
Officials meet over inmate releases in downtown Victorville

By **Shea Johnson**

Staff Writer

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Posted Jul 19, 2017 at 6:09 PM

Updated Jul 19, 2017 at 6:09 PM

The release of inmates from local jails to the Greyhound bus station at Sixth and D streets could threaten to add to the city's struggles to tackle safety issues and curb homelessness in its downtown which has been plagued by a problematic narrative for years.

VICTORVILLE — Two top city officials met with law enforcement Friday to discuss concerns over an inmate drop-off point in Old Town, City Manager Doug Robertson said.

The release of inmates from local jails to the Greyhound bus station at Sixth and D streets could threaten to add to the city's struggles to tackle safety issues and curb homelessness in its downtown which has been plagued by a problematic narrative for years.

Robertson said during Tuesday's City Council session that a letter by Mayor Gloria Garcia to San Bernardino County Sheriff John McMahon, Supervisor Robert Lovingood and the county had preceded Friday's meeting, which Robertson and Garcia attended. He called it "very productive" and encouraging.

"The Sheriff's Department is aware of that issue and has committed to changing the way they transport prisoners upon their release," he said, "so that they can be released essentially to their city of origin, not all coming to Victorville.

"We are beginning to make some progress on that exact issue."

His remarks were spurred by citizen complaints brought to the dais during the public comment period.

"The problem is now lately I've been seeing a lot more convicts getting dropped off," said Richard Mettias, a property owner in Old Town. "I love (my) building, I think it's a piece of history, but it's getting harder and harder to protect my property. In downtown Victorville, it's becoming tent city."

Robertson said he understood such inmate releases were occurring "typically twice a day."

A message left with the Sheriff's Department on Wednesday afternoon for comment on Friday's meeting was not immediately returned.

Jim Grainger, who owns Dead Celebs vintage clothing store off C Street, told the Council that he recently encountered a convicted bank robber who had just been released into the community. The convict made Grainger uneasy after asking if he was working alone.

"This is still an ongoing problem," he said. "I don't know why the prisons think they can drop their prisoners there."

Robertson added that any resolution will "take a little bit of time, at least a few months."

Shea Johnson can be reached at 760-955-5368 or SJohnson@VVDailyPress.com. Follow him on Twitter at [@DP_Shea](https://twitter.com/DP_Shea).

READ NEXT

Crestline's Camp Switzerland Sold

By Mike Harris, Editor | Posted: Thursday, July 20, 2017 9:59 am

Camp Switzerland, a privately-owned campground located just below Lake Gregory Dam, has been sold to San Bernardino County for \$980,000.

Escrow on the 26.4-acre property, located at 24558 Lake Dr. in Crestline, closed in late June and was a part of a settlement agreement the county reached with Jeff Silva, the property's owner.

“The purchase allowed the county to accomplish two objectives — to acquire the property for its own beneficial use on behalf of the public, as well as compromise an impending damages claim from the property owner,” said David Wert, county spokesperson. “County staff from a variety of departments recommended that scenario to the board, and the board approved it.”

The purchase of the property, located just off Edelweiss Drive, which has operated as a private campground since at least 1966, also was a key factor in the county's receiving permits for dredging portions of Lake Gregory.

“Part of the Camp Switzerland property purchase contained a 15.4-acre parcel that is being used as offset mitigation for work related to the Lake Gregory Dam project and basin construction work,” Wert explained.

The area to be set aside as habitat mostly follows Huston Creek, included as a part of the dredging agreement with California Fish and Wildlife.

“The county was required under the permits to mitigate property because of what agencies perceived to be permanent impacts from habitat disturbances, even though the work being accomplished would result in an overall better condition in the long run,” Wert said.

The county has been negotiating for several years with the state's Division of Safety of Dams (DSOD) to rehabilitate Lake Gregory Dam. As part of the plan, the county will construct an earthen buttress on the exterior of the dam. Plans include removing all trees, root balls and boulders from the face of the dam, possibly as soon as April 2018.

The rehabilitation plan also includes installing new valves and drain pipes. The county used eminent domain to acquire part of the Camp Switzerland property in 2015 to allow access for construction crews to install a new concrete valve vault and drain pipes which empty into Huston Creek.

“We closed down [Camp Switzerland],” Silva told the Mountain News in December 2015. “There was no way we could just sit here and take reservations. Theoretically they [the county] could come in at any time.



Camp Switzerland

Visitors to Camp Switzerland would first stop at the camp office and check in.

As it was, [the county] came in early to do some testing while we had people here at the campground. We were asking for compensation for lost business and lost trees. We never even got compensated for the trees.”

The county said that a resolution eventually was reached.

“Per the February 2015 settlement agreement of the eminent domain action, the county paid \$300,000 to the property owner,” Wert said. “The agreement contained the proviso that, if the county ever acquired fee title to the entire campground in the future, there would be an offset in the amount of \$125,000. So that credit was applied in the recent settlement.”

All Camp Switzerland signage has been removed from the property and a locked gate warns against trespassing.

Part of the buttress construction plan is to use portions of the camp property as access for the large earth-moving trucks required for the project.

“Regarding the buttresses, the county’s latest plans are still under review by DSOD and we haven’t heard anything yet,” Wert reported in late June.

But a still unanswered question is what will become of the property once the buttress work is completed.

Some speculation is that the property could become a part of Lake Gregory Regional Park and offer visitors the opportunity for overnight camping or RV access.

Wert mentioned that, “The county understands that there is keen interest in the community about the future of this property and there are certain to be many viewpoints and suggestions. That’s why the county isn’t going to think or speculate about the eventual use of the land or even assess the condition of the property until the work on the dam is completed.

“Given that, it can’t be said which county agency will eventually be in charge of the land,” he added.

However, a sign has been placed along the private road just inside the camp property that reads, “Notice, no trespassing or camping by order of the San Bernardino County Regional Parks Department.”

One of the features Lake Gregory lacks is camping facilities. Seven of the county’s nine regional parks offer overnight camping.

“Once the dam improvements are complete, the county will assess the condition of the property and have discussions on how the land can best serve the public,” Wert concluded.

Inland Valley Daily Bulletin (<http://www.dailybulletin.com>)

Aircraft maker Mooney moving from Chino Airport to Texas, settlement in works with Threshold

By Neil Nisperos, Inland Valley Daily Bulletin

Wednesday, July 19, 2017

CHINO >> Mooney International, an aircraft manufacturing company at Chino Airport, is moving to Texas.

That move has led to settlement talks between Mooney and another airport tenant, [Threshold Aviation](#) jet aircraft maintenance.

“Both public and private organizations invested time and effort, which was based on the promises that Mooney made, and to see them leave without the promised milestone (of staying for the 10-year lease), is disappointing,” said Mark DiLullo, CEO of Threshold.

In 2015, Mooney increased its facility to more than 153,000 square feet. At the time, Mooney employed about 80 people, and announced plans to increase to 150 employees. Mooney officials said at the time they chose to locate research and development at Chino Airport to better serve customer expansion in the United States and into China, executives said.

To get the additional space, Threshold Aviation, a neighboring business jet maintenance, sales and terminal business company at the airport, agreed to give up about 58,000 square feet of its own leased space, DiLullo said.

DiLullo said the move meant a sacrifice of existing clients and employment because of the loss of the space. Threshold also made improvements to the space, which Mooney ultimately removed for its own operation, DiLullo said.

Threshold was expecting Mooney to stay for its full lease period because the manufacturer had contracted Threshold to provide certain mechanical services, according to DiLullo.

“In simple terms, we’re very disappointed that we’re going to be forced to make a settlement with them to reclaim what we were expecting,” said DiLullo, who said the gross expense incurred by his company was about \$3 million.

Mooney, which is headquartered in Kerrville, Texas, will still honor and pay its lease at the airport until 2025, said Felisa Cardona, a spokeswoman for San Bernardino County, which owns and operates Chino Airport. Mooney was able to find a subtenant who has been there for the past 90 days, and has assumed financial obligation to pay the lease, Cardona said.

The subtenant, SoCal MRO, LLC, could not immediately be reached for comment. Representatives for Mooney did not immediately return calls for comment.

“It’s our understanding that they’re consolidating their operation in Texas,” Cardona said. “They’re moving their (research and development) operation over there.”

County officials, Cardona said, do not know when the company will vacate its tenancy. Mooney began operations at Chino Airport in 2013 and leased expanded space there in 2015. James Jenkins, director of airports for San Bernardino County, said the return on investment for new aircraft it was developing at Chino Airport was reportedly difficult to balance because of the difficulties of introducing new small aircraft.

“The Department of Airports was pleased and excited to have Mooney as a tenant during the past 4 years,” Jenkins said by email. “We have been cautiously optimistic regarding the (research and development) program at Chino. The small aircraft market (aircraft 12,500 pounds or less) is a very competitive environment.”

Mooney’s Chino operation opened the same year that the company became a subsidiary after being acquired by Soaring America Corporation, with its parent company, Meijing Group, based in Cheng Zhou, China.

Jenkins said the expansion would bring an additional revenue stream of about \$440,000 a year as a result of Mooney’s leasing of the hangar and office property. Jenkins said Mooney’s leasing of space at Chino Airport would help attract other business.

Chino Airport is fully leased by tenants, which include a restaurant, two aviation museums, three avionics repair and installation business, a paint shop, two aircraft interior shops, a host of airframe and power plant repair business and aircraft charter and management businesses, Cardona said.

URL: <http://www.dailybulletin.com/business/20170719/aircraft-maker-mooney-moving-from-chino-airport-to-texas-settlement-in-works-with-threshold>

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San Bernardino County Sun (<http://www.sbsun.com>)

Police gang sweep in San Bernardino nets 21 arrests

By Doug Saunders, The Sun

Wednesday, July 19, 2017

SAN BERNARDINO >> Police rounded up potential gang members during a special operation Tuesday night, police said.

Officers from the San Bernardino, Rialto, and Colton police departments along with the San Bernardino County sheriff's and probation gang teams arrested 21 people and seized marijuana, cocaine, methamphetamine, and six guns during the operation, according to a San Bernardino Police news release.

Police officials declined to release the identities of the suspected gang members they arrested.

URL: <http://www.sbsun.com/general-news/20170719/police-gang-sweep-in-san-bernardino-nets-21-arrests>

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Sheriff's bloodhound helps track down Rancho Cucamonga vandalism suspect

By Gail Wesson, The Press-Enterprise

Wednesday, July 19, 2017



A San Bernardino County Sheriff's bloodhound helped deputies track a juvenile considered responsible for vehicle vandalism who had run across eight lanes of the 210 Freeway to escape about 9 p.m. Tuesday, July 18, according to a sheriff's news release.

K9 Dare tracked the Rancho Cucamonga 17-year-old boy's scent to his hiding spot under a bush near a freeway offramp.

The teen was arrested on suspicion of vandalism, theft and resisting arrest, and released to the group home where he lives, with a citation to appear in court.

The incident began when suspicious subjects knocked on residential doors, broke glass in the middle of the intersection and knocked over trash cans near Holly Street and Valinda Avenue, south of the freeway, just east of Haven Avenue.

Deputies saw the teen damage a vehicle with an object before he ran away.

URL: <http://www.dailybulletin.com/general-news/20170719/sheriffs-bloodhound-helps-track-down-rancho-cucamonga-vandalism-suspect>

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Hiker from Fontana is rescued by helicopter after being injured in Aztec Falls

Posted: Wednesday, July 19, 2017 8:18 pm

A 24-year-old Fontana resident was rescued by helicopter after being injured while hiking in Aztec Falls, according to the San Bernardino County Sheriff's Department.

On July 18, the crew of Air Rescue 307 was requested to assist the San Bernardino County Fire Department (Medic Brush Patrol 91) with the female victim, who was reported to have slipped and fell, rolling her ankle. Once members of Medic Brush Patrol 91 made contact with the victim, they attempted to hike the victim out of the area, but due to rough terrain, were unable to do so. Medic Brush Patrol 91 then requested the assistance of Air Rescue 307 to perform a hoist rescue.

Once on scene, Firefighter/Paramedic Eric Sherwin was lowered about 100 feet to the victim, who was secured in a rescue harness and hoisted inside Air Rescue 307. Once Sherwin was hoisted back into Air Rescue 307, the victim was transported and released to Mountains Community Hospital for medical care.

Parolee-at-large arrested after standoff at home Wednesday

By Staff Reports

Posted Jul 19, 2017 at 3:51 PM

Updated Jul 19, 2017 at 3:51 PM

NEWBERRY SPRINGS — Authorities arrested a parolee-at-large who allegedly barricaded himself inside a home here Tuesday, officials said.

Tanan Pruett, 28, of Newberry Springs, was arrested after San Bernardino County Sheriff's Department officials responded to a home in the 45000 block of Esperanza Road Tuesday afternoon.

Officials said in a Wednesday statement that Pruett had an active parole violation warrant for his arrest and refused to exit the home when deputies arrived, instead slamming the door shut and moving furniture to attempt to barricade the front door.

Barstow Sheriff's Station deputies responded to the home at 5:30 p.m. Tuesday after receiving information from another party that Pruett was in the area. Sheriff's helicopter 40King6 assisted by observing the home until deputies arrived. Pruett, however, proceeded to instead barricade himself inside, officials said.

"Deputies at the location began to make PA announcements to the subject inside the location, attempting to get his voluntary compliance," officials stated. "Pruett did not respond to the announcements and refused to exit the location."

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Pruett finally exited the home when officials with the Sheriff's Specialized Enforcement Division arrived to assist deputies on scene. Barstow Sheriff's Station detectives also obtained a search warrant for the home, but Pruett exited the home before the search was completed, officials said.

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https://vvtiservices.dticloud.com/cgi-bin/cmo_c
 said.

Pruett was booked into the Barstow Jail on an active parole violation. Officials said additional criminal charges are pending.

Anyone with information regarding this incident is urged to contact Detective John Parks or Detective Gary McWilliams of the Barstow Sheriff's Station at 760-256-4838. Persons wishing to remain anonymous can contact the We-Tip Hotline at 1-800-782-7463 or online at _____.

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San Bernardino County Sun (<http://www.sbsun.com>)

Parolee holed up in Newberry Springs home surrenders when SWAT arrives

By Doug Saunders, The Sun

Wednesday, July 19, 2017

NEWBERRY SPRINGS >> A SWAT standoff ended peacefully Tuesday when a man holed up in his home surrendered before the situation could spiral out of control.

Barstow deputies were actively looking for Tanan Pruett, 28, suspected of violating his parole, according to a sheriff's news release.

Shortly before 5:30 p.m. deputies learned Pruett was at a home in the 45000 block of Esperanza Road.

Pruett ran into the home shutting the door behind him. Deputies formed a perimeter around the home sealing Pruett in the area.

Deputies made numerous announcements asking the man to come out peacefully but Pruett never responded.

However, when San Bernardino County Sheriff's SWAT officers arrived on scene Pruett made the decision to exit with his hands in the air.

He was taken into custody without further incident.

Pruett was booked into the Barstow City Jail for suspicion of violating his parole.

URL: <http://www.sbsun.com/general-news/20170719/parolee-holed-up-in-newberry-springs-home-surrenders-when-swat-arrives>

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Frontier Airlines expands service to 21 additional cities, including Ontario



Frontier Airlines planes sit in a row at Denver International Airport. (David Zalubowski / Associated Press)

By **Ethan Varian**

JULY 19, 2017, 1:25 PM

Low-rate carrier Frontier Airlines is expanding its service to 21 additional cities, including adding three routes from Ontario International Airport in San Bernardino County.

Travelers will be able to buy low-cost flights from Ontario to major airline hubs in Denver and Chicago as well as Austin, Texas. Tickets to Denver and Austin are currently on sale, while trips to Chicago will be available in spring 2018.

Last year, Ontario officials [gained ownership of the struggling airport](#), which saw dramatic cuts in airline service and a decrease in annual passenger volume after the economic downturn in 2008-09. Ontario officials promised to aggressively add service for international and domestic flights.

Frontier has become increasingly popular in recent years by offering no-frills flights for as low as \$59. To help meet demand, the Denver-based airline recently [went on a hiring spree](#), with plans to add 800 flight attendants and 300 pilots by the end of this year.

Frontier said the expansion, [announced Tuesday](#), brings Frontier's network to 82 total cities across the United States, Canada, Dominican Republic and Mexico.

"We project this will save our customers over a billion dollars annually on their flights," Barry Biffle, president and chief executive of Frontier Airlines, said in a statement. "These new flights will allow us to serve even more of America and make flying a truly affordable option."

The expansion comes as the airline considers an initial public offering. In May, Frontier [filed regulatory documents](#) outlining its intention to go public; the documents did not detail timing.

Fellow discount carrier Spirit Airlines went public in 2011 and reliably posts hefty profit margins, though earnings have been down in recent months. Its shares debuted at \$12 and closed Wednesday at \$51.95, giving the company a total market value of \$3.6 billion.

Frontier Airlines, which was acquired by investment firm Indigo Partners in 2013, is one of the nation's smallest airline carriers, with 63 planes as of 2016. It said last year that it plans to expand to its fleet to 120 planes by 2021.

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UPDATES:

1:25 p.m.: This article was updated with Spirit Airlines shares' Wednesday closing price.

This article was originally published at 10:30 a.m.

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Call 2-1-1 for Answers

Submitted by Sue Walker | Posted: Wednesday, July 19, 2017 9:39 am

Every day, people find themselves in situations where they need resources that can't be easily found such as low cost burial services, job-finding resources, a free or low-cost health clinic, free eyeglass replacement for the elderly, affordable parenting classes or counseling services, help overcoming financial difficulties, and many more of life's struggles. 2-1-1 has the answers.

211 San Bernardino County is a one-stop connection to thousands of community services through a toll-free 3-digit phone number (211), an online database and directory, and a 24-hour call center staffed by highly trained specialists. Dialing 2-1-1 is a confidential call with live, bilingual staff to assist callers 24 hours a day. Detailed information on more than 1100 agencies, 3500 programs, and almost 5,000 services is maintained by the 211 Data & Research Department. Updates are made daily.

Some typical calls may be about a gas shut off notice, the need for after school activities, seeking help for suicidal thoughts, available transportation for the disabled, eligibility for CalFresh (food stamps) and opportunities for volunteering. 211 employs staff with special skills and education/training to assist populations with greater needs such as veterans, families, those who are re-entering society from being previously incarcerated, women with maternal health issues, foster care issues, and people who are having a housing crisis or are homeless.

The 211 call center for San Bernardino County was started in 2006 by the United Way. It is open 24 hours a day, 7 days a week, year round. In addition, 211 resources can be found in a large database on the internet at 211sb.org. These are the same resources the call center uses, but can be researched on desktop, laptop, tablet or smart phone.

Resources specific to veterans include a transportation planner, medical assistance, disability benefits, employment and education and home purchase assistance. 211 has information on the Veterans Affairs Hospital and Veterans Affairs Community Based Outpatient Clinics. Try 211 VetLink to see all options for veterans.

Housing Programs can be useful by providing Homeless Prevention and Home purchase assistance. Programs for the homeless include Rapid-Rehousing, Permanent Supportive Housing, Transitional Housing and Emergency Shelter.

There is also a new section with special emphasis on meeting the needs of children and families. If a mother wants food supplements for her baby and young children, she need only ask 211 for WIC resources, provide her zip code and Hearts and Lives in Crestline will pop up with all the needed information. The same can be done to find food pantries.

If you need some help, remember to call 2-1-1. If you would like to meet the Director of 211, Gary Madden, please come to the Homeless Summit on Thurs. July 27th at 1 pm at the Lake Arrowhead Community Presbyterian Church.

Special election to determine fifth Fontana School Board member will be held Nov. 7; candidate filing period begins

By ALEJANDRO CANO | Posted: Wednesday, July 19, 2017 10:21 am

The candidate filing period has begun for the special election that will be held on Nov. 7 to determine the fifth Fontana Unified School District member.

Presently, there are only four members on the School Board because Jesse Armendarez, who previously held the fifth seat, was elected to serve on the Fontana City Council last year.

As of July 18, no persons had yet filed for the FUSD election, according to Melissa Eickman, public information manager for the San Bernardino County Elections Office.

Citizens interested in running may obtain and file the candidate filing documents at the San Bernardino County Elections Office, 777 E. Rialto Avenue in San Bernardino from 8 a.m. to 5 p.m. Monday through Friday. The filing period will continue through Friday, Aug. 11 at 5 p.m.

The winner will serve a one-year term until the regularly-scheduled election will take place in November of 2018.

The special election was deemed necessary because the School Board was unable to come to an agreement on which applicant to appoint to fill the vacant seat. Earlier this year, the School Board was deadlocked 2-2 on votes to replace Armendarez, with Matt Slowik and Peter Garcia favoring Mars Serna and Jason O'Brien and Mary Sandoval favoring Kareem Gongora.

Both Gongora and Serna are expected to run for the seat in November. The special election may attract several other candidates as well.

In addition to the special election for the FUSD, there will also be an election for the Cucamonga Valley Water District (three members of the Board of Directors for four-year terms) and the West Valley Water District (two members of the Board of Directors for four-year terms and one member for a two-year term).

For more information on this election, visit the Elections Office website at www.SBCountyElections.com or call (909) 387-8300.

San Bernardino County Sun (<http://www.sbsun.com>)

\$70,000 coming to San Bernardino elementary school to aid recovery after fatal shooting

By Staff report

Wednesday, July 19, 2017



SAN BERNARDINO >> North Park Elementary School is getting nearly \$70,000 from federal education officials.

The grant is to help the school recover from [the shooting in April](#) that left a teacher and an 8-year-old student dead.

“We thank Congressman Pete Aguilar and our federal government for supporting the needs of the San Bernardino community,” San Bernardino City Unified School District Superintendent Dale Marsden said in a news release. “As we prepare for a new school year, the generous grant will help us restore a positive learning environment at

North Park Elementary School.”

SBCUSD was awarded the \$69,651 grant from the Department of Education, Rep. Pete Aguilar, D-San Bernardino, announced Tuesday in a news release.

• [Photos: San Bernardino school shooting leaves three dead, one wounded](#)

Aguilar wrote a letter of support for the federal grant in June on behalf of the school district. The grant will come through the project School Emergency Response to Violence Grant Program.

The grant money will be used to reimburse administrative costs and services to support the recovery process at North Park. Some of the reimbursements include funds for ongoing counseling services, substitute teachers for affected staff, and services from the immediate response to the shooting.

The April 10 shooting claimed the life of longtime educator [Karen Smith](#) and one of her special needs students, [Jonathan Martinez](#). Smith’s estranged husband, [Cedric Anderson](#), 53, of Riverside, [walked into her classroom and opened fire](#) before killing himself. A second student, [Nolan Brandy](#), was wounded.

“The horrific and senseless act of violence that took the lives of Karen and Jonathan devastated our community, and none more so than their families and North Park Elementary, which includes more than 500 students and nearly 50 faculty,” Aguilar said in the statement. “Sadly, our community is no stranger to tragedy, and in the aftermath of such extraordinary emergencies, it’s critical that we have the resources available to help those affected by the violence to recover and heal.”

URL: <http://www.sbsun.com/social-affairs/20170719/70000-coming-to-san-bernardino-elementary-school-to-aid-recovery-after-fatal-shooting>

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Fire tears through Helendale Alzheimer's care facility

By **Paola Baker**
Staff Writer

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Posted at 12:01 AM

Updated at 8:21 AM

HELENDALE — Fire officials said no injuries were reported after a blaze tore through a residential home here Wednesday evening.

San Bernardino County Fire Department crews responded to the blaze, which occurred at the Loving Care Ranch assisted living facility, 25445 National Trails Highway, just after 8 p.m. Wednesday.

County Fire Battalion Chief Dave Meddles said the home consists of two buildings that house 10 Alzheimer's patients. Five of the patients were displaced by the blaze and Red Cross was requested to assist them.

Four engines, one truck company, a brush patrol, water tender, fire investigator and a chief officer responded to the blaze and found heavy flames coming from the roof of one of the buildings. The home's caretaker, along with bystanders, were able to get the home's residents safely out of the building. No injuries were reported from the blaze, Meddles said.

As of 10:30 p.m. the blaze was extinguished, but fire crews were still on scene for cleanup and to ensure no hot spots remained. Damages are estimated to be over \$100,000, officials said.

Traffic on National Trails Highway was stalled in both directions for about an hour as fire crews battled the blaze. As of 10:30 p.m. traffic was moving smoothly.

The cause of the fire remains under investigation.

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San Bernardino County Sun (<http://www.sbsun.com>)

LA, Long Beach ports' plan to clean up air pollution will cost as much as \$14 billion

Ambitious plan would ease twin hubs' diesel dependency, could cost as much as \$14 billion, but some think it doesn't go far enough

By Rachel Uranga, San Bernardino County Sun

Wednesday, July 19, 2017



Declaring it the largest environmental investment ever undertaken by a cargo complex to wean itself off diesel dependency, Los Angeles and Long Beach port officials Wednesday unveiled their Clean Air Action Plan update, with a price tag that could reach \$14 billion.

The latest installment in a decadelong effort to cut down [pollution](#) along the docks, which has already drastically reduced the toxic soup around the mammoth complex, aims to replace dirty-burning trucks and cargo-handling equipment with gear that produces zero, or almost zero, emissions.

Officials didn't soft sell the price, acknowledging that it will place "an enormous financial burden on the ports and goods-movement industry," even if government helps foot the bill.

CAAP is the heart of the [joint vow made by Los Angeles Mayor Eric Garcetti and Long Beach Mayor Robert Garcia](#) to make the nation's busiest port complex a nearly no-pollutant zone by 2035.

If the promise is kept, the project will eliminate the region's largest stationary source of pollution. Diesel emissions have been linked to higher rates of asthma and respiratory problems in communities around the ports, and Gov. Jerry Brown has staked his legacy on fighting climate change in the state.

Here's how the long-awaited plan aims to work:

The strategy

The bottom line: CAAP would convert the port's huge truck fleet from diesel to zero-emission fuels, develop and deploy green-burning gear to load and unload ships and assertively grow pollution-cutting programs for port-run vessels and other ships.

The timetable: Last fall's draft version was broadly scrutinized and subsequently revised, and more review will come quickly. Los Angeles and Long Beach harbor commissions must approve the plan, and a vote is expected in November.

How you can get involved: A new public comment period for the plan extends through Sept. 18, and officials will be holding a public workshop on Aug. 30 at Banning's Landing Community Center. For more info: www.cleanairactionplan.org.

The price — and how to pay it

The bottom line: Between \$7 billion and \$14 billion would be spent to rid the ports of machines now powered by fossil fuels.

The breakdown: As much as \$8.2 billion would be spent to deploy zero-emissions big-rigs and another \$1.03 billion to deploy near-zero emissions vehicles.

Cargo handling: Green-burning equipment would cost as much as \$2.1 billion. The infrastructure to support it? Another \$2.2 billion.

At berth: As much as \$138 million would be spent to reduce emissions where ships are moored.

Ships: As much as \$137 million would pay for incentive programs to reduce emissions produced by cargo craft visiting the ports.

R&D: \$22 million would fund research, development and demonstration of new gear.

Who pays for it?: Starting now, port officials are looking for support from the state and federal government.

Gov. [Brown](#) and the Democrat-dominated Legislature are likely proponents. But the reception from Washington, D.C., is likely to be a lot chillier. With Donald Trump in the White House, California can no longer rely on the administration for rubber-stamped support of its environmental goals.

Regardless, the plan makes it clear: “Outside of any state and federal funding ... these costs will be borne by the ports themselves and private industry.”

How fast?: Officials will need much of the funding within five- to seven years to ensure there is the infrastructure in place to convert to zero emissions beyond that time.

Air — and how to clean it

The bottom line: The plan seeks to cut greenhouse gas emissions and rid the hub of harmful diesel pollutants. Why? In the areas closest to the ports, asthma hospitalization rates among children — who are more sensitive to toxic air — are higher than other parts of Los Angeles. [One study](#) suggests freight pollution costs Long Beach and Riverside, where much of the container traffic winds up, about \$18 million annually to address asthma and respiratory problems.

The breakdown: Targeted cuts in greenhouse gases are 40 percent below 1990 levels by 2030 — and 80 percent below 1990 levels by 2050. The plan doesn't create goals to further reduce diesel particulate matter, sulfur oxides or nitrogen oxides beyond those made in its 2010 plan. Instead, it relies on new, clean-burning technology to further slash emissions.

The response: The move is likely to upset environmentalists who wanted to see more aggressive efforts to eliminate the most toxic of pollutants.

“The mayors laid out a bold vision for what they expect. What people are going to look at is, ‘Does this plan live up to this vision?’ ” said Adrian Martinez, an attorney for Earthjustice. “You have to have a way to measure success otherwise it's another policy plan that could be dismissed at the whim of future harbor commissions,” he said. “Emissions commitments are important.”

Trucks — and what they'll run on

The bottom line: Since 2006, the clean ports program has focused on cleaning up diesel trucks, a major driver of harmful pollutants. The ports vow to intensify that effort.

The breakdown: Truckers must register their big rigs with the ports to bring loads in and out. Next year, all new trucks that register must meet 2014 emissions standards. The standard will be upped to near-zero emission in 2023 for newly registered trucks. But that leaves thousands of trucks with older engines that belt out pollutants. There are about 16,000 trucks serving the port, and every year about 5 percent — or 800 trucks — in the fleet are new. So, the conversion to cleaner trucks will move at a deliberate pace.

Penalties: In 2035, big-rig drivers not meeting zero-emissions goals at the port must pay a fee.

Waiting: An appointment system for truckers aims to prevent drivers waiting hours for a load to arrive while their idling engines stir up pollutants.

The loophole: Port officials earlier proposed an even more stringent regulation that would have imposed fees and restrictions on all trucks 10 years or older but had to nix the idea because of a concession the Legislature gave the trucking industry.

The industry supported Brown's \$5 billion a year plan to fix crumbling transportation infrastructure by raising fees on vehicles and gas. In exchange, the trucking industry could keep dirtier burning trucks that have 800,000 miles — or up to 18 years of service — without having to worry about testing.

“Without the state moving forward on new requirements,” said Heather Tomley, director of environmental planning at Long Beach's port, “we are not in a position to accelerate what they have done.”

On the dock — and at the shore

The bottom line: Ports will sink millions of dollars into testing and developing near-zero emissions technology with the hope of bringing to market a new generation of equipment to make the ports run faster and cleaner.

The breakdown: Officials aims to fill the docks with zero-emission terminal equipment by 2030, [another goal of the governor](#).

Rail: Port officials hope to get half of all the containers coming in from Asia and other markets on rail, rather than on truck trailers, to ease congestion on freeways and eliminate some pollution.

Ships: The ports can't control the fuel burned by ships that bring in cargo. But they will extend the vessel-speed reduction program, which keeps ships from burning excessive amounts of fuel. And ports will continue to encourage shippers to use plug-in technology while along the docks.

The response

From the ports: “A major part of our success is going to be getting as much funding as we can to support this transition,” said Long Beach's Tomley, who helped put together the plan.

From shippers: “The CAAP puts all its eggs in one basket by unrealistically assuming that nonexistent, nonautomated, zero-emissions electric cargo handling equipment technology will be developed, tested, work as planned and be affordably mass produced to meet the ports' rigid timelines,” John McLaurin, president of the Pacific Merchant Shipping Association, said in a released statement. “That's a pretty big assumption with no margin for error and no Plan B if and when something goes wrong.”

From the trucking industry: “It is important to set goals that are reasonable and attainable, and that we don't saddle an industry that has invested billions of dollars in clean technology with a mandate that is not viable commercially or operationally,” said Weston LaBar, executive director of the Harbor Trucking Association. “There are still many questions regarding zero-emissions truck technology. It is important that the ports ensure the final plan paves a path forward for affordable and efficient movement of cargo through the San Pedro Bay Complex first, and that sustainability is a byproduct of a healthy supply-chain in the region.”

From lawmakers: “Our port can be the global model for clean air, healthy communities and effective operations — that’s why I set a goal for zero emissions trucks and equipment at the Port of L.A. by 2035,” said L.A.’s Garcetti. “The Draft Clean Air Action Plan is a critical first step, and we will continue our work toward a final document that enables us to meet our ambitious goals.”

“The draft CAAP is a positive next step toward our goal of zero emissions and improving efficiency at the Ports of Long Beach and Los Angeles,” said Long Beach’s Garcia. “We will continue to work collaboratively to implement the CAAP’s innovative approaches, ensuring cleaner, greener seaports.”

From environmentalists: “While the ports estimate short-term costs as high as \$14 billion for new technologies, the cost of looking into your child’s eyes searching for you to help them breathe cannot be measured in dollars,” said Sylvia Betancourt, a project manager at Long Beach Alliance for Children with Asthma. “Families pay with increased anxiety, health care costs and missed school and work days. If community health and quality of life is truly at the forefront, the ports must go one step further in this document and prioritize investment in zero-emission technologies now.”

Editor’s note: A previous version of this story included an incorrect estimate for the cost of cargo-handling equipment and misspelled John McLaurin’s name.

URL: <http://www.sbsun.com/environment-and-nature/20170719/la-long-beach-ports-plan-to-clean-up-air-pollution-will-cost-as-much-as-14-billion>

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BUSINESS

Inland apartment renters get slammed with one of the nation's biggest rent increases



AP Photo/Paul Sakuma

The Riverside-San Bernardino-Ontario area has the nation's second-highest annual rent increase percentage, data analysis firm Axiometrics reported.

By **RICHARD DEATLEY** |

PUBLISHED: July 19, 2017 at 1:30 pm | UPDATED: July 20, 2017 at 6:03 am

The Inland area had the nation's second-highest annual average rent increase at 6.2 percent for June, with tenants paying \$1,542 a month.

The Inland area's year-over-year rent increase was topped only by Sacramento at 9.4 percent, apartment market data research company Axiometrics said Wednesday in its monthly report.

The monthly rent in June for the Riverside-San Bernardino-Ontario market was still the lowest among four Southern California counties.

Renters in the Los Angeles area paid an average of \$2,280 a month in June; it was \$2,084 in Orange County and \$2,022 for Ventura County, Axiometrics reported.

The annual boost for Los Angeles was at 3.7 percent, Orange County at 4.2 percent, and Ventura County at 5.5 percent. Occupancy rates for all four Southern California areas were at or near 96 percent, with the Inland area at 96.4 percent.

“Riverside continues to be a model for what a robust market looks like, with strong job growth and little new supply,” Jay Denton, vice president of analytics for Axiometrics, said in a statement that takes the viewpoint of landlords.

One answer to increasing rents is more apartments, and multi-family unit new construction permits for the Riverside-San Bernardino-Ontario area from January to May were at 1,634 units, an 80 percent increase over the previous year, according to numbers from the Construction Industry Research Board.

But that comes with a cautionary note, said Allison Paul, lead analyst for CIRB. While the most recent numbers look promising, Inland numbers over the years since the Great Recession have not been consistent. The 2,348 Inland area apartment unit construction permits issued in 2015 were 333 more than issued for 2016.

“The housing recovery in this area may be slower than in other parts of California,” Paul said in an email. “In 2004, Riverside and San Bernardino were generating over 9,000 new apartment units combined, whereas in 2016, little more than 2,000 multifamily units were issued in these counties.”

She said projections are more optimistic, with multi-family unit permits forecast to grow year-by-year for both Riverside and San Bernardino counties through 2021, according to an economic forecast by CIRB.

When the rent comes due, June 17

Los Angeles-Long Beach-Glendale: Average rent, \$2,280; 3.7 percent annual rent increase; occupancy, 96 percent.

Anaheim-Santa Ana-Irvine: Average rent, \$2,084; 4.2 annual rent increase, occupancy, 96.3 percent.

Riverside-San Bernardino-Ontario: Average rent, \$1,542; 6.2 annual rent increase; occupancy, 96.4 percent

Oxnard-Thousand Oaks-Ventura: Average rent, \$2,022, annual rent increase, 5.5 percent; occupancy, 96.2 percent

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Richard DeAtley

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Will the Governor's New Housing "Package" End CA's Housing Crisis? Let's Rank the Ideas and Find Out.

POSTED BY : [CA ECONOMIC SUMMIT](#) JULY 19, 2017 IN [LOCAL GOVERNMENT](#)

By Jennifer Hernandez.

Even before the governor [pledged this week](#) to take action (finally) on housing after the summer recess, legislative leaders were already speaking proudly about the ideas being discussed in the Capitol, with the Assembly Speaker saying in April that his members were "[working on numerous fronts](#)" to support Californians suffering from rising housing costs, while the Senate President pro Tem claimed in June that his house had already "[passed a package of consequential legislation aimed at alleviating the state's growing housing crisis.](#)"

The three leaders issued a [joint statement](#) ahead of yesterday's cap and trade vote outlining the broad strokes of a deal they hope to strike before September: "It will include a general obligation bond, a permanent funding source for affordable housing and regulatory reform," they said, noting that this "comprehensive approach does what's long been needed in California—build new homes and improve access to housing."

But will it really?

If this new "deal" is based on the ideas currently working their way through the Legislature, I'm not so sure. ([Here's one reason why.](#)) The truth is, though, no one really knows—because with the state facing a [shortage of at least one million housing units](#), it's hard to tell how much of the gap can actually be closed by different policy proposals. A housing bond will produce a certain number of units, sure. But "regulatory reform?" That is a great unknown.

That's why the state desperately needs a ranking system we can all agree on for gauging the actual impact of different housing proposals—especially any new housing package touted as a solution to the crisis. (Check out a [first draft here.](#))

What's clear, right now, is that the legislation currently moving through the Capitol is not yet up to the task. CA Economic Summit leaders [offered a sobering assessment](#) last week of the 50-some active housing bills, saying they were "insufficient" to address the housing crisis—and arguing that "no comprehensive package has emerged...that will make the full range of policy changes necessary to move the needle on housing."

Returning to its [One Million Homes Framework](#), an "all of the above" strategy for expanding housing supplies, the Summit highlighted the lack of real fiscal incentives in this year's bills (money for housing-related infrastructure, say) that would get more communities to say "yes" to housing. The Summit also

emphasized the need for a net reduction in the costs of housing development to get more builders to build.

Legislative leaders—and now the governor—are now telling us they've got this covered. They've made housing a priority, they're moving a bunch of bills, and they're targeting some of the right policy levers.

The question is, how can we be sure the solution they come up with will match the scale of the crisis?

Among housing experts (and builders especially), there is a growing consensus that many of this year's proposals could make the crisis even worse. Some will add new state fees and mandates that will increase housing costs for working families. Some will spend money but accomplish very little, since they avoid grappling with the enormous financial uncertainty hanging over all housing development—and the strong likelihood that NIMBYs, particularly in wealthier, whiter, more expensive areas, will abuse the California Environmental Quality Act to kill projects, especially those for low-income households.

Others are simply aimed at worthy policy objectives, like climate change or open space mandates, but with a one-size-fits-all approach that ignores very significant regional differences.

Housing is a complicated issue, and it's taken decades of chronic underproduction going back to at least the 1980s—coupled with ever-escalating costs—to create the current crisis. Sifting through even a shortlist of bills in a potential housing package is a daunting and confusing task, with the inevitably diffuse, overlapping, and conflicting nature of these ideas.

That's why California needs a new tracking tool that can be used to summarize and rank existing (and future) state housing policy proposals. This tool should allow leaders in every region to assess whether a package produced by the governor and Legislature will actually increase housing production and make housing more affordable to Californians. It should also allow them to more quickly dismiss proposals that "do harm" by increasing housing costs or discouraging production.

This is just a start, and feedback is certainly welcome. This tool is already being tested this summer by a coalition of housing groups in the Bay Area. Other regions are encouraged to apply it as part of your own consideration of housing policy proposals.

Our state leaders have made a pledge to take on California's housing affordability crisis. That's the good news. But now we need to work together to make sure they do it right—recognizing the multiple goals and policies of different stakeholders, while remaining focused on producing more housing, more quickly, for more Californians.

Let's start by ranking these ideas to see what they actually do.

Originally posted at CA Economy.

Jennifer Hernandez is a partner at Holland & Knight and a member of the CA Fwd Leadership Council.

6 Ways Affordable Housing Developers Are Fighting NIMBYism

BY AMANDA ABRAMS | JULY 17, 2017



Protesters call for increased affordable housing in San Francisco in 2013. (AP Photo/Noah Berger)

NIMBYism, it seems, never goes out of style. Despite an acute affordable housing crisis in many U.S. cities, getting new homes built for low-income people remains a giant challenge. As has been well documented recently, from [Houston](#) to [Seattle](#), that's due in no small part to NIMBYs. Local residents who, though they may be philosophically in favor of affordable housing, cry out, "Not in my backyard!" when it comes to building in their neighborhood.

There's no one-size-fits-all solution that will instantly change such residents' minds. There are, however, a handful of key steps that developers are taking to head off opposition to affordable housing development from the get-go — and diminish it once it's arisen.

1. Be Proactive

Corianne Scally, a senior research associate at the Urban Institute who has extensively studied NIMBYism, has found that neighborhood opposition typically occurs very early in the development process. As a result, she says affordable housing practitioners need to engage "early and often."

That's borne out in practice. "There's a strategy that usually fails: If we don't say anything for a while, then maybe we can sneak it in and people won't have time to organize against it," says Amy Bayley, vice

president of community planning at Mercy Housing California, a nonprofit developer. “That’s a fundamentally flawed idea.”

Bayley follows a fairly strict blueprint for interacting with a given community. First, she and her team identify a handful of local leaders and meet with them to talk about the upcoming project; some eventually wind up on a Mercy-organized advisory council to provide input on the development.

Then — and before the neighborhood learns of the project through official channels — she holds a series of community meetings.

“At a first meeting, we can take the temperature to understand the big issues. We try to communicate with grace and dignity. It’s not about how to organize better than them, but about talking to them,” says Bayley. And Mercy never has just one meeting. “You have to be able to say, ‘Please come back for my next meeting.’ That way, you develop relationships.”

2. Use Respect, Not Stereotypes

At those community meetings and in subsequent interactions, it’s critical to show respect for residents and their anxieties. “We have to try to avoid self-righteousness as much as we can,” says Richard Thal, executive director of the Jamaica Plain Neighborhood Development Corp. in Boston.

That may be tough when the need for low-income housing — whether it’s for the working poor, supportive housing for people with mental illness, units for homeless veterans, or something else — seems so pressing and, well, obvious. And most affordable housing developers agree that elements of racism or classism are often present in neighborhood battles. But there may also be legitimate concerns related to density, traffic or simply a fear of change. Local land use policy is one of a few areas where citizens can genuinely engage; many simply want a sense of ownership over what’s going on in their community.

“For most of us, if we’re honest with ourselves, if someone was building a multifamily development in our neighborhood, we’d be nervous,” say Chris Estes, president of the National Housing Conference. He’d prefer affordable housing advocates stop using the word NIMBY altogether: It’s a stereotype that can be just as pernicious as the one about “those people” who populate affordable housing.

3. Activate Supporters

Rallying those who are in favor of the project might seem obvious, but it’s a frequently overlooked tactic, says Michael Spotts, a senior analyst and project manager with Enterprise Community Partners. He recently helped update the housing element of the comprehensive plan for Arlington County, Virginia, where he lives, and found that the base of support there for affordable housing was a quiet group, compared to a very loud opposition. “One of the things that was critical was a very concerted effort to raise up the voices of the people who really wanted this to happen,” he says.

Thal, in Boston, agrees. In 2010, his organization was engaged in renovating an old nursing home to serve as a medical facility for the homeless, and ran into major opposition in the form of one particularly vocal resident. In response, he says, “we ended up getting over 350 signatures on a petition, and we published an ad in the local paper a week or two later with those signatures, saying that they support this new project.” It absolutely helped, he says.

But don't forget to also reach out to politicians, the media and members of the faith community. The latter can serve as some of a project's most powerful supporters.

4. Craft the Message Carefully

The National Housing Conference recently held a communications conference in Minneapolis focused on affordable housing messaging. They acknowledged that the term "affordable housing" often conjures images of crime-ridden public housing complexes — and they also discussed the fact that many Americans struggle with affordability but aren't eligible for assistance, and therefore don't necessarily support it for others.

What helps in the affordable housing argument, says Estes, is to talk about the community's needs, and to point out the cost if, say, firefighters and teachers can't afford to live there, or if people with disabilities can't access its services. "It's not a set of magic words," he says.

Once the message is in place, it's important to get it online as soon as possible. Bayley and Mercy Housing California found that out the hard way with a project near Los Angeles. "After our second meeting, someone put comments up on [the social media site] Next Door that [the project] was dangerous and scary. It got 400 signatures almost overnight, with incorrect information," she explains.

Within a week, she and her team had a website up to counter that false information — something they'll be doing more frequently in the future. "Anybody thinking about doing this stuff needs to take into consideration the social media side and have that be part of their communications planning," says Bayley.

5. Leverage What You've Got

Personal stories of community members who need affordable housing can be incredibly powerful, say advocates. But again, tailor the story to the audience.

"In Arlington, we heard stories from car dealers whose mechanics live an hour away and have to get up at 4 in the morning to beat the traffic, and then sleep on their lunch break. In a more progressive community that believes in affordable housing, those heartstrings stories can deeply resonate," says Spotts. In an area with more negative stereotypes about affordable housing, he adds, tales of businesses struggling to find minimum wage workers might be more effective.

Developers should also take advantage of finished projects that show off their good work. "I've found that tours of our buildings go really well," says Sam Moss, executive director of Mission Housing Development Corporation in San Francisco. "If you have 15 minutes or two hours, there's four different tours we do. It does nothing but good for the entire industry."

6. Think Bigger, and Encourage Neighbors to Do So, Too

Neighborhood opposition to affordable housing doesn't happen in a vacuum. It's enabled by many things, including a regulatory environment that often forces developers to repeatedly consult local government and citizens.

A new movement, aptly dubbed YIMBY (or Yes in My Backyard), is afoot to change that environment. According to Laura Foote Clark, executive director of San Francisco's YIMBY Action, the group is

focusing on removing some of the low-density zoning that limits multifamily housing in many parts of San Francisco, and streamlining the permitting process. “It’s time to rock the boat,” says Clark, who adds that the three-year-old movement is spreading across the U.S. The [annual YIMBYTown conference](#) was just held for the second time, in Oakland, California, last week.

Affordable housing developers don’t have to declare YIMBYism to improve the process in their own community though. They can simply advocate for changes at the local level that allow developments to move forward more quickly and without repeated public consultations.

They can also urge neighbors who oppose their projects to think — and feel — bigger, to empathize with those in need rather than considering only their own needs. That isn’t easy to manufacture, but it can be extraordinary when it works.

Moss can testify to that. Mission Housing was working on a project near the Balboa Park BART station in San Francisco that had 100 units and no parking, something the organization had taken into account by locating the development near a transit hub and setting up a ride-sharing component. But neighbors were outraged about the lack of parking spaces.

“Finally I lost it,” remembers Moss. He explained to the assembled group that every parking space represented a unit of affordable housing that wouldn’t get built. “I said, ‘We’re not in the business of housing cars. Would you rather do that?’ And it stuck. People were like, ‘OK.’ It was a magical, mythical moment I wish I had on camera.”

BECOME A NEXT CITY MEMBER TODAY

Amanda Abrams is a freelance writer based in Durham, North Carolina. Read more about her at amandaannabrams.com.

TAGS: AFFORDABLE HOUSING, NIMBYS

New Berkeley Homeless Plan Includes Tent Cities

BY RACHEL DOVEY | JULY 18, 2017



(Photo by Joe Parks)

Berkeley's new transitional [housing proposal](#) follows in the steps of [Seattle's tent cities](#) — a set of projects that have been controversial both in their local management, and overall philosophy.

From the East Bay Express:

City Council unanimously voted to fund 100 new beds at city-operated temporary and transitional-housing shelter, to the tune of approximately \$2.5 million a year. ...

Specifically, the funding would combine a proposed STAIR Center, which will provide 20 beds and focus on providing temporary shelter for homeless individuals, and a Bridge Living Community, which will feature 80 beds and connect individuals to permanent housing.

The shelters will be constructed to resemble a tent village, with bungalow-like tent-cabins, port-a-potties, mobile showers and security fencing. Each cabin will reportedly house eight people. According to the Express, officials hope to put a measure on the 2018 ballot to help pay for the transitional units.

The paper spoke with several members of the homeless community who panned the idea. Clark Sullivan, with First They Came For The Homeless (FTCFTH) told the Express that any efforts to address homelessness not focused on building permanent housing are a “big waste of money.” Another FTCFTH member said that housing eight people per tent was “like a concentration camp.”

Their concerns have been echoed on the national level, as Jen Kinney [wrote](#) for Next City last year.

Across the country, policymakers are moving away from a transitional housing model that seeks to provide homeless people with temporary residence and supportive services like behavioral healthcare and job training in order to become “ready” before being permanently housed. The pendulum is swinging toward Housing First, a model that aims to give people permanent housing first, and address the causes that led to their homelessness second. Given that transitional housing programs cost dramatically more without providing measurably better outcomes, the move toward Housing First has been widely hailed as a step closer to resolving a deep social problem that has vexed communities for generations.

That may be changing, however, with the new administration. On his national listening tour earlier this year, new HUD Secretary Ben Carson [made some comments](#) about the philosophy behind Housing First that led to some speculation that he might swing back toward the transitional model.

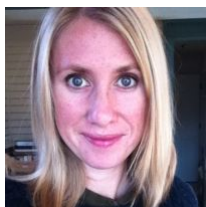
Whatever happens with HUD, [Seattle](#) is perhaps an interesting case study for Berkeley. The city’s tent cities have been praised for getting people off sidewalks and providing a network of services, but they’ve also been criticized as a kind of Band-Aid approach.

“I find it horrifying you have children living in encampments and that is somehow acceptable to this community,” Barbara Poppe, former head of the United States Interagency Council on Homelessness, told the Seattle Times last year. “It’s just unconscionable to me this is a choice that’s been made here. That said, I understand there’s great pressure to have a short-term solution. But I don’t happen to think these encampments are the best solution.”

In Berkeley, supporters see the shelters as a step toward more permanent housing, not an end in themselves.

“Housing first works,” Mayor Jesse Arreguin said recently, according to the Express. “If we can create enough housing or housing resources to get people off the streets, that solves the problem.”

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Rachel Dovey is an award-winning freelance writer and former USC Annenberg fellow living at the northern tip of California’s Bay Area. She writes about infrastructure, water and climate change and has been published by Bust, Wired, Paste, SF Weekly, the East Bay Express and the North Bay Bohemian.

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TAGS: HOMELESSNESS, BERKELEY

NEWS > POLITICS

Conservative website accuses Assembly Republican Leader Chad Mayes of love affair with GOP colleague



AP Photo/Rich Pedroncelli

Assembly Republican Leader Chad Mayes of Yucca Valley, left, huddles with GOP Assembly members Catherine Baker, Heath Flora and Jordan Cunningham as the Assembly debates a climate-change measure in Sacramento on Monday, July 17.

By **JEFF HORSEMAN** | jhorseman@scng.com | The Press-Enterprise

PUBLISHED: July 19, 2017 at 3:45 pm | UPDATED: July 19, 2017 at 11:34 pm



Allegations about the personal life of the Assembly's top Republican have surfaced following his support for the cap-and-trade anti-pollution program fiercely opposed by conservatives.

Assembly Republican Leader Chad Mayes of Yucca Valley **was among eight GOP lawmakers** who voted Monday, July 17, to extend California's cap-and-trade program through 2030.

The program allows industries to buy allowances for carbon pollution, with those allowances gradually declining as polluters are incentivized to cut their carbon footprint. Democratic leaders, including Gov. Jerry Brown, fought hard to continue cap and trade, calling the program vital to the state's climate-change strategy.

Joseph Turner, an anti-illegal immigration activist who worked for former San Bernardino County Supervisor Neil Derry, used his American Children First website to allege that Mayes had an extramarital affair with his predecessor, former Assembly GOP leader Kristin Olsen of Stanislaus County.

"In light of these revelations and his vote to pass the 'cap and trade' bill, we call upon Mayes to

resign his leadership position so that another member with real principles and conservative values can lead the party,” Turner said in a news release.

Matt Mahon, Mayes’ spokesman, declined to comment on the allegation, saying it was a private matter. A spokeswoman for Olsen, who is now a Stanislaus County supervisor, also declined to comment.

Turner’s post included an April 24 letter from Olsen’s husband, Rod, to Assembly Speaker Anthony Rendon. Rod Olsen asked the speaker look into whether taxpayer dollars were used “to foster and conceal this relationship from the public.”

Rendon’s spokesman, Kevin Liao, [told The Sacramento Bee](#) that the Assembly received Rod Olsen’s letter in April and referred it to the Assembly Ethics Committee. In an email Wednesday, Liao said committee rules forbid him from sharing the letter.

Kristin Olsen filed for a legal separation from her husband in April 2016, the Bee reported. The newspaper quoted Rod Olsen as saying he retracted his request.

“I submitted the request in April after just learning of my wife’s activities. It was in a moment of anger,” Rod Olsen was quoted as saying. “I quickly realized that was the wrong course of action to take.”



Assemblyman Chad Mayes, R-Yucca Valley, walks with then-Assembly GOP Leader Kristin Olsen in this 2015 file photo.

Mayes, 40, who has spoken publicly about his Christian faith, filed for divorce last month from his wife, Shanon, San Bernardino County Superior Court records show.

The assemblyman, who was first elected in 2014, represents most of Hemet along with San Jacinto, the Pass and desert communities in Riverside and San Bernardino counties. A former Yucca Valley Town Council member, Chad Mayes once served as chief of staff to San Bernardino County Supervisor Janice Rutherford.

Mayes succeeded the term-limited Kristin Olsen as Assembly GOP leader in January 2016. With Democrats holding a supermajority in Sacramento, Mayes has sought to [focus the party on fighting poverty](#) and issues affecting the middle class, with less emphasis on social issues.

While saying California Democrats need to work with President Donald Trump, Mayes [endorsed Ohio Gov. John Kasich's bid](#) for the GOP presidential nomination. And he's [established a reputation for working collaboratively](#) with Rendon.

Mayes defended his vote for cap-and-trade, saying it saves Californians \$16 billion a year through cuts in taxes, fees and regulations.

“Today, we proved that Sacramento can rise above the partisan fray of our country to do right for all Californians,” he said in a Monday news release.

Many Republicans, who consider cap-and-trade to be a bureaucratic, tax-boosting endeavor, beg to differ.

“Passing the cap-and-trade extension will force hard-working Californians to pay even more gasoline taxes at the pump, and higher utility costs, all to support the Governor's not so high speed rail,” Assemblywoman Melissa Melendez, R-Lake Elsinore, said in an emailed statement.

Turner, who published the affair allegation, is no stranger to controversy. [In 2005, the Southern Poverty Law Center described Turner's organization, Save Our State, as a hate group](#), and the center has reported that Turner-organized rallies drew white supremacists.

Earlier this year, Turner pursued a ballot measure that would have barred undocumented immigrant children from attending Yucaipa-Calimesa Joint Unified schools. The San Bernardino County elections chief [struck down the measure](#), saying the state Legislature had the sole authority to determine who can go to public schools.

Tags: [California politics](#), [Echo Code](#), [Top Stories PE](#)

Fed up with California, some conservatives look to Texas

Paul Chabot, founder of Conservative Move, outside his new home in McKinney, Texas.

By **Jenny Jarvie**

JULY 20, 2017, 7:30 AM | REPORTING FROM MCKINNEY, TEXAS

Emails poured in from across California.

“My boys’ minds have been taken over by the liberal teachings of the schools here,” wrote a woman from Westlake Village who works in the courts. “I would like to try to save my younger son before it’s too late.”

“I for one wish to not be a part of this control and socialist environment,” said a woman from Vacaville who home-schools her children and complained that California liberals ridiculed her for praying before meals.

“I’m done,” announced a financial planner from Monrovia who complained she was struggling to find common ground with her co-workers. “I want my next chapter in life to be one where I’m in an environment where people are like-minded.”

Fed up with life in the Golden State, the emailers wanted out.

So they turned to Paul Chabot, a 43-year-old Republican who says he's discovered the perfect place for them: Collin County in north Texas.

He moved there late last year, bailing on his native California after a second failed run for Congress. In May, he started a company called Conservative Move, which aims to help other Republicans follow his example and escape blue states.

Its slogan is "Helping families move Right."

Whether the company succeeds remains to be seen. The plan is to connect clients with real estate agents in red states — starting with Collin County — in return for part of the commission on home sales. So far there haven't been any, though one is pending.

But in a sign of the country's increasing polarization, Chabot has had no shortage of interest in his cause, having received more than 1,000 inquiries. The biggest share are from very blue California — very red Texas' biggest political and economic rival.

"California is a train wreck," said Chabot, who also consults for law enforcement agencies and college substance abuse programs. "If we made it out of California as a lower-middle-class family, anybody can. ... People don't have to live stuck in a rut."

Born and raised in San Bernardino County, Chabot said disillusionment sank in over decades as he witnessed the decline of the once-conservative, blue-collar community. Public schools deteriorated, crime rose, and more residents came to depend on welfare, he said.

The tipping point came in November, when he ran as a "pro-life, pro-family, pro-faith conservative Republican" in California's 31st Congressional District on a platform of bringing back a shuttered military base to San Bernardino and cracking down on crime. A veteran of the Iraq war who remains in the Navy reserves as an intelligence officer, he lost to his Democratic opponent by more than 11% of the vote.

"In California, it's like liberals can do no wrong," said Chabot, who narrowly lost a race for the same congressional seat in 2014. "No matter what we do, we're beating our heads against the wall."

He and his wife, Brenda, moved their four children to the suburban town of McKinney, Texas, a Republican stronghold about 30 miles north of Dallas in Collin County. Dotted with new subdivisions, golf courses, artificial lakes and strip malls, the area reminds him of Orange County in the 1970s and 1980s.

"It's like living a dream," he said as he steered his golf cart down his cul-de-sac on a muggy afternoon recently, past large brick homes decorated with American flags and meticulously trimmed lawns. "You don't see graffiti. You don't see gang members, or police helicopters circling the neighborhood."

Texas and California — the two most populous states — have long offered competing versions of how to achieve the American dream. California has higher taxes to fund stronger social services and public universities, while

Texas prides itself on lower taxes, less regulation and a more limited social safety net.

The two states have also staked out opposing positions in the nation's culture wars.

Last month, Texas Gov. Greg Abbott, a Republican, signed a law that would allow adoption agencies to reject gay or transgender people as potential parents based on "sincerely held religious beliefs."

In protest, California Atty. Gen. Xavier Becerra blocked state employees from traveling to Texas on official business.

Abbott's press secretary shot back: "California may be able to stop their state employees, but they can't stop all the businesses that are fleeing over taxation and regulation and relocating to Texas."

In a recent vow to keep Texas' upstart liberal capital city in line with the rest of the state on issues including immigration and transgender bathroom use, Abbott made clear his feelings about California: "As your governor, I will not allow Austin, Texas, to California-ize the Lone Star State."

To Chabot's email correspondents, California is a liberal cesspool.

Their discontents include economic hardship, rising crime, gun restrictions, homeschooling regulations, mandatory vaccinations for children, local policies against cooperation with federal immigration authorities, steep taxes, high housing costs and declining public schools — everything they consider wrong with America.

"Even my students are spouting the liberal rhetoric of their parents," wrote a high school teacher from Modesto.

Chabot provided a sampling of emails to The Times on the condition that names not be used without permission from the writers. They either refused or did not respond to requests for interviews.

"Conservative views here are silenced," wrote a stay-at-home mom from the Riverside County town of Perris.

A 57-year-old man from Temecula wrote that he was struggling with the death of a close friend, a police officer who was fatally shot after responding to a traffic accident this year. He blamed "insane laws" passed by liberal legislators, because the suspect was a violent felon who had been allowed back on the streets despite a string of parole violations.

"When I was a kid growing up, I was proud to tell people that I was from California," he wrote. "I can't say that anymore. I don't see any hope for a bright future here in what's left of my lifetime."

Texas, on the other hand, is a conservative utopia of jobs, cheap homes, low taxes and traditional family values — at least as Chabot presents it.

In reality, the gap between the states may not be as wide as it seems.

They were the top two job creators in the country last year. Texas added 266,600, while California added 242,600, dropping unemployment in both places to just under 5%.

Median household income is higher in California — \$61,818 compared to \$53,207 — though the lack of state income taxes and dramatically lower housing costs make Texas more affordable. The website Zillow says the median home value in California is \$500,200, compared to \$167,100 in Texas.

In February, the U.S. News & World Report ranked Texas' economy sixth overall and California's third.

"Texas is not doing any better now than California," said Daniel Hamermesh, a professor emeritus of economics at the University of Texas in Austin who grew up in the Chicago suburbs and now teaches in London.

"California costs more to live in, but for many, you get what you pay for. The California coast is a much more pleasant place to live."

And within Texas there is growing fear that some areas are actually starting to resemble California. Austin has long been a liberal oasis, and Houston is now the most diverse metropolis in the nation. Democrats are starting to run for Congress in districts that the party had long considered lost causes.

Even conservative Collin County is changing.

In recent months, Toyota Motor Corp. relocated its U.S. headquarters from Torrance, Calif., to Plano, a town 13 miles south of McKinney, prompting a flood of local concerns about skyrocketing housing prices, property taxes and traffic.

The area remains solidly Republican, but the speed of corporate relocations has led to an increase in the number of Democrats. President Trump won the county in November with 56% of the vote, down from the 65% Mitt Romney collected in 2012.

"There may be a fair number of conservatives who come here and say, 'I like this much better than California,'" said Mike Rawlins, chairman of the Collin County Democratic Party. "But that's a drop in the bucket. Ten or 20 years from now, they're going to find out they don't like it as much as they do now."

Still, there was no hesitation from Conservative Move's first client, a 48-year-old mother from San Diego who spoke on the condition that she be identified only by her first name, Melissa.

Back in California, the only job she could find was at a fast-food restaurant, despite having bachelor's degrees in psychology and Spanish. Her breaking point came when her daughter's teacher assigned a young adult novel in which the narrator described smoking cigarettes and popping anxiety pills as a way to cope with stress.

"I'm so over California, I can't see straight," she said after a Conservative Move real estate agent led her on a tour of homes in Collin County. "You can get more land than I've ever seen. What was I thinking to stay as long as I did?"

Weeks later, she packed up, moved her two teenagers to Texas and put an offer on a four-bedroom, brick house in a McKinney subdivision. The sale is now pending.

The house was bigger, newer and — at \$340,000 — cheaper than the San Diego home she recently sold for \$500,000.

“I feel like I’ve stepped into another world,” she said.

Jarvie is a special correspondent.

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Legal Support for the Cannabis Business Community Since 2010

California's 5 Worst Cities and Counties for Commercial Cannabis

By Hilary Bricken on June 23, 2017

POSTED IN CALIFORNIA, MEDICAL MARIJUANA, RECREATIONAL MARIJUANA



There have been countless reports of how California's medical and adult use cannabis markets under the Medical Cannabis Regulation and Safety Act and the Adult Use of Marijuana Act (now, combined under the Medicinal and Adult-Use Cannabis Regulation and Safety Act ("MAUCRSA")) will generate billions of dollars in revenue. Unless more California cities and counties allow commercial cannabis activity within their borders, these numbers will prove far too high.

Our California cannabis clients are constantly asking us questions like, “where in California should I set up my cannabis business? Which California cities and counties are the friendliest towards cannabis? Who is regulating now for what I want to do?” And though the list of “welcoming” cities and counties continues to change, it seems the worst cities and counties for cannabis continue to remain the same, *despite the will of the voters and the actions of the California legislature.*

When it comes to cannabis the below is my list of the five worst California cities and counties for commercial cannabis activity – not shockingly, most on this list are in Southern California:

1. **Los Angeles County.** The most populous county in the United States has for a long time had a **complicated relationship** with cannabis. Though at one point Los Angeles County passed comprehensive regulations for medical marijuana dispensaries, (which remain in the County Code to this day) it has since instituted a ban on dispensaries and, as of 2016, it has also banned all commercial marijuana activities within unincorporated areas of the County. In March of last year, the County voted to shut down all illegal dispensaries and it has **vigorously pursued** those shutdowns. It also adopted an ordinance that makes it explicitly illegal for landlords to rent to any marijuana operators. And just this month, the County again **voted to extend the ban** for an entire year on all marijuana-related business activity, though with this vote the County for the first time also outlined “reasonable regulations” for personal use of marijuana for medical purposes by individual patients. There is though some light at the end of the tunnel since the County expects eventually to pass comprehensive regulation for marijuana businesses. Though the MAUCRSA does not require local government approval of your cannabis business *before* you receive a California state license, eventual compliance with local laws is still required in the state licensing process. What this means is that unless and until L.A. County sets up its regulatory scheme, we shouldn't expect a lot (or any) state-licensed or locally permitted commercial marijuana activity in the County.
2. **City of Riverside.** In 2013, the City of Riverside **won** a landmark case before the California Supreme Court upholding its right to ban medical marijuana collectives within its borders under Proposition 215. And since the MAUCRSA does not prohibit cities and counties from banning marijuana businesses, Riverside is keeping with its prohibitions against cannabis businesses within city limits. City of Riverside voters rejected a 2015 ballot measure that would have allowed and regulated a small number of dispensaries in the City and since 2007, Riverside has **shuttered 118 dispensaries** –

giving it the supposed distinction of being the only California city with a 100% closure rate. Riverside is keeping its ban on medical marijuana businesses in place for now, and though it has yet to make a decision about adult-use marijuana businesses, we can fairly safely predict that too will be a no-go.

3. **Orange County (and most of its cities).** Though beloved cannabis reformer (and author of the **Rohrabacher-Farr Amendment**) **Congressman Dana Rohrabacher** hails from the OC, his home county and most of its cities are pretty bad when it comes to allowing for/regulating commercial cannabis activity. Orange County banned dispensaries (and all other medical marijuana activity) in 2010 after the Sheriff's Department submitted a report to County supervisors stating that "dispensaries [were] responsible for an uptick in robberies, burglaries, weapons violations and money laundering." Though some OC cities allow for small home grows for qualified patients and their primary caregivers, most OC cities (including its largest city, **Anaheim**) do not allow any commercial cannabis activity or they charge an arm and a leg for it (see **Costa Mesa's** approximately \$94,000.00 price tag for cannabis permitting). And let's not forget that **botched dispensary raid in Santa Ana** in 2015. Back in January of this year, the County did begin **talking** about regulation of marijuana businesses after passage of Proposition 64 but so far nothing has come of that discussion and OC cities mostly continue to opt for prohibition.
4. **Marin County.** When it comes to cannabis business regulation and Marin County, two words come to mind: drama and disappointment. In December 2015, Marin County passed an **ordinance** (effective in February of 2016) giving its Board of Supervisors authority to license medical cannabis dispensaries in unincorporated Marin. This ordinance allowed up to four dispensaries in two zoned areas. Ten applications were submitted to the Marin County Board of Supervisors and open to **public hearings**. The **County Administrator**, Matthew Hymel, **rejected** all ten of the applications pretty much over substantive concerns with each application and because residents were concerned about having an over concentration of brick and mortar dispensaries within the county. Eight of the ten applicants appealed that decision and Hymel **rejected all of those appeals**. To date, the County hasn't picked up the torch again on a revised approach to regulating marijuana dispensaries or other commercial cannabis activity.
5. **City of Pasadena.** If you can't beat 'em, take away their resources. This is what Pasadena has done in a concerted effort to choke out and shut down illegally operating cannabis

businesses within its city limits. It was **reported** that, as of May of this year, “. . . there are 12 shops in Pasadena that sell marijuana . . . None of them have permits to operate. One of two dealers with numerous citations for illegal distribution said through it attorney that it will not stop selling pot until ordered to do so by a court. Even after sending cease and desist letters and suing half of the operators, these shops still are not closing their doors. In response, Pasadena decided through **an ordinance** to shut off utilities to illegal operators to force them to close (not surprisingly, Anaheim and L.A. have also used this tactic). Pasadena makes my list not because it is trying to enforce its own laws but because it has not given immediate or emergency regulation a shot. Instead, it's choosing to waste additional time and tax payer dollars shuttering operators it could have re-located, regulated and taxed.



Hilary Bricken

Since joining Harris Bricken in 2010, Hilary has earned a reputation as a fearless advocate for local businesses. Hilary's clients—start-ups, entrepreneurs, and companies in all stages of development—value her bold approach to business strategy.

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