



CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

THE CITY OF SIGNAL HILL
WELCOMES YOU TO A REGULAR
PLANNING COMMISSION MEETING
July 17, 2018

The City of Signal Hill appreciates your attendance. Citizen interest provides the Planning Commission with valuable information regarding issues of the community. Meetings are held on the 3rd Tuesday of every month. Meetings are audio-recorded and recordings are available through the City Clerk's Office.

Meetings commence at 7:00 p.m. There is a public comment period at the beginning of the regular meeting, as well as the opportunity to comment on each agenda item as it arises. Any meeting may be adjourned to a time and place stated in the order of adjournment.

The agenda is posted 72 hours prior to each meeting on the City's website and outside of City Hall and is available at each meeting. The agenda and related reports are available for review online and at the Community Development office and the Signal Hill Community Center on the Friday afternoon prior to the Commission meeting. Agenda and staff reports are also available at our website at www.cityofsignalhill.org.

During the meeting, the Community Development Director presents agenda items for Commission consideration. The public is allowed to address the Commission on all agenda items. The Chair may take agenda items out of order and will announce when the period for public comment is open on each agenda item. The public may speak to the Commission on items that are not listed on the agenda. This public comment period will be held at the beginning of the public portion of the meeting. You are encouraged (but not required) to complete a speaker card prior to the item being considered, and give the card to a City staff member. The purpose of the card is to ensure speakers are correctly identified in the minutes. However, completion of a speaker card is voluntary, and is not a requirement to address the Commission. The cards are provided at the rear of the Council Chamber. Please direct your comments or questions to the Chair.

Planning Commission Members are compensated \$125.00 per meeting.

(1) CALL TO ORDER – 7:00 P.M.

(2) ROLL CALL

COMMISSIONER BROOKS
COMMISSIONER FALLON
COMMISSIONER RICHARD
VICE CHAIR WILSON
CHAIR PARKER

(3) PLEDGE OF ALLEGIANCE

(4) PUBLIC BUSINESS FROM THE FLOOR ON ITEMS NOT LISTED ON THIS AGENDA

(5) DIRECTOR'S REPORTS

a. New Housing Related Legislation: Accessory Dwelling Units

Summary: This is a continuation of the Director's Report series on housing legislation. Staff will highlight the 2017 amended provisions of California Government Code Section 65852.2 for accessory dwelling units, which is intended to streamline the approval process in response to the State's unprecedented housing supply and affordability crisis.

Recommendation:

Receive and file.

b. Crescent Square Design Exercise

Summary: As construction of the Crescent Square residential development nears completion, staff will facilitate a discussion about the design features of the project.

Recommendation:

Receive and file.

(6) CONSENT CALENDAR

The following Consent Calendar items are expected to be routine and non-controversial. Items will be acted upon by the Commission at one time without discussion. Any item may be removed by a Commissioner or member of the audience for discussion.

a. Minutes of the Following Meeting

Regular Meeting of June 19, 2018.

Recommendation: Approve.

b. City Council Follow-up

Summary: Below for your review is a brief summary of the City Council's actions from the last City Council meeting(s).

Recommendation: Receive and file.

c. Development Status Report

Summary: Attached for your review is the monthly Development Status Report which highlights current projects.

Recommendation: Receive and file.

d. In the News

Summary: Attached for review are articles compiled by staff that may be of interest to the Commission.

Recommendation: Receive and file.

(7) COMMISSION NEW BUSINESS

COMMISSIONER BROOKS
COMMISSIONER FALLON
COMMISSIONER WILSON
VICE CHAIR PARKER
CHAIR RICHÁRD

(8) ADJOURNMENT

Adjourn tonight's meeting to the next regular meeting to be held Tuesday, July 17, 2018 at 7:00 p.m. in the Council Chambers located at City Hall.

CITIZEN PARTICIPATION

If you need special assistance beyond what is normally provided to participate in City meetings, the City will attempt to accommodate you in every reasonable manner. Please call the City Clerk's office at (562) 989-7305 at least 48 hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible.

July

5a.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

July 17, 2018

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: COLLEEN DOAN
PLANNING MANAGER**

**SUBJECT: DIRECTOR'S REPORT – NEW HOUSING RELATED LEGISLATION:
ACCESSORY DWELLING UNITS**

Summary:

This is a continuation of the Director's Report series on housing legislation. Staff will highlight the 2017 amended provisions of California Government Code Section 65852.2 for accessory dwelling units, which is intended to streamline the approval process in response to the State's unprecedented housing supply and affordability crisis.

Recommendation:

Receive and file.

Strategic Plan Objective:

Goal No. 6: Promote a transparent and open government.

Background and Analysis:

Accessory dwelling units (ADUs) are secondary dwelling units that provide independent living quarters in either a detached or attached unit, or an internal room within an existing single-family dwelling (SFD). ADU legislation has been around for many years and the intent of the ADU allowance has always been to facilitate additional and affordable housing.

Following the demise of State redevelopment law, which reduced available funding for affordable housing, Sacramento has increasingly produced alternative legislation to facilitate affordable housing, and ADU legislation has been continuously revised.

In December 2016, the California Department of Housing and Community Development released a publication titled "Accessory Dwelling Unit Memorandum," summarizing the ADU legislation that became effective in January 2017. According to the memorandum, housing availability is directly impacting housing affordability and is an urgent issue in California. The memorandum provides a good introduction to the concept of ADUs and a summary of ADU the elements of the legislation (Attachment A).

In 2017, Governor Jerry Brown signed the newest California "housing package" consisting of 15 bills. Three ADU bills were included in the housing package: Senate Bill 1069, and Assembly Bills 2299 and 2406. All three amend existing ADU legislation and provide further streamlining provisions. The resulting amendments to Government Code Section 65852.2 regarding ADUs became effective on January 1, 2018.

The regulations emphasize that ADUs are not considered a second unit, but rather, as the name indicates, an accessory to an existing SFD. They also introduce junior ADU's (JADU's) which are permitted units within an SFD. ADUs are no longer required to adhere to most of the development and review standards required for SFDs. They are allowed by right in residential zones on properties with existing SFDs, and they do not require ministerial review.

The City and the League of California Cities have consistently opposed the idea that development standards, especially parking standards, do not apply and that ministerial review has been excluded. As even more amendments are proposed, the League continues to communicate their opposition to these elements (Attachment B).

On June 13, 2018, at the monthly Gateway Cities Planning Director's meeting, staff received a presentation and highlighting the revised 2018 regulations (Attachments C and D). Staff will provide an overview of the key elements of the amended regulations:

- What is an ADU and a JADU?
- What is the purpose of the amended regulations?
- What are the changes in the regulations?
- What existing standards still apply?
- What are the unintended impacts?
- How will this impact Cities Regional Housing Needs Assessment (RHNA)?
- What does future legislation look like?

Approved:

Scott Charney
Director of Community Development Department

Attachments



Courtesy of Karen Chapple, UC Berkeley

California Department of Housing and Community Development
Where Foundations Begin

Accessory Dwelling Unit Memorandum

December 2016



Attachment A

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Understanding Accessory Dwelling Units and Their Importance



Courtesy of Karen Chapple, UC Berkeley

California's housing production is not keeping pace with demand. In the last decade less than half of the needed housing was built. This lack of housing is impacting affordability with average housing costs in California exceeding the rest of the nation. As affordability becomes more problematic, people drive longer distances between a home that is affordable and where they work, or double up to share space, both of which reduces quality of life and produces negative environmental impacts.

Beyond traditional market-rate construction and government subsidized production and preservation there are alternative housing models and emerging trends that can contribute to addressing home supply and affordability in California.

One such example gaining popularity are Accessory Dwelling Units (ADUs) (also referred to as second units, in-law units, or granny flats).

What is an ADU

An ADU is a secondary dwelling unit with complete independent living facilities for one or more persons and generally takes three forms:

- *Detached:* The unit is separated from the primary structure
- *Attached:* The unit is attached to the primary structure
- *Repurposed Existing Space:* Space (e.g., master bedroom) within the primary residence is converted into an independent living unit
- *Junior Accessory Dwelling Units:* Similar to repurposed space with various streamlining measures

ADUs offer benefits that address common development barriers such as affordability and environmental quality. ADUs are an affordable type of home to construct in California because they do not require paying for land, major new infrastructure, structured parking, or elevators. ADUs are built with cost-effective one- or two-story wood frame construction, which is significantly less costly than homes in new multifamily infill buildings. ADUs can provide as much living space as the new apartments and condominiums being built in new infill buildings and serve very well for couples, small families, friends, young people, and seniors.

ADUs are a different form of housing that can help California meet its diverse housing needs. Young professionals and students desire to live in areas close to jobs, amenities, and schools. The problem with high-opportunity areas is that space is limited. There is a shortage of affordable units and the units that are available can be out of reach for many people. To address the needs of individuals or small families seeking living quarters in high opportunity areas, homeowners can construct an ADU on their lot or convert an underutilized part of their home like a garage

into a junior ADU. This flexibility benefits not just people renting the space, but the homeowner as well, who can receive an extra monthly rent income.

ADUs give homeowners the flexibility to share independent living areas with family members and others, allowing seniors to age in place as they require more care and helping extended families to be near one another while maintaining privacy.

Relaxed regulations and the cost to build an ADU make it a very feasible affordable housing option. A UC Berkeley study noted that one unit of affordable housing in the Bay Area costs about \$500,000 to develop whereas an ADU can range anywhere up to \$200,000 on the expensive end in high housing cost areas.

ADUs are a critical form of infill-development that can be affordable and offer important housing choices within existing neighborhoods. ADUs are a powerful type of housing unit because they allow for different uses, and serve different populations ranging from students and young professionals to young families, people with disabilities and senior citizens. By design, ADUs are more affordable and can provide additional income to homeowners. Local governments can encourage the development of ADUs and improve access to jobs, education and services for many Californians.

Summary of Recent Changes to ADU Laws



Courtesy of Karen Chapple, UC Berkeley

The California legislature found and declared that, among other things, allowing accessory dwelling units (ADUs) in single family and multifamily zones provides additional rental housing and are an essential component in addressing housing needs in California. Over the years, ADU law has been revised to improve its effectiveness such as recent changes in 2003 to require ministerial approval. In 2017, changes to ADU laws will further reduce barriers, better streamline approval and expand capacity to accommodate the development of ADUs.

ADUs are a unique opportunity to address a variety of housing needs and provide affordable housing options for family members, friends, students, the elderly, in-home health care providers, the disabled,

and others. Further, ADUs offer an opportunity to maximize and integrate housing choices within existing neighborhoods.

Within this context, the Department has prepared this guidance to assist local governments in encouraging the development of ADUs. Please see Attachment 1 for the complete statutory changes. The following is a brief summary of the changes for each bill.

SB 1069 (Wieckowski)

S.B. 1069 (Chapter 720, Statutes of 2016) made several changes to address barriers to the development of ADUs and expanded capacity for their development. The following is a brief summary of provisions that go into effect January 1, 2017.

Parking

SB 1069 reduces parking requirements to one space per bedroom or unit. The legislation authorizes off street parking to be tandem or in setback areas unless specific findings such as fire and life safety conditions are made. SB 1069 also prohibits parking requirements if the ADU meets any of the following:

- Is within a half mile from public transit.
- Is within an architecturally and historically significant historic district.
- Is part of an existing primary residence or an existing accessory structure.
- Is in an area where on-street parking permits are required, but not offered to the occupant of the ADU.
- Is located within one block of a car share area.

Fees

SB 1069 provides that ADUs shall not be considered new residential uses for the purpose of calculating utility connection fees or capacity charges, including water and sewer service. The bill prohibits a local agency from requiring an ADU applicant to install a new or separate utility connection or impose a related connection fee or capacity charge for ADUs that are contained within an existing residence or accessory structure. For attached and detached ADUs, this fee or charge must be proportionate to the burden of the unit on the water or sewer system and may not exceed the reasonable cost of providing the service.

Fire Requirements

SB 1069 provides that fire sprinklers shall not be required in an accessory unit if they are not required in the primary residence.

ADUs within Existing Space

Local governments must ministerially approve an application to create within a single family residential zone one ADU per single family lot if the unit is:

- contained within an existing residence or accessory structure.
- has independent exterior access from the existing residence.
- has side and rear setbacks that are sufficient for fire safety.

These provisions apply within all single family residential zones and ADUs within existing space must be allowed in all of these zones. No additional parking or other development standards can be applied except for building code requirements.

No Total Prohibition

SB 1069 prohibits a local government from adopting an ordinance that precludes ADUs.

AB 2299 (Bloom)

Generally, AB 2299 (Chapter 735, Statutes of 2016) requires a local government (beginning January 1, 2017) to ministerially approve ADUs if the unit complies with certain parking requirements, the maximum allowable size of an attached ADU, and setback requirements, as follows:

- The unit is not intended for sale separate from the primary residence and may be rented.
- The lot is zoned for single-family or multifamily use and contains an existing, single-family dwelling.
- The unit is either attached to an existing dwelling or located within the living area of the existing dwelling or detached and on the same lot.
- The increased floor area of the unit does not exceed 50% of the existing living area, with a maximum increase in floor area of 1,200 square feet.
- The total area of floorspace for a detached accessory dwelling unit does not exceed 1,200 square feet.
- No passageway can be required.
- No setback can be required from an existing garage that is converted to an ADU.

- Compliance with local building code requirements.
- Approval by the local health officer where private sewage disposal system is being used.

Impact on Existing Accessory Dwelling Unit Ordinances

AB 2299 provides that any existing ADU ordinance that does not meet the bill's requirements is null and void upon the date the bill becomes effective. In such cases, a jurisdiction must approve accessory dwelling units based on Government Code Section 65852.2 until the jurisdiction adopts a compliant ordinance.

AB 2406 (Thurmond)

AB 2406 (Chapter 755, Statutes of 2016) creates more flexibility for housing options by authorizing local governments to permit junior accessory dwelling units (JADU) through an ordinance. The bill defines JADUs to be a unit that cannot exceed 500 square feet and must be completely contained within the space of an existing residential structure. In addition, the bill requires specified components for a local JADU ordinance. Adoption of a JADU ordinance is optional.

Required Components

The ordinance authorized by AB 2406 must include the following requirements:

- Limit to one JADU per residential lot zoned for single-family residences with a single-family residence already built on the lot.
- The single-family residence in which the JADU is created or JADU must be occupied by the owner of the residence.
- The owner must record a deed restriction stating that the JADU cannot be sold separately from the single-family residence and restricting the JADU to the size limitations and other requirements of the JADU ordinance.
- The JADU must be located entirely within the existing structure of the single-family residence and JADU have its own separate entrance.
- The JADU must include an efficiency kitchen which includes a sink, cooking appliance, counter surface, and storage cabinets that meet minimum building code standards. No gas or 220V circuits are allowed.
- The JADU may share a bath with the primary residence or have its own bath.

Prohibited Components

This bill prohibits a local JADU ordinance from requiring:

- Additional parking as a condition to grant a permit.
- Applying additional water, sewer and power connection fees. No connections are needed as these utilities have already been accounted for in the original permit for the home.

Fire Safety Requirements

AB 2406 clarifies that a JADU is to be considered part of the single-family residence for the purposes of fire and life protections ordinances and regulations, such as sprinklers and smoke detectors. The bill also requires life and protection ordinances that affect single-family residences to be applied uniformly to all single-family residences, regardless of the presence of a JADU.

JADUs and the RHNA

As part of the housing element portion of their general plan, local governments are required to identify sites with appropriate zoning that will accommodate projected housing needs in their regional housing need allocation (RHNA) and report on their progress pursuant to Government Code Section 65400. To credit a JADU toward the RHNA, HCD and the Department of Finance (DOF) utilize the census definition of a housing unit which is fairly flexible. Local government count units as part of reporting to DOF. JADUs meet these definitions and this bill would allow cities and counties to earn credit toward meeting their RHNA allocations by permitting residents to create less costly accessory units. See additional discussion under JADU frequently asked questions.

Frequently Asked Questions: Accessory Dwelling Units

Should an Ordinance Encourage the Development of ADUs?

Yes, ADU law and recent changes intend to address barriers, streamline approval and expand potential capacity for ADUs recognizing their unique importance in addressing California's housing needs. The preparation, adoption, amendment and implementation of local ADU ordinances must be carried out consistent with Government Code Section 65852.150:

(a) The Legislature finds and declares all of the following:

(1) Accessory dwelling units are a valuable form of housing in California.

(2) Accessory dwelling units provide housing for family members, students, the elderly, in-home health care providers, the disabled, and others, at below market prices within existing neighborhoods.

(3) Homeowners who create accessory dwelling units benefit from added income, and an increased sense of security.

(4) Allowing accessory dwelling units in single-family or multifamily residential zones provides additional rental housing stock in California.

(5) California faces a severe housing crisis.

(6) The state is falling far short of meeting current and future housing demand with serious consequences for the state's economy, our ability to build green infill consistent with state greenhouse gas reduction goals, and the well-being of our citizens, particularly lower and middle-income earners.

(7) Accessory dwelling units offer lower cost housing to meet the needs of existing and future residents within existing neighborhoods, while respecting architectural character.

(8) Accessory dwelling units are, therefore, an essential component of California's housing supply.

(b) It is the intent of the Legislature that an accessory dwelling unit ordinance adopted by a local agency has the effect of providing for the creation of accessory dwelling units and that provisions in this ordinance relating to matters including unit size, parking, fees, and other requirements, are not so arbitrary, excessive, or burdensome so as to unreasonably restrict the ability of homeowners to create accessory dwelling units in zones in which they are authorized by local ordinance.

Are Existing Ordinances Null and Void?



Courtesy of Karen Chapple, UC Berkeley

Yes, any local ordinance adopted prior to January 1, 2017 that is not in compliance with the changes to ADU law will be null and void. Until an ordinance is adopted, local governments must apply “state standards” (See Attachment 4 for State Standards checklist). In the absence of a local ordinance complying with ADU law, local review must be limited to “state standards” and cannot include additional requirements such as those in an existing ordinance.

Are Local Governments Required to Adopt an Ordinance?

No, a local government **is not required** to adopt an ordinance. ADUs built within a jurisdiction that lacks a local ordinance must comply with state standards (See Attachment 4). Adopting an ordinance can occur through different forms such as a new ordinance, amendment to an existing ordinance, separate section or special regulations within the zoning code or integrated into the zoning code by district. However, the ordinance should be established legislatively through a public process and meeting and not through internal administrative actions such as memos or zoning interpretations.

Can a Local Government Preclude ADUs?

No local government cannot preclude ADUs.

Can a Local Government Apply Development Standards and Designate Areas?

Yes, local governments may apply development standards and may designate where ADUs are permitted (GC Sections 65852.2(a)(1)(A) and (B)). However, ADUs within existing structures must be allowed in all single family residential zones.

For ADUs that require an addition or a new accessory structure, development standards such as parking, height, lot coverage, lot size and maximum unit size can be established with certain limitations. ADUs can be avoided or allowed through an ancillary and separate discretionary process in areas with health and safety risks such as high fire hazard areas. However, standards and allowable areas must not be designed or applied in a manner that burdens the development of ADUs and should maximize the potential for ADU development. Designating areas where ADUs are allowed should be approached primarily on health and safety issues including water, sewer, traffic flow and public safety. Utilizing approaches such as restrictive overlays, limiting ADUs to larger lot sizes, burdensome lot coverage and setbacks and particularly concentration or distance requirements (e.g., no less than 500 feet between ADUs) may unreasonably restrict the ability of the homeowners to create ADUs, contrary to the intent of the Legislature.

Requiring large minimum lot sizes and not allowing smaller lot sizes for ADUs can severely restrict their potential development. For example, large minimum lot sizes for ADUs may constrict capacity throughout most of the community. Minimum lot sizes cannot be applied to ADUs within existing structures and could be considered relative to health and safety concerns such as areas on septic systems. While larger lot sizes might be targeted for various reasons such as ease of compatibility, many tools are available (e.g., maximum unit size, maximum lot coverage, minimum setbacks, architectural and landscape requirements) that allows ADUs to fit well within the built environment.

Can a Local Government Adopt Less Restrictive Requirements?

Yes, ADU law is a minimum requirement and its purpose is to encourage the development of ADUs. Local governments can take a variety of actions beyond the statute that promote ADUs such as reductions in fees, less restrictive parking or unit sizes or amending general plan policies.

Santa Cruz has confronted a shortage of housing for many years, considering its growth in population from incoming students at UC Santa Cruz and its proximity to Silicon Valley. The city promoted the development of ADUs as critical infill-housing opportunity through various strategies such as creating a manual to promote ADUs. The manual showcases prototypes of ADUs and outlines city zoning laws and requirements to make it more convenient for homeowners to get information. The City found that homeowners will take time to develop an ADU only if information is easy to find, the process is simple, and there is sufficient guidance on what options they have in regards to design and planning.

The city set the minimum lot size requirement at 4,500 sq. ft. to develop an ADU in order to encourage more homes to build an ADU. This allowed for a majority of single-family homes in Santa Cruz to develop an ADU. For more information, see <http://www.cityofsantacruz.com/departments/planning-and-community-development/programs/accessory-dwelling-unit-development-program>.

Can Local Governments Establish Minimum and Maximum Unit Sizes?

Yes, a local government may establish minimum and maximum unit sizes (GC Section 65852.2(c)). However, like all development standards (e.g., height, lot coverage, lot size), unit sizes should not burden the development of ADUs. For example, setting a minimum unit size that substantially increases costs or a maximum unit size that unreasonably restricts opportunities would be inconsistent with the intent of the statute. Typical maximum unit sizes range from 800 square feet to 1,200 square feet. Minimum unit size must at least allow for an efficiency unit as defined in Health and Safety Code Section 17958.1.

ADU law requires local government approval if meeting various requirements (GC Section 65852.2(a)(1)(D)), including unit size requirements. Specifically, attached ADUs shall not exceed 50 percent of the existing living area or 1,200 square feet and detached ADUs shall not exceed 1,200 square feet. A local government may choose a maximum unit size less than 1,200 square feet as long as the requirement is not burdensome on the creation of ADUs.

Can ADUs Exceed General Plan and Zoning Densities?

An ADU is an accessory use for the purposes of calculating allowable density under the general plan and zoning. For example, if a zoning district allows one unit per 7,500 square feet, then an ADU would not be counted as an additional unit. Minimum lot sizes must not be doubled (e.g., 15,000 square feet) to account for an ADU. Further, local governments could elect to allow more than one ADU on a lot.

New developments can increase the total number of affordable units in their project plans by integrating ADUs. Aside from increasing the total number of affordable units, integrating ADUs also promotes housing choices within a development. One such example is the Cannery project in Davis, CA. The Cannery project includes 547 residential units with up to 60 integrated ADUs. ADUs within the Cannery blend in with surrounding architecture, maintaining compatibility with neighborhoods and enhancing community character. ADUs are constructed at the same time as the primary single-family unit to ensure the affordable rental unit is available in the housing supply concurrent with the availability of market rate housing.

How Are Fees Charged to ADUs?

All impact fees, including water, sewer, park and traffic fees must be charged in accordance with the Fee Mitigation Act, which requires fees to be proportional to the actual impact (e.g., significantly less than a single family home).

Fees on ADUs, must proportionately account for impact on services based on the size of the ADU or number of plumbing fixtures. For example, a 700 square foot new ADU with one bathroom that results in less landscaping should be charged much less than a 2,000 square foot home with three bathrooms and an entirely new landscaped parcel which must be irrigated. Fees for ADUs should be significantly less and should account for a lesser impact such as lower sewer or traffic impacts.

What Utility Fee Requirements Apply to ADUs?

Cities and counties cannot consider ADUs as new residential uses when calculating connection fees and capacity charges.

Where ADUs are being created within an existing structure (primary or accessory), the city or county cannot require a new or separate utility connections for the ADU and cannot charge any connection fee or capacity charge.

For other ADUs, a local agency may require separate utility connections between the primary dwelling and the ADU, but any connection fee or capacity charge must be proportionate to the impact of the ADU based on either its size or the number of plumbing fixtures.

What Utility Fee Requirements Apply to Non-City and County Service Districts?

All local agencies must charge impact fees in accordance with the Mitigation Fee Act (commencing with Government Code Section 66000), including in particular Section 66013, which requires the connection fees and capacity charges to be proportionate to the burden posed by the ADU. Special districts and non-city and county service districts must account for the lesser impact related to an ADU and should base fees on unit size or number of plumbing fixtures. Providers should consider a proportionate or sliding scale fee structures that address the smaller size and lesser impact of ADUs (e.g., fees per square foot or fees per fixture). Fee waivers or deferrals could be considered to better promote the development of ADUs.

Do Utility Fee Requirements Apply to ADUs within Existing Space?

No, where ADUs are being created within an existing structure (primary or accessory), new or separate utility connections and fees (connection and capacity) must not be required.

Does “Public Transit” Include within One-half Mile of a Bus Stop and Train Station?

Yes, “public transit” may include a bus stop, train station and paratransit if appropriate for the applicant. “Public transit” includes areas where transit is available and can be considered regardless of tighter headways (e.g., 15 minute intervals). Local governments could consider a broader definition of “public transit” such as distance to a bus route.

Can Parking Be Required Where a Car Share Is Available?

No, ADU law does not allow parking to be required when there is a car share located within a block of the ADU. A car share location includes a designated pick up and drop off location. Local governments can measure a block from a pick up and drop off location and can decide to adopt broader distance requirements such as two to three blocks.

Is Off Street Parking Permitted in Setback Areas or through Tandem Parking?

Yes, ADU law deliberately reduces parking requirements. Local governments may make specific findings that tandem parking and parking in setbacks are infeasible based on specific site, regional topographical or fire and life safety conditions or that tandem parking or parking in setbacks is not permitted anywhere else in the jurisdiction. However, these determinations should be applied in a manner that does not unnecessarily restrict the creation of ADUs.

Local governments must provide reasonable accommodation to persons with disabilities to promote equal access housing and comply with fair housing laws and housing element law. The reasonable accommodation procedure must provide exception to zoning and land use regulations which includes an ADU ordinance. Potential exceptions are not limited and may include development standards such as setbacks and parking requirements and permitted uses that further the housing opportunities of individuals with disabilities.

Is Covered Parking Required?

No, off street parking must be permitted through tandem parking on an existing driveway, unless specific findings are made.

Is Replacement Parking Required When the Parking Area for the Primary Structure Is Used for an ADU?

Yes, but only if the local government requires off-street parking to be replaced in which case flexible arrangements such as tandem, including existing driveways and uncovered parking are allowed. Local governments have an opportunity to be flexible and promote ADUs that are being created on existing parking space and can consider not requiring replacement parking.

Are Setbacks Required When an Existing Garage Is Converted to an ADU?

No, setbacks must not be required when a garage is converted or when existing space (e.g., game room or office) above a garage is converted. Rear and side yard setbacks of no more than five feet are required when new space is added above a garage for an ADU. In this case, the setbacks only apply to the added space above the garage, not the existing garage and the ADU can be constructed wholly or partly above the garage, including extending beyond the garage walls.

Also, when a garage, carport or covered parking structure is demolished or where the parking area ceases to exist so an ADU can be created, the replacement parking must be allowed in any “configuration” on the lot, “...including,

but not limited to, covered spaces, uncovered spaces, or tandem spaces, or....” Configuration can be applied in a flexible manner to not burden the creation of ADUs. For example, spatial configurations like tandem on existing driveways in setback areas or not requiring excessive distances from the street would be appropriate.

Are ADUs Permitted in Existing Residence or Accessory Space?

Yes, ADUs located in single family residential zones and existing space of a single family residence or accessory structure must be approved regardless of zoning standards (Section 65852.2(a)(1)(B)) for ADUs, including locational requirements (Section 65852.2(a)(1)(A)), subject to usual non-appealable ministerial building permit requirements. For example, ADUs in existing space does not necessitate a zoning clearance and must not be limited to certain zones or areas or subject to height, lot size, lot coverage, unit size, architectural review, landscape or parking requirements. Simply, where a single family residence or accessory structure exists in any single family residential zone, so can an ADU. The purpose is to streamline and expand potential for ADUs where impact is minimal and the existing footprint is not being increased.

Zoning requirements are not a basis for denying a ministerial building permit for an ADU, including non-conforming lots or structures. The phrase, “..within the existing space” includes areas within a primary home or within an attached or detached accessory structure such as a garage, a carriage house, a pool house, a rear yard studio and similar enclosed structures.

Are Owner Occupants Required?

No, however, a local government can require an applicant to be an owner occupant. The owner may reside in the primary or accessory structure. Local governments can also require the ADU to not be used for short term rentals (terms lesser than 30 days). Both owner occupant use and prohibition on short term rentals can be required on the same property. Local agencies which impose this requirement should require recordation of a deed restriction regarding owner occupancy to comply with GC Section 27281.5

Are Fire Sprinklers Required for ADUs?

Depends, ADUs shall not be required to provide fire sprinklers if they are not or were not required of the primary residence. However, sprinklers can be required for an ADU if required in the primary structure. For example, if the primary residence has sprinklers as a result of an existing ordinance, then sprinklers could be required in the ADU. Alternative methods for fire protection could be provided.

If the ADU is detached from the main structure or new space above a detached garage, applicants can be encouraged to contact the local fire jurisdiction for information regarding fire sprinklers. Since ADUs are a unique opportunity to address a variety of housing needs and provide affordable housing options for family members, students, the elderly, in-home health care providers, the disabled, and others, the fire departments want to ensure the safety of these populations as well as the safety of those living in the primary structure. Fire Departments can help educate property owners on the benefits of sprinklers, potential resources and how they can be installed cost effectively. For example, insurance rates are typically 5 to 10 percent lower where the unit is sprinklered. Finally, other methods exist to provide additional fire protection. Some options may include additional exits, emergency escape and rescue openings, 1 hour or greater fire-rated assemblies, roofing materials and setbacks from property lines or other structures.

Is Manufactured Housing Permitted as an ADU?

Yes, an ADU is any residential dwelling unit with independent facilities and permanent provisions for living, sleeping, eating, cooking and sanitation. An ADU includes an efficiency unit (Health and Safety Code Section 17958.1) and a manufactured home (Health and Safety Code Section 18007).

Health and Safety Code Section 18007(a) “**Manufactured home**,” for the purposes of this part, means a structure that was constructed on or after June 15, 1976, is transportable in one or more sections, is eight body feet or more in width, or 40 body feet or more in length, in the traveling mode, or, when erected on site, is 320 or more square feet, is built on a permanent chassis and designed to be used as a single-family dwelling with or without a foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein. “Manufactured home” includes any structure that meets all the requirements of this paragraph except the size requirements and with respect to which the manufacturer voluntarily files a certification and complies with the standards established under the National Manufactured Housing Construction and Safety Act of 1974 (42 U.S.C., Sec. 5401, and following).

Can an Efficiency Unit Be Smaller than 220 Square Feet?

Yes, an efficiency unit for occupancy by no more than two persons, by statute (Health and Safety Code Section 17958.1), can have a minimum floor area of 150 square feet and can also have partial kitchen or bathroom facilities, as specified by ordinance or can have the same meaning specified in the Uniform Building Code, referenced in the Title 24 of the California Code of Regulations.

The 2015 International Residential Code adopted by reference into the 2016 California Residential Code (CRC) allows residential dwelling units to be built considerably smaller than an Efficiency Dwelling Unit (EDU). Prior to this code change an EDU was required to have a minimum floor area not less than 220 sq. ft unless modified by local ordinance in accordance with the California Health and Safety Code which could allow an EDU to be built no less than 150 sq. ft. For more information, see HCD’s Information Bulletin at <http://www.hcd.ca.gov/codes/manufactured-housing/docs/ib2016-06.pdf> .

Does ADU Law Apply to Charter Cities and Counties?

Yes. ADU law explicitly applies to “local agencies” which are defined as a city, county, or city and county whether general law or chartered (Section 65852.2(i)(2)).

Do ADUs Count toward the Regional Housing Need Allocation?

Yes, local governments may report ADUs as progress toward Regional Housing Need Allocation pursuant to Government Code Section 65400 based on the actual or anticipated affordability. See below frequently asked questions for JADUs for additional discussion.

Must ADU Ordinances Be Submitted to the Department of Housing and Community Development?

Yes, ADU ordinances must be submitted to the State Department of Housing and Community Development within 60 days after adoption, including amendments to existing ordinances. However, upon submittal, the ordinance is not subject to a Department review and findings process similar to housing element law (GC Section 65585)

Frequently Asked Questions: Junior Accessory Dwelling Units

Is There a Difference between ADU and JADU?



Courtesy of Lilypad Homes and Photo Credit to Jocelyn Knight

Yes, AB 2406 added Government Code Section 65852.22, providing a unique option for Junior ADUs. The bill allows local governments to adopt ordinances for JADUs, which are no more than 500 square feet and are typically bedrooms in a single-family home that have an entrance into the unit from the main home and an entrance to the outside from the JADU. The JADU must have cooking facilities, including a sink, but is not required to have a private bathroom. Current law does not prohibit local governments from adopting an ordinance for a JADU, and this bill explicitly allows, not requires, a local agency to do so. If the ordinance requires a permit, the local agency shall not require additional parking or charge a fee for a water or sewer connection as a condition of granting a permit for a JADU. For more information, see below.

ADUs and JADUs

REQUIREMENTS	ADU	JADU
Maximum Unit Size	Yes, generally up to 1,200 Square Feet or 50% of living area	Yes, 500 Square Foot Maximum
Kitchen	Yes	Yes
Bathroom	Yes	No, Common Sanitation is Allowed
Separate Entrance	Depends	Yes
Parking	Depends, Parking May Be Eliminated and Cannot Be Required Under Specified Conditions	No, Parking Cannot Be Required
Owner Occupancy	Depends, Owner Occupancy <i>May</i> Be Required	Yes, Owner Occupancy Is Required
Ministerial Approval Process	Yes	Yes
Prohibition on Sale of ADU	Yes	Yes

Why Adopt a JADU Ordinance?

JADUs offer the simplest and most affordable housing option. They bridge the gap between a roommate and a tenant by offering an interior connection between the unit and main living area. The doors between the two spaces can be secured from both sides, allowing them to be easily privatized or incorporated back into the main living area. These units share central systems, require no fire separation, and have a basic kitchen, utilizing small plug in appliances, reducing development costs. This provides flexibility and an insurance policy in homes in case additional income or housing is needed. They present no additional stress on utility services or infrastructure because they simply repurpose spare bedrooms that do not expand the homes planned occupancy. No additional address is required on the property because an interior connection remains. By adopting a JADU ordinance, local governments can offer homeowners additional options to take advantage of underutilized space and better address its housing needs.

Can JADUs Count towards the RHNA?

Yes, as part of the housing element portion of their general plan, local governments are required to identify sites with appropriate zoning that will accommodate projected housing needs in their regional housing need allocation (RHNA) and report on their progress pursuant to Government Code Section 65400. To credit a unit toward the RHNA, HCD and the Department of Finance (DOF) utilize the census definition of a housing unit. Generally, a JADU, including with shared sanitation facilities, that meets the census definition and is reported to the Department of Finance as part of the DOF annual City and County Housing Unit Change Survey can be credited toward the RHNA based on the appropriate income level. Local governments can track actual or anticipated affordability to assure the JADU is counted to the appropriate income category. For example, some local governments request and track information such as anticipated affordability as part of the building permit application.

A housing unit is a house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied, or, if vacant, is intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other persons in the building and which have direct access from the outside of the building or through a common hall.

Can the JADU Be Sold Independent of the Primary Dwelling?

No, the JADU cannot be sold separate from the primary dwelling.

Are JADUs Subject to Connection and Capacity Fees?

No, JADUs shall not be considered a separate or new dwelling unit for the purposes of fees and as a result should not be charged a fee for providing water, sewer or power, including a connection fee. These requirements apply to all providers of water, sewer and power, including non-municipal providers.

Local governments may adopt requirements for fees related to parking, other service or connection for water, sewer or power, however, these requirements must be uniform for all single family residences and JADUs are not considered a new or separate unit.

Are There Requirements for Fire Separation and Fire Sprinklers?

Yes, a local government may adopt requirements related to fire and life protection requirements. However, a JADU shall not be considered a new or separate unit. In other words, if the primary unit is not subject to fire or life protection requirements, then the JADU must be treated the same.

Resources



Courtesy of Karen Chapple, UC Berkeley

Attachment 1: Statutory Changes (Strikeout/Underline)

Government Code Section 65852.2

(a) (1) ~~Any~~ A local agency may, by ordinance, provide for the creation of ~~second-accessory dwelling~~ units in single-family and multifamily residential zones. The ordinance ~~may~~ shall do ~~any~~ all of the following:

(A) Designate areas within the jurisdiction of the local agency where ~~second-accessory dwelling~~ units may be permitted. The designation of areas may be based on criteria, that may include, but are not limited to, the adequacy of water and sewer services and the impact of ~~second-accessory dwelling~~ units on traffic ~~flow~~. flow and public safety.

(B) (i) Impose standards on ~~second-accessory dwelling~~ units that include, but are not limited to, parking, height, setback, lot coverage, landscape, architectural review, maximum size of a unit, and standards that prevent adverse impacts on any real property that is listed in the California Register of Historic Places.

(ii) Notwithstanding clause (i), a local agency may reduce or eliminate parking requirements for any accessory dwelling unit located within its jurisdiction.

(C) Provide that ~~second-accessory dwelling~~ units do not exceed the allowable density for the lot upon which the ~~second-accessory dwelling~~ unit is located, and that ~~second-accessory dwelling~~ units are a residential use that is consistent with the existing general plan and zoning designation for the lot.

(D) Require the accessory dwelling units to comply with all of the following:

(i) The unit is not intended for sale separate from the primary residence and may be rented.

(ii) The lot is zoned for single-family or multifamily use and contains an existing, single-family dwelling.

(iii) The accessory dwelling unit is either attached to the existing dwelling or located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling.

(iv) The increased floor area of an attached accessory dwelling unit shall not exceed 50 percent of the existing living area, with a maximum increase in floor area of 1,200 square feet.

(v) The total area of floorspace for a detached accessory dwelling unit shall not exceed 1,200 square feet.

(vi) No passageway shall be required in conjunction with the construction of an accessory dwelling unit.

(vii) No setback shall be required for an existing garage that is converted to a accessory dwelling unit, and a setback of no more than five feet from the side and rear lot lines shall be required for an accessory dwelling unit that is constructed above a garage.

(viii) Local building code requirements that apply to detached dwellings, as appropriate.

(ix) Approval by the local health officer where a private sewage disposal system is being used, if required.

(x) (I) Parking requirements for accessory dwelling units shall not exceed one parking space per unit or per bedroom. These spaces may be provided as tandem parking on an existing driveway.

(II) Offstreet parking shall be permitted in setback areas in locations determined by the local agency or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon specific site or regional topographical or fire and life safety conditions, or that it is not permitted anywhere else in the jurisdiction.

(III) This clause shall not apply to a unit that is described in subdivision (d).

(xi) When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit, and the local agency requires that those offstreet parking spaces be replaced, the replacement spaces may be located in any configuration on the same lot as the accessory dwelling unit, including, but not limited to, as covered spaces, uncovered spaces, or tandem spaces, or by the use of mechanical automobile parking lifts. This clause shall not apply to a unit that is described in subdivision (d).

(2) The ordinance shall not be considered in the application of any local ordinance, policy, or program to limit residential growth.

(3) When a local agency receives its first application on or after July 1, 2003, for a permit pursuant to this subdivision, the application shall be considered ministerially without discretionary review or a hearing, notwithstanding Section 65901 or 65906 or any local ordinance regulating the issuance of variances or special use permits. ~~Nothing in this paragraph may be construed to require a local government to adopt or amend an ordinance for the creation of ADUs.~~ permits, within 120 days after receiving the application. A local agency may charge a fee to reimburse it for costs that it incurs as a result of amendments to this paragraph enacted during the 2001–02 Regular Session of the Legislature, including the costs of adopting or amending any ordinance that provides for the creation of ~~ADUs.~~ an accessory dwelling unit.

~~(b) (4) (1) An~~ When existing ordinance governing the creation of an accessory dwelling unit by a local agency which has not adopted an ordinance governing ADUs in accordance with subdivision (a) or (c) receives its first application on or after July 1, 1983, for a permit pursuant to this subdivision, the local agency shall accept the application and approve or disapprove the application ministerially without discretionary review pursuant to this subdivision unless it or an accessory dwelling ordinance adopted by a local agency subsequent to the effective date of the act adding this paragraph shall provide an approval process that includes only ministerial provisions for the approval of accessory dwelling units and shall not include any discretionary processes, provisions, or requirements for those units, except as otherwise provided in this subdivision. In the event that a local agency has an existing accessory dwelling unit ordinance that fails to meet the requirements of this subdivision, that ordinance shall be null and void upon the effective date of the act adding this paragraph and that agency shall thereafter apply the standards established in this subdivision for the approval of accessory dwelling units, unless and until the agency adopts an ordinance in accordance with subdivision (a) or (c) within 120 days after receiving the application. Notwithstanding Section 65901 or 65906, every local agency shall grant a variance or special use permit for the creation of a ADU if the ADU complies with all of the following: that complies with this section.

~~(A) The unit is not intended for sale and may be rented.~~

~~(B) The lot is zoned for single family or multifamily use.~~

~~(C) The lot contains an existing single family dwelling.~~

~~(D) The ADU is either attached to the existing dwelling and located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling.~~

~~(E) The increased floor area of an attached ADU shall not exceed 30 percent of the existing living area.~~

~~(F) The total area of floorspace for a detached ADU shall not exceed 1,200 square feet.~~

~~(G) Requirements relating to height, setback, lot coverage, architectural review, site plan review, fees, charges, and other zoning requirements generally applicable to residential construction in the zone in which the property is located.~~

~~(H) Local building code requirements which apply to detached dwellings, as appropriate.~~

~~(I) Approval by the local health officer where a private sewage disposal system is being used, if required.~~

~~(2)~~ (5) No other local ordinance, policy, or regulation shall be the basis for the denial of a building permit or a use permit under this subdivision.

~~(3)~~ (6) This subdivision establishes the maximum standards that local agencies shall use to evaluate ~~proposed ADUs on lots~~ a proposed accessory dwelling unit on a lot zoned for residential use ~~which contain~~ that contains an existing single-family dwelling. No additional standards, other than those provided in this ~~subdivision or subdivision~~ (a), subdivision, shall be utilized or imposed, except that a local agency may require an applicant for a permit issued pursuant to this subdivision to be an ~~owner-occupant~~ owner-occupant or that the property be used for rentals of terms longer than 30 days.

~~(4)~~ (7) ~~No changes in zoning ordinances or other ordinances or any changes in the general plan shall be required to implement this subdivision. Any~~ A local agency may amend its zoning ordinance or general plan to incorporate the policies, procedures, or other provisions applicable to the creation of ADUs an accessory dwelling unit if these provisions are consistent with the limitations of this subdivision.

~~(5)~~ (8) A ADU ~~which conforms to the requirements of~~ An accessory dwelling unit that conforms to this subdivision shall be deemed to be an accessory use or an accessory building and shall not be considered to exceed the allowable density for the lot upon which it is located, and shall be deemed to be a residential use ~~which that is~~ consistent with the existing general plan and zoning designations for the lot. The ADUs accessory dwelling unit shall not be considered in the application of any local ordinance, policy, or program to limit residential growth.

~~(c)~~ (b) ~~No~~ When a local agency shall adopt an ordinance which totally precludes ADUs within single-family or multifamily zoned areas unless the ordinance contains findings acknowledging that the ordinance may limit housing opportunities of the region and further contains findings that specific adverse impacts on the public health, safety, and welfare that would result from allowing ADUs within single-family and multifamily zoned areas justify adopting the ordinance. that has not adopted an ordinance governing accessory dwelling units in accordance with subdivision (a) receives its first application on or after July 1, 1983, for a permit to create an accessory dwelling unit pursuant to this subdivision, the local agency shall accept the application and approve or disapprove the application ministerially without discretionary review pursuant to subdivision (a) within 120 days after receiving the application.

~~(d)~~ (c) A local agency may establish minimum and maximum unit size requirements for both attached and detached ~~second~~ accessory dwelling units. No minimum or maximum size for a ~~second~~ an accessory dwelling unit, or size based upon a percentage of the existing dwelling, shall be established by ordinance for either attached or detached dwellings ~~which that~~ does not permit at least an efficiency unit to be constructed in compliance with local development standards. Accessory dwelling units shall not be required to provide fire sprinklers if they are not required for the primary residence.

(d) Notwithstanding any other law, a local agency, whether or not it has adopted an ordinance governing accessory dwelling units in accordance with subdivision (a), shall not impose parking standards for an accessory dwelling unit in any of the following instances:

(1) The accessory dwelling unit is located within one-half mile of public transit.

(2) The accessory dwelling unit is located within an architecturally and historically significant historic district.

(3) The accessory dwelling unit is part of the existing primary residence or an existing accessory structure.

(4) When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.

(5) When there is a car share vehicle located within one block of the accessory dwelling unit.

~~(e)~~ Parking requirements for ADUs shall not exceed one parking space per unit or per bedroom. Additional parking may be required provided that a finding is made that the additional parking requirements are directly related to the

use of the ADU and are consistent with existing neighborhood standards applicable to existing dwellings. Off-street parking shall be permitted in setback areas in locations determined by the local agency or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon specific site or regional topographical or fire and life safety conditions, or that it is not permitted anywhere else in the jurisdiction. Notwithstanding subdivisions (a) to (d), inclusive, a local agency shall ministerially approve an application for a building permit to create within a single-family residential zone one accessory dwelling unit per single-family lot if the unit is contained within the existing space of a single-family residence or accessory structure, has independent exterior access from the existing residence, and the side and rear setbacks are sufficient for fire safety. Accessory dwelling units shall not be required to provide fire sprinklers if they are not required for the primary residence.

(f) (1) Fees charged for the construction of ~~second~~ accessory dwelling units shall be determined in accordance with Chapter 5 (commencing with Section 66000), 66000) and Chapter 7 (commencing with Section 66012).

(2) Accessory dwelling units shall not be considered new residential uses for the purposes of calculating local agency connection fees or capacity charges for utilities, including water and sewer service.

(A) For an accessory dwelling unit described in subdivision (e), a local agency shall not require the applicant to install a new or separate utility connection directly between the accessory dwelling unit and the utility or impose a related connection fee or capacity charge.

(B) For an accessory dwelling unit that is not described in subdivision (e), a local agency may require a new or separate utility connection directly between the accessory dwelling unit and the utility. Consistent with Section 66013, the connection may be subject to a connection fee or capacity charge that shall be proportionate to the burden of the proposed accessory dwelling unit, based upon either its size or the number of its plumbing fixtures, upon the water or sewer system. This fee or charge shall not exceed the reasonable cost of providing this service.

(g) This section does not limit the authority of local agencies to adopt less restrictive requirements for the creation of ADUs. an accessory dwelling unit.

(h) Local agencies shall submit a copy of the ~~ordinances~~ ordinance adopted pursuant to subdivision (a) ~~or (e)~~ to the Department of Housing and Community Development within 60 days after adoption.

(i) As used in this section, the following terms mean:

(1) "Living ~~area,~~ area" means the interior habitable area of a dwelling unit including basements and attics but does not include a garage or any accessory structure.

(2) "Local agency" means a city, county, or city and county, whether general law or chartered.

(3) For purposes of this section, "neighborhood" has the same meaning as set forth in Section 65589.5.

(4) ~~"Second~~ "Accessory dwelling unit" means an attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. ~~A second~~ An accessory dwelling unit also includes the following:

(A) An efficiency unit, as defined in Section 17958.1 of Health and Safety Code.

(B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.

(5) "Passageway" means a pathway that is unobstructed clear to the sky and extends from a street to one entrance of the accessory dwelling unit.

(j) Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act (Division 20 (commencing with Section 30000) of the Public Resources Code), except that the local government shall not be required to hold public hearings for coastal development permit applications for ~~second~~ accessory dwelling units.

Government Code Section 65852.22.

(a) Notwithstanding Section 65852.2, a local agency may, by ordinance, provide for the creation of junior accessory dwelling units in single-family residential zones. The ordinance may require a permit to be obtained for the creation of a junior accessory dwelling unit, and shall do all of the following:

(1) Limit the number of junior accessory dwelling units to one per residential lot zoned for single-family residences with a single-family residence already built on the lot.

(2) Require owner-occupancy in the single-family residence in which the junior accessory dwelling unit will be permitted. The owner may reside in either the remaining portion of the structure or the newly created junior accessory dwelling unit. Owner-occupancy shall not be required if the owner is another governmental agency, land trust, or housing organization.

(3) Require the recordation of a deed restriction, which shall run with the land, shall be filed with the permitting agency, and shall include both of the following:

(A) A prohibition on the sale of the junior accessory dwelling unit separate from the sale of the single-family residence, including a statement that the deed restriction may be enforced against future purchasers.

(B) A restriction on the size and attributes of the junior accessory dwelling unit that conforms with this section.

(4) Require a permitted junior accessory dwelling unit to be constructed within the existing walls of the structure, and require the inclusion of an existing bedroom.

(5) Require a permitted junior accessory dwelling to include a separate entrance from the main entrance to the structure, with an interior entry to the main living area. A permitted junior accessory dwelling may include a second interior doorway for sound attenuation.

(6) Require the permitted junior accessory dwelling unit to include an efficiency kitchen, which shall include all of the following:

(A) A sink with a maximum waste line diameter of 1.5 inches.

(B) A cooking facility with appliances that do not require electrical service greater than 120 volts, or natural or propane gas.

(C) A food preparation counter and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

(b) (1) An ordinance shall not require additional parking as a condition to grant a permit.

(2) This subdivision shall not be interpreted to prohibit the requirement of an inspection, including the imposition of a fee for that inspection, to determine whether the junior accessory dwelling unit is in compliance with applicable building standards.

(c) An application for a permit pursuant to this section shall, notwithstanding Section 65901 or 65906 or any local ordinance regulating the issuance of variances or special use permits, be considered ministerially, without discretionary review or a hearing. A permit shall be issued within 120 days of submission of an application for a

permit pursuant to this section. A local agency may charge a fee to reimburse the local agency for costs incurred in connection with the issuance of a permit pursuant to this section.

(d) For the purposes of any fire or life protection ordinance or regulation, a junior accessory dwelling unit shall not be considered a separate or new dwelling unit. This section shall not be construed to prohibit a city, county, city and county, or other local public entity from adopting an ordinance or regulation relating to fire and life protection requirements within a single-family residence that contains a junior accessory dwelling unit so long as the ordinance or regulation applies uniformly to all single-family residences within the zone regardless of whether the single-family residence includes a junior accessory dwelling unit or not.

(e) For the purposes of providing service for water, sewer, or power, including a connection fee, a junior accessory dwelling unit shall not be considered a separate or new dwelling unit.

(f) This section shall not be construed to prohibit a local agency from adopting an ordinance or regulation, related to parking or a service or a connection fee for water, sewer, or power, that applies to a single-family residence that contains a junior accessory dwelling unit, so long as that ordinance or regulation applies uniformly to all single-family residences regardless of whether the single-family residence includes a junior accessory dwelling unit.

(g) For purposes of this section, the following terms have the following meanings:

(1) "Junior accessory dwelling unit" means a unit that is no more than 500 square feet in size and contained entirely within an existing single-family structure. A junior accessory dwelling unit may include separate sanitation facilities, or may share sanitation facilities with the existing structure.

(2) "Local agency" means a city, county, or city and county, whether general law or chartered.

Attachment 2: Sample ADU Ordinance

Section XXX1XXX: Purpose

This Chapter provides for accessory dwelling units on lots developed or proposed to be developed with single-family dwellings. Such accessory dwellings contribute needed housing to the community's housing stock. Thus, accessory dwelling units are a residential use which is consistent with the General Plan objectives and zoning regulations and which enhances housing opportunities, including near transit on single family lots.

Section XXX2XXX: Applicability

The provisions of this Chapter apply to all lots that are occupied with a single family dwelling unit and zoned residential. Accessory dwelling units do exceed the allowable density for the lot upon which the accessory dwelling unit is located, and are a residential use that is consistent with the existing general plan and zoning designation for the lot.

Section XXX3XXX: Development Standards

Accessory Structures within Existing Space

An accessory dwelling unit within an existing space including the primary structure, attached or detached garage or other accessory structure shall be permitted ministerially with a building permit regardless of all other standards within the Chapter if complying with:

1. Building and safety codes
2. Independent exterior access from the existing residence
3. Sufficient side and rear setbacks for fire safety.

Accessory Structures (Attached and Detached)

General:

1. The unit is not intended for sale separate from the primary residence and may be rented.
2. The lot is zoned for residential and contains an existing, single-family dwelling.
3. The accessory dwelling unit is either attached to the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling.
4. The increased floor area of an attached accessory dwelling unit shall not exceed 50 percent of the existing living area, with a maximum increase in floor area of 1,200 square feet.
5. The total area of floor space for a detached accessory dwelling unit shall not exceed 1,200 square feet.
6. Local building code requirements that apply to detached dwellings, as appropriate.
7. No passageway shall be required in conjunction with the construction of an accessory dwelling unit.
8. No setback shall be required for an existing garage that is converted to a accessory dwelling unit, and a setback of no more than five feet from the side and rear lot lines shall be required for an accessory dwelling unit that is constructed above a garage.
9. Accessory dwelling units shall not be required to provide fire sprinklers if they are not required for the primary residence and may employ alternative methods for fire protection.

Parking:

1. Parking requirements for accessory dwelling units shall not exceed one parking space per unit or per bedroom. These spaces may be provided as tandem parking, including on an existing driveway or in setback areas, excluding the non-driveway front yard setback.
2. Parking is not required in the following instances:
 - The accessory dwelling unit is located within one-half mile of public transit, including transit stations and bus stations.

- The accessory dwelling unit is located in the WWWW Downtown, XXX Area, YYY Corridor and ZZZ Opportunity Area.
 - The accessory dwelling unit is located within an architecturally and historically significant historic district.
 - When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.
 - When there is a car share vehicle located within one block of the accessory dwelling unit.
3. Replacement Parking: When a garage, carport, or covered parking structure is demolished or converted in conjunction with the construction of an accessory dwelling unit, replacement parking shall not be required and may be located in any configuration on the same lot as the accessory dwelling unit.

Section XXX4XXX: Permit Requirements

ADUs shall be permitted ministerially, in compliance with this Chapter within 120 days of application. The Community Development Director shall issue a building permit or zoning certificate to establish an accessory dwelling unit in compliance with this Chapter if all applicable requirements are met in Section XXX3XXXXX, as appropriate. The Community Development Director may approve an accessory dwelling unit that is not in compliance with Section XXX3XXXXX as set forth in Section XXX5XXXXX. The XXXX Health Officer shall approve an application in conformance with XXXXXX where a private sewage disposal system is being used.

Section XXX5XXX: Review Process for Accessory Structure Not Complying with Development Standards

An accessory dwelling unit that does not comply with standards in Section XXX3XX may be permitted with a zoning certificate or an administrative use permit at the discretion of the Community Development Director subject to findings in Section XXX6XX.

Section XXX6XXX: Findings

A. In order to deny an administrative use permit under Section XXX5XXX, the Community Development Director shall find that the Accessory Dwelling Unit would be detrimental to the public health and safety or would introduce unreasonable privacy impacts to the immediate neighbors.

B. In order to approve an administrative use permit under Section XXX5XXX to waive required accessory dwelling unit parking, the Community Development Director shall find that additional or new on-site parking would be detrimental, and that granting the waiver will meet the purposes of this Chapter.

Section XXX7XXX: Definitions

(1) "Living area means the interior habitable area of a dwelling unit including basements and attics but does not include a garage or any accessory structure.

(2) "Accessory dwelling unit" means an attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. An accessory dwelling unit also includes the following:

(A) An efficiency unit, as defined in Section 17958.1 of Health and Safety Code.

(B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.

(3) "Passageway" means a pathway that is unobstructed clear to the sky and extends from a street to one entrance of the accessory dwelling unit.

(4) (1) “Existing Structure” for the purposes of defining an allowable space that can be converted to an ADU means within the four walls and roofline of any structure existing on or after January 1, 2017 that can be made safely habitable under local building codes at the determination of the building official regardless of any non-compliance with zoning standards.

Attachment 3: Sample JADU Ordinance

(Lilypad Homes at <http://lilypadhomes.org/>)

Draft Junior Accessory Dwelling Units (JADU) – Flexible Housing

Findings:

1. Causation: Critical need for housing for lower income families and individuals given the high cost of living and low supply of affordable homes for rent or purchase, and the difficulty, given the current social and economic environment, in building more affordable housing
2. Mitigation: Create a simple and inexpensive permitting track for the development of junior accessory dwelling units that allows spare bedrooms in homes to serve as a flexible form of infill housing
3. Endangerment: Provisions currently required under agency ordinances are so arbitrary, excessive, or burdensome as to restrict the ability of homeowners to legally develop these units therefore encouraging homeowners to bypass safety standards and procedures that make the creation of these units a benefit to the whole of the community
4. Co-Benefits: Homeowners (particularly retired seniors and young families, groups that tend to have the lowest incomes) – generating extra revenue, allowing people facing unexpected financial obstacles to remain in their homes, housing parents, children or caregivers; Homebuyers - providing rental income which aids in mortgage qualification under new government guidelines; Renters – creating more low-cost housing options in the community where they work, go to school or have family, also reducing commute time and expenses; Municipalities – helping to meet RHNA goals, increasing property and sales tax revenue, insuring safety standard code compliance, providing an abundant source of affordable housing with no additional infrastructure needed; Community - housing vital workers, decreasing traffic, creating economic growth both in the remodeling sector and new customers for local businesses; Planet - reducing carbon emissions, using resources more efficiently;
5. Benefits of Junior ADUs: offer a more affordable housing option to both homeowners and renters, creating economically healthy, diverse, multi-generational communities;

Therefore the following ordinance is hereby enacted:

This Section provides standards for the establishment of junior accessory dwelling units, an alternative to the standard accessory dwelling unit, permitted as set forth under State Law AB 1866 (Chapter 1062, Statutes of 2002) Sections 65852.150 and 65852.2 and subject to different provisions under fire safety codes based on the fact that junior accessory dwelling units do not qualify as “complete independent living facilities” given that the interior connection from the junior accessory dwelling unit to the main living area remains, therefore not redefining the single-family home status of the dwelling unit.

- A) *Development Standards.* Junior accessory dwelling units shall comply with the following standards, including the standards in Table below:
- 1) *Number of Units Allowed.* Only one accessory dwelling unit or, junior accessory dwelling unit, may be located on any residentially zoned lot that permits a single-family dwelling except as otherwise regulated or restricted by an adopted Master Plan or Precise Development Plan. A junior accessory dwelling unit may only be located on a lot which already contains one legal single-family dwelling.
 - 2) *Owner Occupancy:* The owner of a parcel proposed for a junior accessory dwelling unit shall occupy as a principal residence either the primary dwelling or the accessory dwelling, except when the home is held by an agency such as a land trust or housing organization in an effort to create affordable housing.
 - 3) *Sale Prohibited:* A junior accessory dwelling unit shall not be sold independently of the primary dwelling on the parcel.

- 4) *Deed Restriction:* A deed restriction shall be completed and recorded, in compliance with Section B below.
- 5) *Location of Junior Accessory Dwelling Unit:* A junior accessory dwelling unit must be created within the existing walls of an existing primary dwelling, and must include conversion of an existing bedroom.
- 6) *Separate Entry Required:* A separate exterior entry shall be provided to serve a junior accessory dwelling unit.
- 7) *Interior Entry Remains:* The interior connection to the main living area must be maintained, but a second door may be added for sound attenuation.
- 8) *Kitchen Requirements:* The junior accessory dwelling unit shall include an efficiency kitchen, requiring and limited to the following components:
 - a) A sink with a maximum waste line diameter of one-and-a-half (1.5) inches,
 - b) A cooking facility with appliance which do not require electrical service greater than one-hundred-and-twenty (120) volts or natural or propane gas, and
 - c) A food preparation counter and storage cabinets that are reasonable to size of the unit.
- 9) *Parking:* No additional parking is required beyond that required when the existing primary dwelling was constructed.

Development Standards for Junior Accessory Dwelling Units

SITE OR DESIGN FEATURE	SITE AND DESIGN STANDARDS
Maximum unit size	500 square feet
Setbacks	As required for the primary dwelling unit
Parking	No additional parking required

- B) *Deed Restriction:* Prior to obtaining a building permit for a junior accessory dwelling unit, a deed restriction, approved by the City Attorney, shall be recorded with the County Recorder's office, which shall include the pertinent restrictions and limitations of a junior accessory dwelling unit identified in this Section. Said deed restriction shall run with the land, and shall be binding upon any future owners, heirs, or assigns. A copy of the recorded deed restriction shall be filed with the Department stating that:
 - 1) The junior accessory dwelling unit shall not be sold separately from the primary dwelling unit;
 - 2) The junior accessory dwelling unit is restricted to the maximum size allowed per the development standards;
 - 3) The junior accessory dwelling unit shall be considered legal only so long as either the primary residence, or the accessory dwelling unit, is occupied by the owner of record of the property, except when the home is owned by an agency such as a land trust or housing organization in an effort to create affordable housing;
 - 4) The restrictions shall be binding upon any successor in ownership of the property and lack of compliance with this provision may result in legal action against the property owner, including revocation of any right to maintain a junior accessory dwelling unit on the property.
- C) *No Water Connection Fees:* No agency should require a water connection fee for the development of a junior accessory dwelling unit. An inspection fee to confirm that the dwelling unit complies with development standard may be assessed.
- D) *No Sewer Connection Fees:* No agency should require a sewer connection fee for the development of a junior accessory dwelling unit. An inspection fee to confirm that the dwelling unit complies with development standard

may be assessed.

- E) *No Fire Sprinklers and Fire Attenuation:* No agency should require fire sprinkler or fire attenuation specifications for the development of a junior accessory dwelling unit. An inspection fee to confirm that the dwelling unit complies with development standard may be assessed.

Definitions of Specialized Terms and Phrases.

“Accessory dwelling unit” means an attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. An accessory dwelling unit also includes the following:

(1) An efficiency unit, as defined in Section 17958.1 of Health and Safety Code.

(2) A manufactured home, as defined in Section 18007 of the Health and Safety Code.

“Junior accessory dwelling unit” means a unit that is no more than 500 square feet in size and contained entirely within an existing single-family structure. A junior accessory dwelling unit may include separate sanitation facilities, or may share sanitation facilities with the existing structure.

Attachment 4: State Standards Checklist (As of January 1, 2017)

YES/NO	STATE STANDARD*	GOVERNMENT CODE SECTION
	Unit is not intended for sale separate from the primary residence and may be rented.	65852.2(a)(1)(D)(i)
	Lot is zoned for single-family or multifamily use and contains an existing, single-family dwelling.	65852.2(a)(1)(D)(ii)
	Accessory dwelling unit is either attached to the existing dwelling or located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling.	65852.2(a)(1)(D)(iii)
	Increased floor area of an attached accessory dwelling unit does not exceed 50 percent of the existing living area, with a maximum increase in floor area of 1,200 square feet.	65852.2(a)(1)(D)(iv)
	Total area of floor space for a detached accessory dwelling unit does not exceed 1,200 square feet.	65852.2(a)(1)(D)(v)
	Passageways are not required in conjunction with the construction of an accessory dwelling unit.	65852.2(a)(1)(D)(vi)
	Setbacks are not required for an existing garage that is converted to an accessory dwelling unit, and a setback of no more than five feet from the side and rear lot lines are not required for an accessory dwelling unit that is constructed above a garage.	65852.2(a)(1)(D)(vi i)
	(Local building code requirements that apply to detached dwellings are met, as appropriate.	65852.2(a)(1)(D)(vi ii)
	Local health officer approval where a private sewage disposal system is being used, if required.	65852.2(a)(1)(D)(ix)
	Parking requirements do not exceed one parking space per unit or per bedroom. These spaces may be provided as tandem parking on an existing driveway.	65852.2(a)(1)(D)(x)

* Other requirements may apply. See Government Code Section 65852.2

Attachment 5: Bibliography

Reports

[ACCESSORY DWELLING UNITS: CASE STUDY](#) (26 pp.)

By United States Department of Housing and Urban Development, Office of Policy Development and Research. (2008)

Introduction: Accessory dwelling units (ADUs) — also referred to as accessory apartments, ADUs, or granny flats — are additional living quarters on single-family lots that are independent of the primary dwelling unit. The separate living spaces are equipped with kitchen and bathroom facilities, and can be either attached or detached from the main residence. This case study explores how the adoption of ordinances, with reduced regulatory restrictions to encourage ADUs, can be advantageous for communities. Following an explanation of the various types of ADUs and their benefits, this case study provides examples of municipalities with successful ADU legislation and programs. Section titles include: History of ADUs; Types of Accessory Dwelling Units; Benefits of Accessory Dwelling Units; and Examples of ADU Ordinances and Programs.

[THE MACRO VIEW ON MICRO UNITS](#) (46 pp.)

By Bill Whitlow, et al. — Urban Land Institute (2014)
Library Call #: H43 4.21 M33 2014

The Urban Land Institute Multifamily Housing Councils were awarded a ULI Foundation research grant in fall 2013 to evaluate from multiple perspectives the market performance and market acceptance of micro and small units.

[RESPONDING TO CHANGING HOUSEHOLDS: Regulatory Challenges for Micro-units and Accessory Dwelling Units](#) (76 pp.)

By Vicki Been, Benjamin Gross, and John Infranca (2014)
New York University: Furman Center for Real Estate & Urban Policy
Library Call # D55 3 I47 2014

This White Paper fills two gaps in the discussion regarding compact units. First, we provide a detailed analysis of the regulatory and other challenges to developing both ADUs and micro-units, focusing on five cities: New York; Washington, DC; Austin; Denver; and Seattle. That analysis will be helpful not only to the specific jurisdictions we study, but also can serve as a model for those who want to catalogue regulations that might get in the way of the development of compact units in their own jurisdictions. Second, as more local governments permit or encourage compact units, researchers will need to evaluate how well the units built serve the goals proponents claim they will.

[SCALING UP SECONDARY UNIT PRODUCTION IN THE EAST BAY: Impacts and Policy Implications](#) (25 pp.)

By Jake Webmann, Alison Nemirow, and Karen Chapple (2012)
UC Berkeley: Institute of Urban and Regional Development (IURD)
Library Call # H44 1.1 S33 2012

This paper begins by analyzing how many secondary units of one particular type, detached backyard cottages, might be built in the East Bay, focusing on the Flatlands portions of Berkeley, El Cerrito, and Oakland. We then investigate the potential impacts of scaling up the strategy with regard to housing affordability, smart growth, alternative transportation, the economy, and city budgets. A final section details policy recommendations, focusing on regulatory reforms and other actions cities can take to encourage secondary unit construction, such as promoting carsharing programs, educating residents, and providing access to finance.

[SECONDARY UNITS AND URBAN INFILL: A literature Review \(12 pp.\)](#)

By Jake Wegmann and Alison Nemirow (2011)
UC Berkeley: IURD
Library Call # D44 4.21 S43 2011

This literature review examines the research on both infill development in general, and secondary units in particular, with an eye towards understanding the similarities and differences between infill as it is more traditionally understood – i.e., the development or redevelopment of entire parcels of land in an already urbanized area – and the incremental type of infill that secondary unit development constitutes.

[YES, BUT WILL THEY LET US BUILD? The Feasibility of Secondary Units in the East Bay \(17 pp.\)](#)

By Alison Nemirow and Karen Chapple (2012)
UC Berkeley: IURD
Library Call # H44.5 1.1 Y47 2012

This paper begins with a discussion of how to determine the development potential for secondary units, and then provides an overview of how many secondary units can be built in the East Bay of San Francisco Bay Area under current regulations. The next two sections examine key regulatory barriers in detail for the five cities in the study (Albany, Berkeley, El Cerrito, Oakland, and Richmond), looking at lot size, setbacks, parking requirements, and procedural barriers. A sensitivity analysis then determines how many units could be built were the regulations to be relaxed.

[YES IN MY BACKYARD: Mobilizing the Market for Secondary Units \(20 pp.\)](#)

By Karen Chapple, J. Weigmann, A. Nemirow, and C. Dentel-Post (2011)
UC Berkeley: Center for Community Innovation.
Library Call # B92 1.1 Y47 2011

This study examines two puzzles that must be solved in order to scale up a secondary unit strategy: first, how can city regulations best enable their construction? And second, what is the market for secondary units? Because parking is such an important issue, we also examine the potential for secondary unit residents to rely on alternative transportation modes, particular car share programs. The study looks at five adjacent cities in the East Bay of the San Francisco Bay Area (Figure 1) -- Oakland, Berkeley, Albany, El Cerrito, and Richmond -- focusing on the areas within ½ mile of five Bay Area Rapid Transit (BART) stations.

Journal Articles and Working Papers:

[BACKYARD HOMES LA \(17 pp.\)](#)

By Dana Cuff, Tim Higgins, and Per-Johan Dahl, Eds. (2010)
Regents of the University of California, Los Angeles.
City Lab Project Book.

[DEVELOPING PRIVATE ACCESSORY DWELLINGS \(6 pp.\)](#)

By William P. Macht. Urbanland online. (June 26, 2015)
Library Location: Urbanland 74 (3/4) March/April 2015, pp. 154-161.

[GRANNY FLATS GAINING GROUND](#) (2 pp.)

By Brian Barth. Planning Magazine: pp. 16-17. (April 2016)
Library Location: Serials

["HIDDEN" DENSITY: THE POTENTIAL OF SMALL-SCALE INFILL DEVELOPMENT](#) (2 pp.)

By Karen Chapple (2011)
UC Berkeley: IURD Policy Brief.
Library Call # D44 1.2 H53 2011

California's implementation of SB 375, the Sustainable Communities and Climate Protection Act of 2008, is putting new pressure on communities to support infill development. As metropolitan planning organizations struggle to communicate the need for density, they should take note of strategies that make increasing density an attractive choice for neighborhoods and regions.

[HIDDEN DENSITY IN SINGLE-FAMILY NEIGHBORHOODS: Backyard cottages as an equitable smart growth strategy](#) (22 pp.)

By Jake Wegmann and Karen Chapple. Journal of Urbanism 7(3): pp. 307-329. (2014)

Abstract (not available in full text): Secondary units, or separate small dwellings embedded within single-family residential properties, constitute a frequently overlooked strategy for urban infill in high-cost metropolitan areas in the United States. This study, which is situated within California's San Francisco Bay Area, draws upon data collected from a homeowners' survey and a Rental Market Analysis to provide evidence that a scaled-up strategy emphasizing one type of secondary unit – the backyard cottage – could yield substantial infill growth with minimal public subsidy. In addition, it is found that this strategy compares favorably in terms of affordability with infill of the sort traditionally favored in the 'smart growth' literature, i.e. the construction of dense multifamily housing developments.

[RETHINKING PRIVATE ACCESSORY DWELLINGS](#) (5 pp.)

By William P. Macht. Urbanland online. (March 6, 2015)
Library Location: Urbanland 74 (1/2) January/February 2015, pp. 87-91.

[ADUS AND LOS ANGELES' BROKEN PLANNING SYSTEM](#) (4 pp.)

By CARLYLE W. Hall. The Planning Report. (April 26, 2016).
Land-use attorney Carlyle W. Hall comments on building permits for accessory dwelling units.

News:

[HOW ONE COLORADO CITY INSTANTLY CREATED AFFORDABLE HOUSING](#)

By Anthony Flint. The Atlantic-CityLab. (May 17, 2016).

In Durango, Colorado, zoning rules were changed to allow, for instance, non-family members as residents in already-existing accessory dwelling units.

[NEW HAMPSHIRE WINS PROTECTIONS FOR ACCESSORY DWELLING UNITS](#) (1 p.)

NLIHC (March 28, 2016)

Affordable housing advocates in New Hampshire celebrated a significant victory this month when Governor Maggie Hassan (D) signed Senate Bill 146, legislation that allows single-family homeowners to add an accessory

dwelling unit as a matter of right through a conditional use permit or by special exception as determined by their municipalities. The bill removes a significant regulatory barrier to increasing rental homes at no cost to taxpayers.

[NEW IN-LAW SUITE RULES BOOST AFFORDABLE HOUSING IN SAN FRANCISCO](#). (3 pp.)

By Rob Poole. Shareable. (June 10, 2014).

The San Francisco Board of Supervisors recently approved two significant pieces of legislation that support accessory dwelling units (ADUs), also known as “in-law” or secondary units, in the city...

[USING ACCESSORY DWELLING UNITS TO BOLSTER AFFORDABLE HOUSING](#) (3 pp.)

By Michael Ryan. Smart Growth America. (December 12, 2014).



April 18, 2018

The Honorable Mike McGuire
Chair, Senate Governance and Finance Committee
State Capitol, Room 5061
Sacramento, CA 95814

**Re: SB 831 (Wieckowski): Land use: accessory dwelling units
As amended on April 9, 2018 – OPPOSE
Referred to Senate Governance and Finance Committee**

Dear Senator McGuire,

The California State Association of Counties (CSAC), the Urban Counties of California (UCC), the Rural County Representatives of California (RCRC), and the League of California Cities (LCC) are opposed to Senate Bill 831 by Senator Wieckowski. This bill would significantly amend the statewide standards that apply to locally-adopted ordinances concerning accessory dwelling units (ADUs), even though the law was thoroughly revised in 2016 Legislative Session. These revisions were a product of two carefully-negotiated bills that only became effective in January 2017, with further amendments during the 2017 Legislative Session. All local agencies that worked in good faith to implement those laws would have to reopen their ordinances yet again to comply with the provisions of SB 831. Our organizations are opposed to this complete rewrite of the statutes pertaining to ADU's for the following reasons.

Reverses Existing ADU Law. The last major changes to the state's ADU law only became effective on January 1, 2017. Since that time, counties and cities have updated their ordinances to be consistent with state law by designating areas where ADU's are allowed and have imposed development standards consistent with the law. SB 831 reverses the framework of the existing law, instead requiring ordinances to identify only where ADUs are *prohibited*. This would likely require every agency that updated their ordinance pursuant to the last bills to reopen the revisions made in 2016 and 2017 once again—a costly and unnecessary burden.

Precludes Imposition of Impact Fees. Existing ADU law allows units of up to 1,200 square ft. Builders of pre-fabricated homes have developed new models that meet this size limit and include up to four bedrooms and two bathrooms. Existing ADU law requires that impact fees be charged in proportionate to the size of the unit, so such a four-bedroom unit would not be charged the same fees as an efficiency-sized studio unit. Despite the fact that such ADUs will clearly have impacts on infrastructure similar to the impacts of a new single family home, this bill would preclude the imposition of any impact fees designed to offset the costs of new or expanded infrastructure that residential growth requires.

Precludes Undefined "Other Fees or Charges." SB 831 provides that ADU's "shall not be subject to impact fees, connection fees, capacity charges, or any other fees or charges levied by

a local agency...." The scope of this last clause is unclear, and will invite litigation. Does "any other fees or charges" include ordinary processing fees to recover the local agency's cost to process the ADU application? If so, this represents a taxpayer subsidy for permit applicants, and a significant unreimbursed state mandate. What other fees are (or are not) prohibited by this provision? As written, this provision will be difficult to administer, and will financially harm the very same county departments responsible for permitting ADUs and serving their future residents.

Allows ADUs in Non-Residential Zones. The 2016 ADU law revisions applied only to residentially-zoned land. SB 831 would require local agencies to approve ADUs "in areas where a single-family or multifamily dwelling is *authorized*." The reason for this change is unclear, but the new language could be interpreted to mandate that ADUs be allowed on any parcel with an existing single-family home, regardless of the zoning. This change will intensify non-conforming land uses, creating conflict with other policy goals. For instance, counties and cities must consider whether allowing additional residential living space in an agricultural or industrial zoned parcel would create new conflicts with adjacent land uses such as established businesses. Under existing law, local agencies have discretion to allow ADUs in such contexts when there is an existing legal non-conforming dwelling unit. Given the potential for conflict, such units should continue to be discretionary on commercial, agricultural, or industrial lands.

Precludes Legitimate Restrictions on Parcel Size and Lot Coverage. In unincorporated areas, where many parcels do not have public water or sewer service, parcel sizes and lot coverage standards are important regulatory tools for ensuring that a particular lot can actually accommodate an ADU. Instead of allowing counties to establish reasonable, generally applicable standards identifying those parcels unable to accommodate required well and septic services, this bill requires such issues to be considered on a case-by-case, which will create uncertainty and confusion for applicants.

Conflicts with Concurrent Legislation. SB 831 amends the same section of law as Senate Bill 1469 (Skinner). We urge the Committee to ensure that these two measures do not move forward with conflicting language.

Department of Housing and Community Development Guidelines Process. HCD should not be given authority to create guidelines that would have the effect of overriding a local land use ordinance without going through the formal rulemaking process under the Office of Administrative Law. The normal rulemaking process is necessary to ensure that the public and affected local governments have sufficient input on the development of such regulations.

Preponderance of Evidence Standard. The preponderance of evidence standard is inappropriate for judicial review of a legislative decision by elected officials to prohibit ADUs or make them a discretionary use in areas where additional residential construction may present a threat to health and safety. This will merely invite litigation in which judges will be asked to second-guess decisions made through democratic process. For instance, how much evidence would a local agency need to provide in order to convince a judge that making ADUs discretionary in areas without community water or sewer service is justified, or to preclude ADUs in a high fire hazard severity area? The existing substantial evidence standard is appropriate and sufficient.

Timing for Approval. We recognize that the sixty-day timeframe for permit approval is based on a similar standard for discretionary applications under the Permit Streamlining Act. We hope to work with the author to ensure that any similar timeframe for ADU permits is workable in the context of granting a ministerial permit.

For these reasons, we respectfully oppose SB 831. If you need additional information regarding our position on this measure, please do not hesitate to contact Christopher Lee of CSAC at (916) 327-7500 (clee@counties.org), Tracy Rhine of RCRC at (916) 447-4806 (trhine@rcrcnet.org), Jolena Voorhis of UCC at (916) 327-7531 (jolena@urbancounties.com), or Jason Rhine of LCC at (916) 658-8200 (jrhine@cacities.org).

Sincerely,



Christopher Lee
Associate Legislative Representative
CSAC



Jolena L. Voorhis
Executive Director
UCC



Tracy Rhine
Legislative Representative
RCRC



Jason Rhine
Legislative Representative
LCC

cc: The Honorable Bob Wieckowski, Member of the State Senate
Members of the Senate Governance and Finance Committee
Anton Favorini-Csorba, Consultant, Senate Governance and Finance Committee
Ryan Eisberg, Consultant, Senate Republican Caucus

January 1, 2018

Government Code Section 65852.2 amended and became effective January 1, 2018 with the combined approval of:

SB 229:

- ADU permitted in zones that permit single-family and multi-family use
- Allows an ADU to be created with an existing or proposed SFD on the site
- Clarification of law extended to a parking structure that is demolished or converted, to create an ADU
- Extended the law to include special districts and water corporations regarding fees and any requirement to install a new or separate utility connection
- Allows HCD to review and comment on submitted ordinances, which are required to be submitted to HCD within 60 days of adoption
- The total floorspace of the ADU shall not exceed 50% of the proposed or existing primary dwelling unit, or 1,200 square feet, whichever is less

AB 494:

- Maximum one parking space per ADU
- Replacement parking when a parking structure is converted to an ADU may be allowed in any configuration. A replacement structure shall not be required
- Potential owner-occupancy requirement, by ordinance, extended to structures converted ADU
- Accessory structures converted to an ADU were expanded to include studios, pool houses, or other similar structures
- Tandem parking defined as two or more vehicles parking one behind the other

Regarding JADU (GC Section 65852.22) – No changes to statute for 2018

- Statute requires the local agency to adopt a JADU ordinance to permit JADU – Statute does not mandate JADU or a JADU ordinance

ADU Bill Comparison – 5/14/18

	AB 2890	SB 1469	SB 831
Lot size and coverage standards	Minimum lot size, total floor area, floor area ratio, and lot coverage standards not applied to an existing structure or a new construction, single story rear yard accessory dwelling unit, unless the unit exceeds a height of 16 feet or exceeds four-feet side and rear yard setbacks. Oppose	Minimum lot size, total floor area, floor area ratio, and lot coverage standards not applied to an existing structure or a new construction, single story rear yard accessory dwelling unit, unless the unit exceeds a height of 16 feet or exceeds four-feet side and rear yard setbacks. Oppose	No minimum lot size requirements on any lot zoned for residential use, unless the local agency makes specific findings that the construction of the accessory dwelling unit would adversely impact public health and safety, including fire safety. Oppose – unworkable (when would findings be made in context of single ADU application?) Presumably can impose lot size standards on non-residentially-zoned parcels with existing or proposed single family dwelling.
Owner occupancy requirements	Clarifies owner-occupancy standards.	Clarifies owner-occupancy standards.	Strikes provision that allows cities without an ordinance to require owner-occupancy. Requires that city or county shall not require ADU applicant to be owner-occupant and voids agreements with local agency to maintain owner-occupancy. Oppose
Timeframe for permits	60-day time frame. Will check with planners—.	60-day time frame. Will check with planners—	60 days- deemed approved.
JADUs	Ministerial JADU within existing space on any lot with single family home. Oppose – why both	Ministerial JADU and ADU within existing space on any lot with single family home. Oppose – why both with by-right ADU	No changes.

Default by-right provisions	with by-right ADU within existing space under current law?	within existing space under current law?	
	Ministerial 800 sq foot ADU on any lot with single-family dwelling. Oppose AND ministerial JADUs if no JADU ordinance. Oppose – unnecessary	Ministerial 800 sq foot ADU on any lot with single-family dwelling. Oppose AND ministerial JADUs if no JADU ordinance. Oppose – unnecessary	One ministerial ADU per lot if “substantially contained” within existing space—otherwise preserves most of existing law, which requires “contained.” Requires setbacks and independent exterior access. No changes , although single ADU may be allowed on multifamily-zoned parcel.
Multifamily ADUs	Multiple ADUs within multifamily if compliant with building code. Don't care. One or two detached accessory dwelling units on a lot with an existing multifamily dwelling subject to a height limit of 16 feet and four-foot rear yard and side setbacks. Oppose	Multiple ADUs within multifamily if compliant with building code. Don't care. One or two detached accessory dwelling units on a lot with an existing multifamily dwelling subject to a height limit of 16 feet and four-foot rear yard and side setbacks. Oppose	
Non-conforming conditions	Cannot require correction of “nonconforming conditions” (does this apply to both building code and zoning code?) checking with planners and building officials – likely oppose. Small home building standards.	Cannot require correction of “nonconforming conditions” (does this apply to both building code and zoning code?) checking with planners and building officials – likely oppose. Small home building standards.	No changes
Small home building standards	Like SB 1469, but findings only require substantial evidence. Likely oppose --Same question as SB 1469 as to whether the zoning administrator (or whoever makes decision on ministerial applications) can/does make	Like SB 1469, but findings only require substantial evidence. Likely oppose --Same question as SB 1469 as to whether the zoning administrator (or whoever makes decision on ministerial applications) can/does make	No changes.
Standard of review for health and safety findings	Like SB 1469, but findings only require substantial evidence. Likely oppose --Same question as SB 1469 as to whether the zoning administrator (or whoever makes decision on ministerial applications) can/does make	ADUs on any “lot that allows for construction of a single-family or multifamily dwelling structure, unless specific findings are made based on a preponderance of evidence by a local agency that the construction of the accessory	Like SB 1469, but findings only require substantial evidence. Likely oppose --Same question as SB 1469 as to whether the zoning administrator (or whoever makes decision on ministerial applications) can/does make

	<p>“findings” on a case-by-case basis.</p> <p>Note: removes “traffic flow” as consideration for denying ADUs –</p>	<p>dwelling unit would adversely impact fire and life safety.”</p> <p>Oppose—this makes it sound like findings on a case-by-case basis. Can zoning administrator make findings for ministerial permits? Imagine that you would make findings if precluded ADUs in very high fire hazard severity zone, etc). We are asking for substantial evidence standard.</p> <p>Note: removes “traffic flow” as consideration for denying ADUs –</p>	<p>“findings” on a case-by-case basis.</p> <p>Note: removes “traffic flow” as consideration for denying ADUs –</p>
Fees	No changes	No local agency impact fees. 3k cap on school fees. Oppose	No local agency impact fees. 3k cap on school fees. Oppose

July

5b.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

July 17, 2018

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: RYAN AGBAYANI
ASSISTANT PLANNER**

SUBJECT: DIRECTOR'S REPORT – CRESCENT SQUARE DESIGN EXERCISE

Summary:

As construction of the Crescent Square residential development nears completion, staff will facilitate a discussion about the design features of the project.

Recommendation:

Receive and file.

Strategic Plan Objective:

Goal No. 6: Promote a transparent and open government.

Background:

The Crescent Square residential development project consists of 25 detached single-family dwellings at the north-east corner of Walnut Avenue and Crescent Heights Street. Based on the scope of work, this project was subject to Commission-level Site Plan & Design Review (SPDR). On August 12, 2014, the Planning Commission approved SPDR 14-04.

The project was also subject to a specific plan, which established zoning standards that deviate from those traditionally applied in Signal Hill. As such, the Crescent Square Residential Specific Plan (SP-17) was incorporated into the Signal Hill Municipal Code (SHMC) and identified on the Official Zoning Map.

Key elements of SP-17 include:

- Incorporation of Colonial, Craftsman, Spanish, and Monterey architectural themes to complement the adjacent Historic District;
- Maximum of three stories (vs. two stories);
- Maximum building height of 38'-6" (vs. 25');
- Modified setbacks (houses project closer to street, but two-car garages are set back 20' to allow for driveway parking);
- Private streets with reduced width (compared to standard width of 60' for typical public streets);
- Limited sidewalks on one side of the private street (instead of on both sides of public streets);
- Rolled curbs (instead of vertical-faced curbs);
- Pedestrian connections to City's trail system; and
- Incorporation of globe lights along Crescent Heights Street and on interior streets.

Analysis:

Staff is asking the Planning Commission to visit the site prior the meeting, observe the site, and document various design features of the project. Staff has included a list of items to focus on during the discussion (Attachment A).

As one of the central duties of the Commission, SPDR is a subjective and dynamic process. SHMC Section 20.52.050 provides guidance to the Commission when making design decisions. This section is stratified into two sections:

1. *Findings*: SHMC requires that the Commission make five findings in order to approve a project under SPDR (Attachment B).
2. *Criteria*: Design determinations are more subjective and can require personal interpretation and opinion. For this reason, SHMC provides further guidance in the form of "Design Review Criteria." It states that the Commission shall utilize the criteria to assist them with their determination (Attachment C).

The Commission's ultimate responsibility is to base design decisions using these findings and criteria as a framework.

Approved:

Scott Charney
Director of Community Development
Attachments

FOCUS ITEMS FOR DISCUSSION

AESTHETICS & DESIGN

- ☐ ARCHITECTURAL FEATURES
- ☐ COLOR
- ☐ EXTERIOR BUILDING TREATMENT (WOOD SIDING, STONE VENEER SIDING, ETC.)
- ☐ EXTERIOR WINDOW TREATMENT (SHUTTERS, ETC.)
- ☐ FENCING
- ☐ FRONT DOOR TREATMENT
- ☐ GARAGE DOOR TREATMENT
- ☐ PARKING
- ☐ ROLLED CURBS
- ☐ ROOFLINES
- ☐ STORMWATER CAPTURE FEATURES

GENERAL CONCEPTS

- ☐ BULK, MASS, SCALE
- ☐ CONSISTENCY
- ☐ DIVERSITY AND VARIETY

CIRCULATION

- ☐ CONNECTION TO CITY'S TRAIL SYSTEM
- ☐ NARROW PRIVATE STREETS
- ☐ SIDEWALKS ON ONE SIDE

STREET/LANDSCAPING

- ☐ OPEN SPACE
- ☐ STREET LIGHTING
- ☐ YARDS (FRONT, SIDE, REAR)

20.52.050.A Findings and standard of review

A. **Findings.** In approving or conditionally approving a site plan and design review application, the director of planning and community development, the planning commission or city council, as the case may be, shall find that:

1. The proposed project is in conformance with the general plan, zoning ordinance, and other ordinances and regulations of the city;
2. The proposed project is in conformance with any redevelopment plan and regulations of the redevelopment agency and any executed owner's participation agreement or disposition and development agreement;
3. The following are so arranged as to avoid traffic congestion, to ensure the public health, safety, and general welfare, and to prevent adverse effect on surrounding properties:
 - a. Facilities and improvements;
 - b. Pedestrian and vehicular ingress, egress, and internal circulation;
 - c. Setbacks;
 - d. Height of buildings;
 - e. Signs;
 - f. Mechanical and utility service equipment;
 - g. Landscaping;
 - h. Grading;
 - i. Lighting;
 - j. Parking;
 - k. Drainage;
 - l. Intensity of land use;
4. The topography is suitable for the proposed site plan and the site plan, as proposed, is suitable for the use intended;
5. The proposed development provides for appropriate exterior building design and appearance consistent and complementary to present and proposed buildings and structures in the vicinity of the subject project while still providing for a variety of designs, forms and treatments.

20.52.050.B Findings and standard of review

B. Site Plan and Design Review Criteria. In reviewing any site plan or design review application pursuant to the requirements of this chapter, the director of the department of planning and community development, the planning commission, or the city council, as the case may be, shall utilize the following **criteria**:

1. The overall development plan integrates land with building forms and achieves architectural unity and environmental harmony within the development, consistent with the objective of emphasizing and enhancing the positive aesthetic characteristics existing, developing or to be developed in the surrounding area;
2. Structures shall be situated so as to respect and respond to the existing topography, to minimize alteration of natural land forms, to minimize disruption of desirable trees and vegetation, and to minimize interference with the privacy of and views from surrounding properties;
3. Building pads should be established and graded as near to existing topographic elevations as possible and in such manner as to blend with contours of adjoining properties and avoid abrupt transitions;
4. The size and location of proposed structures enhance, protect or minimize interference with the views of or vistas to the hill which is that area generally bounded by Willow Street on the north, 21st Street on the south, Cherry Avenue on the west and Temple Avenue on the east, from major, modified, and secondary modified streets and from any other public areas;
5. Exterior building treatments are restrained, not harsh or garish, and selected for durability, wear characteristics, ease of maintenance, and initial beauty. All exterior treatments are coordinated with regard to color, materials, architectural form and detailing to achieve design harmony and continuity. Exposed metal flashing or trim should be anodized or painted to blend with the exterior colors of the building;
6. Rooflines on a building are compatible through-out the development and with surrounding development;
7. Buildings and related outdoor spaces are designed to avoid abrupt changes in building scale. The height and bulk of buildings are in scale with surrounding sites and do not visually dominate the site or call undue attention to buildings. Structures higher than two stories emphasize horizontal, as well as vertical appearance, e.g., by the use of projection or recession of stories, balconies, horizontal fenestration, changes in roof levels or planes, landscaping or outdoor structures or detailing, to convey a more personal scale;
8. The development protects the site and surrounding properties from noise, vibration, odor, and other factors which may have an adverse effect on the environment;
9. The designs of buildings, driveways, loading facilities, parking areas, signs, landscaping, lighting and other project features are responsive both to functional requirements, such as automobile, pedestrian and bicycle circulation, and to aesthetic concerns including the visual impact on other properties and from the view of the public street;
10. The designs of accessory structures, fences and walls are harmonious with main buildings, insofar as possible, the same building materials are used on all structures on the site;
11. Proposed signs, and the materials, size, color, lettering, location and arrangement thereof, are an integrated part of and complementary to the overall design of the entire development;
12. Landscaping is incorporated in such a way as to complement the overall development, enhance visual interest and appeal, and visually integrate buildings within the natural setting. Landscaping shall

include combinations of trees, shrubs, turf, and groundcover with major emphasis on utilization and retention of native species and drought tolerant plant materials suited to local climatic conditions. Landscaping in parking areas shall be located so as to provide visual relief from expanses of paved surfaces. Landscaping buffers shall be used to screen exterior trash and recycling areas, loading docks and ramps, electrical utility boxes and transformers, and fire flow valves and backflow preventers;

13. Landscape buffers should also be used, in conjunction with earthen berms, to minimize the visual impact and presence of vehicles by screening them from view to the extent feasible from both on-site and off-site vantage points;

14. Mechanical and utility service equipment is designed as part of the structure or is screened consistent with building design. Electrical transformers shall not be located in required front yard setbacks. Large vent stacks and similar features should be avoided, but if essential, are screened from view or painted to be nonreflective and compatible with building colors. Rooftop mechanical equipment shall be screened from view of public rights-of-way or integrated into the design of the structure. Particular attention should be paid to minimizing the visual impact of rooftop equipment which may be visible from properties or rights-of-way at higher elevations;

15. Natural space-heating, cooling, ventilation and day lighting are provided, to the extent possible, through siting, building design and landscaping. Deep eaves, overhangs, canopies and other architectural features that provide shelter and shade should be encouraged;

16. Trash enclosures and truck loading areas, to the extent feasible, shall be located out of view from public rights-of-way, and shall be of appropriate size and shape to accommodate additional receptacles for recycling materials;

17. Proposed building, walkway, and parking lighting enhances building design and landscaping, as well as security and safety, and does not create glare for occupant on adjoining properties;

18. Drainage is provided so as to avoid flow onto adjacent property;

19. On new development, all utility facilities are underground;

20. Adequate provisions are made for fire safety;

21. All Oil and Gas Code development standards contained in [Chapter 16.24](#) are met., and a condition of approval has been added that prior to issuance of any certificate of occupancy for developments constructed over or in close proximity to abandoned wells, the property owner shall record a declaration of CC&Rs, in a form subject to the review and approval of the City Attorney, putting future owners and occupants on notice of the following: the existence of abandoned wells on the site; that the wells within the area of development have been leak tested and found not to leak; description of any methane mitigation measures employed; disclosure that access to these wells has been provided to address the fact that they may leak in the future causing potential harm; acknowledgment that the state may order the reabandonment of any well should it leak in the future; acknowledgment that the state does not recommend building over wells; and releasing and indemnifying the city for issuing project permits.

22. All zoning ordinance development standards are met.

(Ord. 2015-05-1475 § 9 (part); Ord. 2013-07-1459 §§ 9, 10; Ord. 2013-07-1460 §§ 9, 10; Ord. 91-09-1112 (part); Ord. 90-05-1067 § 1 (part))

July

6a.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

July 17, 2018

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SCOTT CHARNEY
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: MINUTES

Summary:

Attached for review and approval are the minutes from last month's regular meeting.

Recommendation:

Approve.

**A REGULAR MEETING OF THE CITY OF SIGNAL HILL
PLANNING COMMISSION**

June 19, 2018

7:00 P.M.

CALL TO ORDER

Chair Richárd called the meeting to order at 7:00 p.m.

ROLL CALL

The Commission Secretary conducted roll call.

Present: Commissioner Carmen Brooks
 Commissioner Jane Fallon
 Commissioner Chris Wilson
 Chair Rose Richárd

Absent: Vice Chair Victor Parker

Staff present:

- 1) Community Development Director Scott Charney
- 2) Senior Planner Colleen Doan
- 3) Assistant Planner Ryan Agbayani
- 4) Senior Engineering Technician Jesus Saldana
- 5) Assistant City Attorney Gina Chung

In addition, there were 7 people in attendance.

PLEDGE OF ALLEGIANCE

Chair Richárd led the audience in reciting the Pledge of Allegiance.

PUBLIC BUSINESS FROM THE FLOOR

There was no public business from the floor.

REORGANIZATION

- a. Commission Secretary Scott Charney called for nominations for Chair.

Chair Richárd nominated Vice Chair Parker to serve as Chair. There were no other nominations. The vote carried 4/0 to select Vice Chair Parker as Chair for the 2018/19 term of office.

- b. Secretary Charney then called for nominations for Vice Chair.

Commissioner Richárd nominated Commissioner Wilson to serve as Vice Chair. There were no other nominations. The vote carried 4/0 to select Commissioner Wilson as Vice Chair for the 2018/19 term of office.

Chair Parker being absent, Vice Chair Wilson served as Acting Chair for the meeting.

PUBLIC WORKSHOP

- a. Preliminary Review of a 67' Tall Wireless Communications Facility (WCF) With Enhanced Treatment to Resemble a Palm Tree at 1220 E. Hill Street

Community Development Director Scott Charney read the form of notice and Assistant Planner Ryan Agbayani gave the staff report.

Commissioner Richárd asked if the outdoor storage items are still on site.

Staff confirmed that the items are still currently located in the parking lot.

Kyle DeNardo introduced himself as the agent for the applicant and opened himself to any questions.

Commissioner Brooks inquired about maintenance procedures of the WCF.

Mr. DeNardo stated that there would be a monthly maintenance inspection and that appropriate actions would be taken accordingly.

There being no further public testimony, Acting Chair Wilson closed the public hearing.

The Commission directed the applicant to work with staff on an agreement to re-stripe the parking lot and remove the storage items from the site before scheduling a public hearing.

PUBLIC HEARING

- a. An Amendment to Conditional Use Permit (CUP) 16-02 for Ten Mile Brewing Company at 1136 E. Willow Street

Community Development Director Scott Charney read the form of notice and Senior Planner Colleen Doan gave the staff report.

Commissioner Fallon expressed support for the business.

Commissioner Richárd asked whether staff had inspected the property recently.

Staff confirmed that they had been conducting semi-regular inspections. Staff attended the community meeting, the business is subject to annual inspections as required by the CUP, and the property was well maintained.

Daniel Sundstrom introduced himself as the applicant and opened himself to any questions.

Commissioner Brooks asked the applicant to elaborate on his vision for the outdoor tasting area.

Mr. Sundstrom described the proposed outdoor tasting area and the food truck queueing area.

There being no further public testimony, Acting Chair Wilson closed the public hearing.

It was moved by Commissioner Fallon and seconded by Commissioner Richárd to waive further reading and adopt the resolution, with amendments to Conditions 7 and 11.

Assistant City Attorney Gina Chung read the title of Resolution No. 813-06-18:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF AN AMENDMENT TO CONDITIONAL USE PERMIT 16-02, A REQUEST TO ALLOW EXTENDED HOURS OF OPERATION AND LIVE MUSIC AT AN EXISTING BREWERY WITH ON-SITE TASTING ROOM AND OUTDOOR TASTING AREA AT 1136 E. WILLOW STREET IN THE COMMERCIAL INDUSTRIAL (CI) ZONING DISTRICT

The following vote resulted:

AYES: VICE CHAIR WILSON; COMMISSIONERS BROOKS, FALLON, AND RICHÁRD

NOES: NONE

ABSENT: CHAIR PARKER

ABSTAIN: NONE

Motion carried 4/0/1.

CONSENT CALENDAR

It was moved by Commissioner Richárd and seconded by Commissioner Fallon to receive and file Consent Calendar.

The motion carried 4/0.

COMMISSION NEW BUSINESS

Commissioner Richárd noted that mail theft seemed to be on the rise, and residents should be aware and pick up their mail in a timely fashion. She also noted that the first Concert in the Park will be held on Wednesday, July 11, 2018.

Commissioner Wilson inquired about SB 1 funding projects in the City.

ADJOURNMENT

It was moved by Commissioner Brooks and seconded by Commissioner Fallon to adjourn to the next regular meeting of the Planning Commission to be held on Tuesday, July 17, 2018, at 7:00 p.m., in the Council Chamber of City Hall, 2175 Cherry Avenue, Signal Hill, CA, 90755.

The motion carried 4/0.

Vice Chair Wilson adjourned the meeting at 7:42 p.m.

Chair Victor Parker

Attest:

Scott Charney
Commission Secretary

July

6b.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

July 17, 2018

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SCOTT CHARNEY
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: CITY COUNCIL FOLLOW-UP

Summary:

Below for your review is a brief summary of the City Council's actions from the last City Council meeting(s).

Recommendation:

Receive and file.

Background and Analysis:

- 1) At the June 26, 2018, City Council meeting:
 - The City Council approved the updated Fee Schedule. The new fees will take effect on January 1, 2019.
 - The City Council approved the next two year budget, for Fiscal Years 18/19 and 19/20.
- 2) At the July 10, 2018, City Council meeting:
 - Director of Finance Scott Williams introduced Jessica Alcaraz, the new Accountant.
 - The City Council approved the amendment to CUP 16-02 for 10 Mile Brewery at 1136 E. Willow Street.

July

6c.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

July 17, 2018

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SCOTT CHARNEY
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: DEVELOPMENT STATUS REPORT

Summary:

Attached for your review is the monthly Development Status Report which highlights current projects.

Recommendation:

Receive and file.

City of Signal Hill
Community Development Department
Development Status Report
July 17, 2018

Commercial-Industrial

REVIEW														SPDR/CUP			CTL		
Address		Project Description		Application		Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status				
2351 Walnut Avenue	Proposal for a new warehouse (7,904 sf) and office building (first floor: 1,376 sf) (second floor: 675 sf) with associated landscaping, trash enclosure, and parking lot	Administrative Review <input checked="" type="checkbox"/> WELO req.	Required	N/A	N/A	Required									<ul style="list-style-type: none">• Concept plans submitted by agent for prelim planning review on 7/7/17.• Well discovery completed and survey document received• Planning review comments emailed to agent on 7/11/17.• Met with agent on 7/14/17 at public counter to go over design recommendations• Agent resubmitted revised drawings with renderings on 10/5/17.• Met with agent on 10/26/17 at public counter to go over design recommendations.• Agent resubmitted revised drawings on 11/3/17.• Admin SPDR approved on 11/13/17.• COA's emailed to the agent on 12/7/17.• Applicant discussed public works improvement requirements with the Public Works Department. Parties agreed upon a payment in lieu of the required public improvements. As such, the original COA's were revised on 3/28/18 by City Engineer.• Revised COA's were emailed to the agent on 4/2/18.				
Applicant: Roger Vititow		RA/JH																	

City of Signal Hill
Community Development Department
Development Status Report
July 17, 2018

Commercial-Industrial

Address	Project Description	Application	REVIEW					SPDR/CUP				CTL			Status
			Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.				
2200 E. Willow St.	Amendment to CUP 13-01 to extend the gas station hours of operation from 5 am to 10 pm seven days a week. Applicant: Costco Wholesale	Amendment to CUP N/A <input type="checkbox"/> WELO req.	7/15/15	Required											<ul style="list-style-type: none"> Community meeting held (2/15). Planning Commission public hearing on 7/14/15. A permanent plan to address on-site circulation issues has not been proposed (3/18). CTD
2370 Walnut Avenue	Remodel for office and auto body repair facility.	Admin. SPDR and Lot Merger													<ul style="list-style-type: none"> Planning review is approved. Lot merger has been submitted for review by City Engineer and 1st comments have been provided (10/17). Permit issued for remodel (9/17). Lot merger comments were returned to applicant with a request for backup documents (02/18). Sign permits were issued (3/18) Contacted applicant and site visit per body repair work occurring outside of approved area and temp structure in parking lot (4/18). Caliber Collision has submitted an application for an Auto Accessory Use Auto Body CUP (7/18). Rep for owner is revising lot merger documents and will re-stripe easterly parking area (7/18). Eastern tenant (Guzman) will re-locate outdoor storage containers and remove tent/canopy. CTD
2370 Walnut Avenue cont.	Applicant: Beetley for Tenant: Caliber Collision Auto Center Remodel for office and auto body repair facility.														
2499 PCH	Remodel of commercial laundry.	Admin. SPDR													<ul style="list-style-type: none"> Planning and public works review 1st comments were provided.

City of Signal Hill
Community Development Department
Development Status Report
July 17, 2018

Commercial-Industrial

			REVIEW			SPDR/CUP			CTL			
<u>Address</u>	<u>Project Description</u>	<u>Application</u>	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	<u>Status</u>
		<input type="checkbox"/> WELO req.										<ul style="list-style-type: none">Public improvements bond and lot merger are pending.Applicant has indicated they would like to pursue a CUP amendment to extend hours of operation (8/17).Excavation permit to demo wall issued by PW (9/17).Construction permit for interior TI issues on 9-29-17 (10/17).Improvement plans for alley dedication is pending and re-design and merger documents are under review (3/18).Alley expansion completed (6/18).Underground electrical and plumbing nearly complete (7/18). CTD/JH
2020 Walnut Avenue	Applicant: Bill Mylonas Preliminary review of an 110,300 SF industrial park.	ZOA, Parcel Map and SPDR pending <input type="checkbox"/> WELO req.										<ul style="list-style-type: none">Preliminary review 1st and 2nd comments have been provided to applicant; submittal is pending (8/17).Applicant has revised plans, conducted a developer outreach mtg. and participated in the City's neighborhood mtg.Incomplete, conceptual plans were reviewed by PC at a workshop on Jan. 16, 2018 (1/18).Partial revised plans submitted 2/08/18.Staff sent notice to meet and review missing, or incomplete items on 2/14/18.At the applicant's request staff scheduled the project for a 2/20/18 PC workshop and identified incomplete items. PC directed applicant to work with

City of Signal Hill

Community Development Department

Development Status Report

July 17, 2018

Commercial-Industrial

SPDR/CUP														CTL	
Address	Project Description	Application	REVIEW				SPDR/CUP				CTL		Status		
			Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.				
													staff to refine design and complete missing items. <ul style="list-style-type: none">On 3/12/18, the applicant re-submitted plans without meeting or working with staff.On 3/6/18 staff met with the applicant's architect to review revised plans, refine the design and edit the view analysis and revisions are pending.Applicant has begun the traffic study and edits to the work plan for the Human Health Risk Assessment are pending (3/18).Sample revised elevations have been submitted for review (4/18).A 2nd Planning Commission Workshop was held on 5/15/18 and a third workshop is scheduled for a time to be determined, following a second developer outreach meeting with neighbors and rooftop screening details and traffic analysis (7/18).		
1501 E. 28th Street	Applicant: Xebec Site paving and LID BMPs for a mobile fueling facility.	Admin. SPDR <input type="checkbox"/> WELO req.											CTD <ul style="list-style-type: none">Planning, LID & grading approved.Grading & plumbing permit issued (9/17).Grading & paving complete. Install of LID system pending (10/17).Staff inquired about the completion of the LID plan and a stored vehicle (4/18).LID plan remains incomplete and inspection has been requested by stormwater consultant (7/18).		

City of Signal Hill

Community Development Department

Development Status Report

July 17, 2018

Commercial-Industrial

Address			Project Description	Application	REVIEW			SPDR/CUP			CTL			Status
					Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
1136 Willow St.	Applicant: Chuck Bleumel Application for a ZOA to allow brewing and tasting rooms w/allowance for food trucks in industrial zones.	ZOA 16-04 CUP 16-02 <input type="checkbox"/> WELO req.	N/A	6/21/16	7/12/16	Building Permit Issued: 11/28/16 Building Permit Finaled: 9-1-17			5/22/18				CTD	<ul style="list-style-type: none">Planning Commission workshop held 5/17/16.City Council approved on ZOA and CUP on 7/12/16.A neighborhood meeting held on 3/12/18 per CUP cond. and no negative impacts or concerns reported.Brewery owners would like to amend their CUP for extended hours of operation and more outdoor seating (3/18).CUP Amendment was recommended for approval at the 6/19/ Commission meeting and Council approved at the 7/10/2018 mtg. Outdoor tasting area improvements are pending. A neighborhood meeting will be held in six months. (7/18).
Micro-brewery ZOA/CUP	Applicant: Daniel Sundstrom												CTD	
2750 Rose Avenue	Application for a CUP to allow vehicle body repair and painting as an Auto Center accessory use.	CUP 16-03 <input type="checkbox"/> WELO req.	N/A	11/15/16	12/13/16								<ul style="list-style-type: none">Planning Commission recommended approval on 11/15/16.City Council approved on 12/13/16.Class Auto opened for business in 2017.Outdoor storage was removed.Draft parking covenant pending recordation by the applicant (2/18).	
Collision and auto body repair CUP	Accessory Dealership: Mercedes Benz Applicant: Class Auto Center Inc.												CTD	
999 Willow Avenue	Remodel of commercial bldg.	Admin SPDR											<ul style="list-style-type: none">Planning Review 1st comments issued to applicant (8/17).	

City of Signal Hill
Community Development Department
Development Status Report
July 17, 2018

Commercial-Industrial

Address	Project Description	Application	REVIEW			SPDR/CUP				CTL			Status	
			Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.			
													<ul style="list-style-type: none">Revised plans submitted and approved by Planning.1st plan check comments issued to applicant (12/19/17).Applicant re-submitted on 2/27.2nd plan check comments completed 3/9/18 and applicant pick-up is pending (3/18).Applicant's architect is responding to plan check comments (4/18).Plans approved. Permit issued (6/18). CTD	
Bldg. remodel 2501 Cherry Avenue 701 E. 28 th Street	Applicant: 2H Construction LLC Request to install solar panels over parking areas and on roof tops of existing commercial buildings.	Admin SPDR <input type="checkbox"/> WELO req.	N/A	N/A									<ul style="list-style-type: none">Admin. Planning approval. Plan check submittal pending (7/17).Plans submitted; & sent to CSG (9/17).1st submittal comments routed back to applicant.Unauthorized tree removal repair actions pending (12/17).Applicant re-submittal for 2nd plan check 2/13/18.Landscap e plans prepared by the solar installer were received and installation permit was issued 3/9/18.SHP is working with the installer to insure well access is maintained (4/18).New location for panels decided. Installation continuing (5/18).Installation estimated completion in July (6/18).	
2501 Cherry Avenue 701 E. 28 th Street cont.														


City of Signal Hill

Community Development Department

Development Status Report

July 17, 2018

Commercial-Industrial

			REVIEW			SPDR/CUP			CTL			
<u>Address</u>	<u>Project Description</u>	<u>Application</u>	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	<u>Status</u>
	Applicant: Orion Systems Inc.											<ul style="list-style-type: none">Landscape plan check comments were completed 3/13/18 and applicant response is under review. (7/18).
2775 E Willow Street	New outdoor storage area with retaining wall at north property line and (8' high) security fence around the perimeter of the property	Admin SPDR	N/A	N/A	N/A			10/08/19 				<div>CTD/JH</div> <ul style="list-style-type: none">Received initial inquiry for project on 3/14/17.Planning, Building, and Public Works Departments gave approval for the grading and retaining wall plans on 9/11/17.Retaining wall, grading, and paving permits were issued on 10/18/17.Building permit for perimeter fence was issued to fence contractor on 11/30/17.The perimeter fence has been constructed, but the E. Willow St. fence is not in the correct location per the plans. Building Inspector confirmed that the fence permit is currently open because a final inspection has not been conducted.Property owner was informed of the issue and stated that he would speak to his fence contractor to relocate the fence.There was an issue in which the adjacent neighbor was obstructing the driveway. As such, the property owner proposed a new 4' perimeter fence along E. Willow Street frontage. A fence permit was issued and inspected for completion. (6/18)

City of Signal Hill

Community Development Department

Development Status Report

July 17, 2018

Commercial-Industrial

Address			Project Description	Application	REVIEW			SPDR/CUP				CTL			Status
					Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.		
														RA	
3395 Orange Avenue	Tenant improvement to expand gas station market into the existing mechanic bays.	Preliminary Planning Review												<ul style="list-style-type: none">Received PDF plans via email on 2/1/18.Spoke to the agent-architect on 2/23/18 regarding the plans. I informed him that we will need a \$208.00 planning review fee before I can formally draft my comments.\$208.00 planning review fee received on 3/6/18.Emailed correction list to agent-architect on 3/14/18.Spoke to agent-architect to go over correction list on 3/15/18.Public Works review comments were emailed to the agent on 4/20/18. Project is pending upon resubmittal of plans (4/18). RA	
(Sinclair Gas Station)	Applicant: Signal Hill Oil Corporation														
2599 Cherry Avenue	Install a new 10,000 gallon underground tank for diesel fuel; remove and replace six fuel dispensing stations in same location; modify two stations to have diesel fuel	Amendment CUP 99-01 to	Req.											<ul style="list-style-type: none">Application received on 3/28/18.Emailed applicant-agent on 4/24/18 to request valuation estimate amount.Notice of incomplete submittal letter was emailed to applicant agent on 5/2/18.Project is pending upon resubmittal of the plans and additional documents. RA	
(Chevron gas station)															
2550 Orange Ave.	Conceptual plans to develop and industrial park at the southeast corner of Orange Ave. and Willow Street to replace the driving range.	TBD												<ul style="list-style-type: none">SHPI has purchased the property and conducted geotechnical/fault studies and shared two versions of conceptual plans for the project (6/18).	

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Commercial-Industrial

			REVIEW			SPDR/CUP				CTL			
<u>Address</u>	<u>Project Description</u>	<u>Application</u>	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	<u>Status</u>	

Business Licenses and Permit Summary

- Planning Department staff reviewed and approved 10 business licenses.
- Building Department staff issued 17 permits. The valuation of the projects is approximately \$67,000 with permit revenues at \$2,633.

Training/Tours/Events

- Planning Manager, Colleen Doan attended a training session and webinar on Accessory Dwelling Units, hosted by the Gateway Cities COG and HCD.

Ongoing/Upcoming Projects

- Staff has received numerous Vacant Parcel Ordinance (VPO) compliance plans and they are currently under review. All 30 VPO sites have been accounted for at this time.
- Conceptual plans for the Heritage Square/CBD project continue to be refined and SHP is conducting their phase I public outreach.
- July 12, 2018 was the deadline for receipt of two RFPs for CEQA services from Psomas and Michael Baker.
- The City Attorney, City Manager, and city staff continue to meet with SHP regarding a master development agreement for future projects citywide.



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Auto Center Vehicle Storage/Auction

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	<u>Term I</u>				<u>Term II</u>	<u>Status</u>
			<u>Term</u>	<u>Submit Permanent Improvement Plan</u>	<u>Review/ Approve Permanent Improvement Plan</u>	<u>Extension</u>	<u>Install Permanent Improvements</u>	

1250 Street	Auto Storage Yard	Vehicle Storage	Expires 8/12/19	Tentatively 4/2017	PC Review of permanent improvements plan is on hold.	Optional year 1	TBD	<ul style="list-style-type: none">• Deposit payment was paid (8/16).• Business license was issued (8/16).• Compliance Plan approved w/final edits (9/16).• Non-oil field related storage removal is still pending and staff have inquired about the removal time frame (4/17).• Following the recent rainfall, a plan to improve stormwater BMP's was developed and installation of improvements is pending (5/17)• Storage removal is pending per the Compliance Plan.• SHP has indicated that they will likely not extend the lease beyond the current 3 year term. Therefore they will not be preparing a permanent improvement plan. Unrelated on-site storage removal is nearly complete.• Erosion control maintenance items have been upgraded (12/17). CTD
1241 Street	Property Owner: SHP Applicant: Honda	Auto Storage						<ul style="list-style-type: none">• Relocated Mercedes Benz auto auction site from auto center at Mercedes to subject location per the Auto Accessory Use Ordinance.• Permanent improvement plans have been postponed (2/18). CTD

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Auto Center Dealership Improvements

Address	Project Description	Application	REVIEW				SPDR/CUP			CTL			Status
			Director approval	PC approval	CC approval	Expires	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
1500 E. Spring Street	<div> <div> Honda Revision: </div> <div> A request to make improvements at the existing auto dealership, including: <ul style="list-style-type: none"> 802 sf showroom addition; 262 sf office area addition; 1,300 sf service dept. write-up area; and New facade treatment and signage. </div> </div>	<div> <div>SPDR 17-02</div> <div> <input type="checkbox"/> WELO req. </div> </div>	N/A	3/22/17	N/A								<ul style="list-style-type: none"> Application for a SPDR received on 2/7/17. The previous 2/21/17 approval was rescinded. PC approved a new application with revised plans on 3/22/17. Applicant submitted plans for building plan check on 4/4/17. Both Building and Planning plan checks were completed on 5/9/17. The applicant submitted a modified exterior lighting plan (rectangular fixtures) on 4/20/17 and went to public hearing on 5/16/17. Planning Commission upheld existing standard of rounded light fixtures and denied the Honda's proposed rectangular fixtures. Drywall complete. Stucco started (12/17). Sign permit package was approved by both planning and building; permit issued. Stucco and LID excavation inspected (1/18). Grand Opening was held in February 2018. Contractor installed blue channel letters on blue exterior of building for "Signal Hill Auto Center" sign, creating lack of color contrast.
	Applicant: Goree Architects for Long Beach Honda												

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Auto Center Dealership Improvements

Address		Project Description	Application	REVIEW			SPDR/CUP			CTL		Status
				Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.
1500 E. Spring Street cont.		Applicant: Goree Architects for Long Beach Honda										<ul style="list-style-type: none">Issue has been resolved and they have now installed white channel letters on the blue exterior of the building for the “Signal Hill Auto Center” sign.All exterior remodel, interior remodel, and sign permits have been finalized by the Building Inspector (7/18). RA
2998 Cherry Avenue (Long Beach MINI)		Remove and replace existing Long Beach MINI channel letters in same location (like-for-like); remove and replace existing panels on two blade signs in same location (like-for-like); remove and replace existing wall signs in same location (like-for-like); paint “Signal Hill Auto Center” channel letters to white; install new “MINI” channel letters adjacent to existing “Long Beach” channel letters	Building permit for exterior signs	N/A		N/A						<ul style="list-style-type: none">Initiated contact with the new General Manager of Long Beach MINI.Went out to the site on 4/4/18 to take photos.Instructed GM that sign permits would be required for new business signage.Sign submittal package was submitted to the City for review.Both Building and Planning approved the sign submittal package.Permits were issued for the new signs (4/18).Work is still currently in process. A follow-up email was sent to General Manager requesting a status update on the project (7/18). RA

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Auto Center Dealership Improvements

<u>Address</u>	<u>Project Description</u>	<u>Application</u>	REVIEW				SPDR/CUP			CTL			<u>Status</u>
			<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	
1400 Spring St.	In preparation for a new Mazda dealership.	SPDR pending <input type="checkbox"/> WELO req.											<ul style="list-style-type: none"> Methane leak tests completed and approved. Two WARs have been submitted and approved. DDA and Neg. Dec were approved, by Council on 6/13/17. Applicant is working on SPDR submittal (2/18). EM
City of SH Successor Agency	Applicant: City Successor Agency and Glenn E. Thomas												
2370 Walnut Ave.	Auto Accessory Auto Body	CUP		8/21/18	9/25/18								<ul style="list-style-type: none"> Application submitted 7/02/18. Scheduled for PC on 8/21/18. CTD
	Santa Monica Auto Plaza LLC: Agent Dorothy Desbrisay												


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Wireless Communication Facilities

REVIEW														SPDR			CTL			Status
Address	Project Description			Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.							
2411 Skyline Dr.	A request to add 2 new Tower Dishes and 3 Antennas, to the Cell Tower as allowed by CUP 99-05 (Cal. Internet). Applicant: Crown Castle	Administrative to add equipment allowed under CUP 99-05	✓	N/A	N/A	N/A	Building permit issued 2/5/16							<ul style="list-style-type: none">Revised plans for Telepacific equipment approved and bldg. permits issued (6/17).Applicant working with SCE for power (10/17).No inspection requested yet (1/18).Building Inspector will contact for status (7/18). CTD/JH						
2411 Skyline Dr.	Request to install (5) new MW flat panel antennas, 5 ¼ feed lines, and new mounts Applicant: Crown Castle on behalf of Vectus, Inc.	Administrative to add equipment allowed under CUP 99-05	✓	N/A	N/A	N/A								<ul style="list-style-type: none">Received submittal checklist and documents.Emailed preliminary zoning comments to agent on 10/17/17.Agent resubmitted the FCC compliance report. A follow-up correction email was sent to the agent on 11/17.Spoke to a representative from applicant's consultant firm on 12/4/17 to discuss outstanding corrections. A follow-up email was also sent.The applicant resubmitted a revised compliance report on 1/4/18. Compliance report is currently under review.Review of FCC compliance report is completed. Applicant is cleared to submit for building plan check (3/18). RA						

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Wireless Communication Facilities

Address		Project Description		Application		REVIEW				SPDR				CTL		Status
						Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.		
2411 Skyline Dr.	Request to install 4 new MW flat panels, 4 feedlines, new mounts and equipment in existing shelter.	CUP 99-05 Amendment required per audit totals exceeded.		TBD											<ul style="list-style-type: none">Applicant is requesting auto approval per co-location legislation.Per City Attorney review of State co-location law, request was approved with “no significant change” determination (2/18).Plan check was completed on 1/30/18 and a valuation has been requested to calculate fees for permits issuance (3/18).Applicant has not pulled permit for project (7/18). CTD	
1855 Coronado rooftop facility	Six 6’ high panel, 9 RRUs antennas, new hybrid cables and larger screen boxes screen the equipment	Administrative to modify CUP 08-03	✓	N/A	N/A										<ul style="list-style-type: none">Plans ready for permit issuance, applicant notified on 5/16 and 9/16.Third reminder sent (1/17). CTD	
2525 Cherry Avenue	Removing and replacing the 3 existing antennas	Administrative to modify CUP 02-01	✓	N/A	N/A										<ul style="list-style-type: none">Building permit ready 1/26/16.Reminders sent for permit issuance on 3/16, 7/16, 9/16, and 12/16.Final reminder sent that plans expire on 1/25/17.Building permit issued on 1/13/17.No inspection requested yet. (11/17).Permit expired. 	

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Wireless Communication Facilities

Address			Project Description		Application		REVIEW				SPDR				CTL			Status
							Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.			
		Applicant: Core Dev. for Sprint															CTD/JH	
2201 Orange Avenue		Remove 3 existing antennas and replace them with 3 antennas which are the same size and shape. Applicant: Crown Castle for T-Mobile	Administrative to modify 07-04	✓	N/A	N/A											<ul style="list-style-type: none">Building permit issued on 12/7/16.No inspection requested yet (11/17).Inspector will contact for status update (7/18).	
1220 E. Hill St.		Installation of a new (67'+/-) Verizon Wireless Monopalm with Related Equipment	Administrative	✓	N/A	N/A											CTD/JH <ul style="list-style-type: none">Application and deposit received on 8/7/17First review corrections emailed to applicant-agent on 9/11/17Resubmittal package was received via FedEx.Routed plans to Building Safety and Public Works for review.Conditions of approval were received by both Building Safety and Public Works Departments on 2/22/18.Conducted a conference call with the agent on 3/13/18 to discuss conditions and the next steps of the CUP process. Both the Senior Building Inspector, Project Planner, and City Engineer were present.Level 1 View Analysis submitted on 4/9/18.RF Emission report submitted on 5/3/18.	
		Applicant: Peter Cavanna (property owner)																

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Wireless Communication Facilities

			REVIEW			SPDR			CTL			
<u>Address</u>	<u>Project Description</u>	<u>Application</u>	<u>Director approval</u>	<u>PC approval</u>	<u>CC approval</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Expires</u>	<u>1st Ext.</u>	<u>2nd Ext.</u>	<u>Status</u>
1220 E. Hill St.	Applicant: Peter Cavanna (property owner)											<ul style="list-style-type: none">Coverage Maps submitted on 5/4/18.Developer Outreach narrative submitted on 6/7/18.Planning Commission Workshop held on June 19 and Commission emphasized the removal of outdoor storage items and maintenance of parking lot striping.Before proceeding to a Public Hearing, we will need the owner to acknowledge that they will abide by these conditions. No acknowledgement from owner has received at this time. The Public Hearing is currently PENDING.
2525 Cherry Ave.	Install (1) new IBR model: fastback networks IBR 1300 integrated; install (1) new 160' CAT5E cables from equipment cabinet to new antenna; install (1) proposed 2.5" STD long pip mount											RA <ul style="list-style-type: none">PDF plans were emailed on 4/2/18.Preliminary planning review fee of \$208.00 was received on 4/9/18.Check was deposited with Finance on 4/12/18.Preliminary Planning Correction List/Comments were emailed to applicant-agent on 4/20/18.

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Wireless Communication Facilities

		REVIEW			SPDR			CTL					
		Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.			
<u>Address</u>	<u>Project Description</u>	<u>Application</u>										<u>Status</u>	
	Applicant: SAC Wireless on behalf of Sprint											<ul style="list-style-type: none">Email was sent to applicant-agent on 5/23/18 which clarifies the remaining outstanding items (7/18).	RA

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Residential

Address			Project Description	Application	REVIEW				SPDR			CTL			Status
					Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.		
2518 Willow St.	New front entry electronic gate w/stone veneer pilasters, update guard shack Applicant: Willow Ridge Homeowners Association	Administrative Review <input type="checkbox"/> WELO req.	✓	N/A	N/A	Building Permit Issued 6/2/16							<ul style="list-style-type: none">• Building permit issued 6/2/16.• Front gate installed and inspected.• Landscaping being installed (8/17).• New monument sign completed (10/17).• No final inspection requested (2/18).• Building Inspector will request status (6/18).• HOA requesting change to door in clubhouse. Will press for permit final on guard house (7/18). CTD/JH		
2016 E. 19 th St	441 sf addition for a new bedroom, new bathroom and new detached 2-car garage to an existing single-family dwelling	Administrative Review <input type="checkbox"/> WELO req.	✓	N/A	N/A	Building Permit Issued: 11/21/16			11/21/17 	2/19/18 			<ul style="list-style-type: none">• Building permit issued 11/21/16.• Construction seems to have stalled.• A CTL letter with extension info was posted and sent (11/17).• Applicant requested a 90 day extension.• Notice letters were sent, comment period ended 11/20/2017.• 90 day extension approved. 11/21/2017.• No further construction observed (1/18).• Staff mailed and posted a letter for a final extension request (2/18).• Property owner has requested a final extension, notices were mailed to property owners within 100' and no objections have been received. PC review of request is scheduled for public hearing on 4/17/18.• Exterior painted (6/18).		




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Residential

Address			Project Description	Application	REVIEW			SPDR			CTL			Status
					Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
														<ul style="list-style-type: none">Permit final anticipated by end of month (7/18). CTD/JH
3347 Brayton Ave	Applicant: Miguel Munoz Remodel of the front SFD to include a 271 sf addition and new 1-car garage on the first floor and a 731 sf second story addition	SPDR 15-02 <input type="checkbox"/> WELO req.	N/A	4/14/15	N/A	Building Permit Issued 4/15/16				5/31/17 	6/04/17 	3/04/18 	<ul style="list-style-type: none">Applicant requested and was granted a 50 day CTL extension by the Community Development Director due to rain delays (4/17).2nd extension request for 200-day extension granted.At Feb. inspection, project was on track to meet 2nd CTL deadline.Owner reports kitchen cabinet and flooring installs are pending completion in one week (3/18).Applicant has requested final inspections for C of O, tentatively scheduled for the week of 4/23/18.CTL allows a 30 day grace period following expiration.Stonework and front landscaping pending completion (6/18). CTD/JH	
1900 Temple Ave.	Applicant: Reginald McNulty A new two-story 3,013 sf SFD with attached 3-car garage	SPDR 16-06 <input checked="" type="checkbox"/> WELO req.	N/A	Required	N/A								<ul style="list-style-type: none">Application submitted 10/7/16.View analysis story poles installed 3/2016.No view requests were received.Reviewed by PC at 5/16/17 workshop. PC direction was to add design elements to reduce the bulk and mass.Applicant's architect submitted revised plans for preliminary review and new story poles were installed.	


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Address			Project Description		Application		REVIEW				SPDR				CTL			Status
							Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.			
																	<ul style="list-style-type: none">One request for a View analysis was received, and the report was approved by the requester.PC approved the project SPDR at the 5/15/18 PC public hearing (6/18).Plan check submittal pending (7/18). CTD <ul style="list-style-type: none">Demolition permit finalized on 8/31/16.Methane assessment approved, no barrier required (12/16).Grading permit issued on 4/27/17. CTL expires on 10/19/18. Notices mailed (5/17).On 5/15/17, applicant inquired about floor plan revision to relocate bedroom #3 to the second floor. Staff informed that change requires Planning Commission review.Staff has not heard further from applicant about the change (6/17).Construction permit issued on 9-25-17 (10/17).Foundation started (12/17).Foundation for fence inspected (1/18).Slab rebar in process (3/18).Laying out frame (5/18).Framing begun (6/18).Building inspector will send advisory letter regarding lack of satisfactory progress (7/18).	
1995 St. Louis Ave.	Applicant: Phala Chhean	Demolish existing dwelling and garage and construct a two story 3,072 sf SFD with attached 3-car garage	SPDR 15-04 <input checked="" type="checkbox"/> WELO req.	N/A	8/11/15	N/A	Demo Permit Issued 4/1/16 Grading Permit Issued 4/27/17 Building Permit Issued 9/25/17						9/28/16 (Demo finalized) 10/19/18 					

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Residential

Address				Project Description		Application		REVIEW				SPDR				CTL			Status
								Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.			
		Applicant: Seth Sor for Kimberly and Phat Ly																RA/JH	
2260 Walnut Ave.		A proposal for a new two story 1,894 sf SFD with attached 2-car garage on a vacant lot		SPDR 16-05	N/A	Required	N/A											<ul style="list-style-type: none">Leak test passed, vent cone was not installed (2/15). Well survey and access exhibit approved (9/15).Story poles were installed 1 month late and a letter extending the comment time frame was mailed.The extended comment time frame ended on 8/12/16.One request for a view analysis was made and the report has been prepared. Revisions to the design to improve views have not been submitted (8/17).Staff received a report and inquiries indicating the property is for sale (12/17).	
2260 Walnut cont.		Applicant: Santana Investors A proposal for a new two story 1,894 sf SFD with attached 2-car garage on a vacant lot																CTD	
2366 Cerritos		Applicant: Santana Investors 490.5 sf addition for a new master bedroom, new bathroom and new family room to an existing single-family dwelling		Administrative Review	✓	N/A	N/A	Building Permit Issued: 11/07/17				11/02/18						<ul style="list-style-type: none">Building permit issued 11/07/17.No inspections requested to date (3/18).Building Inspector will request status update (6/18).	
2179 Temple Ave.		Applicant: Antonio Quintero Conversion of a two-story SFD into a duplex with each unit occupying an entire floor; new detached garage structure consisting of (2) two-		Administrative SPDR 18-01	2/9/18	N/A	N/A											CTD/JH	
																		<ul style="list-style-type: none">Received application and preliminary conceptual plans.Drafted correction list.Reviewed revised plans and conducted Admin SPDR with planning team.	

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Address			Project Description	Application	REVIEW			SPDR			CTL			Status
					Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
2179 Temple Ave. cont.	car garages at rear of property.												<ul style="list-style-type: none">Coordinated review with the Building Safety and Public Works Departments.Drafted Admin SPDR Conditions of Approval.Emailed final Conditions of Approval to authorized agent on 2/9/18 for signature of applicant.Met with the designer and property owner on 4/5/18 to discuss applicant's questions regarding the COA's.	
	Applicant: Tizita and Asrat Bekele												RA	
2489 Eastwind Way	185 SF addition at side of property for new dining room; second story balcony atop new addition	Administrative SPDR 18-02	3/28/18										<ul style="list-style-type: none">Applicant submitted plans with the required planning review fee.Admin SPDR was completed and approved on 3/28/18.COA's were emailed directly to the applicant on 3/29/18.Applicant formally submitted for plan check and both Planning and Building approved the plans.Permit issuance fees were paid by the homeowner.Permit was issued to the contractor on 5/7/18.	
	Applicant: Jason Cavallero (property owner)												RA	
2750 E. 20 th Street	Proposed condominium subdivision and construction of four condominium units including two detached 2-story homes and two attached	PC SPDR Subdivision	N/A	Req.	Req.								<ul style="list-style-type: none">Application package and deposit submitted on 5/9/18.Plans routed to both the stormwater consultant and Public Works Department.	

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			REVIEW			SPDR			CTL			Status
Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
	2-story homes and associated site improvements Applicant: RPP Architects on behalf of Narsimha and Usha Reddy											<ul style="list-style-type: none">Met with agent at the counter on 6/12/18 to discuss planning comments.
2060 Raymond	A 274 SF 2 nd story addition of an existing SFD in conjunction with a remodel with 2-car garage and third driveway parking space. Lord Construction: Agent Tae Chun	SPDR and View Policy		TBD							RA	<ul style="list-style-type: none">SPDR partial submittal with datum line exhibits pending (7/18).
												CTD

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Residential

			REVIEW		SPDR			CTL				
Address	Project Description	Application	<u>Director</u> approval	<u>PC</u> approval	<u>CC</u> approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	Status

Large Subdivisions (5 or more lots) and Multi-family Developments

Crescent Square	25 three-story detached single-family dwellings at the N/E corner of Walnut and Crescent Heights Street on a 3.18-acre lot	SPDR 14-04 ZOA 14-03 VTTM 72594 <input checked="" type="checkbox"/> WELO req.	N/A	8/12/14	9/2/14	Grading Permit Issued 8/29/16 Phase 1 and 2 Building Permits Issued 9/13/17 Phase 3 Building Permits Issued 10/17/17			8/14/19 		<ul style="list-style-type: none">Streets, fences and retaining walls are in process (8/17).DOGGR and BRE clean-up items pending for 8/25 homes.Building permits pulled for Phase 1 and Phase 2 SFDs (9/17).Framing in process (10/17)Building permits pulled for Phase 3 SFDs (11/17).Coordination of approved design details is underway (12/17).Stucco and drywall nearly complete on Phase 1 lots. Phase 2 and 3 framing pending (2/18).Phase 2 began stucco. Phase 3 framing is started. Phase 1 driveways, walkways and fences started (3/18).Contractor has requested C of O inspections for phase 1 homes (4/18).C of O's issued for three homes in Phase 1. Phase 2 homes pouring driveways and installing utilities. Phase 3 framing, electric, plumbing being installed (5/18).19 houses sold; 3 C of O's issued. (6/18).Phase 1 C of O inspection on 7/12/18, (Lots 9-25) (7/18). CTD/JH
Walnut/ Crescent Heights St.	Applicant: Far West Industries										<ul style="list-style-type: none">Plan check approved 9/20/17Permit pulled 10/26/17No inspections requested yet (12/17).Stucco inspected (1/18).Lathe inspections underway (3/18).Project 75% completed (5/18).Estimated completion in July (6/18).
2508 E. Willow (Willow Ridge)	TI: Deck repair to 24 decks										

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Address			Project Description		Application		REVIEW					SPDR			CTL		Status
							Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.		
	Dumont Engineering for Willow Ridge HOA															JH	
The Courtyard 1939 Temple Avenue	Residential development on a .6-acre lot for 10 condominium units (5 buildings with 2 attached units) two stories and three stories in height.		SPDR 16-02 TTM 74232 ZOA 16-03 (new Specific Plan) <input type="checkbox"/> WELO req.	5/17/16	Required											<ul style="list-style-type: none">2 wells discovered, leak tested and vent cones installed (8/15).View Notice mailed 10/26/15. Planning Commission (PC) workshop #1: 12/15/15.View Notice for revised plans mailed 2/17/16. PC workshop #2: 3/15/16. PC public hearing: 5/17/16.At the 6/28/16 City Council (CC) meeting, CC continued the ZOA to the 9/13/16 CC meeting.New story poles were installed (10/16). Neighborhood meeting held on 10/10/16.CC held a study session on 12/13/16 and recommended denial without prejudice of ZOA at the next CC meeting.City Council denied the project without prejudice on 1/10/17.New project can be submitted without a 1 year waiting period.As preparation for the new submittal, a neighborhood meeting was conducted to review revised plans.Following the meeting four new view analyses were requested.New plans and application were submitted on 3/16/17 and the view analysis was received 4/10/17.PC workshop was conducted on 5/16/17. PC directed the applicant to: Clean-up and maintain the site,	

City of Signal Hill
Community Development Department
Development Status Report
July 17, 2018

Residential

Address			Project Description		Application		REVIEW				SPDR			CTL			Status
							Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.		
The Courtyard 1939 Temple Avenue (cont.)	Applicant: High Rhodes Property Group		Courtyard Residential Specific Plan to deviate from current RH zoning for 3-stories height and a reduced front and rear setback.														<ul style="list-style-type: none">Revise the story pole ribbons to match the roof pitch andRevise the view report photos to be more clear,Deliver and review the view reports with the residents,Respond to workshop questions from the public per bldg. heights; andRevise plans per staff direction (6/17).Revised plans and view reports were received and a neighborhood mtg. was conducted with residents, who requested the additional story poles and ribbons for the northerly bldgs. be installed to accurately reflect roof lines and view impacts (8/17).
																	<ul style="list-style-type: none">Some new story poles had been installed and revised view analysis reports were sent to residents which now show views being blocked for at least two residents.The developer has indicated they will be lowering the northerly units by approximately 12".A revised preliminary grading plan and view analysis reports showing the height reduction must be submitted in order to proceed to a public workshop. (2/18).Applicant has introduced staff to a potential buyer who states they will adjust plans and proceed with the project (6/18).
	Applicant: High Rhodes Property Group																CTD

City of Signal Hill

Community Development Department

Development Status Report

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Residential

Address			Project Description		Application		REVIEW					SPDR				CTL			Status
							Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.				
2599 Pacific Coast Highway	Residential SP-10 on a .4-acre lot			ZOA, TTM, SPDR,	N/A	Required	Required											<ul style="list-style-type: none">Staff met w/owner who reported an unsuccessful lot consolidation outreach effort (9/12).	
	1 st concept plan had 14 attached units																	<ul style="list-style-type: none">A revised design (10 units) more closely meets the intent of SP-10.	
	2 nd concept plan had 12 attached units																	<ul style="list-style-type: none">Access & guest parking revised (6/14).	
	3 rd concept plan had 10 detached units																	<ul style="list-style-type: none">PC requested additional design changes. Plan revised to 9 units & met most of the standards. Some buildings still exceed height limit.	
	4 th concept plan has 9 detached units																	<ul style="list-style-type: none">Condo map and story pole plan were submitted and view analysis request letter was sent 4/1/16.	
	5 th concept plan has 7 units; 3 detached and 4 attached on the 1 st floor																	<ul style="list-style-type: none">Due to delays of story pole installation, viewing period was extended 4/14/16. Story poles were installed and comments received. A view analysis report was prepared & reviewed with residents.	
	Residential SP-10 on a .4-acre lot																	<ul style="list-style-type: none">Due to impacts on views, the applicant further reduced bldg. heights however, most still exceed the 30' height limit.	
Applicant: Mike Afiuny																	<ul style="list-style-type: none">City Engineer completed review of the on-site sewer conditions and will require repair and certification by the County for construction over the line.		
																		<ul style="list-style-type: none">Review of the revised view report completed, story pole cert submitted.	
																		<ul style="list-style-type: none">Due to a fire on-site a code enforcement case was opened to verify the bldg. is fire safe and not being occupied as a residence and	

City of Signal Hill

Community Development Department

Development Status Report

July 17, 2018

Residential

Address			Project Description		Application		REVIEW				SPDR				CTL			Status
							Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.			
2599 Pacific Coast Highway (cont.)	Residential SP-10 on a .4-acre lot																<ul style="list-style-type: none">site clean-up items are required. Final inspections (3/17).A neighborhood mtg. was held 2/23/17 and nearby residents and property owners noted that 6/9 of the bldgs. are over the height limit and blocking views.Concerns were voiced about traffic, the density of the project, and parking and traffic impacts on an already impacted neighborhood and alley.The applicant was instructed to meet with the neighbors and develop options to revise the project.Staff prepared a detailed memo following the meeting regarding project deficiencies and past Council direction on a similar project.Applicant submitted a revised site plan with 1 less unit and reduced bldg. heights on several bldgs. However, 5/8 units still exceed max. bldg. height and may still block views.Applicant requested mtg. and staff reiterated they should not expect recommendation of approval if bldg. hts. exceed regs. and block views.Applicant indicated they would revise plans.Staff noted revised plans would have to be reviewed by City Traffic Engineer to address parking and traffic impact concerns (7/17).Revised plans with a combination of two and three-story units were	
			Applicant: Mike Afiuny															

City of Signal Hill
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Development Status Report
July 17, 2018

Residential

Address			Project Description	Application	REVIEW				SPDR			CTL			Status
					Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.		
2599 Pacific Coast Highway (cont.)			Applicant: Mike Afiuny											submitted. A new story pole plan was prepared and reviewed by staff and story poles have been installed (1/18). <ul style="list-style-type: none">Applicant prepared new View Analysis Reports with information on the review process with the property owners who requested them on (4/9/18).A Neighborhood meeting was conducted on 6/11/, to allow residents to review revised plans. A traffic study is pending followed by a PC workshop to be scheduled (6/18). CTD	
1375 E. 23 rd Street (temporary project address)	Small lot subdivision of 16 detached SFD(s): 3 bedrooms, 2 ½ bathrooms (1,650 square feet each)	ZOA, SPDR	TTM, N/A	Required										<ul style="list-style-type: none">Initial contact was made with applicant on 4/5/18.1 hour counter consultation completed on 4/10/18.Conceptual site plan submitted on 4/30/18.Initial submittal with required deposit was received on 7/3/18.On 7/5/18, routed (2) sets of plans to Senior Engineering Tech for both Public Works review and Traffic Consultant review.Spoke to the City Engineer on 7/10/18 regarding preliminary review. He will provide a summary of his comments. RA	

City of Signal Hill
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Residential

			REVIEW		SPDR			CTL				
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Accessory Dwelling Unit (ADU) Projects

3269 Ave.	Lewis	Convert existing one-car garage into two new two-car garages with ADU above the garages at rear of property											<ul style="list-style-type: none"> Applicant submitted the plan at the counter on 3/23/18. Staff met with the property owner on 4/9/18 to discuss get clarification on the project and take in the required \$1,500 deposit. Deposit processed by Finance Department. Revised PDF plans were emailed on 4/19/18. Preliminary review comments/corrections were emailed to applicant on 4/19/18. Revised PDF plans were emailed on 5/7/18. Building Department Fee Estimate was emailed to the applicant on 6/13/18 (7/18). RA
3269 Ave.	Lemon	Construct new 730 sq. ft. ADU above existing 3-car garage at rear of property (no expansion to building footprint).											<ul style="list-style-type: none"> Initial telephone inquiry received on 5/16/18. Applicant formally submitted the preliminary review package with \$208.00 planning review fee on 5/23/18. Preliminary planning review comments are emailed to the authorized agent on 6/12/18. Met with applicant-agent on 7/10/18 to go over the outstanding items. Report card was presented to agent.
		Applicant: Jahaziel Romero (property owner)											
		Applicant: Eric Kao (agent) on behalf of Teri Wohlgemuth (property owner)											

City of Signal Hill

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Residential

			REVIEW			SPDR			CTL			Status
Address	Project Description	Application	Director approval	PC approval	CC approval	Expires	1 st Ext.	2 nd Ext.	Expires	1 st Ext.	2 nd Ext.	
3269 Lemon Ave.(cont.)												<ul style="list-style-type: none">Project is pending upon review with the Public Works Department (7/18)
2060 Raymond	Detached 1198 SF ADU in conjunction with a 2 nd story addition of an existing SFD with 2-car garage and third driveway parking space. Lord Construction: Agent Tae Chun	Ministerial review under ADU regulations.										RA <ul style="list-style-type: none">Plan check submittal is pending approval of SPDR for SFD 2nd story addition (7/18). CTD

July

6d.





CITY OF SIGNAL HILL

2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

July 17, 2018

AGENDA ITEM

**TO: HONORABLE CHAIR
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: SCOTT CHARNEY
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: IN THE NEWS

Summary:

Articles compiled by Staff that may be of interest to the Commission include:

- 'Our Towns' James and Deborah Fallows on how small cities aren't just surviving, but thriving – Curbed
- Wall Street Journal Reports – Technology
 - AI Helps Cities Predict Natural Disasters
 - Artificial Intelligence May Make Traffic Congestion a Thing of the Past
 - Cities Hope for Big Benefits From Tiny Houses
 - How Driverless Cars Are Going to Change Cities
 - More Buildings Are Going Green. Literally.
 - What Makes Walkable Communities Work

Recommendation:

Receive and file.



ORIGINAL CONTENT

'Our Towns': How small cities aren't just surviving, but thriving

Journalists Deborah and James Fallows' 100,000-mile trip to find what's working in this country

By **Patrick Sisson** | May 9, 2018, 10:24am EDT



Greenville, South Carolina, one of the roughly two dozen communities highlighted in *Our Towns*. | Shutterstock

A kind of journalistic cottage industry has sprung up since the last presidential election. Writers parachute into an area—identified as a rural or small town, real, authentic, yet mostly forgotten—and ask them about national politics and local struggles.

While these pieces have become [so commonplace to warrant parody](#), they do offer up important perspectives of Americans often left out or stereotyped.

But what if the problem isn't that we're not hearing enough stories about the frustrated residents and economically depressed parts of the country?

What if we're so focused on the negative that we're ignoring successes in our midst?

The idea behind [Our Towns](#), a new book by co-authors Deborah and James Fallows, who have been married since 1971, was asking the right questions—namely, where are things working, and where are exciting things happening. Subtitled “A 100,000-mile journey into the heart of America,” it's an engaging panorama of how small cities and towns from nearly every corner of the country have proven to be more resilient, flexible, and dynamic than many realize.

The Fallows don't want to oversell the extent of this grassroots energy. The economic inequality that has harmed small-town U.S.A. in the last few decades isn't resolved, and the federal government remains gridlocked when it comes to solutions. But after extensive reporting (both are widely published authors, and James Fallows is a national

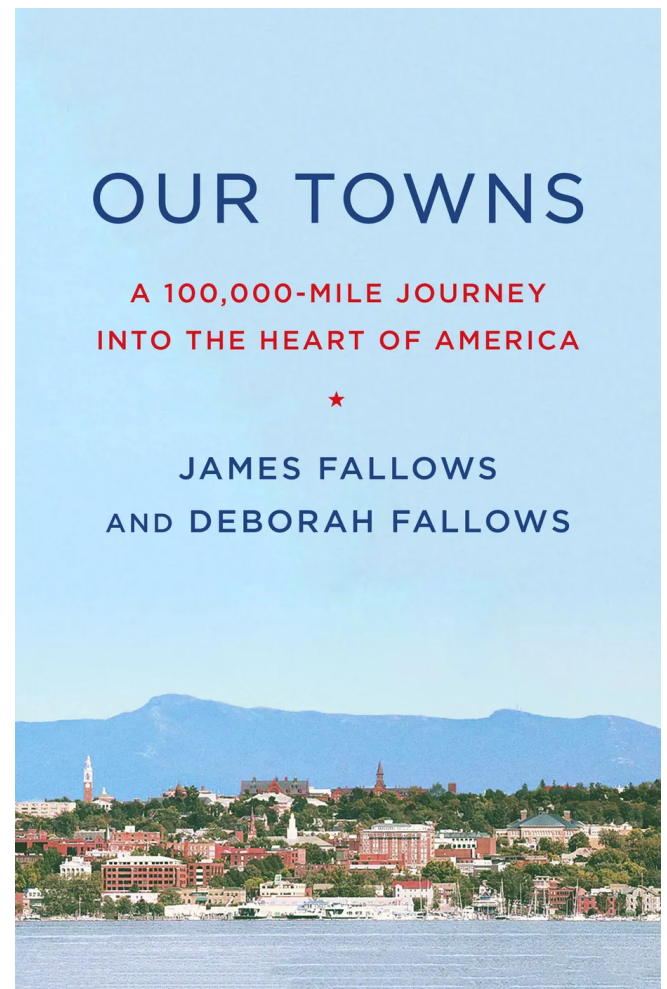
correspondent for [*The Atlantic*](#)), they believe that if more Americans knew about the reversals that remain underreported and under-appreciated, they'd feel more optimistic, and likely to take action.

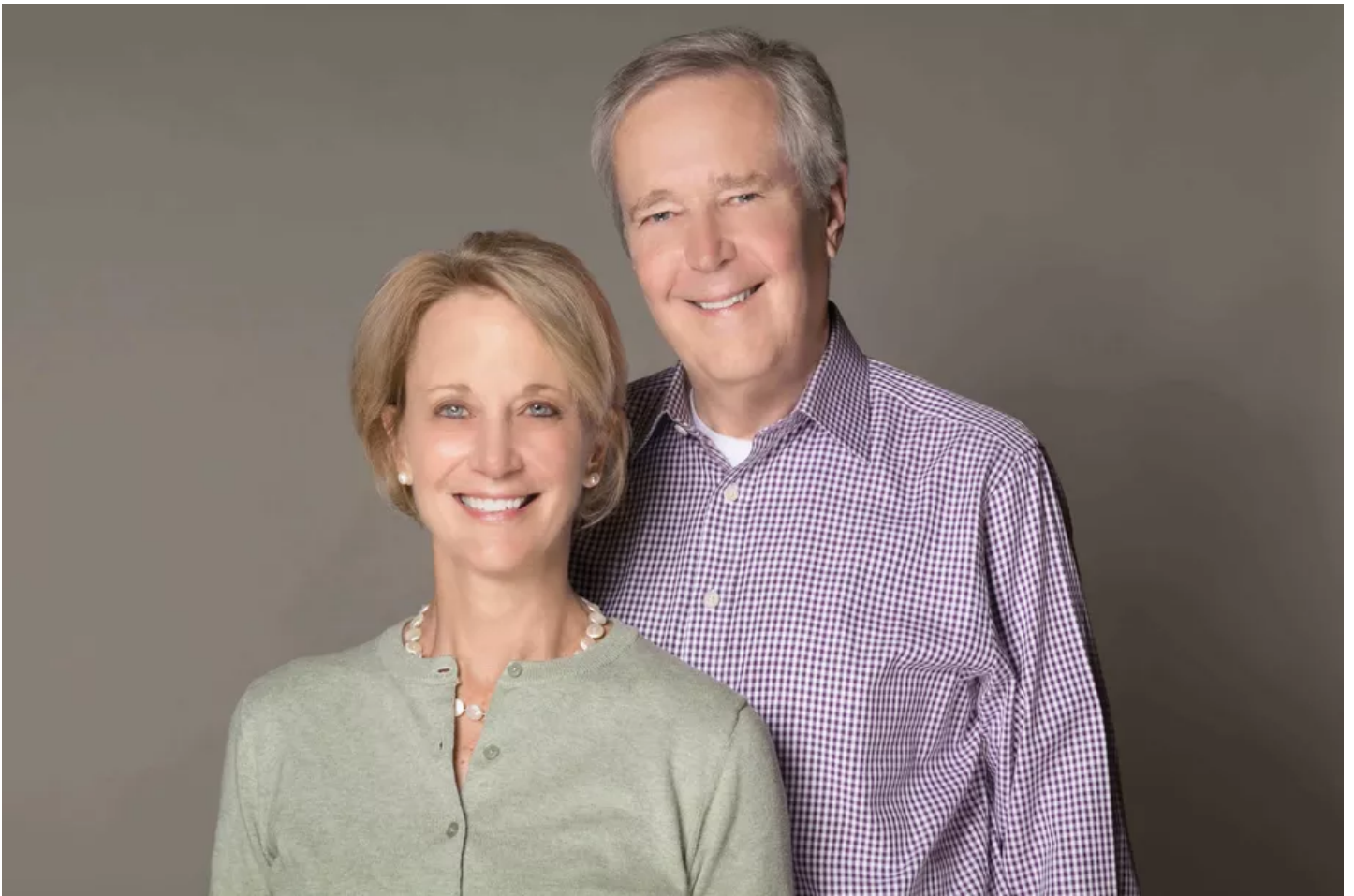
Our Towns is admittedly an anecdotal analysis. But the Fallows' on-and-off journeys between 2012 and 2017, when they studied more than two dozen communities in so-called flyover country by flying themselves across the country in a single-engine plane, found common threads between seemingly disparate communities. There's a groundswell of energy in moving to, returning to, or staying in the [country's smaller urban centers](#).

"People feel anonymous in a big city," says Deborah Fallows. "In the places we visited, they can be visible, be operators, and feel the fruit of their labor."

Here are some of the lessons drawn from the couple's travels and observations, and the reasons they believe [American communities can reinvent themselves](#) better than comparable communities in other countries.

"If you want to consume a great community, you go to Paris," James Fallows told Curbed. "If you want to create one, you go to one of these places."





Deborah and James Fallows. | Kyle Chesser, Hands-On Studio

Small-town urbanism has large-scale benefits

Deborah Fallows says that after visiting three or four towns on their trip, they quickly realized that every town seems to have a riverwalk, even if they don't have a river. What she means is that smaller cities are investing in revitalizing main-street shopping districts and creating their own versions of engaged, egalitarian public spaces that become attractions. The most famous example they visited was [Greenville, South Carolina](#), where the [town's layout and fidelity to New Urbanist principles](#) have been studied by mayors and planners from across the globe.

The focus on dense, walkable, multimodal urbanism, regardless of the size of the city or town, was a common feature of areas the Fallows felt were bouncing back. Many cities are taking advantage of their 19th-century building stock, investing in [historic preservation](#) and adaptive reuse. They're also adding art and music spaces, showcasing how small-town urbanism is alive and well.

Even more encouragingly, the Fallows found that most of these investments in urbanism showed government actually working. By combining federal support, in the form of community development block grants and transportation funding, with state-level investments and support from cities, local businesses, and NGOs, these urban revivals offered a great counterpoint to the argument that all politics is paralyzed, twisted, and corrupted.

"I now think public-private partnerships is the way the country actually works," says James Fallows.

Cities don't necessarily need a "head start"

The city profiles in *Our Towns* often focus on how successful cities turned small advantages into sustained growth. Sioux Falls, South Dakota, earned dividends from being the site of early military research in satellite imagery, and Pittsburgh,

Pennsylvania, had established, [world-class educational institutions](#) that helped the former steel town become a center for tech.

But, especially at a time when many areas get written off, or may seem like they have nothing going right, the Fallows found evidence of success in unexpected places. [San Bernardino, California](#), which declared a civic bankruptcy in 2012, had a [dysfunctional city government](#) and the bad luck to “combine nearly every destructive economic, political, and social trend of the country as a whole.” Erie, Pennsylvania, suffered from the standard symptoms of Rust Belt decline: shuttered, caved-in factories; a shrinking downtown; and young adults rushing to leave for better opportunities.

But both cities are turning things around. San Bernardino has seen a new generation of civic leaders reform government and invest in local talent and educational programs, including the establishment of a new technical school and the Generation Now—San Bernardino economic development and civil advocacy group. [Erie](#) is seeing its downtown slowly but surely recover as locals invest in building businesses downtown, turning dilapidated buildings into restaurants, coworking spaces, and video game companies, creating what the book describes as a “shifting mosaic of old and new.”

Erie exemplified how local leaders want to invest in the “scrappiness” of young entrepreneurs and businesses, Deborah Fallows says.

“Younger adults are saying, ‘We want to build up this town and make it a place to raise our families,’” she says, “and older people are saying, ‘It’s your turn, and we’ll help you however you want to do it.’”

There’s no single solution or formula. But the Fallows feel any city can tap into that drive and civic energy. Over and over, they found examples of great local leaders who, due to closer connection to their constituents and the impact of policies on the ground, were proving to be effective politicians.

There’s tangible hunger for community, and real effort to come together to solve problems

This observation flies in the face of studies that show the country is more and more polarized, especially at the national level. While the Fallows made it a point not to ask about the election or national politics during their travels, they didn’t sidestep differences. They just found more tangible examples of local communities working together.

“There’s practical value and emotional reward for people to think they’re part of something,” says James Fallows. “That’s the immediate benefit of letting people know something is going on.”

Take immigration, one of the most polarizing issues on the national stage. It can be a unifying factor. The Fallows found that, in cities such as [Burlington, Vermont](#), and Sioux Falls, South Dakota, where large immigrant and refugee populations are enmeshed in everyday life, locals said immigrants made life better, stronger, and more interesting. Deborah Fallows says there are so many loud voices talking about this issue on the national stage, it can be hard to hear a quiet chorus of local leaders explaining how important these communities are to their cities.

Pointing out the similarities between today and the Gilded Age—another era of wealth inequality, political strife, and economic disruption—may seem straightforward. But James Fallows says the comparison is apt because that era’s dysfunction birthed the kind of local experimentation, in both government and business, that informed future national policies.

The country is filled with local laboratories testing new solutions and strategies.

“The basic resilient capacity of the country hasn’t been extinguished,” he says. “But we have lost sight of it with so many national problems. It’s important to remind people that we’re still us, in American terms. That’s what we’re still doing.”

JOURNAL REPORTS: TECHNOLOGY

AI Helps Cities Predict Natural Disasters

New tools aim to forecast storm and earthquake damage, improving emergency response



An IBM power-outage tool that relies in part on AI technology predicts outages as much as 72 hours before storms are expected, allowing utilities to plan their response. PHOTO: ISTOCKPHOTO/GETTY IMAGES

By *Aili McConnon*

June 26, 2018 10:05 p.m. ET

In April 2018, a major storm hit Ontario, bringing torrential rain, an inch of ice and wind gusts up to 60 miles an hour. More than half a million people lost power.

Within four days, Hydro One —Ontario’s largest distribution utility—restored power to its customers’ homes and businesses. By contrast, after a major storm in 2016, it took six days to restore power.

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- See the full report

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- Driverless Cars' Impact on Cities
- The Big Potential of Tiny Houses
- Buildings Meld With Nature
- Public Art Can Be Fleeting

Give artificial intelligence some of the credit. Hydro One used an electrical-outage prediction tool developed by International Business Machines Corp. [IBM 0.14% ▲](#) that combines AI technology and the resources of IBM’s Weather Co. subsidiary. The tool helped predict the severity of the storm and the locations that would be hardest hit, so Hydro One knew where to position 1,400 front-line staff who were needed to restore power and to handle the nearly 130,000 customer calls that came in during the outage.

IBM’s outage-prediction tool is also being used, with 70% accuracy, by other cities throughout North America to predict power outages as far in advance as 72 hours before

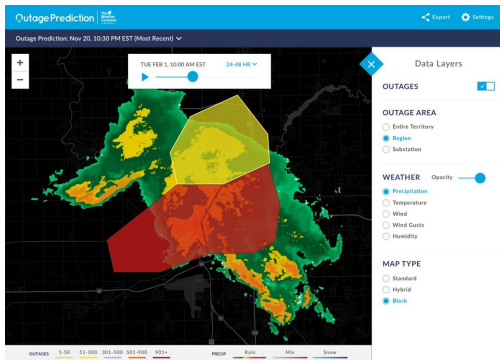
storms are expected. The outage-prediction tool gets more accurate in the final hours before a storm as it incorporates real-time updates.

“During severe weather events, every hour of advance notice counts and helps minimize the impacts,” says Mary Glackin, head of weather business solutions at IBM.

Many companies and universities are developing AI tools to help cities better predict and prepare for weather events and natural disasters. In the U.S., weather and climate events caused \$1.5 trillion in damage from 1980 to 2017, according to the National Oceanic and Atmospheric Administration. When cities can predict more accurately the severity of weather, natural disasters and which areas will be affected most, they can better allocate resources to prepare for relief efforts such as restoring power or evacuating residents at risk.

Weather forecasting has improved dramatically since the early 2000s, thanks to the dramatic increase in cheap sensors that track weather data and the increased capacity of computers to process the plethora of data from sensors, radar, satellite and other sources. New AI systems can comb through years of historical data from storms, hurricanes and earthquakes to detect patterns and better predict new events and their impact.

Forecasting becomes even more accurate—and more useful to teams that respond as natural disasters unfold—when it can incorporate real-time information. A startup in Palo Alto, Calif., One Concern, has developed an AI tool used by some emergency-response centers and other government agencies in California to plan for the impact of earthquakes on a block-by-block basis. Emergency-response centers in Los Angeles, San Francisco and Woodside all confirmed they use the tool.



This IBM simulation shows an overlay of predicted power-outage levels, in red and yellow, on weather radar of a storm. PHOTO: IBM

The company’s founder, Ahmad Wani, says he started to think about developing such a tool after a severe flood left him stranded on the roof of his home in Kashmir for a week. The rescue effort was so slow and poorly organized, “I realized there was a lack of science in disaster response,” Mr. Wani says. Similarly, Mr. Wani saw a basic flaw in relying on 911 calls after an earthquake struck in Napa, Calif., near where he now lives. Many of the people in the worst-hit areas had lost cell coverage and weren’t able to call 911, he says.

These experiences, Mr. Wani says, led him to work on a tool for getting help quickly to where it is needed most urgently.

Now, within the first 15 minutes of an earthquake, the One Concern platform makes calculations that try to predict how bad the damage is in specific blocks of a city. The AI tool gets its real-time information on the strength of the earthquake and its location from sensors and damage reports. The system also is trained on data from hundreds of past earthquakes throughout the U.S., and each new quake gives it more data to help it become even more accurate in its predictions.

One Concern’s platform is meant as a tool for emergency responders who ultimately decide how to best respond in light of limited resources and competing priorities, says Mr. Wani. The tool is hosted in the cloud so disaster-response teams can access it with any device, whether a desktop projecting it onto a large screen during a training session, or on smartphones if crews are out in the field during a natural disaster.

“We make it easier to understand where vulnerable people are likely to have been adversely affected, so rescuers can know who is likely to need saving and what unique conditions they might face,” Mr. Wani says.

Michael Dayton, a deputy director in San Francisco’s Department of Emergency Management, says his department has used the tool for two years now and says it has improved their “ability to respond quickly and understand where precious resources are needed most.”

This summer, One Concern plans to roll out a flood-damage prediction tool that attempts to show how much water will accumulate and where it will flow up to five days in advance of potential storms.

Researchers at universities throughout the world, meanwhile, are developing other AI systems that can better predict dangerous weather, including tornadoes, hail, lightning and severe wind. Such projects leverage the increased number of sensors available, including those on airplanes that provide turbulence data, which can provide helpful hyperlocal information.

There are experiments using social media and crowdsourced data to supplement data from sensors as well. In a 2018 paper published in the journal *Computers and Geosciences*, a team at the University of Dundee in Scotland reported developing a flooding monitoring tool using information from Twitter and the crowdsourced app MyCoast, which asks people to submit flood photos.

Using hundreds of photos from regular citizens, the AI system could potentially determine flooding in a given area much more quickly than relying on human staff to monitor all at-risk areas at once. The researchers say their AI system was 70% accurate in recognizing flooding.

Some roadblocks still exist before wide-scale adoption of AI tools to predict and prepare for weather events and natural disasters will occur, says Seth Cutler, an environment and water program manager at research firm Frost & Sullivan. For one, greater standardization is needed between technologies and platforms so that sensors and systems can communicate effectively with one another, says Mr. Cutler.

“It can also be hard to get utilities and cities to invest millions in extreme weather prediction and prevention systems when it’s not clear yet what return these systems will have,” Mr. Cutler says.

“What jurisdiction pays, and to whose benefit? Is this a public good of a city, state, country?” he adds.

Ms. McConnon is a writer in New York. Email her at reports@wsj.com.

Appeared in the June 27, 2018, print edition.

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JOURNAL REPORTS: TECHNOLOGY

Artificial Intelligence May Make Traffic Congestion a Thing of the Past

Startups and car companies see artificial intelligence as the answer to a lot of traffic inefficiencies

By Henry Williams

June 26, 2018 3:59 p.m. ET

If you drive a car, you've probably found yourself waiting at a red light while the intersection sits empty. Artificial intelligence could make that—and other frustrating inefficiencies of city traffic—a thing of the past.

For a sense of what the technology is capable of, consider that some research suggests artificial intelligence could allow networked autonomous vehicles to safely make their way around cities without any traffic lights at all if it weren't for the presence of human-driven cars and pedestrians, says Dorsa Sadigh, a professor at Stanford University who specializes in the interaction between autonomous vehicles and humans.

Humans aren't going away anytime soon, of course, so neither are traffic lights. But researchers are taking steps toward a future where smart traffic lights and internet-connected cars can

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make getting around town smoother for both drivers and pedestrians—as well as provide other benefits, such as giving priority to public transit or emergency vehicles and reducing auto emissions.

Progress in Pittsburgh

For AI to do its potential magic, the first thing that's needed is data. Lots of it. So several startups are connecting hundreds of sensors at traffic lights to understand why congestion is happening and learn how to manage it in real time.

For instance, Rapid Flow Technologies, which began as a Carnegie Mellon University research project, is testing its Surtrac traffic-management system in the East Liberty neighborhood in Pittsburgh.

Straddling a major arterial route and home to a Target store, the neighborhood has long been an area of heavy congestion as commuters, shoppers and local residents clog the roads.

“Traffic patterns changed so much over the course of the day that [the traffic signals] didn't really work all that well” in keeping traffic moving, says Greg Barlow, a Rapid Flow co-founder.



An AI-based system called Surtrac has reduced waiting times at traffic lights by as much as 42% in a busy Pittsburgh neighborhood. PHOTO: ISTOCKPHOTO/GETTY IMAGES

Traditional traffic signals commonly change on a fixed schedule. Some are coordinated with those at the next intersection. More-advanced traffic lights can even sense when a car is waiting at the light and adjust the timing. But for the most part that's as futuristic as it gets.

In East Liberty, Rapid Flow's technology deployed at intersections allows coordination among all the lights where it has been installed—for example, allowing a light to stay green longer to clear traffic at a particular intersection.

“We have communication between intersections,” says Mr. Barlow. “It lets an intersection plan based on what it can see with its own sensors and what its [neighbors] can see with upstream sensors.”

The Surtrac system has reduced waiting times at traffic lights in the area by as much as 42%, Mr. Barlow says. That not only gets people to their destinations quicker, it also helps reduce auto emissions because cars are spending less time on the road.

Rapid Flow is working on a feature that would allow drivers to share their planned routes with the network, so that information could be used to adjust the timing of lights and possibly cut waiting times even further.

Because the project in Pittsburgh is in only a small part of the city right now, there were early issues with traffic backing up as cars moved from the area with the new AI-enhanced lights into areas without the technology. But AI managed to solve that, too, by recognizing the congestion on the fringes of the system and taking it into account in changing the lights under its control.

Rapid Flow is expanding, with a deployment of sensors across 24 intersections in Atlanta and other deployments in the Northeast—at three intersections in Portland, Maine, with nine more coming later this year, and at two intersections in Needham, Mass.

Predicting patterns

A startup called Vivacity Labs is taking a different approach in the town of Milton Keynes, in England. It is focusing on gathering data on traffic patterns with custom-made sensors installed at traffic lights throughout the town, with the aim of eventually using the system to provide predictive traffic information and guidance to drivers. Later still, controlling traffic lights would come into play.



Vivacity Labs' sensors use computer vision and machine learning to process the activity on the roadway.

The sensors don't simply gather information; each is a powerful computer attached to a

camera, capable of analyzing the traffic it can see at its intersection.

For years, traditional mapping apps, like Google Maps and Waze, have been capturing traffic information by crowdsourcing their data, monitoring the speed of individual users, getting accident reports from users, and then relaying those conditions to other users.

But by the time drivers plan a route through a city, or as they move along that route, the traffic information their app depends on can already be out of date.

Vivacity instead uses its sensors at intersections to gather traffic information that is continually sent back to a central computer. The systemwide data can be analyzed not only to recognize current traffic conditions but also to predict how traffic patterns will develop. Eventually, it should be able to direct drivers “based not on how busy the road is now, or how busy it was a few minutes ago, but how busy it will be when you get there,” says Peter Mildon, chief operating officer of Vivacity, which is based in London.

For example, the sensor at one intersection might know that five cars are waiting at a light and there's congestion in the intersection itself. The next might be sensing a slowdown in traffic and some long trucks waiting to go through the intersection. All of this, along with information from all the other sensors in the system, is fed into a central AI algorithm that can project what traffic will be, say, five, 10 or 15 minutes in the future—or even hours later. The company hopes to eventually use the technology to control traffic signals for improved traffic flow.

Among other projects, Vivacity also has sensors deployed in the city of Cambridge, England, where it is trying to predict when lines for parking lots will start backing up and lead to gridlock.

Where to next?

Officials in Pittsburgh see the potential for Rapid Flow's Surtrac system to optimize not just vehicle traffic but the movement of people around the city on mass transit.

“What if we want to really emphasize person throughput rather than vehicle throughput?” says Karina Ricks, Pittsburgh's director of mobility and infrastructure. “What if we were able to tell the signal that not only is there a 30-person bus, but there is a 30-person bus with one person in it—the driver—or a 30-person bus with 40 people in it? That can get into the algorithm” to get the most people to their destinations as quickly as possible. The city is working toward this goal with Rapid Flow.

Meanwhile, car makers are betting on the technology developing further to include short-distance communications between traffic-management systems like these and cars, and between cars themselves.

Volkswagen's Audi brand began putting AI-driven traffic technology in its 2017 models. Drivers in certain cities—including Las Vegas and —are able to receive real-time information about the intersections they're approaching, including how many seconds are left until the light turns green.

Anupam Malhotra, Audi of America's director of connected vehicles and data, is excited about how the technology could develop. “In the future it will suggest a speed” at which to drive to hit green lights along a route, he says.

Mr. Williams is an editor for The Wall Street Journal in New York. He can be reached at henry.williams@wsj.com.

Appeared in the June 27, 2018, print edition as 'Congestion Ahead? Not if AI Does Its Job.'

JOURNAL REPORTS: TECHNOLOGY

Cities Hope for Big Benefits From Tiny Houses

Cities are encouraging small houses, granny flats and other mini-homes to alleviate shortages of affordable housing



Portland, Ore., eased rules on secondary dwellings like this one, saving homeowners about 10% on construction costs. PHOTO: JAKE DONAHUE

By *Lisa Ward*

June 26, 2018 10:06 p.m. ET

Cities are starting to think small when it comes to housing.

Many cities have previously discouraged homeowners from building small cottages or apartments on their properties with zoning ordinances that made it nearly impossible to have them in areas designed for single-family homes.

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But increasingly, municipalities such as Austin, Texas, Boston, Boulder, Colo., Los Angeles, and Portland, Ore., see these small units as a way to appeal to renters and others on limited budgets who otherwise can be shut out of a city's more desirable areas. The hope is the units will rent for less than larger single-family homes and allow more people to live within the city limits.

"Not everyone needs or wants to live in a 2,500-square-foot home," says Anthony Flint, a senior fellow at the Lincoln Institute of Land Policy. "It increases the supply and diversity of a city's housing stock, so there are more choices to suit different housing needs."

Small spaces

Mini-homes, granny flats and carriage houses—technically referred to as accessory dwellings—are usually only a few hundred square feet. They have their own kitchen and bathroom and function as a separate living quarters from the main unit. Designs vary. Some look like miniature versions of the main house, others are long, open spaces similar to a mobile home, while still others could be attached to or even part of the main dwelling. The hope is that the new units will create additional housing while maintaining the neighborhood's look and feel.

Their size, however, can run afoul of local zoning ordinances. Throughout the U.S., many city neighborhoods are zoned for single-family homes, which can constrain homeowners who may want to add a rental unit to their property. Local ordinances often dictate lot and building size along with density requirements. Complying or getting a variance can be a long and expensive process.

Portland in 2010 began exempting accessory units from certain fees associated with new construction, like charges for water, sewage and street access. Homeowners putting units in their backyards now save about 10% of the overall construction cost, or \$8,000 to \$11,000, the city estimates.

“It creates more options for renters,” says Morgan Tracy, a project manager for Portland’s residential infill project. People willing to live in smaller spaces have more access to desirable city neighborhoods with shops, public transportation, libraries and other important amenities —neighborhoods that had previously been zoned for single-family residences, Mr. Tracy says.



A 500-square-foot cottage behind a single-family house in Portland’s Irvington historic district is the primary residence for the homeowner’s mother. PHOTO: PAUL SIVLEY

Similarly, in 2015, Austin eased the requirements for accessory dwellings in certain neighborhoods. It reduced minimum lot size and the space required between buildings, and eliminated requirements for driveways. More accessory-dwelling building permits were issued in 2017 than in 2014, according to the city. But, Ming-ru Chu, an Austin city planner, says, the city’s planning and zoning department has just begun to analyze the permit data to better understand the effects of the code amendment. “It’s not clear how affordable rents for these new units actually are and if the new units/properties are even rented or if they end up being sold.”

In fact, the jury is still out in general on whether such units will do much to ease housing prices where it’s most needed. The Oregon Department of Environmental Quality looked at rental prices for accessory dwellings in the state and found the units tend to rent for slightly more than apartments of similar size in nearby neighborhoods, though about 20% of the dwellings are rented free or below market value.

Jake Wegmann, an assistant professor at the University of Texas at Austin’s School of Architecture, says research shows that if older and unregistered secondary dwellings are included in an analysis, prices drop below market rent. He theorizes that prices will continue to fall as more units come on the market and the existing stock begins to age.

A report by several groups including the University of California at Berkeley’s Turner Center for Housing Innovation and the University of Texas at Austin surveyed owners of accessory dwellings in Portland, Seattle and Vancouver and found the average unit rented for about \$1,298 a month (with about 58% of respondents saying they rented the unit for below market rates) and cost on average about \$156,000 to build.

“There is no cost of land. A lot in a central neighborhood can go for hundreds of thousands of dollars. That’s before there is even a spadeful of dirt,” says Mr. Wegmann, a co-author of the Turner Center report, which also found that financing these units was the biggest hurdle for many homeowners since it is frequently difficult for homeowners to borrow against the expected income or added value from an accessory dwelling.

Boston’s program

Meanwhile, Boston's Housing Innovation Lab recently embarked on a small pilot program studying the feasibility of tiny houses and granny flats. This spring it built a 360-square foot prefabricated house at Boston's City Hall, designed to be quickly and cheaply inserted into backyards and vacant lots.

The home took a five-person team five hours to build and cost about \$50,000, says Marcy Ostberg, director of the innovation lab. Ms. Ostberg is also intrigued by the idea of homeowners leasing their backyards to existing tiny-house owners.

The idea came from Sharon Day, 59 years old, who built a tiny house for \$65,000. Her house is off the grid. It has a rain barrel, water filtration system, and composting toilette and runs on solar power. Ms. Day is talking with city officials in Somerville and East Boston about creating a small community of such homes on vacant lots or even on brownfield sites.

In Boston it can cost \$1,200 a month to rent a room where you are still sharing a bathroom and a kitchen, says Ms. Day, who adds that her initial outlay to build a tiny home was much more palatable than spending thousands of dollars on rent or spending hundreds of thousands of dollars of her retirement savings buying an apartment in the city.

Ms. Ward is a writer in Mendham, N.J. Email her at reports@wsj.com.

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JOURNAL REPORTS: TECHNOLOGY

How Driverless Cars Are Going to Change Cities

Self-driving cars could mean better public transit, more green space and less congestion. But also: more urban sprawl and greater inequality. .



Driverless cars are arriving, and cities are preparing for a host of changes. 'The technology is coming sooner than people think,' says the mayor of Austin. PHOTO: ISTOCKPHOTO/GETTY IMAGES

By *Tim Higgins*

June 26, 2018 10:09 p.m. ET

As the arrival of driverless cars gets closer, cities are scrambling to get ready. And for good reason: The driverless car promises to reshape the urban landscape as we know it.

Little wonder, then, that the potential changes are creating excitement—and fear—among city planners. As they host test fleets of robot vehicles and figure out how to rework ordinances to prepare for the autonomous future, they're imagining what life is going to be like when the streets are filled with cars that can largely think for themselves.

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Some see an opportunity to create on-demand public transit that gets people where they're going faster and reaches more of the population. Or open up streets for more green space and greater walkability. Or redirect traffic to make it easier to hold functions like farmers markets.

But, even as they acknowledge the promise, others see possible problems. They warn that robot cars could encourage greater urban sprawl and cut into funding for public transit, widening the divide between the haves and have-nots. And driverless cars won't be replacing all human-driven cars overnight, meaning an awkward mix of robots and humans sharing roadways.

Whatever the future holds, it will very likely be arriving soon.

"It wouldn't surprise me if by the end of 2019 we have autonomous vehicles readily part of people's lives," says Steve Adler, the mayor of Austin. His city was the first outside of California where Alphabet Inc.'s Waymo, then a Google project, tested early versions of its self-driving technology. He adds, "The technology is coming sooner than people think."

Here's a look at some of the changes that may be in store for cities.

Smarter public transportation

Some urban planners envision integrating autonomous cars with existing public transit, making the whole system more flexible and responsive.

A likely starting place is on-call robot taxis married with smartphone apps that let users plan the most efficient routes across town. For instance, a commuter might check the app and see that the quickest path is taking a rental bike to the train station, riding for 20 minutes, then finishing up with a robot taxi for the final 2 miles to the destination.

In another combination of autonomous vehicles and transit, vehicles would actually anticipate commuters' needs. The startup Moovit, which tracks anonymized user data to create a real-time picture of public-transit use, could use such data to help robot taxis know where and when to deploy to meet demand, predicts co-founder and Chief Executive Nir Erez. The operating system might see that 300 people are on board a commuter train set to arrive at noon. So it would send enough robot taxis to the station to cover the probable number of taxi riders, based on past usage statistics.

Robot cars could also help riders in underserved areas. After being used for private trips during rush hours, the cars could be deployed in parts of the city with limited public transportation so that residents could use them for essential travel, perhaps even subsidized by the city to reduce cost.

These setups offer a rare chance for a strong public-private partnership in transit—because companies have a financial stake in keeping the cars as full as possible, just as cities want to offer residents as many commuting options as they can.

“We’re going to want [that car] running all of the time at capacity,” says Glen De Vos, chief technology officer at auto-tech supplier Aptiv PLC. “If you can bolt on public-transportation services on top of [private service], it gives you a bigger customer base and more opportunity to essentially be running those vehicles at capacity all time.”

For cities, which often don’t have the latest technology, creating the infrastructure to allow such a network takes preparation. In Las Vegas, Aptiv has joined with Lyft Inc. to test self-driving cars to better understand what’s required to make a ride-hailing system work with robots.

“A lot of times, people completely overlook that the municipality will play a critical role in how all of this is implemented,” according to Mr. De Vos.

One of the open questions about how the technology will ultimately be used is whether robot vehicles will be more like a public utility, with cities deciding where and when the vehicles operate, or whether these vehicles will be more akin to chauffeured cars operated by private fleets.

In January, Ford Motor Co. announced it acquired a startup called Autonomic to help create a so-called Transportation Mobility Cloud that could essentially serve as an air-traffic control center for a city trying to manage different transportation providers, such as public buses and privately owned robot taxis.

Traditionally, each mode of transportation has been trying to ensure it is working in the most efficient way possible, says Marcy Klevorn, president of Ford Mobility.

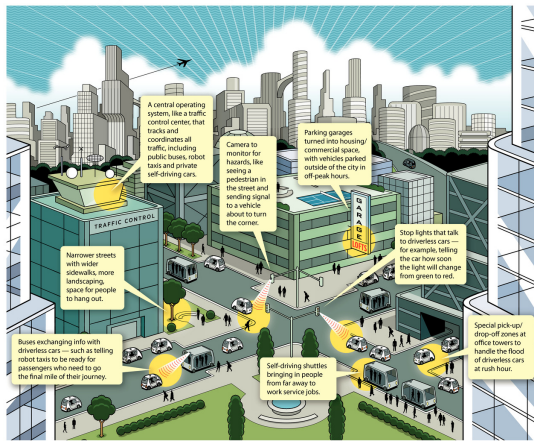
“You can’t solve the problem by having everything optimized for itself,” she says. “One of the things we want to do is help the different modes of transportation talk to each other.”

Less parking, more space

Autonomous cars can drop people off and then go somewhere else to park—or to shuttle other people around. That means less need for parking space, which could open up huge possibilities for space-crunched downtowns. Some cities have as much as 30% of land devoted to cars for roads and parking, according to Brooks Rainwater, director of the Center for City Solutions at the National League of Cities.

New Landscape

Some of the key elements expected to come to cities along with driverless cars



PETER & MARIA HOEY

Some see the advent of autonomous cars as the spark to reimagine a city with pedestrians at the center of development—whether that involves making wider sidewalks, adding green space and parks or converting former downtown parking-garage towers into housing or retail space.

Another change could be in the design of buildings. Half of a new building’s footprint is typically devoted to parking, says Ryan Snyder, a principal at consultancy Transpo Group and a faculty member at the University of California, Los Angeles, urban-planning department. If fewer spaces are needed for autonomous cars, those spaces could be turned into retail or living space—potentially leading to lower costs for residents and businesses.

Changing streetscapes

As autonomous vehicles take over the roads, they will learn to coordinate traffic flow. Autonomous vehicles could be directed to pull out of the way of emergency vehicles or public buses to create virtual lanes for those higher-priority vehicles, for instance.

But cities could also begin to use streets and sidewalks in a more flexible way, changing the dynamic of communities, Mr. Snyder says. For instance, streets could more easily be used for events like farmers markets, because automated vehicles could find routes around the blocked-off areas without causing traffic jams.

Sidewalks might also change in front of large office buildings, as robot taxis and shuttles pick up and drop off huge numbers of passengers. Planners may create wider pick-up and drop-off zones, perhaps indented to allow traffic to flow easily around them. The curbs may also have sensors that can notify an autonomous vehicle when it is safe to pull over, says Grayson Brulte, who advises governments on driverless technology.

The congestion question

Some proponents of driverless cars believe the shared vehicles will cut down on clogged streets.

Research by Larry Burns, the former head of research and development for GM and a consultant for Waymo, suggests that a community needs only a small number of robot taxis to handle its transportation needs. In research for Columbia University’s Earth Institute, he found that if a city’s population density is greater than 750 people per square mile—the level of most U.S. cities—then it can ensure service with a fleet of robot vehicles amounting to just 15% of its current total of conventional cars.

But some experts aren’t so sure robotic cars will ease congestion. Bruce Schaller, an expert in transportation planning, published a report last year that suggested ride-hailing services in New York City added to congestion on the road, even as the number of taxi trips decreased, as people gravitated away from public transportation. He says that there’s a real concern that autonomous vehicles will lead to lower fares and more riders, creating “more trips in already-congested cities.”

In Austin, Mr. Adler says he's generally positive about autonomous technology's potential benefits but says he could envision it leading to greater congestion problems. For instance, he imagines a resident who typically takes three children to different events and runs errands in a single vehicle. In a future with driverless cars, the resident might decide to send each child to those activities in separate robot cars while using another vehicle to run the family errands.

New revenue streams

Governments, which already tax gasoline and car purchases, may likely turn to taxing autonomous vehicles for using the roads, through perhaps a usage fee.

One idea that's emerged is a so-called zombie-cars tax, which was first proposed in Massachusetts last year, that would aim to tax vehicles on a per-mile fee to avoid people letting their cars drive around empty.

Mr. Snyder, the urban-planning consultant, for example, suggests cities might charge a fee to have curb access in high-traffic areas or give preference to vehicles with multiple people, such as a shuttle.

Driving the rich and poor apart

While some believe enhanced public transportation will provide benefits for communities that have limited public transit now, others worry the technology might favor the rich.

Lauren Kuby, a City Council member in Tempe, Ariz., which had seen a test fleet of Uber Technologies Inc.'s self-driving vehicles, says she's intrigued by the possible benefits of the vehicles. But she fears that "AVs could encourage sprawl, especially if people own their own AVs." In this scenario, Ms. Kuby says, "AVs could siphon off ridership from public transportation, eroding revenue, which then justifies cutting service, hurting those who depend on it but who cannot afford the higher cost of ride-sharing AVs."

Similarly, Richard Florida, an expert in urban planning and a professor at the University of Toronto, expects that autonomous cars will push the poor from middle suburbs out to exurbs, because the ease of using the cars will lure wealthy people to move to suburbs that haven't seen reinvestment in more than a generation.

"Self-driving cars are likely to make those [middle suburbs] more valuable and turn them from working-class areas to more upscale areas," he says. "You'll get a metropolitan area where more and more of the less-fortunate population is pushed out to the periphery."

There are also concerns that self-driving vehicles will cost people their jobs, such as those who currently drive taxis, Ubers or public buses. But many companies believe that humans won't be displaced entirely soon, noting that there will be a need for people to maintain the fleets and monitor them.

A matter of safety

Perhaps the biggest unknown for driverless vehicles—and the thing that could most delay their arrival—is safety, a renewed concern after a test vehicle by Uber was involved in a fatal crash earlier this year in Tempe.

Columbus, Ohio, was picked in 2016 by the U.S. Department of Transportation as a test city for advanced transportation technology. The city planned to deploy an autonomous shuttle around an indoor-outdoor shopping complex. But it has reconsidered the route after realizing some of the current technology's limits.

The problem was that the vehicles they were looking at couldn't go fast enough to keep up with traffic, and the city was concerned about the need to make a left-hand turn against traffic, a driving move that has proved difficult for developers to implement safely, says Brandi Braun, the city's deputy innovation officer. The program is now re-evaluating where to deploy such shuttles.

Mr. Higgins is a reporter in The Wall Street Journal's San Francisco bureau. He can be reached at tim.higgins@wsj.com.

JOURNAL REPORTS: TECHNOLOGY

More Buildings Are Going Green. Literally.

‘Biophilic’ designs incorporate elements of nature both outside and inside. It’s aesthetically pleasing—and makes people feel, and perform, better.

By Ken Wells

June 26, 2018 10:08 p.m. ET

Most people, when they think of “green” buildings, take that to mean structures built with energy conservation in mind. But, increasingly, buildings are becoming literally green, as cities and companies around the world embrace biophilic design—the concept of surrounding buildings with nature, even on their upper floors, and bringing the outdoors indoors by including natural elements in their interior design.

Planted terraces that wrap around buildings, indoor man-made water features such as ponds and waterfalls, plantings that can cover entire interior walls, cascades of windows to maximize natural light—all are key elements of biophilic design, as are expanded views of nature itself.

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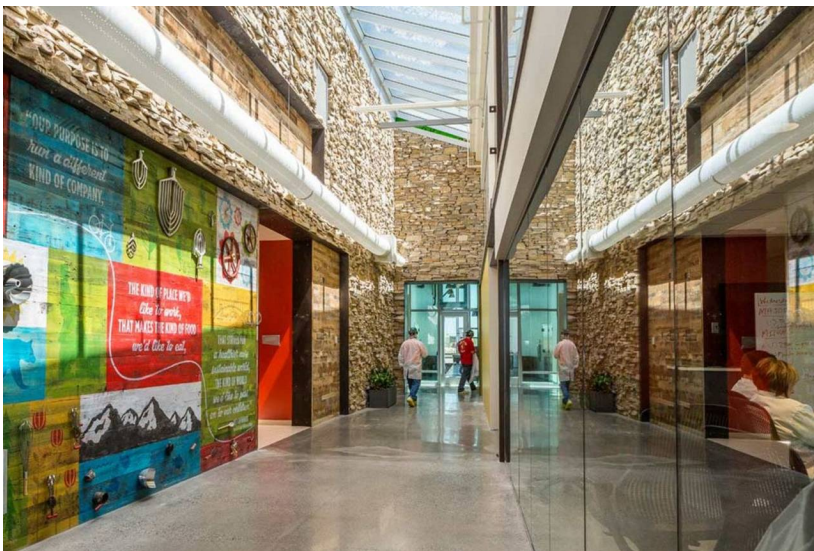
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Aesthetics are clearly a driver of the biophilic movement, but it is also motivated by the bottom line. Biophilic design can result in significant energy savings, and research indicates that employees in buildings designed with biophilic elements not only feel better about their workplace but perform better, too. For example, a landmark 2003 study of 100 employees in a call center of the Sacramento Municipal Utility District showed that workers who sat with views of nature handled up to 12% more calls per hour than those who had no view.

Clif Bar & Co.’s state-of-the-art bakery in Twin Falls, Idaho, is in the vanguard of the movement. Its profusion of windows, skylights and tubes designed to bring sunlight deep into building interiors bathe the facility in gentle natural light. Wall-size projections of nature bring images of mountains, rivers and forests into the bakery’s core. An imposing stone interior corridor is designed to mimic the Snake River Canyon, one of the most stunning geographic features of the West.

And there are plants everywhere: Low-maintenance plants decorate the light-filled common areas where workers gather, giving these indoor spaces an outdoor feel. Outdoors, a number of patios used by employees for breaks and dining are planted with or surrounded by drought-tolerant native plants, including more than 570 trees and 5,700 shrubs and grasses. The bakery also was sited to offer unimpeded vistas of the nearby mountains of the Sawtooth National Forest.

The idea behind the design of the \$90 million, 300,000-square-foot bakery, completed in 2016, was to make it “the kind of place all of us would like to work,” says Rich Berger, vice president of engineering and food supply for the maker of organic energy bars and snacks based in Emeryville, Calif.



The stone entrance corridor to the Clif Bar bakery in Idaho is meant to mimic the Snake River Canyon. PHOTO: ADDISON PHOTOGRAPHY

Bill Browning, a founding partner of Terrapin Bright Green, a New York-based consulting firm focused on sustainable development, is among America’s leading biophilic experts. He has been consulting with companies including Walmart [WMT 1.48% ▲](#) and Marriott International’s [MAR 0.67% ▲](#) Westin Hotels & Resorts to bring biophilic design into their building plans.

Walmart teamed up with Mr. Browning as he first began to explore how bringing elements like abundant natural light into retail workspaces could improve not only productivity but also sales. From experiences with a prototype green store that featured abundant natural light, the company began to find that sales per square foot were significantly higher for departments located in the daylight sections of stores than in those with artificial light, according to a joint report by Mr. Browning and the company.

At Westin, “we believe people have an innate need to interact with nature,” and so the company gears all of its design with biophilic principles in mind, says George Fleck, the chain’s vice

president of global brand marketing and management. He points to one of Westin's newest properties, the five-story, 116-room Westin Buffalo in Buffalo, N.Y. The hotel incorporates planted walls, soaring banks of windows and exposed wooden beams into its common areas and decorates its guest rooms with carpets, walls and art suffused with earthy tones and replicating patterns of nature.

A pivotal piece of research backing up the premise of biophilic design is a 1984 study published in the journal *Science* that found that a suburban Pennsylvania hospital's gallbladder-surgery patients who had views of green space from their rooms had shorter recovery times than those who didn't. Many other studies have since confirmed such health benefits.

Today, the Khoo Teck Puat Hospital in Singapore, completed in 2010, features vast indoor courtyards of tropical plants surrounding patient areas. Fins along the building's exterior channel prevailing northeast winds into the building, enhancing airflow by 20% to 30% and reducing the need for air conditioning.

Singapore is also home to one of the pioneers of biophilic design, the architectural firm WOHA, founded by Wong Mun Summ and Richard Hassell in 1994. The WOHA-designed ParkRoyal on Pickering hotel in Singapore, part of the Pan Pacific Hotels Group, features almost 4 acres of lushly planted, self-sustaining terraces interlaced with waterfalls, ponds and other naturalistic features.

The 367-room hotel has been largely sold out since it opened in 2013, and suites go for more than \$500 a night. "It's a project that shows that an investment in green design can translate into real profit," says Mr. Hassell.

WOHA is working on 14 biophilic projects in seven countries, according to Mr. Hassell. One of them is a park and classroom cluster as part of a new campus for the Singapore Institute of Technology that will cocoon campus buildings in an urban forest.

Biophilic design has earned some prestigious recognition. The dual towers of the Bosco Verticale apartment complex in Milan are clothed in staggered terraces featuring about 800 trees—enough to cover a 3-acre forest. The project won Europe's International Highrise Award in 2014 for the continent's most innovative building.

While designing buildings with huge green spaces, green walls and terraced gardens can be challenging—using trees requires building in load capacity—some projects get around that by the choice of plants they use. At One Central Park in Sydney, hydroponic plants require no soil and minimal water to thrive, alleviating the issue of structural overloading. The mixed residential and commercial building features a series of hanging gardens that clad the exteriors of its two residential towers with more than 85,000 plants, and includes 22 interior green walls.

Green walls add only modest costs to new construction, since bringing in water and drainage is no more complicated than installing the necessary plumbing. As for maintenance, “our focus has been on building walls where there is minimal plant loss and therefore a lower cost of operation over time,” says Richard Kincaid, founder of Chicago-based Sagegreenlife, which specializes in green-wall construction.



The Bosco Verticale complex in Milan won Europe’s International Highrise Award in 2014 for the continent’s most innovative building. PHOTO: DAVIDE PIRAS/STEFANO BOERI ARCHITETTI

In the U.S., biophilic projects are popping up across the country. Among the notable ones is a project by CookFox Architects of New York that has transformed a blocky five-story parking garage adjacent to the city’s High Line elevated green space into a light-filled, 10-story office complex that is nearing completion.

With the High Line as inspiration, “the idea was to rethink the site for the biophilic workplace of the future,” says Rick Cook, a CookFox founder. “Every single floor will have access to outdoor spaces and gardens.

“An outdoor garden begins on the second floor, north-face terrace and rises to connect the second-, third- and fourth-floor terraces with a wide stairway that features planting beds and integrated seating,” Mr. Cook says. “Each floor above also features a terrace in varied locations,” he says, and to top it all off, “there are rooftop gardens at the 11th and 12th floors.”

Mr. Wells is a writer in Chicago. He can be reached at reports@wsj.com.

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JOURNAL REPORTS: TECHNOLOGY

What Makes Walkable Communities Work

For new towns, old suburbs and central cities, lessons include slowing traffic, making walking interesting and creating dense neighborhoods



Carlton Landing in Oklahoma aims to follow the model of pedestrian-friendly streets and dense, mixed-use development.
PHOTO: CARLTON LANDING

By *Neal Templin*

June 26, 2018 10:07 p.m. ET

The walkable movement has picked up its pace.

Since construction began on Seaside, Fla., and other communities in the 1980s, developers have built hundreds of towns where residents can live, play and sometimes work without pulling their cars out of the garage. Many destinations that matter to residents—stores, parks, schools, restaurants and churches—are within a five-minute walk.

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Many new developments are stand-alone, like the first wave of walkable projects. But planners have also been using the same principles in recent years to help reinvigorate an estimated 750 aging suburbs or dying shopping centers, according to Ellen Dunham-Jones, co-author of the book “Retrofitting Suburbia.”

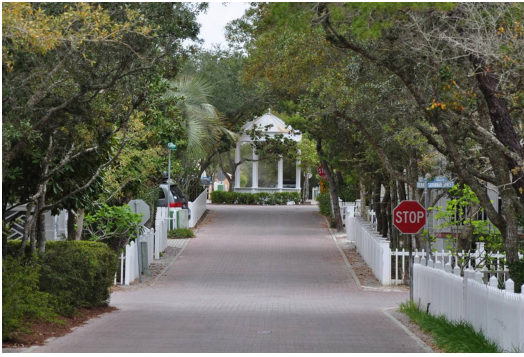
Pulling off these communities is far trickier than a stand-alone development. For instance, municipalities often have to rewrite their building codes to permit the blend of uses essential for walkable communities.

In the meantime, architects, developers and city planners have learned a lot about what works and doesn’t work when it comes to creating walkable communities—whether stand-alone or not.

Here’s some of what they have learned.

Keep Pedestrians Safe

This may sound obvious. But consider that in most conventional subdivisions, traffic engineers aim to create road systems that quickly move cars out of the neighborhood.



By
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t, town
planner
Susan
Hender
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In Seaside, Fla., narrow streets keep traffic speeds down, and short blocks encourage residents to walk. PHOTO: DPZ

Albuquerque, N.M., wants to slow down traffic speeds so that streets become safer and more walkable.

“I want it safe for the kids to play in the street,” says Ms. Henderson, who has planned communities including The Waters, located near Montgomery, Ala.

Ms. Henderson designs streets as “skinny” as possible so that drivers aren’t comfortable going over 15 miles an hour, and pedestrians are more at ease walking near traffic. She doesn’t use speed bumps, saying that they aren’t necessary in such properly designed streets.

Ideally, Ms. Henderson says, streets in walkable communities are kept to a mere 32 feet across—compared with 38 to 40 feet for a typical suburban road. Main streets with retail shops are tougher to gauge simply by width. These streets can be as wide as comparable suburban thoroughfares, but they are redesigned to make them more pedestrian-friendly, such as putting parking lanes on the sides or maybe grassy medians down the middle.

Another common tactic to make walkers feel more comfortable around traffic: trees that separate the sidewalk from the street.

Block length must also be finely calibrated to encourage walking. If blocks are longer than 300 feet—about the length of a Manhattan block—Ms. Henderson says, pedestrians have trouble taking an efficient, direct route to destinations.



Homes elevated to weather hurricanes in Beachtown, near Galveston, Texas, have front porches set back so that people on the street can talk to people above. PHOTO: BEACHTOWN

Make Walking Interesting

Every building in a walkable community should have “a gift to the street”—that is, something that captures a walker’s attention, says Miami-based urban planner Steve Mouzon.

For houses, the gift can be as simple as a flower garden or a bench in the front for walkers. For commercial buildings, it might be an interesting window display.

The village of Providence in Huntsville, Ala., where Mr. Mouzon is the town architect, encourages builders to use gates that are set back 3 or 4 feet from fences around homes to give a more welcoming feel, and create variety in the architecture.

Another town where Mr. Mouzon is the architect—Beachtown, near Galveston, Texas—takes a different approach. The homes are built on stilts because hurricanes scour the area, so when homes have fences the town encourages builders to construct arbors over the gates.

The goal is to fill space between the houses—which are as high as 16 or 17 feet in the air—so that the buildings fit together pleasingly, and thus encourage walking. (The fences themselves are gentle on the eyes; they can be only 40 inches high and most are picket or rail design.)

In addition, there were fears that the home height would cut the connection between occupants and those passing by. So, the developer required all homes to have front porches that were set back the right distance so that people on the street could talk to people above without straining their neck, says Beachtown founder Tofigh Shirazi.

Resident Sally Greer says that she and her husband were sitting on the porch the other day when a neighbor walked by. “He heard our voices and came over, and we chatted for a while,” she says.



Give People Places to Go

Every block in Seaside is designed to give the walker a destination within sight.

Many of the streets end in pavilions leading to the beach, and the town nestles around a central square with bustling restaurants, a grocery store and other commercial uses.

Of course, such commercial destinations can’t spring up from the outset. Rather, the gestation period can be decades, as villages build up a critical mass of residents to support retailers.

Carlton Landing in Oklahoma plans to have 3,000 homes but will take 30 years to complete. For now, it has 180 completed homes—enough to support a small pizza restaurant, two food trucks, plus 10 pop-up shops that open on weekends.

“We see retailing as something you have to incubate,” says town founder Grant Humphreys. Architect Andrés Martín Duany, who designed both Seaside and Carlton Landing, says that it takes around 25 years before walkable communities are “hitting on all cylinders.”



Beachtown and other walkable communities have much greater housing density than most suburbs, enabling them to support retailers within walking distance of residents. PHOTO: BEACHTOWN

Pack a Lot In

Higher population density is key for making neighborhoods vibrant, says urban planner Jeff Speck, author of the book “Walkable City.” The real payoff comes when neighborhoods have at least 10 housing units per acre, Mr. Speck says.

That’s the level needed to sustain street retail, which means residents can walk rather than drive to shop or dine. Residents in such neighborhoods cut their driving roughly in half from typical suburbia, he says.

Mr. Speck is now working on Water Street Tampa, a \$3 billion, 53-acre walkable development near the hockey arena in downtown Tampa, Fla. The developer plans to build 3,500 additional apartments and condominiums, 2 million square feet of new office space, plus restaurants and hotels. The project also has wide sidewalks and shade trees intended to encourage walkers.

“Our hope is you accomplish everything you want to do in a day without getting in a car,” says James Nozar, chief executive officer of Strategic Property Partners, the developer.



A rendering of the kind of development planners hope to achieve along the Metro Blue Line in Long Beach, Calif., as part of a regional push toward higher-density, transit-oriented communities. PHOTO: FREGONESE ASSOCIATES

Want Scale? Add Transit

Cities and urban planners are turning their focus from walkable neighborhoods to walkable cities. But they’re learning that for the idea to work, they must build in links to mass transit—or else people will eventually need cars to get around.

Southern California adopted a plan in 2016 that includes \$550 billion in mass-transit spending through 2040 while subsidizing high-density developments. The hope is to create communities that use walking and biking for short commutes and mass transit for longer ones, says Hasan Ikhata, executive director of the Southern California Association of Governments.

Two-thirds of car trips there are less than 3 miles, Mr. Ikhata says.

“That tells me if you have good facilities to walk and bike, a lot of those trips will be done with walking and biking,” he says.

Farther north, urban planner Peter Calthorpe has proposed a similar approach for the 45-mile stretch of El Camino Real highway between Daly City and San Jose.

He says the historic highway is currently an unsightly parade of strip malls. Mr. Calthorpe believes that it can be transformed into walkable communities with retail at ground level and apartments above. Residents would commute to jobs on light rail or a high-speed bus lane.

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