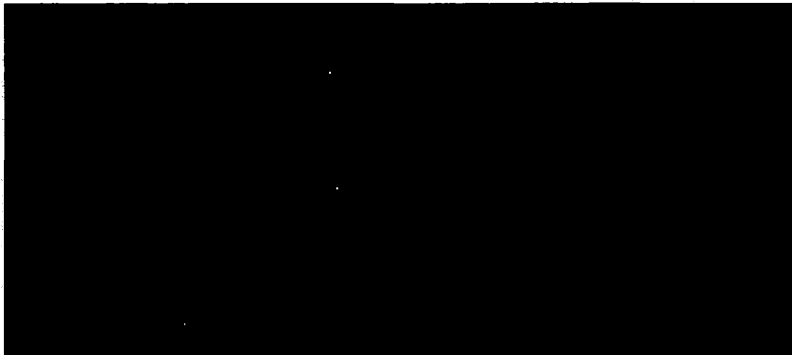
>Low-barrier shelters serve as a point of access to housing resources and other services.

>Low-barrier programs feature a standard set of attributes that typically allow a person to maintain a sense of autonomy while offering safety, material assistance, and community.

Communication barriers are identified by [BYJU'S](#) as consisting of :

1. Semantic barriers
2. Psychological barriers
3. Organisational barriers

- 4. Cultural barriers
- 5. Physical barriers
- 6. Physiological barriers



Barriers to Effective Communication

Barriers to effective communication refers to those barriers that result in misunderstanding and confusion betwe..

Pertinent to our examination in relation to alleviating homelessness, there are 5 barriers identified by Second Sense



Five Barriers to Success and Motivation - Second Sense

If you are facing the new challenge of living with vision loss and wanting to maintain your independence, watch ...

Five Barriers to Success and Motivation

- Time. Often we say we do not have time, but in most cases, we are just not making the time. ...
- Poor Communication Skills. Being able to write and speak clearly is important to success. ...
- Availability of Resources and Opportunities. ...
- Clarity and Uncertainty. ...
- Finding Fault in Others.

Judging from the brief and cursory examination of content available that identifies what is low barrier navigation, taking these few samples together will provide us with a sound understanding of the dynamics being addressed. They will also help us to determine a time frame that is more likely to lead to successful transition.

Based on this information, it would be prudent to locate this type of transitional facility near public transportation that is easy to reach and has a frequent (10-15 minute) trip schedule. Mission Street is **not** a desirable avenue because the Line 58 has a frequency of every 45-60 minutes.

Viva

Yvonne LaRose

Organization Development Consultant: Diversity/Title VII, Harassment, Ethics

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On Thursday, November 10, 2022 at 04:46:21 PM PST, Yvonne LaRose [REDACTED] wrote:

The matter of defining and discussing a "Low Barrier Navigation Center" came up at last night's joint Council-Planning Commission meeting.

A staff member read the content of a document to the meeting attendees that described "transitional housing" that affords shelter for as long as six months. That language was proposed as the definition of "Low Barrier Navigation Center." With a great leap toward understanding what was read, it appears compliance with AB 101 is to provide a six-month stay at some type of shelter where the client can endeavor to focus on their self development and empowerment to transition into independent living with gainful employment and resources.

To put this concept into a practical framework, there are several shelters that provide **at least** a nine-month stay while the client works toward achieving the resources to pay first and last month rent, savings and dollars in a checking account, and other necessary, life-sustaining resources. Ocean Park in Santa Monica is one such facility.

In 2002, I interviewed the Executive Director of Good Shepherd Shelter for Battered Women and Children (which is now part of Catholic Charities) where that shelter provides a 24-month residency for clients and their children while the clients work their way toward independence. Good Shepherd also provides a wide palette of training and supportive resources for the clients and children. A link to the article is embodied in this message.

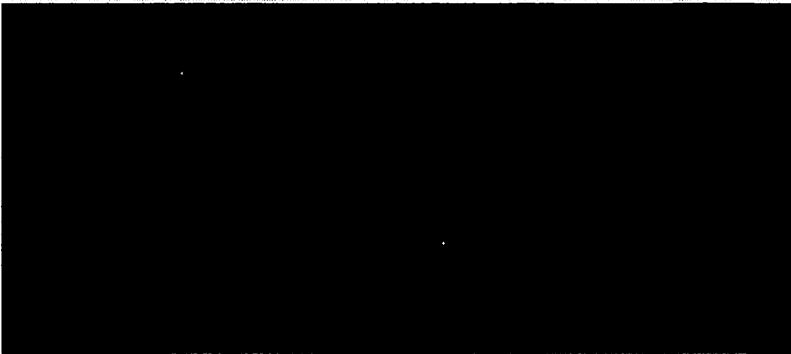
Based on my awareness of transitional housing needs, going for the bare minimum stay of six months is not an adequate amount of time for a client to bring together all the resources necessary to successfully transition (back) into society. Nine months is much more reasonable as a bare minimum stay and rehabilitation period.

[Financial Counseling for Domestic Abuse Victims](#)



Financial Counseling for Domestic Abuse Victims

The month of October is Domestic Violence Awareness Month.
Most of us are familiar with the physical interpretat...



Financial Counseling for Domestic Abuse Victims

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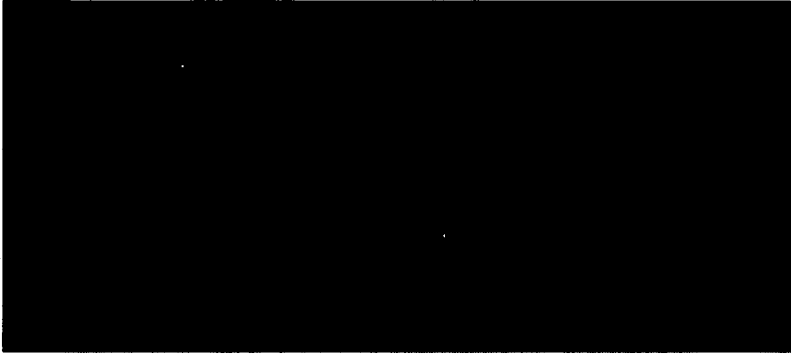
Unfortunately, there were other terms in the materials for last night's meeting. I only focused my energies on the parking aspect. In that regard, please refer to the South Pasadena Municipal Code at Section 36.310.040 Number of Parking Spaces Required, Table 3-6 which sets forth the number of parking spaces required for residential, commercial, and "other" types of properties.

The Abstract of AB 101 provides definition of "low barrier navigation center"



AB 101 - California Assembly (20192020) - Open States

Details on California AB 101 (California 2019-2020 Regular Session) - Housing development and financing.



AB 101 - California Assembly (20192020) - Open States

Details on California AB 101 (California 2019-2020 Regular Session) - Housing development and financing.

as ". . . Existing law establishes the Community-Based Transitional Housing Program, administered by the Department of Finance (DOF) , for the purpose of providing grants to cities, counties, and cities and counties to increase the supply of transitional housing available to persons previously incarcerated for felony and misdemeanor convictions and funded with moneys appropriated for that purpose in the annual Budget Act or other measure. "

So the Housing Element does not anticipate homeless shelters for the battered population but for those who were previously incarcerated. It's imperative that we keep that definition squarely in mind as we venture forth to fulfill the requirements of HCD and the Housing Element requirements.

The intention of AB 101 is discussed at subsection (3) and states:

This bill would require that a Low Barrier Navigation Center development be a use by right, as defined, in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. The bill would define "Low Barrier Navigation Center" as a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. The bill would define the term "use by right" in this context to mean that the local government's review of the Low Barrier Navigation Center development may not impose certain requirements, such as a conditional use permit or other discretionary review or approval. The bill would provide that CEQA does not apply to an action taken by a public agency to lease, convey, or encumber land owned by a public entity or to facilitate the lease, conveyance, or encumbrance of land owned by a public agency, or to provide financial

assistance to, or otherwise approve, a Low Barrier Navigation Center constructed or allowed by this bill. In addition, the bill, by authorizing Low Barrier Navigation Center developments to be a use by right under certain circumstances, would expand the exemption for the ministerial approval of projects under CEQA.

Let us not speculate about what a Low Barrier Navigation Center is or means. Let us, instead look to the definition contained in AB 101 and endeavor to provide that type of resource in order to be in compliance.

Viva

Yvonne LaRose

Organization Development Consultant: Diversity/Title VII, Harassment, Ethics

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