AGENDA
EL SEGUNDO CITY COUNCIL
COUNCIL CHAMBERS - 350 Main Street

The City Council, with certain statutory exceptions, can only take action upon properly posted and listed agenda items. Any writings or documents given to a majority of the City Council regarding any matter on this agenda that the City received after issuing the agenda packet are available for public inspection in the City Clerk’s office during normal business hours. Such Documents may also be posted on the City’s website at www.elsegundo.org and additional copies will be available at the City Council meeting.

Unless otherwise noted in the Agenda, the Public can only comment on City-related business that is within the jurisdiction of the City Council and/or items listed on the Agenda during the Public Communications portions of the Meeting. Additionally, the Public can comment on any Public Hearing item on the Agenda during the Public Hearing portion of such item. The time limit for comments is five (5) minutes per person.

Before speaking to the City Council, please come to the podium and state: Your name and residence and the organization you represent, if desired. Please respect the time limits.

Members of the Public may place items on the Agenda by submitting a Written Request to the City Clerk or City Manager’s Office at least six days prior to the City Council Meeting (by 2:00 p.m. the prior Tuesday). The request must include a brief general description of the business to be transacted or discussed at the meeting. Playing of video tapes or use of visual aids may be permitted during meetings if they are submitted to the City Clerk two (2) working days prior to the meeting and they do not exceed five (5) minutes in length.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact City Clerk, 524-2305. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, OCTOBER 18, 2016 – 5:00 PM

5:00 P.M. SESSION

CALL TO ORDER

ROLL CALL

PUBLIC COMMUNICATION – (Related to City Business Only – 5 minute limit per person, 30 minute limit total) Individuals who have received value of $50 or more to communicate to the City Council on behalf of another, and employees speaking on behalf of their employer, must so identify themselves prior to addressing the City Council. Failure to do so shall be a misdemeanor and punishable by a fine of $250.
SPECIAL ORDER OF BUSINESS:

Consideration and possible action to interview candidates for the Arts and Culture Advisory Committee and Technology Committee.
(Fiscal Impact: None)
Recommendation – 1) Interview candidates; 2) Announce appointments at the 7:00 p.m., November 1, 2016 City Council meeting, if any; and/or 3) Alternatively, discuss and take other action related to this item.

CLOSED SESSION:

The City Council may move into a closed session pursuant to applicable law, including the Brown Act (Government Code Section §54960, et seq.) for the purposes of conferring with the City's Real Property Negotiator; and/or conferring with the City Attorney on potential and/or existing litigation; and/or discussing matters covered under Government Code Section §54957 (Personnel); and/or conferring with the City's Labor Negotiators; as follows:

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Gov't Code §54956.9(d)(1): -2- matter

1. City of El Segundo vs. City of Los Angeles, et.al. LASC Case No. BS094279

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code §54956.9(d)(2): -1- matter.

DISCUSSION OF PERSONNEL MATTERS (Gov't Code §54957): -2- matter

1. Public Employee Performance Evaluation
   Title: City Manager

2. Public Employee Performance Evaluation
   Title: City Attorney

APPOINTMENT OF PUBLIC EMPLOYEE (Gov't. Code § 54957): -0- matter

PUBLIC EMPLOYMENT (Gov't Code § 54957) -0- matter
CONFERENCE WITH CITY'S LABOR NEGOTIATOR (Gov't Code §54957.6): -8- matters

1. Employee Organizations: Police Management Association; Police Officers Association; Police Support Services Employees Association; Fire Fighters Association; Supervisory, Professional Employees Association; City Employee Association and Executive and Management/Confidential Employees.

   Agency Designated Representative: Steve Filarasky and City Manager, Greg Carpenter

CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Gov't Code §54956.8): -0- matters
Consideration and Possible action to interview candidates for the Arts and Culture Advisory Committee and Technology Committee. (Fiscal Impact: None)

RECOMMENDED COUNCIL ACTION:

1. Interview candidates.
2. Announce appointments at the 7:00 p.m., November 1, 2016 City Council meeting, if any
3. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

Application of candidates

FISCAL IMPACT: Included in Adopted Budget

<table>
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<th>Amount Budgeted:</th>
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ORIGINATED BY: Mishia Jennings, Executive Assistant

REVIEWED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:

Arts and Culture Advisory Committee – Five positions
Technology Committee – Five positions

<table>
<thead>
<tr>
<th>Candidate</th>
<th>Applying to: CCBs</th>
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<tbody>
<tr>
<td>1. Tom Vanek (5:00)</td>
<td>Technology Committee</td>
</tr>
<tr>
<td>2. Katharine Nyhus (5:15)</td>
<td>Arts and Culture Advisory Committee</td>
</tr>
<tr>
<td>3. Sally Martin (5:30)</td>
<td>Arts and Culture Advisory Committee</td>
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<tr>
<td>4. Jack Ashworth (5:45)</td>
<td>Arts and Culture Advisory Committee</td>
</tr>
<tr>
<td>5. Brian Mitchell (6:00)</td>
<td>Arts and Culture Advisory Committee</td>
</tr>
<tr>
<td>6. Michael Schreiber (6:15)</td>
<td>Arts and Culture Advisory Committee</td>
</tr>
<tr>
<td>7. Jeffrey Resnik (6:30)</td>
<td>Arts and Culture Advisory Committee</td>
</tr>
<tr>
<td>8. Todd Felker (6:40)</td>
<td>Technology Committee</td>
</tr>
<tr>
<td>9. Kenneth Chance – Interviewed 8/29/16</td>
<td>Arts and Culture Advisory Committee</td>
</tr>
<tr>
<td>10. Jay Hoeschler – Interviewed 8/29/16 for Planning Comm</td>
<td>Technology Committee</td>
</tr>
<tr>
<td>11. Paul Lanyi – Interviewed 7/19/16 for Environmental Comm</td>
<td>Technology Committee</td>
</tr>
</tbody>
</table>
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REGULAR MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, OCTOBER 18, 2016 - 7:00 P.M.

7:00 P.M. SESSION

CALL TO ORDER

INVOCATION – Father Alexei Smith, St. Andrew Russian Greek Catholic Church

PLEDGE OF ALLEGIANCE – Council Member Don Brann
PRESENTATIONS

a) Presentation – El Segundo Police Chief related to Coyotes within the City of El Segundo.

b) Proclamation – Make a Difference Day, October 22, 2016, community service City Council urges citizens to gather with Tree Musketeers to care for the Trees to the Sea.

c) Presentation – Mr. Coleman, Regional USPS Manager of Operations and Cindy Campano, Postmaster of Bay Cities Post Office

ROLL CALL

PUBLIC COMMUNICATIONS – (Related to City Business Only – 5 minute limit per person, 30 minute limit total) Individuals who have received value of $50 or more to communicate to the City Council on behalf of another, and employees speaking on behalf of their employer, must so identify themselves prior to addressing the City Council. Failure to do so shall be a misdemeanor and punishable by a fine of $250. While all comments are welcome, the Brown Act does not allow Council to take action on any item not on the agenda. The Council will respond to comments after Public Communications is closed.

CITY COUNCIL COMMENTS – (Related to Public Communications)

A. PROCEDURAL MOTIONS

Consideration of a motion to read all ordinances and resolutions on the Agenda by title only.
Recommendation – Approval.
B. SPECIAL ORDERS OF BUSINESS (PUBLIC HEARING)

1. Consideration and possible action on a public hearing to modify Paramedic Transport Rates and Fees. The proposed increase would partially recover operational costs to administer the El Segundo Paramedic Ambulance Transport Program.  
(Fiscal Impact: $683,000.00 Revenue)  
Recommendation – 1) Conduct the public hearing; 2) Adopt the Resolution approving the revised rate schedule; and/or 3) Alternatively, discuss and take other action related to this item.

2. Consideration and possible action regarding introduction and first reading of an Ordinance amending Title 8 of the El Segundo Municipal Code to regulate parking of oversized vehicles, recreational vehicles, detached trailers; establish a registration/permit process; and prohibit the placement of electrical cords, cables and similar items between such vehicles and nearby property.  
(Fiscal Impact: Not to exceed $4,000.00)  
Recommendation – 1) Conduct a public hearing; 2) Take public testimony and other evidence as presented; 3) Introduce the proposed Ordinance amending the El Segundo Municipal Code Title 8; and/or 4) Alternatively, discuss and take other possible action related to this item.

C. UNFINISHED BUSINESS

D. REPORTS OF COMMITTEES, COMMISSIONS AND BOARDS

E. CONSENT AGENDA
All items listed are to be adopted by one motion without discussion and passed unanimously. If a call for discussion of an item is made, the item(s) will be considered individually under the next heading of business.

3. Warrant Numbers 3013233 through 3013435 on Register No. 1 in the total amount of $1,399,400.43 and Wire Transfers from 09/26/16 through 10/09/16 in the total amount of $1,337,095.92.

Recommendation – Approve Warrant Demand Register and authorize staff to release. Ratify Payroll and Employee Benefit checks; checks released early due to contracts or agreement; emergency disbursements and/or adjustments; and wire transfers.
4. Regular City Council Meeting Minutes of September 20, 2016, Special Meeting Minutes of September 28, 2016

Recommendation - Approval.

5. Consideration and possible action to award RFP No. 16-01 (Police Department Towing and Storage Services) to Van Lingen Towing as the City’s primary tow contractor and authorize the City Manager to execute a three (3) year agreement in a form approved by the City Attorney with three, one year extensions for a maximum contract term of six years. (Fiscal Impact: None).

Recommendation – 1) Award three (3) year contract to Van Lingen Towing as the City’s primary tow contractor; 2) Authorize the City Manager to execute an agreement in a form approved by the City Attorney with Van Lingen Towing; and/or, 3) Alternatively discuss and take other action related to this item.

6. Consideration and possible action to approve Final Vesting Parcel Map No. 73563, a commercial subdivision to merge 13 existing adjoining lots into one parcel located at 215-275 Main Street. (Fiscal Impact: N/A)

Recommendation – 1) Adopt the proposed resolution, approving a Final Vesting Map No. 73563, and authorizing the Director of Planning and Building Safety and the City Clerk to sign and record said Map; and/or 2) Alternatively, discuss and take other possible action related to this item.

7. Consideration and possible action to 1) adopt a Resolution approving Plans and Specifications for installation of a Sewer Force Main at the Lifeguard Station, Project No. PW15-14; 2) adopt a Resolution waive the bidding requirements pursuant to ESMC §1-7-1; 3) authorize the City Manager to enter into an easement and reimbursement agreement with Chevron for the construction of the lifeguard station sewer force main; and 4) award a standard Professional Services Agreement to AKM Consulting Engineers for construction inspection services and related pump design services. (Fiscal Impact: $959,064.00)

Recommendation – 1) Adopt the attached Resolution approving Plans and Specifications for installation of a Sewer Force Main at the Lifeguard Station, Project No. PW15-14; 2) Adopt a Resolution waiving the bidding requirements pursuant to ESMC §1-7-1; 3) Authorize the City Manager to enter into an easement and reimbursement agreement with Chevron for the construction of the lifeguard force main in the amount of $826,560.00 and approve an additional $82,656.00 for construction-related contingencies; and 4) Authorize the City Manager to execute a standard Professional Service Agreement, in a form as approve by the City Attorney, with AKM Consulting Engineers in the amount of $49,848.00 for construction inspection of the force main and related pump design services; and/or 5) Alternatively, discuss and take other possible actions related to this item.
8. Consideration and possible action to adopt a Resolution establishing a Complete Streets Policy for the City of El Segundo.  
(Fiscal Impact: N/A)  
Recommendation – 1) Adopt a Resolution establishing a Complete Street Policy for the City of El Segundo; and/or 2) Alternatively, discuss and take other possible actions related to this item.

9. Consideration and possible action to adopt Ordinance No. 1522, approving Specific Plan Amendment No. SPA 16-01 for SP No. 10-03, and Development Agreement Amendment No. DAA 16-01 for DA No.10-02 amending the 540 East Imperial Avenue Specific Plan and Development Agreement  
(Fiscal Impact: $1,000,000 public benefit contribution)  
Recommendation – 1) Waive second reading and adopt Ordinance No. 1522 for Environmental Assessment No. EA-1154, SPA No. 16-01 for SP No. 10-03, and DAA No. 16-01 for DA No.10-02; and/or, 2) Alternatively, discuss and take other possible action related to this item.

F. NEW BUSINESS

G. REPORTS – CITY MANAGER

H. REPORTS – CITY ATTORNEY

I. REPORTS – CITY CLERK

J. REPORTS – CITY TREASURER

K. REPORTS – CITY COUNCIL MEMBERS

Mayor Pro Tem and Council Member Brann
Council Member Brann –
Council Member Pirsztuk –
Council Member Dugan –

Mayor Pro Tem Boyles –

Mayor Fuentes –

10. Consideration and possible action by City Council to support a resolution declaring opposition to California State Ballot Proposition 57. “The Public Safety and Rehabilitation Act of 2016.”

(Fiscal Impact: N/A)

Recommendation – 1) Adopt a resolution declaring opposition to California State Ballot Proposition 57; and/or 2) Alternatively, discuss and take other action related to this item.

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MEMORIALS –

CLOSED SESSION

The City Council may move into a closed session pursuant to applicable law, including the Brown Act (Government Code Section §54960, et seq.) for the purposes of conferring with the City’s Real Property Negotiator; and/or conferring with the City Attorney on potential and/or existing litigation; and/or discussing matters covered under Government Code Section §54957 (Personnel); and/or conferring with the City’s Labor Negotiators.

REPORT OF ACTION TAKEN IN CLOSED SESSION (if required)

ADJOURNMENT
POSTED:
DATE: 10-12-16
TIME: 03:32 PM
NAME: [Signature]
a) Presentation – El Segundo Police Chief related to Coyotes within the City of El Segundo.
Proclamation

City of El Segundo, California

WHEREAS, Make a Difference Day is the nation's largest national day of community service where citizens are encouraged to get involved with their favorite local non-profit organizations; and

WHEREAS, Volunteers from around the country will unite in a common mission to improve the lives of others on Make a Difference Day, Saturday, October 22, 2016; and

WHEREAS, El Segundo is the birth place of the youth environmental movement as a result of local children taking action to protect the environment in their community; and

WHEREAS, Tree Musketeers cares for more than 1,000 local trees in and around El Segundo; and

WHEREAS, Tree Musketeers sets to engage the El Segundo community to preserve the environment; and

WHEREAS, "Trees to the Sea" on Imperial Highway fortifies the green pollution barrier between El Segundo and LAX.

NOW, THEREFORE, the Mayor and the Members of the City Council of the City of El Segundo, California hereby proclaim October 22, 2016 as MAKE A DIFFERENCE DAY in El Segundo and urge citizens tall and small to gather with Tree Musketeer on Saturday at 9:30 a.m. to volunteer and help care for the Trees to the Sea.

Mayor Suzanne Fuentes
Mayor Pro Tem Drew Boyles
Council Member Michael Dugan
Council Member Carol Pirsztuk
Council Member Don Brann
c) Presentation – Mr. Coleman, Regional USPS Manager of Operations and Cindy Campano, Postmaster of Bay Cities Post Office.
AGENDA DESCRIPTION:
Consideration and possible action on a public hearing to modify Paramedic Transport Rates and Fees. The proposed increase would partially recover operational costs to administer the El Segundo Paramedic Ambulance Transport Program.

RECOMMENDED COUNCIL ACTION:
1. Conduct the public hearing;
2. Adopt the Resolution approving the revised rate schedule;
3. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS:
1. Current Los Angeles County Ambulance Transport Rate Structure with attachments
2. Resolution Adopting New Paramedic Fees

FISCAL IMPACT: To Be Determined – See discussion below

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ORIGINATED BY: Chris Donovan, Fire Chief
REVIEWED BY: Greg Carpenter, City Manager
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:

On September 6, 2016 the City Council directed staff to adjust the El Segundo Paramedic Ambulance Transport Program fees and waive any co-pay for residents only, re-enacting the City’s policy prior to 2014. To offset this reduction in revenue, Council further directed staff to amend the rates to include the additional services identified in the Los Angeles County ambulance transport rates, provided that these fees would be paid by the insurers and non-residents only.

The Los Angeles County Department of Health Services evaluates ambulance transport rates at least annually to reflect increased costs of operations and to consider appropriate fees for service. The Emergency Medical Services Agency has historically based the modification of rates for ambulances on the average in the percentage changes of the Transportation line item and the Medical Care line item of the Consumer Price Index (CPI) for All Urban Consumers, Western Region. On May 24, 2016, the EMS Agency adopted a revised rate schedule, which is attached for reference.

It is difficult to estimate the increase in fees, given the fact that the residential co-pay portion of fees will be waived, however the trend shows ambulance transport revenues continue to climb.
The 2014-15 anticipated revenue was $636,313 and we have closed the year with revenues of $785,742 (4.4% increase). Given the increase in call volume and the new fee structure, allowing the collection for all recognized ambulance transport services, is anticipated that revenues will grow above $800,000 annually.

The proposed rates and formula for an annual adjustment align with current medical billing and insurance reimbursement practices. Furthermore, these new rates partially recover operational costs to administer the El Segundo Paramedic Ambulance Transport Program. Pursuant to Government Code § 66019, the City made data available regarding the cost of providing services for the subject fees 10 days before this public hearing. If adopted, the new fee schedule would take effect after 60 days per State law.
May 24, 2016

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

APPROVAL OF ORDINANCE TO AMEND THE COUNTY CODE,
TITLE 7- BUSINESS LICENSES,
CHAPTER 7.16, AMBULANCES
(ALL SUPERVISORIAL DISTRICTS)
(3 VOTES)

SUBJECT

Request approval of an ordinance to amend County Code, Title 7, Business Licenses, Chapter 7.16, Ambulances, Sections 7.16.280, 7.16.310, 7.16.340 and 7.16.341 to allow the Department of Health Services' Emergency Medical Services Agency to revise the rates and the methodology for modifying the rate schedule for ambulances.
IT IS RECOMMENDED THAT THE BOARD AFTER THE PUBLIC HEARING,

Approve and adopt the attached ordinance change (Exhibit I) to County Code Title 7, Business Licenses, Chapter 7.16, Ambulances, to amend the rates in County Code Section 7.16.280, Rate Schedule for Ambulances, and County Code Section 7.16.310, Special Charges, as listed in Attachment A, as well as to amend various provisions in County Code Sections 7.16.280, 7.16.310, 7.16.340, and 7.16.341 related to the modification of rates.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

On July 21, 2015 the Board approved a motion, instructing the Director of the Department of Health Services' (DHS) to have the Emergency Medical Services (EMS) Agency provide a report on the impact of the minimum wage increase to the Emergency Medical Transport System. In the final report to the Board, the EMS Agency identified changing the methodology used to calculate the maximum rates chargeable as the most tangible action to address the increased cost to ambulance company operations from the minimum wage increase. This report also identified the need to amend the ambulance ordinance to carve out a maximum allowable rate for emergency ambulance transportation originating from an emergency 9-1-1 call, as the readiness cost greatly impacts the cost of this service.

The EMS Agency has historically based the modification of rates for ambulances on the average in the percentage changes of the Transportation line item and the Medical Care line item of the Consumer Price Index (CPI) for All Urban Consumers, Western Region. In addition to proposing an adjustment to the base rates to account for the change in minimum wage, the EMS Agency has taken the opportunity to propose changes to County Code Sections 7.16.280, Rate Schedule for Ambulances; 7.16.310, Special Charges; 7.16.340, Modification of Rates; and 7.16.341, Period Base Rate Review, last changed in 1994. The proposed rates and formula for an annual adjustment align with current medical billing and insurance reimbursement practices.

Current reimbursement practices by payors do not provide for reimbursement for certain individual line items as delineated in County Code Sections 7.16.280 and 7.16.330, such as Code 2, backboards, cervical collars, and bandages; thus, the EMS Agency proposes these rates be deleted from the County Code. To address this issue of non-reimbursement of certain individual line items, the proposed rates are based on adding the common line item components of each transport to the basic fees and in essence bundling these charges into a Basic Life Support (BLS) emergency 9-1-1 or non-emergency rate, an Advanced Life Support (ALS) emergency 9-1-1 or non-emergency rate and Specialty Care Transport (SCT) rates. However, line items that are recognized by payors, such as mileage, are preserved in the proposed rates.

The proposed rate changes for BLS, ALS and SCT rates were determined taking into account the addition of common line items and percent of salary increase reflective of the County Code Section 8.100.040, Minimum Wage, and the percentage of an ambulance company's operating expenses attributed to employee salary and benefits. With the passage of the Minimum Wage Ordinance, the impact to Ambulance Operators is significant as, on average, seventy-five (75) percent of an ambulance company's operating expenses are related to salaries and employee benefits, as determined by evaluating information of a sampling of current ambulance companies and in discussions with the Los Angeles County Ambulance Association representing private ambulance companies operating in Los Angeles County. The largest portion of an ambulance company's workforce is comprised of Emergency Medical Technicians and this staff is paid minimum wage. The proposed rate changes serve to help mitigate this impact of the increase in minimum wage.
The Honorable Board of Supervisors
5/24/2016
Page 3

In addition, a higher fee was established for an emergency 9-1-1 response for both ALS and BLS in order to be consistent with the MediCare reimbursement practice of assigning a higher relative value unit for emergency 9-1-1 transports. This fee takes into account the added cost of readiness in order to meet the mandated response time of 8 minutes and 59 seconds.

The proposed changes to County Code Section 7.16.340, Modification of Rates define how the annual review of the rates are adjusted consistent with the percentage change of the minimum wage, as delineated in County Code Section 8.100.040, Minimum Wage, as well as with the percentage change in the Transportation or Medical Care line items of the CPI for Urban Consumers, West Region, as applicable. DHS proposes to delete County Code Section 7.16.341, Period Base Rate Review, to streamline the process of modifying rates and ensure that any changes in allowable charges reflect actual industry influences.

Approval of the recommendation will amend the County Code to: 1) establish base ambulance rates for emergency and non-emergency transports; 2) make changes to all rates including increases, decreases, and deletion of select rates, and 3) change how rates are modified on an annual basis.

Implementation of Strategic Plan Goals

The recommended actions support Goal 2, Community Support and Responsiveness, of the County's Strategic Plan.

FISCAL IMPACT/FINANCING

There is no fiscal impact to the County.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

State law, including the EMS System and the Prehospital Emergency Medical Care Personnel Act (EMS Act), found under California Health and Safety Code Section 1797, et. seq., provides the County with the necessary legal authority for the proposed amendments.

A local agency is required to hold a public hearing at which oral or written presentations can be made pursuant to the California Government Code (Government Code), Section 66018. The Executive Office of the Board of Supervisors, in accordance with Government Code Section 6062 (a), published an official notice of the time and place of said meeting, including a general explanation of the fees to be established or revised.

County Counsel has reviewed and approved Exhibit I.

CONTRACTING PROCESS

Not applicable because this is an ordinance to amend County Code, not an Agreement.

IMPACT ON CURRENT SERVICES (OR PROJECTS)
The Honorable Board of Supervisors
5/24/2016
Page 4

If approved, the new and amended County Code provisions for ambulance rates and modification of ambulance rates will be enacted thirty (30) days following the Board's approval with new rates being effective July 1, 2016.

Respectfully submitted,

Mitchell H. Katz, M.D.
Director

MHK:KH:CC

Enclosures

c: Chief Executive Office
   Executive Office, Board of Supervisors
   County Counsel
   Auditor-Controller
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<th>Ambulance Rates For One Patient</th>
<th>Current Rate</th>
<th>Proposed Rate</th>
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<td><strong>Rate Schedule for Ambulances:</strong></td>
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<td>Response to call with equipment and personnel at an advanced life support (ALS) level</td>
<td>$1,561.00</td>
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<td>$1,776.00</td>
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<td>$1,183.00</td>
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<td>Mileage Rate. Each mile or fraction thereof</td>
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<td>$18.00</td>
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<td>$50.00</td>
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<td>$100.00</td>
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<tr>
<td>Standby Time. The base Rate for the prescribed level of service and, in addition, for each 15-minute period or fraction thereof after the first 15 minutes of standby time</td>
<td>$47.75</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Standby Time. The base Rate for the prescribed level of service and, in addition, for each 30-minute period or fraction thereof after the first 30 minutes of standby time</td>
<td>N/A</td>
<td>$96.00</td>
</tr>
</tbody>
</table>

1 Last revised on May 14, 2015, effective July 1, 2015, in accordance with the current methodology set forth in County Code Section 7.16.340- Modification of rates.
2 Revised rates are based in part on the Minimum Wage increase and the Consumer Price Index for Urban Consumers, West Region, Medical Care and Transportation line items, as applicable.
3 ALS/BLS rates are now two rates to differentiate between non-emergency and 9-1-1 emergency services.
4 Time period increased to 30 minutes, since 15 minute wait time is customary and acceptable.
<table>
<thead>
<tr>
<th>Special Charges:</th>
<th>Current Rate</th>
<th>Proposed Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for service after 7:00 p.m. and before 7:00 a.m. of the next day will</td>
<td>$82.25</td>
<td>$20.00</td>
</tr>
<tr>
<td>be subject to an additional maximum charge of^{5}</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Persons requiring oxygen shall be subject to an additional maximum charge</td>
<td>$63.75</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>per tank or fraction thereof^{6}</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Persons requiring oxygen shall be subject to an additional maximum charge</td>
<td>N/A</td>
<td>$92.00</td>
</tr>
<tr>
<td>per tank or fraction thereof and oxygen delivery equipment to include nasal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>cannula and/or oxygen mask, or^{6}</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Backboard, splints, KED^{7}</td>
<td>$49.75</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Traction splints^{7}</td>
<td>$90.00</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Transport—noncompany staff medical personnel—first one-half hour^{8}</td>
<td>$31.75</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Neonatal transport</td>
<td>$189.75</td>
<td>$190.00</td>
</tr>
<tr>
<td>Ice packs^{7}</td>
<td>$26.50</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Bandages, dressing^{7}</td>
<td>$26.50</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Oxygen cannula/mask^{7}</td>
<td>$26.50</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Cervical collar^{7}</td>
<td>$44.75</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Obstetrical kit^{7}</td>
<td>$48.75</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Burn kit^{7}</td>
<td>$48.75</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Nurse critical care transport—per hour^{9}</td>
<td>$226.25</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Volume ventilator</td>
<td>$170.75</td>
<td>$176.00</td>
</tr>
<tr>
<td>Respiratory therapist for the first three hours, and $117.25 per hour after</td>
<td>$257.75</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>the first three hours^{9}</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Registered Nurse or Respiratory Therapist Specialty Care Transport with</td>
<td>N/A</td>
<td>$2,137.00</td>
</tr>
<tr>
<td>equipment and personnel for up to three (3) hours of transportation time^{9}</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Registered Nurse and Respiratory Therapist Specialty Care Transport with</td>
<td>N/A</td>
<td>$2,416.00</td>
</tr>
<tr>
<td>equipment and personnel for up to three (3) hours of transportation time^{9}</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Registered Nurse and/or Respiratory Therapist for per hour after the first</td>
<td>N/A</td>
<td>$114.00</td>
</tr>
<tr>
<td>three hours^{9}</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pulse oximeter^{7}</td>
<td>$86.00</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Infusion pump (per line)^{7}</td>
<td>$86.00</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Automated external defibrillator (AED)^{7}</td>
<td>$86.00</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Continuous positive airway pressure (CPAP)^{7}</td>
<td>$86.00</td>
<td>Delete Rate</td>
</tr>
<tr>
<td>Disposable Medical Supplies^{7}</td>
<td>N/A</td>
<td>$27.00</td>
</tr>
</tbody>
</table>

^{5}Proposed rate is lower than the current rate because services were bundled to incorporate the customary items utilized for each category of service and a portion of this fee was added to the bundled ALS or BLS rate.

^{6}New proposed rate now includes the disposable supplies (i.e. nasal canula and/or oxygen mask) associated with oxygen delivery.

^{7}These medical supply item rates are being deleted since these items are all disposable or the rate was for a disposable supply component of the equipment. Now a single disposable medical supply fee is proposed to simplify billing.

^{8}This rate is being deleted as the extra personnel are already accounted for in the proposed ALS rates or the new proposed bundled rate for specialty care transports.

^{9}These items were changed to bundle the costs of the transport and personnel. Currently, ALS transport and Nurse/Respiratory Therapist are billed separately.
RESOLUTION NO. ______

A RESOLUTION ADOPTING A NEW FEE SCHEDULE FOR THE EL SEGUNDO FIRE DEPARTMENT TO RECOVER COSTS INCURRED FROM PROVIDING PARAMEDIC TRANSPORT SERVICES.

BE IT RESOLVED by the Council of the City of El Segundo as follows:

SECTION 1: The City Council finds as follows:

A. The City Council may establish fees for services under various provisions of California law.

B. Pursuant to Government Code § 66019, the City made data available regarding the cost, or estimated cost, of providing services for various fees ten (10) days before the public hearing held on October 18, 2016.

C. On October 18, 2016, the City Council heard public testimony and considered evidence in a public hearing held and noticed in accordance with Government Code § 66019.

D. At the recommendation of the City Manager and the Fire Chief, the City Council believes that it is in the public interest to establish the recommended fees to recover the costs of public services.

SECTION 2: The Fees attached as Exhibit “A” and incorporated into this Resolution as if fully set forth, are approved and adopted.

SECTION 3: Unless otherwise revised, the fees established by this Resolution will be automatically adjusted on an annual basis at the beginning of each fiscal year based on the average percentage change over the previous calendar year to the City’s costs for administering the services set forth in Exhibit “A.” The first fee adjustment cannot be made before a minimum of ten (10) months after the effective date of this Resolution.

SECTION 4: This Resolution is exempt from review under the California Environmental Quality Act (Cal. Pub. Res. Code §§ 21000, et seq.; “CEQA”) and CEQA regulations (Cal. Code Regs. tit. 14, §§ 15000, et seq.) because it establishes, modifies, structures, restructures, and approves rates and charges for meeting operating expenses; purchasing supplies, equipment, and materials; meeting financial requirements; and obtaining funds for capital projects needed to maintain service within existing service areas. This Resolution, therefore, is categorically exempt from further CEQA review under Cal. Code Regs. title 14, § 15273.

SECTION 5: This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.
SECTION 6: The City Clerk will certify to the passage and adoption of this Resolution; will enter the same in the book of original Resolutions of said City; and will make a minute of the passage and adoption thereof in the record of proceedings of the City Council of said City, in the minutes of the meeting at which the same is passed and adopted.

PASSED AND ADOPTED this 18th day of October, 2016.

Suzanne Fuentes, Mayor
STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES  
CITY OF EL SEGUNDO  

I, Tracy Weaver, City Clerk of the City of El Segundo, California, hereby certify that the whole number of members of the City Council of the City is five; that the foregoing Resolution No. __________ was duly passed and adopted by said City Council, approved and signed by the Mayor of said City, and attested to by the City Clerk of said City, all at a regular meeting of said Council held on the 18th day of October, 2016, and the same was so passed and adopted by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

__________________________
Tracy Weaver,
City Clerk

APPROVED AS TO FORM:

__________________________
Mark D. Hensley, City Attorney
EXHIBIT “A”

FIRE DEPARTMENT
PARAMEDIC TRANSPORT RATES AND FEES

<table>
<thead>
<tr>
<th>Service</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Life Support Transport*</td>
<td>$1,776.00</td>
</tr>
<tr>
<td>Advanced Life Support Transport*</td>
<td>$1,900.00</td>
</tr>
<tr>
<td>Travel to Hospital per Mile</td>
<td>$18.00</td>
</tr>
<tr>
<td>Oxygen Administration</td>
<td>$92.00</td>
</tr>
<tr>
<td>Volume Ventilator</td>
<td>$172.00</td>
</tr>
<tr>
<td>Disposable Medical Supplies</td>
<td>$27.00</td>
</tr>
<tr>
<td><strong>Resident co-pay</strong></td>
<td><strong>$0</strong></td>
</tr>
</tbody>
</table>

*Patients can only be billed for Basic Life Support or Advanced Life Support, not both*
AGENDA DESCRIPTION:
Consideration and possible action regarding introduction and first reading of an Ordinance amending Title 8 of the El Segundo Municipal Code to regulate parking of oversized vehicles, recreational vehicles, detached trailers; establish a registration/permit process; and prohibit the placement of electrical cords, cables and similar items between such vehicles and nearby property. (Fiscal Impact: Not to exceed $4,000.00)

RECOMMENDED COUNCIL ACTION:
1.) Conduct a public hearing;
2.) Take public testimony and other evidence as presented;
3.) Introduce the proposed Ordinance amending the El Segundo Municipal Code Title 8;
4.) Alternatively, discuss and take other possible action related to this item

ATTACHED SUPPORTING DOCUMENTS:
- Proposed Ordinance

FISCAL IMPACT:

<table>
<thead>
<tr>
<th>Amount Budgeted:</th>
<th>$0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Appropriation:</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Account Number(s):

ORIGINATED BY: Jeff Leyman, Lieutenant
REVIEWED BY: Mitch Tavera, Chief of Police
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:

The parking of recreational vehicles, oversized vehicles and detached trailers on City streets has been a source of concern and increasing complaints from El Segundo residents and business owners for several years now. Complaints frequently focus on the parking of these large vehicles for extended periods of time, blocking drivers’ line of sight near intersections, overnight camping and taking up multiple on-street parking spaces. Surrounding cities have implemented oversized vehicle ordinances, which have resulted in increased parking of these vehicles in El Segundo.

As a result, on June 7th, 2016, the City Council directed staff to further research and gather public input on the topic. After the results of a public opinion survey and field survey were presented on August 16th, 2016, Council directed staff to prepare a proposed Ordinance to address the issue.
ANALYSIS:

State Law and the Current City Code

The El Segundo Municipal Code (ESMC) currently:

1. Limits the time “any trailer, camp car or any other similar type of equipment” may be parked on a City street to no more than 48 hours every seven days (ESMC § 8-5-6(B));
2. Disallows parking within 20 feet “of the approach to any traffic signal, boulevard stop sign or official electric flashing device” (ESMC § 8-5-3(J));
3. Prohibits anyone from living out of a mobile home, camper, house trailer or other recreational vehicle on any street, park, beach, square, avenue, alley, public parking lot or public way, within the city between the hours of ten o’clock (10:00) P.M. and six o’clock (6:00) A.M. (ESMC § 7-6-1);
4. Limits parking of recreational vehicles or motor homes on any City-owned public parking lot to five hours (ESMC § 8-5B-9); and
5. Allows a “habitable vehicle” parked on private property to be occupied for residential purposes for up to 72 hours within a 30-day period (ESMC § 15-15-6(D)).

Despite such restrictions, the current ESMC does not fully address the community’s concerns about oversized vehicles, recreational vehicles and trailers. For these reasons, the City Council directed that staff prepare a proposed ordinance.

State law allows the City Council to prohibit or restrict parking on City streets and highways, and may “provide for a system of permits for the purposes of exempting... disabled persons, residents and guests of residents of residential areas.” (Veh. Code § 22507.5; see also Veh. Code § 22507; Homes on Wheels v. City of Santa Barbara (2004) 119 Cal.App.4th 1173). The proposed ordinance fits squarely within the City’s authority under state law.

The Proposed Ordinance

The attached Ordinance was drafted by Police Department staff, in consultation with the City Attorney’s office. The Police Department researched and evaluated several ordinances in surrounding cities, including Hawthorne, Hermosa Beach, Manhattan Beach, Redondo Beach and Torrance.

There are several components to the proposed ordinance. First, the ordinance prohibits overnight parking of oversized vehicles, recreational vehicles and detached trailers between the hours of 2 a.m. and 6 a.m. on all streets and highways within the City. This is essential for the police department to manage a successful program addressing the aforementioned concerns of citizens.

Second, the ordinance establishes an Oversized Vehicle Resident Registration Program. Any resident who owns an oversized vehicle, recreational vehicle or trailer that is parked within the City must register their vehicle with the Police Department. When a vehicle is registered, the Police Department will issue a sticker which must be affixed to the registered vehicle. Importantly, registration does not allow the registered vehicle to park on City streets during overnight hours.
Thus, a registered vehicle parked on a City street between the hours of 2 a.m. and 6 a.m. that does not have a duly-issued permit is subject to citation and towing.

Third, the ordinance creates an Oversized Vehicle Parking Permit process, by which owners of registered vehicles may apply to receive a permit that will allow them to park the registered vehicle overnight on City streets. Each permit is valid for one, 24-hour period. Residents may apply for and receive up to three consecutive permits at one time, and have the option to use such permits consecutively for a total of 72 hours. The proposed ordinance would “cap” the number of permits to 8 three-day permits per three-month period. In other words, residents could receive a maximum of 24 one-day permits every three months.

Fourth, the ordinance also creates a similar permit process for both guests staying with City residents but who need to park their oversized vehicle, recreational vehicle or trailer adjacent to their hosts’ home. The ordinance also establishes a permit process for handicapped residents.

Fifth, the ordinance restricts parking of oversized vehicles, recreational vehicles and detached trailers within 25 feet of an intersection. To eliminate possible safety hazards to pedestrians in the City, the ordinance also prohibits owners from “running” electrical cords, cables and hoses across or above sidewalks and streets from the oversized vehicle or recreational vehicle to a nearby property.

In sum, several of the proposed Ordinance’s components are depicted in the following chart:

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Allowed on City street or highway between 6 a.m. and 2 a.m.?</th>
<th>Allowed on City street or highway between 2 a.m. and 6 a.m.?</th>
<th>Allowed to park within 25 feet of an intersection at any time?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trailer</td>
<td>No, unless the trailer is registered and has a permit</td>
<td>No, unless the trailer is registered and has a permit</td>
<td>No</td>
</tr>
<tr>
<td>Recreational Vehicle</td>
<td>Yes</td>
<td>No, unless the vehicle is registered and has a permit</td>
<td>No</td>
</tr>
<tr>
<td>Oversized Vehicle</td>
<td>Yes</td>
<td>No, unless the vehicle is registered and has a permit</td>
<td>No</td>
</tr>
</tbody>
</table>

The Proposed Ordinance Compared with Other Cities’ Ordinances

The municipalities around El Segundo have varying limits on how many permits are allowed per year; Torrance has a maximum of 90 permits and Hermosa Beach sets it as 32 permits. Both
Hermosa Beach and Torrance set a limit to how many permits may be used within a period of 90 days.

It is significant to note that the municipalities around El Segundo do not give businesses the option of using permits.

**Next Steps**

If the City Council introduces the proposed ordinance for first reading, staff will then bring back the ordinance for second reading. If adopted at second reading, the ordinance will take effect 30 days later. However, the Ordinance proposes an “implementation period,” which would allow time for City residents to register their vehicles. As proposed, the registration requirement would commence on **March 1, 2017**, and the overnight parking permit requirement would commence on **March 1, 2017**. In addition, before the ordinance may be enforced, signage would need to be posted throughout the City.

If adopted, staff will bring back a resolution amending the Fee Schedule. The fees will be based on the City’s estimated costs of processing the registration and permit applications. Although staff has not yet completed the fee study, staff estimated that the one-time registration fee per vehicle will likely range between $25.00 and $50.00 and the daily permit fee will likely range between $8.00 and $10.00 for residents and $12.00 and $15.00 for non-residents.

It is unknown at this time how many residents will choose to purchase permits; however, the fee is designed to reimburse the City its costs for processing permit applications. The ordinance may result in increased enforcement costs, which are also recouped from the parking penalties assessed.

**Options**

The proposed Ordinance is in draft form and the City Council may choose to modify certain components of the Ordinance, such as:

1. The proposed scope of the ordinance (i.e., including Oversized Vehicles, Recreational Vehicles and Trailers);
2. The number of Oversized Vehicle Parking Permits that are issued by the City;
3. The proposed implementation period (as described above); or
4. The limit on the registration of one vehicle per residence.

**RECOMMENDATION:**

Based on the foregoing, staff recommend that the City Council introduce the proposed ordinance for first reading. In the alternative, the City Council may discuss the proposed Ordinance and direct staff to modify the ordinance and bring it back for further consideration at a future meeting.
ORDINANCE NO. ___

AN ORDINANCE AMENDING TITLE 8 OF THE EL SEGUNDO MUNICIPAL CODE TO CREATE PARKING LIMITS FOR OVERSIZED VEHICLES, RECREATIONAL VEHICLES AND TRAILERS, TO ESTABLISH A REGISTRATION AND PERMIT PROCESS AND TO PROHIBIT THE PLACEMENT OF ELECTRICAL CORDS, HOSES, CABLES OR OTHER SIMILAR ITEMS BETWEEN SUCH VEHICLES AND PROPERTIES.

The City Council of the city of El Segundo does ordain as follows:

SECTION 6: The Council finds and declares as follows:

A. On June 7, 2016, the City Council directed staff to develop options to limit or prohibit overnight parking of oversized vehicles, recreational vehicles and trailers;

B. On August 16, 2016, the City Council held a public hearing and considered the information provided by City staff and public testimony regarding this Ordinance;

C. The parking of oversized vehicles, recreational vehicles and trailers on City streets creates a variety of adverse impacts, such as: interference with the normal flow of vehicle traffic, especially on narrow streets; the creation of visual obstacles and reduction of the lines of sight for driveways, intersections, and traffic signage, thereby reducing sidewalk and street safety for motorists, pedestrians, and bicyclists;

D. In addition, the parking of oversized vehicles, recreational vehicles and trailers on City streets exposes bicyclists to greater traffic dangers as they travel around such oversized vehicles and trailers; and fire and Emergency access is reduced, especially on narrow streets and cul-de-sacs;

E. Further, detached trailers parked on certain City streets constitute a safety hazard as some do not have an independent braking system and could roll unexpectedly down the street;

F. The City's current parking regulations are inadequate to address the above-referenced problems associated with the parking oversized vehicles, recreational vehicles and trailers on City streets;
G. By creating a permit and registration system, the City Council desires to strike a balance between ensuring that persons who own oversized vehicles, recreational vehicles and trailers have the opportunity to park their vehicles on City streets for short periods of time, while at the same time imposing reasonable regulations on all City streets to address the adverse impacts described above;

H. California Vehicle Code Sections 22507 and 22507.5, and case law such as Homes on Wheels v. City of Santa Barbara (2004) 119 Cal.App.4th 1173, confirm the City's authority to restrict the parking of vehicles on certain streets, during all or certain hours of the day, including but not limited to, between the hours of 2 a.m. and 6 a.m.

SECTION 7: Section 8-1-1 of the El Segundo Municipal Code (ESMC) is amended to add the following definitions in alphabetical order:

"Oversized Vehicle" means any vehicle, as defined by Section 670 of the California Vehicle Code, or combination of vehicles, which exceeds twenty-two feet in length, seven feet in width, or eight feet in height, exclusive of projecting lights or devices allowed by Section 35109 or 35110 of the California Vehicle Code, as may be amended. Oversized Vehicle does not include pickup trucks or sport utility vehicles, which are less than twenty-five feet in length and eighty-two inches in height.

"Recreational Vehicle" has the same meaning as Section 18010 of the Health and Safety Code.

"Trailer" means a trailer, semitrailer, camp trailer (including tent trailers), unmounted camper, or trailer coach as defined in Sections 242, 243, 550, 630, 635, and 636 of the California Vehicle Code, or fifth-wheel travel trailer, as defined in Section 324 of the Vehicle Code.

SECTION 8: Section 8-5-6 of the ESMC is amended as follows:

A. Seventy-Two Hours: Except as otherwise provided in this Chapter, No person who owns or has possession, custody or control of any vehicle shall may park the vehicle upon any street or alley for more than a consecutive period of seventy two (72) hours.

B. Forty-Eight Hours For Certain Vehicles: Except as otherwise provided in this chapter, it is unlawful for any person to park or stand any trailer, camp car or any other similar type of equipment owned, operated or controlled by such person, in or upon any public street, court, drive, alley or other public place in
the city for more than forty-eight (48) consecutive hours within any period of seven (7) days.

SECTION 9: Chapter 5, Article B of Title 8 of the ESMC is amended to add the following new section:

"Section 8-5B-10. Oversized Vehicle Parking on Public Streets.

No person may run electrical cords, extension cords, hoses, cables, or other similar items across, above or on the parkway or sidewalk from a residential or commercial property to an Oversized Vehicle, Recreational Vehicle or Trailer parked on a public street or highway."

SECTION 10: Chapter 5 of Title 8 of the ESMC is amended by adding a new Article G to read as follows:

"ARTICLE G. OVERSIZED VEHICLE, RECREATIONAL VEHICLE AND TRAILER PERMIT PARKING"

8-5G-1: Purpose.

This article is adopted pursuant to the City's police powers, California Constitution article XI, section 11 and California Vehicle Code sections 22507 and 22507.5, and any successor statute or regulation, to allow permit parking in specified areas within the City's jurisdiction.

8-5G-2: Parking Prohibited, Exceptions.

A. No person may park or leave standing any Trailer, regardless of length or width, upon any public street or highway in the City.

B. No person may park or leave standing any Recreational Vehicle or Oversized Vehicle on any public street or highway in the City between the hours of 2 a.m. through 6 a.m.

C. No person may park or leave standing any Trailer, Recreational Vehicle or Oversized Vehicle on any public street or highway in the City within twenty-five feet (25') of any intersection.

D. Exceptions. The prohibitions stated in subsections A and B do not apply:
   1. To any Trailer, Recreational Vehicle or Oversized Vehicle for which a valid Oversized Vehicle Parking Permit has been issued and is properly displayed, in accordance with this Article.

   2. To any vehicle for which a valid Oversized Vehicle Handicap Parking Permit has been issued and is properly displayed, in accordance with this Article.
3. To any Trailers, Recreational Vehicles or Oversized Vehicles parked or left standing as a result of a mechanical breakdown so as to allow the performance of emergency repairs on the vehicle for a period not to exceed twenty-four (24) hours.

4. To any commercial vehicles making pickups or delivery of goods, wares or merchandise, or while providing services to a residence, including, but not limited to yard maintenance, pool care and maintenance, repair and construction services.

5. To any tow trucks and similar vehicles that are in the course of providing services.

6. To any public or utility vehicles and trailers that are in the course of providing services.

7. To any motor coach or bus that is operated by a common carrier of passengers for hire that is associated with a hotel in the City and is parked adjacent to the hotel.

8. To any public emergency vehicle.

9. During any state of emergency declared to exist within the City of El Segundo by the City Council.

8-5G-3: Oversized Vehicle Resident Registration Program.

The purpose of the Oversized Vehicle Resident Registration Program is to have an index of all Oversized Vehicles, Recreational Vehicles and Trailers that are owned by residents and parked within the City. The one-time registration is valid for the life of the vehicle and is signified by a sticker that is issued by the Police Department. Registration alone does not allow an Oversized Vehicle, Recreation Vehicle or Trailer to park at all times on City public streets or highways. Rather, once such a vehicle has been registered with the City, the owner may apply for Oversized Vehicle Parking Permits pursuant to this Article.

8-5G-4: Registration of Oversized Vehicles, Recreational Vehicles or Trailers.

A. The registration of an Oversized Vehicle, Recreational Vehicle or Trailer is limited to one vehicle per residence.

B. Each person registering an Oversized Vehicle, Recreational Vehicle or Trailer with the City must file with the Police Department a completed application containing the following:
1. The name, address, and phone number of the registered owner of designated Oversized Vehicle or Trailer;
2. The name, address, and phone number of the applicant for the permit;
3. Proof of residency, which must be current and must include the following: California Driver’s License or California Identification Card and one of the following: Property Tax Bill or Public Utility Bill (telephone bills are not acceptable).
4. The registration from the California Department of Motor Vehicles for the Oversized Vehicle or Trailer that shows the Oversized Vehicle or Trailer is registered to a resident of the City of El Segundo;
5. The license number, make, and model of designated Oversized Vehicle or Trailer; and
6. Additional information the Police Department may require.

C. The applicant must sign the application under penalty of perjury.

D. The Police Chief or designee must issue an Oversized Vehicle Resident Registration Sticker to each person who submits a completed application, pays the registration fee set by City Council resolution, and otherwise meets the requirements of this Article. The Registration Sticker must be issued within 10 working days from the date all requirements have been met.

E. The Oversized Vehicle Resident Registration Sticker must be displayed on the left side of the bumper of the Oversized Vehicle, Recreational Vehicle or Trailer that has been registered with the City. The sticker must be displayed in a manner so that it is clearly visible from the street.

8-5G-5: Oversized Vehicle Parking Permits.

The purpose of the Oversized Vehicle Parking Permits is to give owners of Oversized Vehicles, Recreational Vehicles and Trailers the opportunity, for a limited time, to park the Oversized Vehicle, Recreational Vehicle or Trailer on a public street or highway adjacent to their residence, and to allow an out-of-town visitor who owns an Oversized Vehicle, Recreational Vehicle or Trailer to park on a public street or highway adjacent to the residence which the out-of-town visitor is visiting for a limited time period. For purposes of this article, the phrase “adjacent to the residence” means as close as practicable to the residence, but no more than 400 feet from the residence.


A. Each person who seeks an Oversized Vehicle Parking Permit for an Oversized Vehicle, Recreational Vehicle or Trailer that is currently registered with the City must:
1. Have registered their Oversized Vehicle, Recreational Vehicle or Trailer and permanently affixed the Oversized Vehicle Residential Sticker to their vehicle in conformance with Section 8-5G-3 of this Article.
2. File with the Police Department a completed application form containing the following:
   a. The dates for which the permit is requested;
   b. The dates and duration of any and all Oversized Vehicle Parking Permits issued to the applicant within the immediately preceding 90-day period;
   c. Any additional information the Police Department may require.
3. Pay the permit fee set by City Council resolution.

B. Each person who seeks an Oversized Vehicle Parking Permit for an Oversized Vehicle, Recreational Vehicle or Trailer that is not currently registered with the City must:
   1. Be a guest of a resident of the City, and not a resident of the City.
   2. File with the Police Department a completed application form containing the following:
      a. The name, address, and phone number of the registered owner of designated Oversized Vehicle or Trailer;
      b. The name, address, and phone number of the applicant for the permit;
      c. The registration from the California Department of Motor Vehicles, or equivalent agency in another state, for the Oversized Vehicle or Trailer;
      d. The name, address, and phone number of the resident that is being visited;
      e. The license plate number, make, and model of designated Oversized Vehicle or Trailer;
      f. The dates for which the permit is requested;
      g. The dates and duration of any and all Oversized Vehicle Parking Permits issued to the applicant during the current calendar year;
      h. The dates and duration of any and all Oversized Vehicle Parking Permits issued to the resident being visited during the current calendar year; and
      i. Additional information the Police Department may require.
   3. Sign the application under penalty of perjury.
   4. Pay the permit fee set by City Council resolution.

C. The Police Chief or designee must issue an Oversized Vehicle Parking Permit to each person who submits a completed application, pays the registration fee set by City Council resolution, and otherwise meets the requirements of this Article. Oversized Vehicle Parking Permit(s) must be issued within two working days from the date all requirements have been met.

D. Oversized Vehicle Parking Permits issued by the Police Chief or designee must include the license plate number of the designated Oversized Vehicle, Recreational Vehicle or Trailer, the date of issuance, and the day of its expiration.
E. Permits must be displayed in the vehicle for which it has been issued. The permit must be affixed on the lower driver's side of the windshield or the driver's window so that it is clearly visible from the street and from the exterior of the vehicle. For those vehicles without windows, such as a Trailer, permits must be displayed on the side of the Trailer so that it is clearly visible from the street, which is usually the left side of the Trailer.

8-5G-7: Oversized Vehicle Parking Permits – Duration.

A. For an Oversized Vehicle Parking Permit that is issued for a registered vehicle pursuant to subsection A of Section 8-5G-6, the permit is valid for a period not to exceed 24 hours. An Oversized Vehicle Parking Permit will be valid from 12:00 p.m. one day until 11:59 a.m. the next day. Upon expiration of the permit, the applicant may apply for and be granted additional Oversized Vehicle Parking Permits if the applicant still qualifies under the conditions set forth in this Article. An applicant may request no more than three consecutive Oversized Vehicle Parking Permits (a total of 72 hours of parking to load and unload) at one time. An applicant may request no more than 24 one-day Oversized Vehicle Parking Permits per quarter. A “quarter” for purposes of this section is January through March, April through June, July through September, and October through December of each calendar year.

B. For an Oversized Vehicle Parking Permit that is issued for a vehicle that is not registered pursuant to subsection B of Section 8-5G-6, the permit is valid for a period not to exceed 24 hours. An Oversized Vehicle Parking Permit will be valid from 12:00 p.m. one day until 11:59 a.m. the next day. Upon expiration of the permit, the applicant may apply for and be granted additional Oversized Vehicle Parking Permits if the applicant still qualifies under the conditions set forth in this Article. The Oversized Vehicle Parking Permit must be associated with the residence being visited. An applicant may request no more than three Oversized Vehicle Parking Permits (a total of 72 hours of parking to load and unload) at one time. An applicant may request no more than 24 one-day permits per quarter and no more than 96 of such permits per calendar year.

8-5G-8: Oversized Vehicle Handicap Parking Permits.

A. Purpose. The purpose of authorizing the issuance of Oversized Vehicle Handicap Parking Permits is to allow a handicapped person to park a designated Oversized Vehicle on a street/highway directly in front of (or the side of the property if it is a corner lot) their residence.

B. Requirements. In order to be eligible to receive an Oversized Vehicle Handicap Parking Permit, both of the following requirements must be met:

1. The applicant must be entitled to receive a handicapped placard or license plate pursuant to the provisions of the California Vehicle Code;
2. The Oversized Vehicle is the only vehicle owned by the resident and is required to meet the daily transportation needs of the resident.


A. Each person desiring an Oversized Vehicle Handicap Parking Permit must:
   1. Have registered their Oversized Vehicle, Recreational Vehicle or Trailer and permanently affixed the Oversized Vehicle Residential Sticker to their vehicle in conformance with this Article.
   2. File with the Police Department a completed City application form containing the following:
      a. The name, address, and phone number of the registered owner and applicant of designated Oversized Vehicle;
      b. The license number, make, and model of designated oversized vehicle;
      c. The year for which the permit is requested;
      d. The years of any and all previous Oversized Vehicle Handicap Parking Permits issued to the applicant;
      e. Additional information the Police Department may require;
   3. Sign the application under penalty of perjury.

B. The Police Chief or designee must issue an Oversized Vehicle Handicap Parking Permit to each person who submits a completed application and otherwise meets the requirements of this Article. Oversized Vehicle Handicap Parking Permit(s) must be issued within 10 working days from the date all requirements have been met.

C. Oversized Vehicle Handicap Parking Permits issued by the Police Chief or designee must include the license plate number of the designated Oversized Vehicle, the date of issuance and the day of its expiration.

D. Oversized Vehicle Handicap Permits must be issued without any fees.

E. Permits must be displayed in the vehicle for which it has been issued. The permit must be affixed on the lower driver’s side of the windshield or the driver’s window so that it is clearly visible from the street and from the exterior of the vehicle.


Oversized Vehicle Handicap Parking Permits are valid for a period of one year, so long as the permit holder meets the requirements of this section relating to such permits. Permits may be renewed on an annual basis.

8-5G-11: Permit Denial.
An Oversized Vehicle Parking Permit or an Oversized Vehicle Handicap Parking Permit must be denied if the Police Chief or designee finds that:

1. The applicant or the person the applicant is visiting is not a bona fide City resident;
2. The out-of-town visitor is not a guest of the resident;
3. Information submitted by the applicant is materially false; or
4. If the application is for an Oversized Vehicle Handicap Permit, the applicant is not entitled to receive a handicap placard or license plate under the California Vehicle Code; or the Oversized Vehicle is not the applicant's only vehicle.

8-5G-12: Penalties for Violations, Review Request.

A. Unless otherwise specified, any person who violates any provision in this Article is guilty of an infraction and will be subject to citation, towing, or both.

B. Every person who displays a fraudulent, forged, altered, or counterfeit Oversized Vehicle Parking Permit or Permit number with the intent to avoid compliance with this Article is guilty of a misdemeanor.

C. Every person who displays a fraudulent, forged, altered, or counterfeit Oversized Vehicle Handicap Parking Permit or Permit number with the intent to avoid compliance with this Article is guilty of a misdemeanor.

D. Every person who displays a fraudulent, forged, altered, or counterfeit Oversized Vehicle Resident Registration Sticker with the intent to avoid compliance with this Article is guilty of a misdemeanor.

E. Every person who forges, alters, or counterfeits an Oversized Vehicle Parking Permit, an Oversized Vehicle Handicap Parking Permit, or an Oversized Vehicle Resident Registration Sticker is guilty of a misdemeanor.

F. Every person who is issued a notice of parking violation pursuant to this Article may request review of that notice under California Vehicle Code section 40215 et seq.

8-5G-13: Application of Regulations.

A. The prohibitions in this Article apply at all times, or at those times specified, except when it is necessary to stop a vehicle to avoid conflict with other traffic or to comply with the directions of a police officer or official traffic control device.

B. The time limitations on standing or parking in this Article do not relieve any person from the duty to observe other and more restrictive provisions of the
California Vehicle Code or this Code prohibiting or limiting the standing or parking of vehicles in specified places or at specified times.

C. Nothing in this Article may be construed to permit vehicle habitation on a public street as prohibited by Section 7-6-1 of this Code.”

SECTION 6: Implementation Period.

A. There will be an implementation period during which the ordinance will not be enforced. The implementation period will start on the effective date of the ordinance and will end on February 28, 2017. The purpose of the implementation period is to give owners of Oversized Vehicles, Recreational Vehicles and Trailers the opportunity to register their vehicles with the City. The registration will consist of completing an application and submitting the required supporting documentation.

B. Effective March 1, 2017, only Oversized Vehicles, Recreational Vehicles and Trailers with a City of El Segundo Oversized Vehicle Resident Registration Sticker will be allowed to park on any public street or highway in the City between the hours of 2 a.m. and 6 a.m. Effective March 1, 2017, Oversized Vehicles, Recreational Vehicles and Trailers without a City of El Segundo Resident Registration Sticker parked on a public street or highway between the hours of 2 a.m. and 6 a.m., will be in violation of, and subject to the penalty provisions of, this ordinance.

C. Effective June 1, 2017, no Oversized Vehicle or Recreational Vehicle will be allowed to park on any public street or highway in the City without displaying a valid Oversized Vehicle Parking Permit or Oversized Vehicle Handicap Parking Permit between the hours of 2 a.m. and 6 a.m. Effective June 1, 2017, no Trailer will be allowed to park on any public street or highway in the City at any time without displaying a valid Oversized Vehicle Parking Permit.

SECTION 7: Environmental Review. This ordinance is exempt from environmental review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., “CEQA”) and CEQA regulations (14 California Code of Regulations §§ 15000, et seq.) because it consists only of minor revisions and clarifications to existing regulations. It does not portend any new development and does not relax existing regulatory restrictions on future development. This ordinance, therefore, does not have the potential to cause significant effects on the environment. Consequently, it is exempt from CEQA review under 14 Cal. Code Regs. § 15061(b)(3).

SECTION 8: Severability. If any part of this Ordinance or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Ordinance are severable.

SECTION 9: Construction. This Ordinance must be broadly construed in order to achieve the purposes stated in this Ordinance. It is the City Council’s intent that the
provisions of this Ordinance be interpreted or implemented by the City and others in a manner that facilitates the purposes set forth in this Ordinance.

SECTION 10: Enforceability. Repeal of any provision of the El Segundo Municipal Code does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before, this Ordinance’s effective date. Any such repealed part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Ordinance.

SECTION 11: The City Clerk is directed to certify the passage and adoption of this Ordinance; cause it to be entered into the City of El Segundo’s book of original ordinances; make a note of the passage and adoption in the records of this meeting; and, within fifteen (15) days after the passage and adoption of this Ordinance, cause it to be published or posted in accordance with California law.

SECTION 12: This Ordinance will become effective on the thirty-first (31st) day following its passage and adoption.

PASSED AND ADOPTED this ___ day of ____________ , 2016.

__________________________
Suzanne Fuentes, Mayor

APPROVED AS TO FORM:

__________________________
Mark D. Hensley, City Attorney

ATTEST:

STATE OF CALIFORNIA       )
COUNTY OF LOS ANGELES      )   SS
CITY OF EL SEGUNDO         )

I, Tracy Weaver, City Clerk of the City of El Segundo, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing Ordinance No. ________ was duly introduced by said City Council at a regular meeting held on the ___ day of _________ 2016, and was duly passed and adopted by said City Council, approved and signed by the Mayor, and attested to by the City Clerk, all at a regular meeting of said Council held on the ___ day of ____________, 2016, and the same was so passed and adopted by the following vote:

Page 11 of 12
AYES:
NOES:
ABSENT:
ABSTAIN:

______________________________
Tracy Weaver, City Clerk
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<td>106</td>
<td>STATE GAS TAX FUND</td>
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<td>ASSET FORFEITURE FUND</td>
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<td>111</td>
<td>COMM. DEVEL. BLOCK GRANT</td>
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<td>112</td>
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<td>114</td>
<td>PROP 'C' TRANSPORTATION</td>
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<td>AIR QUALITY INVESTMENT PROGRAM</td>
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STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES  
Information on actual expenditures is available in the Director of Finance's office in the City of El Segundo.

I certify as to the accuracy of the Demands and the availability of fund for payment thereof.

For Approval: Regular checks held for City council authorization to release.

CODES:

R = Computer generated checks for all non-emergency/urgency payments for materials, supplies and services in support of City Operations.

A = Payroll and Employee Benefit checks

B = Computer generated Early Release disbursements and/or adjustments approved by the City Manager. Such as: payments for utility services, petty cash and employee travel expense reimbursements, various refunds, contract employee services consistent with current contractual agreements, instances where prompt payment discounts can be obtained or late payment penalties can be avoided or when a situation arises that the City Manager approves.

H = Handwritten Early Release disbursements and/or adjustments approved by the City Manager.

FINANCE DIRECTOR:  
DATE: 10-10-2014

CITY MANAGER:  
DATE: 10-10-2014
# CITY OF EL SEGUNDO
## PAYMENTS BY WIRE TRANSFER
### 9/26/16 THROUGH 10/9/16

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<th>Date</th>
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<th>Description</th>
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**DATE OF RATIFICATION: 10/6/16**

**TOTAL PAYMENTS BY WIRE:**

1,337,095.92

Certified as to the accuracy of the wire transfers by:

Deputy City Treasurer II

[Signature]

Date: 10/6/16

Director of Finance

[Signature]

Date: 10/10/16

City Manager

[Signature]

Date: 10/10/16

Information on actual expenditures is available in the City Treasurer's Office of the City of El Segundo.
MEETING OF THE EL SEGUNDO CITY COUNCIL  
TUESDAY, SEPTEMBER 20, 2016 – 5:00 PM

5:00 P.M. SESSION

CALL TO ORDER – Mayor Fuentes at 5:00 PM

ROLL CALL

Mayor Fuentes  - Present  
Mayor Pro Tem Boyles - Present 
Council Member Dugan  - Present 
Council Member Brann  - Present 
Council Member Pirzstuk - Present

PUBLIC COMMUNICATION – (Related to City Business Only – 5 minute limit per person, 30 minute limit total)

Tracy Weaver, City Clerk announced a clerical error on the agenda, this is not a Special Meeting. This is a regular scheduled meeting of the City Council.

Mayor Fuentes announced that Council would be meeting in closed session pursuant to the items listed on the Agenda.

SPECIAL ORDER OF BUSINESS:

CLOSED SESSION:

The City Council may move into a closed session pursuant to applicable law, including the Brown Act (Government Code Section §54960, et seq.) for the purposes of conferring with the City’s Real Property Negotiator; and/or conferring with the City Attorney on potential and/or existing litigation; and/or discussing matters covered under Government Code Section §54957 (Personnel); and/or conferring with the City’s Labor Negotiators; as follows:

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Gov't Code §54956.9(d)(1): -3- matter

1. City of El Segundo vs. City of Los Angeles, et.al. LASC Case No. BS094279 
2. Lewis vs. City of El Segundo. EAMS No. ADJ9634084, ADJ9634079 

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code §54956.9(d)(2): -1-

DISCUSSION OF PERSONNEL MATTERS (Gov't Code §54957): -2- matter

Public Employee Performance Evaluation
Title: City Manager

Public Employee Performance Evaluation
Title: City Attorney

APPOINTMENT OF PUBLIC EMPLOYEE (Gov't. Code § 54957): -0- matter

PUBLIC EMPLOYMENT (Gov't Code § 54957) -0- matter

CONFERENCE WITH CITY’S LABOR NEGOTIATOR (Gov't Code §54957.6): -8-
matters

1. Employee Organizations: Employee Organizations: Police Management
   Association; Police Officers Association; Police Support Services Employees
   Association; Fire Fighters Association; Supervisory and Professional Employees
   Association; Executive and Management/Confidential; City Employees
   Association.

   Agency Designated Representative: Steve Filarsky and City Manager

CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Gov't Code §54956.8): -0-
matters

Adjourned at 6:50 PM
REGULAR MEETING OF THE EL SEGUNDO CITY COUNCIL  
TUESDAY, SEPTEMBER 20, 2016 - 7:00 P.M.

7:00 P.M. SESSION

CALL TO ORDER – Mayor Fuentes at 7:00 PM

INVOCATION – Rev. Dina Ferguson, St. Michael Episcopal Church

PLEDGE OF ALLEGIANCE – Mayor Pro Tem Boyles

PRESENTATIONS

a) Presentation by Mayor Fuentes to Don Knabe for his years serving the community as Los Angeles County Supervisor of the Fourth District.

a) Proclamation read by Council Member Dugan and presented to Dave Wagner, Laurence Martin and Lee Ostendor of the Kiwanis Club proclaiming September 24, 2016 as the 40th Anniversary of the Richmond Street Fair.

b) Proclamation read by Mayor Fuentes proclaiming September 23, 2016 as Vin Scully Day.

c) Presentation by Meredith Petit, Recreation and Parks Director on the upcoming City of El Segundo Centennial Celebration.

ROLL CALL  

Mayor Fuentes - Present
Mayor Pro Tem Boyles - Present
Council Member Dugan - Present
Council Member Brann - Present
Council Member Pirsztuk - Present

PUBLIC COMMUNICATIONS – (Related to City Business Only – 5 minute limit per person, 30 minute limit total)  
Gail Church, Executive Director of Tree Musketeers, commented on item #K11.
Lance Giroux, Little League President, commented on the challenges facing the Little League organization with the Imperial Street field closing in the near future. Mr. Giroux is asking the City to help the organization find a solution.
Beth Murida, resident and ES Little League Challenger Manager commented on the Little League situation with Imperial field.
Dina Ferguson, resident, commented on the recent early turning of airplanes from LAX.
Sam Pena, SBWIB representative, South Bay Workforce Investment Board, gave an update of the Board and what they have recently accomplished.

MINUTES OF THE REGULAR CITY COUNCIL MEETING  
SEPTEMBER 20, 2016  
PAGE No. 3
Matt Sabosky, resident, commented on item #K11.

CITY COUNCIL COMMENTS – (Related to Public Communications)
Council commented on items presented during Public Communications.

A. PROCEDURAL MOTIONS

Consideration of a motion to read all ordinances and resolutions on the Agenda by title only.

MOTION by Council Member Brann, SECONDED by Council Member Pirsztuk to read all ordinances and resolutions on the agenda by title only. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0.

B. SPECIAL ORDERS OF BUSINESS (PUBLIC HEARING)

1. Consideration and possible action regarding the introduction and first reading of an Ordinance amending the Downtown Specific Plan (DSP) relating to: (1) tinting or reflective glass on storefront windows; (2) signs for non-street front uses; (3) design review process of projects in the DSP; (4) parking requirements for Non-Profit Museums in the DSP area; and amending El Segundo Municipal Code (ESMC) Chapter 15-24 regarding Adjustments (Environmental Assessment No. EA-1057 (exempt from review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., “CEQA”) and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the “State CEQA Guidelines”), Specific Plan Amendment No. SPA 14-01, and Zone Text Amendment No. ZTA 16-03). Applicant: City of El Segundo.
(Fiscal Impact: None)

Mayor Fuentes stated this was the time and place for a Public Hearing regarding the introduction and first reading of an Ordinance amending the Downtown Specific Plan (DSP) relating to: (1) tinting or reflective glass on storefront windows; (2) signs for non-street front uses; (3) design review process of projects in the DSP; (4) parking requirements for Non-Profit Museums in the DSP area; and amending El Segundo Municipal Code (ESMC) Chapter 15-24 regarding Adjustments (Environmental Assessment No. EA-1057 (exempt from review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., “CEQA”) and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the “State CEQA Guidelines”), Specific Plan Amendment No. SPA 14-01 and Zone Text Amendment No. ZTA 16-03). Applicant: City of El Segundo.

City Clerk Weaver stated that proper notice had been given in a timely manner and that no written communication had been received in the City Clerk’s office.

Mayor Fuentes opened the Public Hearing.
Paul Samaras, Principal Planner, gave a presentation. MOTION by Council Member Brann, SECONDED by Council Member Dugan to close the public hearing. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0

Council Discussion

Mark Hensley, City Attorney, answered Council’s questions concerning parking and the museum downtown (ESMoA).

MOTION by Mayor Pro Tem Boyles, SECONDED by Council Member Dugan directing staff to bring back with the first 3 items in the DSP (Downtown Specific Plan); 1) tinting or reflective glass on storefront windows, 2) signs for not-street front uses and 3) design review process of projects in the DSP, removing item #4; parking requirements for Non-Profit Museums in the DSP area to the October 4, 2016 City Council Meeting. MOTION PASSED BY VOICE VOTE. 4/1 Yes: Boyles, Dugan, Fuentes, Pirzstuk NO: Brann

Mark Hensley, City Attorney, read by title only:

ORDINANCE NO. 1521

AN ORDINANCE AMENDING VARIOUS DOWNTOWN SPECIFIC PLAN (DSP) DEVELOPMENT AND DESIGN STANDARDS, ESTABLISHING A DOWNTOWN DESIGN REVIEW PROCESS, AND AMENDING EL SEGUNDO MUNICIPAL CODE CHAPTER 15-24 REGARDING ADJUSTMENTS.
(SPECIFIC PLAN AMENDMENT NO. 14-01 AND ZONE TEXT AMENDMENT NO. 16-13)

With the exception that provisions related to the Museum be deleted.

Council Member Pirzstuk introduced the Ordinance.

Second reading and adoption of the Ordinance is scheduled for October 4, 2016.

Recess at 8:42 PM

Reconvened at 8:55 PM

2. Consideration and possible action to open public hearing regarding the presentation of the Fiscal Year (FY) 2016-2017 Preliminary Budget, including discussion and possible direction regarding all city revenues and expenditures. (Fiscal Impact: Total Revenues (including transfers-in) of $110,511,276; Total Expenditures (including transfers-out) of $117,176,874; General Fund Revenues of $67,836,559, Expenditures of $66,599,643)
Mayor Fuentes stated this was time and place for a Public Hearing regarding the presentation of the Fiscal Year (FY) 2016-2017 Preliminary Budget, including discussion and possible direction regarding all city revenues and expenditures.

City Clerk Weaver stated that proper notice had been given in a timely manner and that written communication had been received and Council was copied.

Mayor Fuentes opened the Public Hearing.

Greg Carpenter, City Manager and Joe Lillio, Finance Director, gave a presentation

Council Discussion

Option #4 was discussed in detail. Staff will compile the information and present the Final FY 2016-2017 Operating Budget at the Special City Council Meeting to be held on September 28, 2016.

MOTION by Council Member Brann, SECONDED by Council Member Dugan to continue the Public Hearing to a Special Meeting on Wednesday, September 28, 2016 at 5:00PM. MOTION PASSED BY A UNANIMOUS VOICE VOTE. 5/0

C. UNFINISHED BUSINESS

D. REPORTS OF COMMITTEES, COMMISSIONS AND BOARDS

E. CONSENT AGENDA

All items listed are to be adopted by one motion without discussion and passed unanimously. If a call for discussion of an item is made, the item(s) will be considered individually under the next heading of business.

3. Approve Warrant Numbers 3012827 through 3013011 on Register No. 23 in the total amount of $1,280,002.23 and Wire Transfers from 8/29/16 through 9/11/16 in the total amount of $1,380,994.45. Ratified Payroll and Employee Benefit checks; checks released early due to contracts or agreement; emergency disbursements and/or adjustments; and wire transfers.

4. Approve Special Meeting Minutes of August 29, 2016, Special Meeting Minutes of September 6, 2016 and Regular City Council Meeting Minutes of September 6, 2016.

5. Authorize the Police Department to purchase (23) Suppressed SIG Sauer SIGMCX 5.56MM patrol/SWAT rifles, optics and related equipment using Asset Forfeiture Funds and authorize the Police Department to purchase these rifles through Adamson Police Products.

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(Fiscal Impact: Not to exceed $67,000.00)

6. Accept the work for the Joslyn Center Elevator Refurbishment/Modernization, Project No. PW-16-19 as complete and authorize the City Clerk to file a Notice of Completion in the County Recorder's Office. 
(Fiscal Impact: $85,582.00)

7. Adopt Resolution No. 4998 amending the City of El Segundo Flexible Benefits Plan Document to reflect changes in the Contribution to the Plan and amend the language to ensure compliance with Section 125 of the Internal Revenue Code of 1986. 
(Fiscal Impact: None)

8. PULLED BY COUNCIL MEMBER BRANN

9. Authorize the City Manager to transfer $27,929 in funds budgeted in Fiscal Year FY 2015/16 for the "employee salaries and benefits" budget category to the "professional/technical service charges" budget category, and authorize the City Manager to execute an Amendment No. 4883C to the agreement with Hayer Consultants, Inc., in a form approved by the City Attorney to increase the respective contract amounts to a total amount not to exceed $112,929. 
(Fiscal Impact: None)

10. PULLED BY COUNCIL MEMBER BRANN

MOTION by Council Member Dugan, SECONDED by Mayor Pro Tem Boyles to approve Consent Agenda items 3, 4, 5, 6, 7, and 9. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0

PULLED ITEMS:

8. Consideration and possible action to authorize the City Manager to extend the existing contract with William Avery & Associates, Inc. to conduct Police Chief Recruitment and future executive searches as needed. 
(Fiscal Impact: $24,400.00)

Council Discussion

MOTION by Council Member Brann, SECONDED by Council Member Pirsztuk to reject item #E8. MOTION FAILED BY VOICE VOTE. 2/3 YES: Brann, Pirsztuk NO: Boyles, Dugan, Fuentes

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MOTION by Council Member Dugan, SECONDED by Mayor Pro Tem Boyles authorizing the City Manager to extend the existing contract with William Avery & Associates, Inc., Amending No. 4883B to conduct Police Chief Recruitment and future executive searches as needed. MOTION PASSED BY VOICE VOTE. 3/2 YES: Boyles, Dugan, Fuentes NO: Brann, Pirsztuk

10. Consideration and possible action regarding a thirty (30) day provisional appointment extension for the position of Information Systems Manager. (Fiscal Impact: None)

Council Discussion

MOTION by Mayor Pro Tem Boyles, SECONDED by Council Member Dugan approving a thirty (30) day provisional appointment extension for the position of Information Systems Manager. MOTION PASSED BY UNANIMOUS VOICE VOTE. 4/1 Yes: Boyles, Dugan, Fuentes, Pirsztuk No: Brann

F. NEW BUSINESS

G. REPORTS – CITY MANAGER – Thanked the employees who came in on Saturday and helped make the Vin Scully video and reminded everyone of the upcoming meetings; Wednesday, September 28, 2016 (Budget Meeting) and Thursday, September 29, 2016 (Aquatics Center).

H. REPORTS – CITY ATTORNEY – Mentioned the POA (Police Officers Association) and the City of El Segundo were involved in a Fact Finding hearing, the outcome of the meeting will be posted on the City’s Website tomorrow, September 21, 2016. The attorney’s office has been reviewing legislation to be signed by the Governor regarding second units, this legislation will ease some of the restrictions on these units. Mentioned the FCC passed legislation requiring Closed Captioning on Cable Access channels and on a final note, mentioned his office has been working on the Specific Plan and CEQA for the TopGolf project.

I. REPORTS – CITY CLERK – None

J. REPORTS – CITY TREASURER – Not Present

K. REPORTS – CITY COUNCIL MEMBERS

Mayor Pro Tem and Council Member Brann

11. Consideration and possible action to request staff to investigate and provide possible solutions to alleviate maintenance and loitering concerns at Clutter’s Bluff Park located on Imperial Avenue. (Fiscal Impact: None)
Greg Carpenter, City Manager, introduced the item.

Council Discussion

Council directed staff to investigate and provide possible solutions to alleviate maintenance and loitering concerns at Clutter’s Bluff Park located on Imperial Avenue. Council Member Brann – Visited the Desalination Plant in Carlsbad, hosted by West Basin.

Council Member Pirzstuk – Thanked the Fire Department for hosting the 9/11 charity Pancake Breakfast.

Council Member Dugan – Commented on the budget process and manpower process for budgeting purposes. Council Member Dugan would like to see these processes separated and not discussed together in the future.

Mayor Pro Tem Boyles – Mentioned LA County is looking for members of the Civil Grand Jury.

Mayor Fuentes – Attended the Aquatics Center Kick Off, attended the Fire Departments Pancake Breakfast, attended the Aerospace Corporation Convocation, attended Rueben’s Distillery Ribbon Cutting, attended the Carlsbad Desalination Plant hosted by West Basin, met with the LA Times Editorial Board concerning the City’s stand against Measure M, attended the Los Angeles Air Force Base with South Bay Chambers where they received the Air Force Command Community Support Award, thanked staff for removing an obstacle in the way of the stop sign at Virginia and Grand and thanked our Fire Department for their quick work in saving a life of the Mayor’s friend.

PUBLIC COMMUNICATIONS – (Related to City Business Only – 5 minute limit per person, 30 minute limit total)

MEMORIALS –

ADJOURNMENT at 11:03 PM

Tracy Weaver, City Clerk
SPECIAL MEETING OF THE EL SEGUNDO CITY COUNCIL
WEDNESDAY, SEPTEMBER 28, 2016 – 5:00 PM

5:00 P.M. SESSION

CALL TO ORDER – Mayor Fuentes at 5:00 PM

PLEDGE OF ALLEGIANCE – Mayor Pro Tem Boyles

ROLL CALL

Mayor Fuentes - Present
Mayor Pro Tem Boyles - Present
Council Member Dugan - Present
Council Member Brann - Present
Council Member Pirsztuk - Present

PUBLIC COMMUNICATIONS – (Related to City Business Only)
None

PROCEDURAL MOTIONS

Consideration of a motion to read all ordinances and resolutions on the Agenda by title only.

MOTION by Council Member Dugan, SECONDED by Council Member Brann to read all ordinances and resolutions on the agenda by title only. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0.

A. SPECIAL ORDERS OF BUSINESS:

1. Consideration and possible action regarding (1) introduction and first reading of an Ordinance (Specific Plan Amendment No. SPA 16-01 for SP No. 10-03 and Development Agreement Amendment No. 16-01 for Development Agreement No. 10-02) amending the 540 East Imperial Avenue Specific Plan; and (2) adoption of a Resolution approving the Addendum to the previously adopted Environmental Impact Report (EIR) for the 540 East Imperial Avenue Specific Plan and Mitigation Monitoring and Reporting Program (Environmental Assessment No. EA-1154) and authorizing the City Manager to execute an Affordable Housing Agreement with the developer, in a form approved by the City Attorney’s office. The Project site is located at 540 East Imperial Avenue, in the 540 East Imperial Avenue Specific Plan (540 EIASP) Zone (the “Site”). (Applicant: D.R. Horton Homes CA2, Inc.) (Property Owner: El Segundo Unified School District (ESUSD) (Fiscal Impact: None)

Mayor Fuentes stated this was the time and place for a Public Hearing regarding introduction and first reading of an Ordinance (Specific Plan Amendment No. SPA 16-01 for SP No. 10-03 and Development Agreement Amendment No. 16-01 for Development Agreement No. 10-02) amending the 540 East Imperial Avenue Specific Plan, adoption of a Resolution approving the...
Addendum to the previously adopted Environmental Impact Report (EIR) for the 540 East Imperial Avenue Specific Plan and Mitigation Monitoring and Reporting Program (Environmental Assessment No. EA-1154) and authorizing the City Manager to execute an Affordable Housing Agreement with the developer, in a form approved by the City Attorney’s office.

City Clerk Weaver stated that proper notice had been given in a timely manner and that written communication had been received in the City Clerk’s office.

Mayor Fuentes opened the Public Hearing.

Gregg McClain, Planning Manager, gave a presentation.

Public Input

Everitt Kang, VP Architecture & Forward Planning with D.R. Horton, gave a presentation and answered questions.
Nick Manea, Sr. Associate, Senior Designer with William Hezmalhalch Architects, Inc. gave a presentation and answered questions.
Nicholas Biro, Caldwell Land Solutions (CLS), answered questions.

Ron Heredia, resident, representing Little League, commented on the loss of the Little League field due to the 540 Imperial Street Project. Asking the City for land and space needed to build the “Miracle” field.
Edward Lee, resident and Little League Board Member, thanked D R Horton for their donation to help build the “Miracle” Field.
Gustof Strohs, resident, stated he is in favor of the 540 Imperial Street Project.
Melissa Moore, Superintendent of El Segundo Unified School District, commented on the 540 Imperial Street Project. Ms. Moore is in favor of the project.
Greg and Gina Hoffman, residents, in favor of the 540 Imperial Street Project.
Lynn O’Neil James, resident, in favor of the 540 Imperial Street Project.
Nate Chittick, resident, is in favor of the 540 Imperial Street Project and thanked D R Horton for the donation to help build a new baseball field.

Mayor Fuentes closed the Public Hearing.

Council Discussion

Mark Hensley, City Attorney, read by title only:

ORDINANCE NO. 1522

AN ORDINANCE AMENDING THE 540 EAST IMPERIAL AVENUE SPECIFIC PLAN (540EIASP) AND AMENDING THE DEVELOPMENT AGREEMENT BETWEEN THE CITY OF EL SEGUNDO AND THE EL SEGUNDO UNIFIED SCHOOL DISTRICT RELATING TO THE SAME

(SPECIFIC PLAN AMENDMENT NO. 16-01; DEVELOPMENT AGREEMENT AMENDMENT NO. 16-01)

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Council Member Brann introduced the Ordinance.

The second reading of the Ordinance is October 18, 2016.

Mark Hensley, City Attorney, read by title only:

RESOLUTION NO. 4999

A RESOLUTION ADOPTING THE ADENDUM TO THE PREVIOUSLY-CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT FOR ENVIRONMENTAL ASSESSMENT NO. 890 RELATED TO THE 540 EAST IMPERIAL AVENUE PROJECT, APPROVING ENVIRONMENTAL ASSESSMENT NO. 1154 AND AMENDED SUBDIVISION NO. 16-01 FOR VESTING TENTATIVE MAP NO. 71582 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AFFORDABLE HOUSING AGREEMENT RELATED TO THE SAME

MOTION by Council Member Brann, SECONDED by Mayor Pro Tem Boyles to adopt Resolution No. 4999. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0

2. Consideration and possible action regarding the Fiscal Year 2016-2017 Budget (including all City Revenues and Expenditures), and Adoption of Resolution approving the 2016-2017 Final Operating and Capital Improvement Budget and the 2016-2017 Appropriations Limit. Copies of the Fiscal Year 2016-2017 Preliminary Budget can be found in the Library, City Clerk’s Office, and on the City’s website. (Fiscal Impact: Total Revenues (including transfers-in) of $112,571,276, Total Expenditures (including transfers-out) of $123,112,234; General Fund Revenues of $67,836,559, Expenditures (including transfers-out) of $69,810,355)

Mayor Fuentes stated this was the time and place for a Continued Public Hearing regarding the Fiscal Year 2016-2017 Budget (including all City Revenues and Expenditures), and Adoption of a Resolution approving the 2016-2017 Final Operating and Capital Improvement Budget and the 2016-2017 Appropriations Limit.

City Clerk Weaver stated that proper notice had been given in a timely manner and that written communication had not been received in the City Clerk’s office.

Mayor Fuentes opened the Public Hearing.

Joe Lillio, Finance Manager, gave a presentation

MOTION by Council Member Brann, SECONDED by Council Member Pirsztuk to close the public hearing. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0

Council Discussion

Mark Hensley, City Attorney, read by title only;

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RESOLUTION NO. 5000


MOTION by Council Member Brann, SECONDED by Mayor Pro Tem Boyles to adopt Resolution No. 5000. MOTION PASSED BY VOICE VOTE. 4/1 Yes: Boyles Brann Fuentes Pirsztuk No: Dugan

B. CONSENT AGENDA

All items listed are to be adopted by one motion without discussion and passed unanimously. If a call for discussion of an item is made, the item(s) will be considered individually under the next heading of business.

3. Approve the proposed examination plan for Fire Paramedic.
   (Fiscal Impact: None).

4. Receive and file the report for a request for off-site and on-site sale of beer and wine (Type 41 ABC License) for proposed restaurant at 204 Main Street, EA No. 1166, AUP No. 16-11. Applicant: Brewport Group, LLC.
   (Fiscal Impact: N/A).

MOTION by Council Member Dugan, SECONDED by Mayor Pro Tem Boyles to approve Consent Agenda items 3 and 4. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0

CLOSED SESSION:

Mayor Fuentes announced that Council would be meeting in closed session pursuant of the items listed on the agenda.

The City Council may move into a closed session pursuant to applicable law, including the Brown Act (Government Code Section §54960, et seq.) for the purposes of conferring with the City’s Real Property Negotiator; and/or conferring with the City Attorney on potential and/or existing litigation; and/or discussing matters covered under Government Code Section §54957 (Personnel); and/or conferring with the City’s Labor Negotiators; as follows:

CONFERENCE WITH CITY’S LABOR NEGOTIATOR (Gov’t Code §54957.6): -8- matters

1. Employee Organizations: Police Management Association; Police Officers Association; Police Support Services Employees Association; Fire Fighters Association; Supervisory and Professional Employees Association; City Employees Association; Executive Management Group (unrepresented group); Management/Confidential (unrepresented employees).

   Agency Designated Representative: Steve Filarsky and City Manager

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ADJOURNMENT at 8:11 PM

Tracy Weaver, City Clerk
AGENDA DESCRIPTION:
Consideration and possible action to award RFP No. 16-01 (Police Department Towing and Storage Services) to Van Lingen Towing as the City’s primary tow contractor and authorize the City Manager to execute a three (3) year agreement in a form approved by the City Attorney with three, one year extensions for a maximum contract term of six years. (Fiscal Impact: None).

RECOMMENDED COUNCIL ACTION:
1. Award three (3) year contract to Van Lingen Towing as the City’s primary tow contractor;
2. Authorize the City Manager to execute an agreement in a form approved by the City Attorney with Van Lingen Towing;
3. Alternatively discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS: RFP

FISCAL IMPACT:
Amount Budgeted: N/A
Additional Appropriation: None
Account Number(s): N/A

ORIGINATED BY: Jaime Bermudez, Lieutenant
REVIEWED BY: Mitch Tavera, Chief of Police
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:
The City contracts with a towing company to provide towing and storage services for vehicles impounded by the Police Department for varying reasons including criminal investigations, arrests, and vehicle code violations. Since 2013, the Police Department impounds an average of 570 vehicles annually. The City currently charges the towing vendor a 10% administrative surcharge of the gross receipts for all towing services and vehicle storage generated within the City. This amounts to approximately $15,000 paid to the City each year.

Currently, the City contracts with Manhattan Beach Towing, which has provided services to the City since 2009. The current agreement with Manhattan Beach Towing will naturally expire November 30, 2016. The selected contractor will begin services December 1, 2016.
On June 16, 2016, the City Purchasing Agent issued RFP No. 16-01 soliciting proposals from tow companies. Three (3) responses were received in the City Clerk’s Office on July 21, 2016, from Van Lingen Towing, located in Torrance, Bruffy’s Tow, located in Los Angeles, and U.S Tow, located in Hawthorne. Each company was evaluated based on the following criteria: Facility security, towing/equipment capabilities, evidence storage procedures, implementation of latest technology, as well as equipment condition and cleanliness. Because the City does not pay for the towing services, the review was based on finding the most qualified company rather than the lowest priced.

As part of the evaluation process, City staff comprised of the Police Administrative Lieutenant, Administrative Sergeant and the City’s Purchasing Agent, conducted unannounced site visits as well as interviews with the owner or general manager at each facility. The City Attorney’s Office conducted a review of public records for each company, as well as litigation records. No significant, disqualifying information was found.

ANALYSIS:

Van Lingen Towing demonstrated superior service based on their implementation of the latest technology, towing equipment capabilities, evidence and security procedures, as well as their vehicle retrieval system. Van Lingen Towing currently provides towing services to Palos Verdes Estates, Torrance, Manhattan Beach, and El Camino College Police Departments as well as LA County Sheriff (Lawndale) and California Highway Patrol (South L.A). References provided positive feedback and highly recommended Van Lingen Towing services.

Based on the evaluation, staff is confident Van Lingen Towing will best serve the City’s towing requirements while providing exemplary customer service.

The proposed contract with Van Lingen Towing would allow the company to charge only those rates and fees that are allowed by state law. The City would continue to receive the 10% administrative fee for each towed vehicle that is generated within the City.

RECOMMENDATION:

Staff recommends the City Council authorize the City Manager to execute the agreement with Van Lingen Towing.
Request for Proposal

Proposal # 16-01

Part I Technical Proposal

Police Towing and Storage Services

Van Lingen
2755 Lomita Blvd
Torrance, CA 90505
310-370-4533
Part I: Technical Proposal
CITY OF EL SEGUNDO

REQUEST FOR PROPOSAL

PROPOSAL # 16-01

PROPOSALS ARE DUE: NOT LATER THAN 11:00 A.M. Thursday, July 21, 2016.

The City of El Segundo invites sealed proposals for: Police Towing and Storage Services

The City of El Segundo is seeking proposals from qualified firms to provide Police Towing and Storage Services.

1. Return original of Proposal to:

   City of El Segundo
   City Clerk
   350 Main Street, Room 5
   El Segundo, CA 90245-3813

2. Proposer must honor proposal prices for one hundred (100) days.

3. Proposals must include this Proposal form and be signed by the vendor's authorized representative.

5. Award of a contract will be made by the City Council based upon the criteria set forth in this RFP and will be made based upon the best qualified proposer rather than lowest price.

PROPOSER TO READ

I have, read, understood, and agree to the terms and conditions on all pages of this proposal. The undersigned agrees to furnish the commodity or service stipulated on this proposal as stated above.

VAN LINGEN BODY SHOP DBA VAN LINGEN TOWING

Company

ROB VAN LINGEN

Name (Print)

310-370-4533

Company Phone No.

20621 EARL ST, TORRANCE CA 90503

Address

Signature

PRESIDENT

Title of Person Signing Bid
ACKNOWLEDGMENT

&

Cover Letter

1. Offeror name: Van Lingen Body Shop dba Van Lingen Towing
2. Name and telephone number of persons authorized to conduct negotiations:
   Name: Rob Van Lingen Phone Number: 310 602 4040
3. Van Lingen Body Shop dba Van Lingen Towing acknowledges that the RFP # 16-01
   "Police Towing and Storage Services", including the Special Provisions, General
   Provisions, Additional General Provisions, Attachments, Addendum's, and enclosures
   received via El Segundo City Clerk have been thoroughly reviewed and are acceptable in
   case of contract award.
4. Van Lingen Body Shop dba Van Lingen Towing acknowledges the procurement
   schedule as outlined in section 2 “Proposal Schedule”, page 4 of the RFP.

OFFEROR CERTIFICATION
The undersigned certifies that he is authorized to certify and to commit Van Lingen Body
Shop dba Van Lingen Towing regarding the information on this form and for the total
offer submitted in response to this solicitation.

Date: 7/9/16 Firm: Van Lingen Body Shop dba Van Lingen Towing
Name: Rob Van Lingen
Title: President
Signature

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PART I: TECHNICAL PROPOSAL
Introduction

Van Lingen Towing Introduction

In response to the Request for Proposal # 16-01: Police Towing and Storage Services on an “As Needed Basis” Van Lingen Towing Inc. submits the enclosed bid.

Van Lingen Towing founded in 1948 is a family owned business, with over sixty years of Police impound service in the South Bay. We are the most progressive towing company in the area, perhaps California. Government envoys have traveled from as far away as Istanbul, Turkey to observe our business practices and unique dedication to the Police Departments we serve. Van Lingen Towing understands that each contract is distinctive and we tailor our service to meet each Police Department’s special needs.

Van Lingen currently has four towing and storage locations in the South Bay; two of which are in the city of Torrance, One in the City of Inglewood. We possess the ability to store 1800 vehicles and own 45 tow vehicles dedicated to Police towing service. Van Lingen Towing owns the only 75 ton rotating crane recovery vehicle in California. This vehicle is capable of recovering any large and unusual vehicle such as tankers, concrete mixers or other construction equipment that may wreck or roll-over. In addition, we operate a haz-mat support vehicle to augment our services during larger scale vehicle incidents. Van Lingen currently has over 70 full time employees.

Van Lingen Towing created an evidence policy that is unparalleled in the towing industry. After the OJ Simpson case revealed flaws in the towing industries vehicle evidence procedures, we took a proactive stance and made a substantial investment to create secure evidence retention areas and an extensive evidence policy in all three of our facilities. Our vehicular evidence policy is nationally recognized as unique to our industry. As an example, the Secret Service asked for our assistance in designing and implementing a duplicate to our facility in Salt Lake City.

Beyond our special capabilities, Van Lingen Towing recognizes the importance of each individual customer we come in contact with; our trucks are always clean, our staff professionally uniformed, our employees are well trained and nationally recognized as experts in the towing field. Van Lingen Towing has an historical response time average for all Police towing contracts of 8.5 minutes. These facts, among others make Van Lingen Towing uniquely qualified to supply Police towing services to the City of El Segundo.

Van Lingen Towing has decades of history in exceeding all expectations of the cities that we serve. Thank you for the opportunity to serve the City of El Segundo Police Department.
PART 1-TECHNICAL PROPOSAL

Project Analysis, Section 2

Van Lingen thoroughly understands the challenges of this RFP. We understand and accept the expectations of The El Segundo Police Department. Van Lingen towing acknowledges and shall comply with all the following standards;

Basics

Van Lingen towing shall respond to tow calls 24 hours a day, seven (7) days a week, within the maximum response time limits established by ESPD. These calls would include vehicles that are towed for storage, impound, evidence, traffic collisions, and calls for service (Jump starts, lock outs etc..)

A tow truck driver shall respond with a properly equipped tow truck of the class required to tow the vehicle and be in possession of the appropriate class of license and applicable endorsements.

Any applicable permits (e.g., load variance, oversize) shall be valid and Maintained in the tow truck.

A failure to respond to towing or service calls, and/or repeated failures to meet maximum response time requirements, shall result in disciplinary action.

If service, other than towing, recovery, and load salvage, is canceled by the vehicle’s registered owner or agent, no lien shall arise for the service unless the operator has presented a written statement to the vehicle’s registered owner or agent for the signed authorization of services to be performed pursuant to Section 3068(a) of the Civil Code.

Regardless of the class of tow truck utilized or responding to the call, charges shall not be more than for the class of vehicle towed or serviced.

On Scene Police personnel may dispatch more than one tow truck to a multiple vehicle collision scene in response to a tow call.

Only tow truck personnel and equipment requested shall respond to an ESPD call (e.g., tow truck driver bringing girlfriend, children, or their dog, is not allowed). Exception would be responding a tow truck driver trainee with an approved tow truck driver only if documentation of tow truck driver training has already been submitted for the trainee to ESPD
DEMEANOR AND CONDUCT

While involved in ESPD tow operations or related business, the Van Lingen tow operator and/or employee(s) shall refrain from any acts of misconduct including, but not limited to, any of the following:

1) Rude or discourteous behavior.

2) Lack of service, selective service, or refusal to provide service which the operator is capable of performing.

3) Any act of sexual harassment or sexual impropriety.

4) Unsafe driving practices.

STORAGE FACILITY

Van Lingen Towing shall be responsible for the safekeeping and prevention of vandalism of all vehicles and contents which are stored or impounded by the ESPD.

At a minimum, a securely fenced or enclosed storage area shall be provided.

The primary storage facility shall be at the same location as the business address.

Van Lingen Towing shall maintain sufficient storage spaces.

A secondary storage facility shall only be utilized if the primary storage facility is full.

Secondary storage facilities shall be located reasonably close to the main business office.

There shall be no charge to the vehicle’s owner/agent for towing a vehicle from a secondary storage facility to the primary storage facility.

Prior to the utilization of new storage facilities, which were not listed on the ESPD Tow Listing application, the operator shall obtain the ESPD approval.

A Van Lingen Towing employee shall be properly trained to conduct business transactions related to towing, storage, and release of vehicles/property.

Upon approval from the ESPD, Van Lingen Towing shall release personal property from a vehicle which has been stored/impounded by the ESPD at the request of the vehicle’s registered owner or agent (personal property is considered to be items which are not affixed to the vehicle).

The requirement to obtain approval from the ESPD prior to the release or removal of property may be excused by the ESPD if it is determined proper safeguards and procedures are utilized by Van Lingen Towing.

This requirement may not be waived in cases where a vehicle has been impounded for evidence or investigation.
Personal property and/or the vehicle shall be released at our primary storage facility.

No fee shall be charged for the release of personal property during normal business hours pursuant to Section 22851(b) CVC.

The maximum charge for a non-business hours release shall be one-half the hourly tow rate charged, or less, for initially towing the vehicle pursuant to Section 22851(b) CVC.

No lien shall attach to any personal property in or on the vehicle pursuant to Section 22851(b) CVC.

Van Lingen Towing shall keep a written record of every vehicle stored for a period longer than 12 hours pursuant to Section 10650(a) CVC.

The record shall contain the name and address of the person storing or requesting the tow, the names of the owner and driver of the vehicle (if ascertainable), and a brief vehicle description (make, model, license plate number, and any vehicle damage) pursuant to Section 10650(b) CVC.

**TOW TRUCK DRIVERS**

Van Lingen Towing shall ensure tow truck drivers responding to calls initiated by the ESPD are competent and have completed an approved tow truck driver training program within the past five (5) years.

Acceptable tow truck driver training programs shall be approved by the ESPD. Documentation of a completed tow truck driver training program shall be provided when requested by ESPD.

Tow truck driver training documentation should be for the appropriate class of tow truck (e.g., a Class D driver should have heavy duty tow driver’s training documentation).

Completion and/or documentation of a tow truck driver’s training does not necessarily indicate a sufficient level of competence.

Tow truck drivers shall perform all towing and recovery operations in the safest and most expedient manner possible.

Tow truck drivers shall be at least 18 years of age and shall possess the proper class of license and endorsements for the towed and towing vehicle.

All tow truck drivers and owner/operators shall be enrolled in the Employer Pull Notice (EPN) program.

Van Lingen Towing will provide a current list of drivers and a copy of the current EPN report, or in the case of a newly hired tow truck driver, proof of enrollment in the EPN program, for all drivers to the ESPD when requested.
Upon the addition of new drivers, Van Lingen Towing shall be granted a maximum of 30 days to enroll drivers in the EPN.

The EPN shall be kept on file, signed, and dated by Van Lingen towing Management.

Van Lingen Towing shall maintain a current list of drivers.

**Uniforms:**

ESPD tow truck drivers shall wear an identifiable uniform (either shirt and pants, or coveralls) displaying the company and driver's names while engaged in ESPD towing.

Personal Appearance: Van Lingen tow truck drivers shall represent a professional image. An unacceptable representation would include: unbathed, excessively dirty/torn uniform, body art, visible body piercing, etc.

Safety Garments: Van Lingen tow truck drivers shall wear appropriate warning garments (e.g., vests, jackets, shirts, reflective clothing) for daylight and hours of darkness in accordance with California Code of Regulations, Title 8, Section 1598. If the tow truck driver is working on a Federal-aid highway, the operator shall comply with the Federal Highway Administration, Department of Transportation, Part 634, Worker Visibility, which requires high-visibility personal protective safety clothing to be worn that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2004 (compliance date of November 24, 2008).

**TOW TRUCK CLASSIFICATIONS**

Van Lingen Towing shall equip and maintain tow trucks covered under this RFP in accordance with the provisions set forth in the California Vehicle Code (CVC), Title 13 of the California Code of Regulations (Title 13), the specifications contained in this RFP, and in a manner consistent with industry standards and practices.

All tow trucks shall have recovery and wheel lift capabilities meeting the specifications contained in this RFP and the most recent electronic version of the CHP 234B, Tow Truck Inspection Guide.

Class D tow trucks used exclusively for salvage and recovery operations are not required to possess wheel lift capabilities.

A car carrier is exempted from the recovery, wheel lift, and boom capability requirements. However, the car carrier must be an additional unit and shall not be used for recovery.

A violation of the gross vehicle weight rating (GVWR) and/or safe loading requirements of a tow truck should be cause for immediate suspension. This includes exceeding the tow truck's GVWR, front axle weight rating, rear axle weight rating, maximum tire weight ratings, or not maintaining 50 percent of the tow truck's unladen front axle weight on the front axle when towing.
There are four (4) classes of tow trucks covered under this RFP.

1) Class A - Light Duty
2) Class B - Medium Duty
3) Class C - Heavy Duty
4) Class D - Super Heavy Duty

GENERAL EQUIPMENT SPECIFICATIONS

Tow Truck and Car Carrier Classifications: Tow truck and car carrier classifications are based on the truck chassis GVWR and the classification system used by the American Trucking Association (ATA) and truck manufacturers. Tow truck and car carrier classifications shall meet all applicable state and/or federal standards.

Identification Labels: Each piece of towing equipment shall have a label or identification tag permanently affixed to the equipment in a prominent location to identify the manufacturer, serial number, model, and rated capacity.

Recovery Equipment Rating: The basic performance rating of the recovery equipment is the weight the equipment can lift in a winching mode, when the boom is static at a 30 degree elevation with theload lines vertical and the lifting cables sharing the load equally, measured with a live load (weight or load cell).

The structural design of the recovery equipment must have a higher load capacity than the performance ratings.

Winches shall conform to or exceed the specifications set forth by the Recovery Equipment Rating, Society of Automotive Engineers (SAE) Handbook, SAE J706.

All ratings for cable and chain assemblies are for the undamaged assembly condition. All cable and chain assemblies should be the same type, construction, and rating as specified by the original equipment manufacturer (OEM) for the equipment.

Control/Safety Labels: All controls shall be clearly marked to indicate proper operation, as well as any special warnings or cautions.
Special Equipment

To properly and safely tow, service, or recover the wide variety of vehicles being operated on the highway, a towing procedure may require the use of special equipment specifically designed for the purpose.

Any special equipment which requires certification/inspection of the equipment and/or operator (e.g., cranes, forklifts), the applicable and current certification/inspection document(s) shall be available to the ESPD at any time requested.
PART I-TECHNICAL PROPOSAL

Objective, Scope, Nature of Proposed Program, Section 3

As traffic congestion continues, collisions increase, and impounds continue, Van Lingen Towing feels significant pressure to stay ahead of the curve with creative solutions and professional management. Van Lingen Towing has established simple and clear rules for proper incident management, which includes the entire towing process from the time the phone rings until the tow is completed.

Objective

Public Safety Impound Services

Van Lingen Towing will provide superior service to all sworn, non-sworn and civilian employees of the City of El Segundo. We exceed the all the minimum requirements of the RFP. Our references from surrounding cities are impeccable. Van Lingen Towing will be on scene quickly, arrive with the correct equipment, and remove the vehicle expeditiously thus allowing the City employee to attend to more pressing issues.

Service to the Public

For many people, automobiles are an essential part of life in El Segundo. We use them to get to work, for recreation and for everyday life. Most consumers do not think much about their vehicle ever getting impounded, or getting into an accident. Fortunately, for individuals whose cars are towed or impounded by Van Lingen Towing, the public will find a highly regulated and professional group of dedicated employees.

Scope

Van Lingen Towing knows that our goal is to efficiently arrive on scene, and remove the vehicle, so that an officer's time is spent wisely on Public Safety activities rather than waiting on the tow truck or wondering how long it will take to remove the vehicle. Van Lingen Towing accomplishes this by strategically staging tow trucks throughout the city and surrounding areas, similar to what public safety entities currently practice. Our average response time is 8.5 minutes to the municipalities we currently serve. We also want the customer to have the peace of mind that their vehicle is being towed by true professionals. Van Lingen Towing knows that this can only be accomplished by experienced, well trained professional drivers, modern facilities, state of the art equipment and an outstanding support staff. Our employees are Tow Pro certified. The Tow proprogram is highly regarded and certified by NHTSA and CHP.

11
Nature of Proposed Program

First and foremost if awarded the contract, Van Lingen Towing will meet with the appropriate personnel from the ESPD traffic division so that we may better understand traffic flows, high accident areas, and when special events are scheduled. Based on this information we will build a rapid response plan which will include how many trucks are necessary, where they should be staged, and what times of the day are critical. At all times trucks will be staged in the area, the total number and exact location will determined by our meeting the ESPD personnel. In addition to meeting with the traffic division we will meet with the detective division to better understand their evidence retention needs. Finally, Van Lingen towing will meet the Command staff and community leaders so that we recognize the City of El Segundo’s unique expectations of their towing and storage provider.
PART I - TECHNICAL PROPOSAL

Work Program, Section 4

Work or tasks to be performed

If awarded the Police and Towing Storage contract, Van Lingen Towing's primary responsibly would be to provide a planned and coordinated process to respond to, and remove traffic incidents, including impounded vehicles and restore traffic capacity as safely and quickly as possible. Van Lingen Towing acknowledges that tow trucks will be staged in the area at all times, and has the ability to quickly escalate our presence in the city as the situation dictates such as natural disasters or planned public safety checkpoints. This objective is achieved by maintaining a large fleet, expansive storage facilities, and training our employees in the following:

- Professional Image and Personal Appearance
- Operator Responsibilities as a Towing and Recovery Professional
- Personal Safety Considerations
- Customer Service
- Communication Skills
- Safety at the Scene
- Safe Driving During Towing and Recovery Operations
- Proper Procedures for Vehicle Preparation for Towing and Recovery
- Accident Prevention Skills
- Types and Classifications of Towing and Recovery Equipment
- Proper Inspection/Care of Towing and Recovery Units
- Incident Management
- Special Considerations Involved In Hazmat Recoveries
- Equipment Required for Proper Operation of Various Towing and Recovery Units
- Proper Hook-up Procedures for Specialty Vehicles, medium/heavy truck, combinations
- Loading, Securing, and Unloading a Vehicle Using Carriers and Trailers
- Cargo Concerns including Loading, Securing and Unloading
Proper Procedures for Uprighting Overturns

Recoveries—Proper Winching Techniques

Van Lingen Towing utilizes a number of training courses to teach and update our employees on a continual basis. Proper training and a thorough knowledge of materials and equipment lead to a safe working environment, and when an accident does occur, Van Lingen Towing recognizes that knowing the right procedures and how to implement them can mean the difference between a mishap and disaster. Van Lingen uses three programs to insure competent and safe employees. We contract with Environmental Compliance & Remediation (ECR) for safety and regulatory training, Tow Pro’s for towing and recovery training, and J.J. Keller for safe driving practices.

Tow Pro’s provide the following training:

1st Level: Recovery, Moving, Towing Cars/Trucks, Up-righting and roll-overs, with or without wheels and how to incorporate predictability and efficiency.

2nd Level: Employees gain the information required to successfully move vehicles from soft surfaces such as muddy ditches and embankments with grades. Employees are taught in the classroom and experience hands-on training in the field by top instructors.

3rd Level: The employee moves on to the next platform with the moving or up-righting of exotic, unusual, or loaded recoveries including end rolls are learned both in theory and in hands on training.

J.J. Keller provides the following training:

- Accident Procedures - Extreme Weather Driving
- Air Brakes - Fixed Object Collisions
- Backing Techniques - Night Driving
- Coupling & Uncoupling - Safety Issues
- Driving Techniques - Speed & Space Management
- Emergency Maneuvers - Vehicle Inspections
PART I - TECHNICAL PROPOSAL

Work Program, Section 4

Work or tasks to be performed

If awarded the Police and Towing Storage contract, Van Lingen Towing's primary responsibility would be to provide a planned and coordinated process to respond to, and remove traffic incidents, including impounded vehicles and restore traffic capacity as safely and quickly as possible. Van Lingen Towing acknowledges that tow trucks will be staged in the area at all times, and has the ability to quickly escalate our presence in the city as the situation dictates such as natural disasters or planned public safety checkpoints. This objective is achieved by maintaining a large fleet, expansive storage facilities, and training our employees in the following:

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• Proper Procedures for Uprighting Overturns
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J.J. Keller provides the following training:

- Accident Procedures
- Air Brakes
- Backing Techniques
- Coupling & Uncoupling
- Driving Techniques
- Emergency Maneuvers
- Extreme Weather Driving
- Fixed Object Collisions
- Night Driving
- Safety Issues
- Speed & Space Management
- Vehicle Inspections
PART I – TECHNICAL PROPOSAL

Methodology Section 5

Towing

Van Lingen will stage tow trucks in the area at all times to ensure the lowest possible ETA. The tow operators shall be well trained and versed in Public Safety towing techniques. A roving supervisor will also be in the area at all times to ensure all company policies and standards are adhered to. Our central dispatch will monitor the tow vehicles via GPS and utilize state of the art computer aided dispatch to efficiently route resources utilizing our fleet of over 30 vehicles.

Storage

Van Lingen Towing will store all vehicles related to this contract in a secure facility that utilizes state of the art security and safety measures. The vehicles will be parked in a uniform and systematic manner in marked and numbered spaces. An inventory report will be maintained using an advanced bar code and custom computer database system. Van Lingen Towing has full time vehicle release and facility employees so that Vehicles will be released to the customers in a timely manner. In addition to the common storage area we have multiple secure evidence bays with a variety of security levels dependent upon the circumstances of the impound.

Our storage facilities have the following security measures in place;

Separate building and impound yard alarm systems;

- Remote monitoring allows normal business operations upon evidence lock- down.

Evidence retention recording and monitoring;

- Redundant separate additional systems
- Controlled by police personnel
- Becomes part of evidence package
- Retained by Police agency

Sentex Entry Access System;

- Computer controlled management system
- Provides controlled access to Evidence Retention Building
  
  Access granted through user defined access codes
- Provides permanent record of entry and access to evidence
- Automatic event monitoring
- Automatic digital video record created

Van Lingen Towing’s cutting edge Digital Video Recording systems have the following components to ensure maximum security of all stored vehicles:

- Built-in multiplex function
- Rotation between channels with activity for more effective monitoring on live view
- Recording in variable frame rate per camera
- Automatic overwrites when storage unit is full - 12 Months of archived data.
- Overlap recording to increase frame speed when activity is detected
- Event recording to eliminate unnecessary data
- Post event recording to ensure full activity capture
- Pre-alarm recording to capture images prior to activity detection
- Simultaneous recording of all channels
- Continuous automatic operation w/o manual intervention
- High resolution digital recording for clear and crisp image
- Instantaneous data retrieval by date, time, and channel
- Simultaneous playback of all channels
- Video map for quick overview of when and where activity was recorded
- Search image zoom/enlarge and reduce size
- Remote PTZ camera control with built-in protocols
- Digital output to alert activity detection
- View live and recorded images from remote location
- Watermarking
- Three level passwords to distinguish accessibility
PART I - TECHNICAL PROPOSAL

Project Management Section 6

Management structure hierarchy
Facilities Available;

**Primary Storage Yard Address**
20621 Earl St., Torrance CA 90503

**Secondary Storage Yard Address**
2755 Lomita Blvd., Torrance CA 90505
1149 La Brea Ave., Inglewood CA 90301
1750 w 223rd st, Torrance CA 90501

Total Outside Storage Capacity- 1800 vehicles
Total Inside (Evidence) Storage Capacity- 50 vehicles
PART I - TECHNICAL PROPOSAL

Assigned Personnel, Section 7

I, Robert J. Van Lingen, have the primary responsibility for implementing this proposal. I am the 3rd generation of Van Lingen’s involved in the company and have an enormous amount of pride to carry on a 61 year tradition of excellence and innovation in the towing industry.

Since I was 10 years old I have been working for Van Lingen Towing. My father would be pick me up from school and I would sweep the yard, empty the trash, wash trucks and generally be in awe of the big shiny trucks, and mangled cars that would come in. Over the years I grew up in and learned the industry from top to bottom by working every job in the company.

However to run any successful enterprise one needs more than hands on experience. After high school I graduated from Long Beach State with a Bachelors degree in Business Management. From Long Beach State I was admitted to Villanova University and earned a Master of Business Administration graduating with Cum Laude academic honors.

Beyond my academic credentials I also have the following industry specific certifications;

1. Wreckmaster level 2/3, 4/5, and 6/7
2. CTIA certified
3. Miller Industries Rotator certified
4. Crosby Risk Management and Recovery rigging certified
5. DMV licensed VIN verifier
6. The American Towman Academy

Van Lingen Towing currently contracts with the following Public Safety agencies which require a similar type of service as this RFP requires;

1. City of Torrance
2. City of Palos Verdes Estates
3. City of Manhattan Beach
4. LASD-Lawndale
5. El Camino College
6. Compton College
7. California Highway Patrol

My primary responsibility at Van Lingen Towing is Government contract management. It is my responsibility to make certain that all requirements of each contract are strictly adhered to and indeed surpassed. This is accomplished through propriety data entry systems, custom GPS reports, dispatch reports, managers reports, my physical presence in the field, and talking with various levels of city employees at each contract city on a continual basis. My approach to managing the ESPD contract would be exactly the same; this methodology has proven effective and would function well in the City of El Segundo.
PART I - TECHNICAL PROPOSAL

Schedule Section 8

The activities involved with this RFP would include every aspect of the towing, recovery, and storage industry. These activities include but are not limited to; Recovery, Moving, Towing Cars/Trucks, Up-righting and Upsets, towing vehicles with or without wheels, the moving or up-righting of exotic, unusual, or loaded big rigs, the proper handling of evidence vehicles, special event coordination, incident management etc.,

The above listed activities would be handled on an as needed basis 24 hours a day, 365 days a year.
PART I - TECHNICAL PROPOSAL

Program Monitoring, Section 9

Van Lingen Towing utilizes several levels of quality control to ensure that we exceed all contract requirements.

1. Each shift has at least 2 supervisors. One or more managers are in the central dispatch monitoring the calls using computer aided dispatch, GPS, and 2 way radios. One or more managers are in the field to assist in difficult situations, and spot check the work of each operator on a regular basis.

2. Each dispatch shift prepares a report at the end of shift so that upper management can review the shift's activities and any abnormalities that may have occurred.

3. Each tow operator prepares a report at the end of shift which details all calls handled which is reviewed by management every day.

4. Upper management runs weekly, monthly, quarterly, and yearly reports on call volume, distribution, current inventory, released vehicles, auctioned vehicles, and fees collected on behalf of the municipalities.

Adhering to the above measures Van Lingen Towing can confirm that all contract terms are met and exceeded. Using these methods also allows us to quickly identify any problem areas and rectify the situation.
PART I - TECHNICAL PROPOSAL

City Resources, Section 10

Van Lingen Towing would need City services/Staff in only 1 situation.

1. To provide temporary traffic control at the scene of an accident when our operators are not in a safe location.
PART I - TECHNICAL PROPOSAL

Subcontractors, Section 11

Van Lingen Towing has ample equipment and resources to handle any situation that may arise from this RFP, we have no need nor intention to use sub-contractors.
Client References

Below are three references which can readily discuss Van Lingen Towing's capabilities, qualifications, and background. The references can verify that Van Lingen has exceeded the requirements during the performance of similar contracts.

### REFERENCE 1

Name of Firm  
TORRANCE POLICE DEPARTMENT

<table>
<thead>
<tr>
<th>Street address</th>
<th>City</th>
<th>State</th>
<th>Zip Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>5300 CIVIC CENTER DR.</td>
<td>TORRANCE</td>
<td>CA</td>
<td>90505</td>
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Contact Person  
CAPT. ANDERSON

<table>
<thead>
<tr>
<th>Telephone number</th>
<th>Value or cost of service</th>
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</thead>
<tbody>
<tr>
<td>(310) 328-3456</td>
<td>VARIABLE</td>
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Dates of service  
1948 - PRESENT

Brief description of service provided

POLICE TOWING & STORAGE SERVICES

### REFERENCE 2

Name of Firm  
PALOS VERDES ESTATES POLICE DEPARTMENT

<table>
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<tr>
<th>Street address</th>
<th>City</th>
<th>State</th>
<th>Zip Code</th>
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</thead>
<tbody>
<tr>
<td>340 PV DRIVE WEST</td>
<td>PALOS VERDES ESTATES</td>
<td>CA</td>
<td>90274</td>
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Contact Person  
CAPT. VELEZ

<table>
<thead>
<tr>
<th>Telephone number</th>
<th>Value or cost of service</th>
</tr>
</thead>
<tbody>
<tr>
<td>(310) 378-4211</td>
<td>VARIABLE</td>
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</table>

Dates of service  
1966 - PRESENT

Brief description of service provided

POLICE TOWING & STORAGE SERVICES

### REFERENCE 3

Name of Firm  
LA COUNTY SHERIFF - LAWNADE

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<th>Street address</th>
<th>City</th>
<th>State</th>
<th>Zip Code</th>
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<tbody>
<tr>
<td>1531 PRAIE AVE</td>
<td>LAWNADE</td>
<td>CA</td>
<td>90260</td>
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Contact Person  
DEP. CRIS

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<tr>
<th>Telephone number</th>
<th>Value or cost of service</th>
</tr>
</thead>
<tbody>
<tr>
<td>(310) 219 - 2750</td>
<td>VARIABLE</td>
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</tbody>
</table>

Dates of service  
1989 - PRESENT

Brief description of service provided

POLICE TOWING & STORAGE SERVICES

Additional references are available upon request.
PART I - TECHNICAL PROPOSAL

Alternative Proposals Section 13

This section is not applicable as Van Lingen Towing has adhered to the RFP format in its original form.
PART I - TECHNICAL PROPOSAL

Conflict of Interest Section 14

1. Van Lingen Towing certifies that -

The prices in this offer have been arrived at independently, without, for the purpose of restricting competition, any consultation, communication, or agreement with any other offeror or competitor relating to those prices, the intention to submit an offer, or the methods or factors used to calculate the prices offered.

The prices in this offer have not been and will not be knowingly disclosed by Van Lingen Towing, directly or indirectly, to any other offeror or competitor before bid opening unless otherwise required by law.

No attempt has been made or will be made by Van Lingen Towing to induce any other concern to submit or not to submit an offer for the purpose of restricting competition.

Each signature on the RFP is considered to be a certification by the signatory that the signatory is the person in Van Lingen Towing responsible for determining the prices and services being offered in this bid or proposal, and that the signatory has not participated and will not participate in any action contrary to the subparagraphs above.

2. Van Lingen Towing certifies, to the best of its knowledge and belief, that -

Van Lingen Towing and/or any of its Principals --

Are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal, State or Local agency.

Have not been convicted of or had a civil judgment rendered against Van Lingen Towing for: commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) contract or subcontract; violation of Federal or state antitrust statutes relating to the submission of offers; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property; and are not presently indicted for, or otherwise criminally or civilly charged by a governmental entity with, commission of any of the offenses enumerated in this paragraph.

Van Lingen Towing has not at anytime preceding this offer, had one or more contracts terminated for default by any Federal, State or Local agency.
Request for Proposal

Proposal # 16-01

Part II Cost Proposal

Police Towing and Storage Services

Van Lingen
2755 Lomita Blvd
Torrance, CA 90505
310-370-4533
Part II: Cost Proposal
8.0 CHANGE OF OWNERSHIP
The qualifications and abilities of the Operator to carry out the terms of this Agreement are of particular concern to the City. Therefore, the Operator shall not assign or otherwise transfer this Agreement nor shall it sell, convey or otherwise transfer, voluntarily, or involuntarily, the business, in whole or in part, without the express written consent of the City Council. Such consent shall not be unreasonably withheld provided the successor is a responsible and qualified tow service operator and has by a valid and binding written agreement agreed to be bound by the provisions of this Agreement.

9.0 RFP PROPOSAL SHEET


1. RATES AND CHARGES:

   (A) Police-ordered impound tow charges for motorcycles, passenger cars, SUV's, passenger vans, and pickup trucks up to ¾ ton capacity during the hours of 8:00 a.m. to 5:00 p.m. will be at the daily rate of:

   $120.00 _______________________

   and during the hours of 5:00 PM to 8:00 AM will be at the rate of:

   $120.00 _______________________

   (B) Police-ordered impound tow charges for trucks (over ¾ ton) heavy equipment during the hours of 8:00 a.m. to 5:00 p.m. will be at the rate of:

   $180.00 _______________________

   and during the hours of 5:00 p.m. to 8:00 a.m. at the rate of:

   $180.00 _______________________
CITY OF EL SEGUNDO – REQUEST FOR PROPOSAL
Exhibit A – Work Statement - Police Towing and Storage Services, RFP # 16-01
Maria L. Cerritos, Purchasing Agent
Phone: 310/524-2331 Fax: 310/322-2756

(C) Charge for police requested release:

1) Motorcycles: $ 60.00

2) Passenger cars, vans
   SUV’s, and trucks to ¾ ton: $ 60.00

3) Trucks, and SUV’s one (1) ton: $ 60.00

4) Heavy trucks and equipment
   (1-1/2 ton and over): $ 90.00

(D) Where additional labor is required to facilitate the movement of the vehicle, it
may be charged at the rate of:

$ 60.00 PER 1/2 HOUR

(E) Should the use of a “dolly” be required, the use thereof may be charged at the
rate of:

$ 0.00 NO DOLLY CHARGE

(F) Where the tow truck has been ordered, arrives at the scene and vehicle is
released without towing services being performed, the charge for the tow truck
response shall be:

$ 0.00

(G) The charge for a vehicle release during normal operating hours of 8:00 a.m. to
5:00 p.m., Monday to Friday shall be a fee not to exceed for each service
rendered, the amount of:

$ 0.00 NO “GATE” OR RELEASE FEES DURING NORMAL OFFICE HOURS
during other than normal operating hours:

$ 60.00
2. LOCATION:

   (A) Short-term storage yard facilities are located at:

       20621 EARL ST. TORRANCE & 2755 LOMITA BLVD TORRANCE

   (B) Impound garage facility is located at:

       20621 EARL ST TORRANCE & 2755 LOMITA BLVD TORRANCE

   (C) Storage facility for long-term impounds are located at:

       20621 EARL ST TORRANCE & 2755 LOMITA BLVD TORRANCE

   (D) Secure facility located at:

       20621 EARL ST TORRANCE & 2755 LOMITA BLVD TORRANCE
3. I (we) hereby certify that I (we) own/lease (check one) the real property that will be used for:

A. Short-term storage yard facilities  
   Own ☒  Lease ☐

B. Short-term garage facility  
   Own ☒  Lease ☐

C. Long-term storage facility  
   Own ☒  Lease ☐

D. Secure facility  
   Own ☒  Lease ☐

4. If leasing the property mentioned in 3 above, please state the following:

   Name of Lessor: N/A

   Address of Lessor:

   Date of lease expiration:

5. I hereby certify that I am able to comply with all requirements as listed on these proposal sheets that constitute my bid for the furnishing of towing service and storage garage facilities to the City of El Segundo for the period of four (4) years and three (3) one year options commencing 8/1/16 OR TBD BY COUNCIL.

I ACKNOWLEDGE THE REQUIREMENT TO PROVIDE DOCUMENTATION AS CALLED OUT HEREIN.

The undersigned agrees to furnish above service in accordance with Notice Inviting Bids, Specification and Bid Form, which are intended to be read and interpreted as a whole.

VAN LINGEN BODY SHOP  
DBA VAN LINGEN TOWING  

Company:  

By: ROBERT VAN LINGEN  

Address: 20621 EARL ST, TORRANCE CA 90503  

Title: PRESIDENT  

Telephone No. 310-370-4533  

Fax: 888-778-1634  

E-mail address: ROB@VANLINGEN.COM  

Date: 7/19/16
11.0 VENDOR QUESTIONNAIRE

In submitting a proposal, each bidder shall also provide the following information: (Use additional sheets, if necessary.) Brochures and advertisements will not be accepted as a direct response to the questionnaire. A qualifying proposal must address all items. Incomplete proposals will be rejected.

**Organization:** Describe your firm’s qualifications to provide the service specified in this RFP. Be sure to include: founding date (month and year) and brief history of firm; facility/office location, current number of employees (full-time and part-time); special equipment acquired for the work; firm’s vision and mission statements, and key services offered.

SEE ATTACHED

**References:** List the time period, and a minimum of (1) client for whom you have been providing Police Towing services, preferably a Public Agency. For each reference, include organization name, address, and the name and telephone number of the contact person.

SEE ATTACHED

**Contract administrator:** Indicate the name, title, telephone number, and years of experience of the individual who will be administering the contract, if awarded to your firm.

SEE ATTACHED

**Emergency information:** List names and telephone numbers of persons that the City will need to contact after hours, on weekends or holidays.

**EMRGENCY CONTACTS:**

ROB VAN LINGEN - 310-602-4040
SEAN VAN LINGEN 310-602-4111
CITY OF EL SEGUNDO – REQUEST FOR PROPOSAL
Exhibit A – Work Statement - Police Towing and Storage Services, RFP # 16-01

Maria L. Cerritos, Purchasing Agent
Phone: 310/524-2331 Fax: 310/322-2756

VENDORS QUESTIONNAIRE
(Continued)

Subcontracting: Is your firm planning to subcontract portions of the work? Yes ___ No X. If
yes, indicate the name of the subcontractor(s) and the portion of the work that will be subcontracted
in each case.

Employees: How many employees do you plan to hire or retain to provide the services specified in
this RFP? Are they going to be permanent full-time or part-time employees? How long must a part-
time employee work in your firm to become a permanent full-time employee? What percentage of
your staff is currently employed full-time on a permanent basis?

TWO EMPLOYEES IN ADDITION TO OUR CURRENT SEVENTY FIVE WOULD BE REQUIRED
TO PROPERLY IMPLEMENT COVERAGE. THE NEW EMPLOYEES WILL BE FULL TIME. NEW HIRES
MUST PASS A 90 DAY PROBATIONARY PERIOD. 100% OF OUR EMPLOYEES ARE FULL TIME.

Business License: Include with your submittal a copy of your firm's current business license. (Be
sure to include a copy of same for any subcontractor listed above.)

SEE ATTACHED

Certificate of Insurance: The Contractor must have insurance meeting the minimum insurance
requirements set forth herein (see Bidder Requirements On-Site Services). Include a copy of your
firm’s insurance certificate or a letter from surety stating that your firm is insurable for the limits
required if awarded the contract. A certificate of insurance must be furnished to the City within
fourteen (14) days after notification of award.

SEE ATTACHED

Clarification, Exception or Deviation: Each bidder may clarify or describe any exception or deviation
from the requirements as set forth herein. Each clarification, exception or deviation must be clearly
identified and submitted with your Proposal response. If there is no clarification, exception or
deviation indicated, it will be considered that none exists.

NO EXCEPTIONS OR DEVIATIONS ARE REQUIRED.

Revised 2016-06-14 RFP #16-01 Exhibit A - Police Towing and Storage Services
Organization

Van Lingen Towing

In response to the Request for Proposal # 16-01: Police Towing and Storage Services on an “As Needed Basis” Van Lingen Towing Inc. submits the enclosed bid.

Van Lingen Towing founded in 1948 is a family owned business, with over sixty years of Police impound service in the South Bay. We are the most progressive towing company in the area, perhaps California. Government envoys have traveled from as far away as Istanbul, Turkey to observe our business practices and unique dedication to the Police Departments we serve. Van Lingen Towing understands that each contract is distinctive and we tailor our service to meet each Police Department’s special needs.

Van Lingen currently has four towing and storage locations in the South Bay; two of which are in the city of Torrance, One in the City of Inglewood. We possess the ability to store 1800 vehicles and own 45 tow vehicles dedicated to Police towing service. Van Lingen Towing owns the only 75 ton rotating crane recovery vehicle in California. This vehicle is capable of recovering any large and unusual vehicle such as tankers, concrete mixers or other construction equipment that may wreck or roll-over. In addition, we operate a haz-mat support vehicle to augment our services during larger scale vehicle incidents. Van Lingen currently has over 70 full time employees.

Van Lingen Towing created an evidence policy that is unparalleled in the towing industry. After the OJ Simpson case revealed flaws in the towing industries vehicle evidence procedures, we took a proactive stance and made a substantial investment to create secure evidence retention areas and an extensive evidence policy in all three of our facilities. Our vehicular evidence policy is nationally recognized as unique to our industry. As an example, the Secret Service asked for our assistance in designing and implementing a duplicate to our facility in Salt Lake City.

Beyond our special capabilities, Van Lingen Towing recognizes the importance of each individual customer we come in contact with; our trucks are always clean, our staff professionally uniformed, our employees are well trained and nationally recognized as experts in the towing field. Van Lingen Towing has an historical response time average for all Police towing contracts of 8.5 minutes. These facts, among others make Van Lingen Towing uniquely qualified to supply Police towing services to the City of El Segundo.

Van Lingen Towing has decades of history in exceeding all expectations of the cities that we serve. Thank you for the opportunity to serve the City of El Segundo Police Department.
PART I – TECHNICAL PROPOSAL
Contractor Capability and References

Client References

Below are three references which can readily discuss Van Lingen Towing’s capabilities, qualifications, and background. The references can verify that Van Lingen has exceeded the requirements during the performance of similar contracts.

REFERENCE 1

<table>
<thead>
<tr>
<th>Name of Firm</th>
<th>TORRANCE POLICE DEPARTMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street address</td>
<td>3300 CIVIC CENTER DR.</td>
</tr>
<tr>
<td>City</td>
<td>TORRANCE</td>
</tr>
<tr>
<td>State</td>
<td>CA</td>
</tr>
<tr>
<td>Zip Code</td>
<td>90506</td>
</tr>
<tr>
<td>Contact Person</td>
<td>CAPT. ANDERSON</td>
</tr>
<tr>
<td>Telephone number</td>
<td>(310) 328-3458</td>
</tr>
<tr>
<td>Dates of service</td>
<td>1948 - PRESENT</td>
</tr>
<tr>
<td>Value or cost of service</td>
<td>VARIABLE</td>
</tr>
<tr>
<td>Brief description of service</td>
<td>provided</td>
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</table>

POLICE TOWING & STORAGE SERVICES

REFERENCE 2

<table>
<thead>
<tr>
<th>Name of Firm</th>
<th>PALOS VERDES ESTATES POLICE DEPARTMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street address</td>
<td>340 PV DRIVE WEST</td>
</tr>
<tr>
<td>City</td>
<td>PALOS VERDES ESTATES</td>
</tr>
<tr>
<td>State</td>
<td>CA</td>
</tr>
<tr>
<td>Zip Code</td>
<td>90274</td>
</tr>
<tr>
<td>Contact Person</td>
<td>CAPT. VELEZ</td>
</tr>
<tr>
<td>Telephone number</td>
<td>(310) 378-4211</td>
</tr>
<tr>
<td>Dates of service</td>
<td>1966 - PRESENT</td>
</tr>
<tr>
<td>Value or cost of service</td>
<td>VARIABLE</td>
</tr>
<tr>
<td>Brief description of service</td>
<td>provided</td>
</tr>
</tbody>
</table>

POLICE TOWING & STORAGE SERVICES

REFERENCE 3

<table>
<thead>
<tr>
<th>Name of Firm</th>
<th>LA COUNTY SHERIFF - LAWNDALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street address</td>
<td>15331 PRAIRIE AVE</td>
</tr>
<tr>
<td>City</td>
<td>LAWNDALE</td>
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<td>State</td>
<td>CA</td>
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<tr>
<td>Zip Code</td>
<td>90260</td>
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<tr>
<td>Contact Person</td>
<td>DEP. CRISE</td>
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<tr>
<td>Telephone number</td>
<td>(510) 219 - 2750</td>
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<td>Dates of service</td>
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<td>Value or cost of service</td>
<td>VARIABLE</td>
</tr>
<tr>
<td>Brief description of service</td>
<td>provided</td>
</tr>
</tbody>
</table>

POLICE TOWING & STORAGE SERVICES

Additional references are available upon request.
Contract Administrator

Robert J. Van Lingen, has the primary responsibility for implementing this proposal. Rob is the 3rd generation of the Van Lingen family involved in the company and has an enormous amount of pride to carry on a 65 year tradition of excellence and innovation in the towing industry.

From the age of 10 years old Rob Van Lingen has been working for Van Lingen Towing. His father would be pick him up from school and Rob would sweep the yard, empty the trash, wash trucks and generally be in awe of the big shiny trucks, and mangled cars that would come in. Over the years Rob grew up in and learned the industry from top to bottom by working every job in the company.

However to run any successful enterprise one needs more than hands on experience. After high school Rob graduated from Long Beach State with a Bachelors degree in Business Management. From Long Beach State he was admitted to Villanova University and earned a Master of Business Administration graduating with Cum Laude academic honors.

Beyond Rob Van Lingen’s academic credentials he also holds the following industry specific certifications:

1. Wreckmaster level 2/3, 4/5, and 6/7
2. CTTA certified
3. Tow Pro Certified
4. Miller Industries Rotator certified
5. Crosby Risk Management and Recovery rigging certified
6. DMV licensed VIN verifier
7. The American Towman Academy

Van Lingen Towing currently contracts with the following Public Safety agencies which require a similar type of service as this RFP requires;

1. City of Torrance
2. City of Palos Verdes Estates
3. City of Manhattan Beach
4. LASD-Lawndale
5. El Camino College
6. Compton College
7. California Highway Patrol

Rob Van Lingen’s primary responsibility at Van Lingen Towing is Government contract management. It is his responsibility to make certain that all requirements of each contract are strictly adhered to and indeed surpassed. This is accomplished through propriety data entry systems, custom GPS reports, dispatch reports, managers reports, my physical presence in the field, and talking with various levels of city employees at each contract city on a continual basis. Rob’s approach to managing the ESPD contract would be exactly the same; this methodology has proven effective and would function well in the City of El Segundo.
CITY OF EL SEGUNDO
BUSINESS LICENSE CERTIFICATE

DATE PAID: 12/17/2015
TAX CODE: 24E
DBA's:

VAN LINGEN TOWING INC
2755 LOMITA BLVD
TORRANCE, CA 90505-5324

NOT TRANSFERABLE
BUSINESS LICENSE
29299

ATTENTION: MAILING ADDRESS
CITY AND STATE

EXPIRATION DATE
12/31/2016

This business registration fee document does not constitute a permit to engage in any business.
In appropriate cases when required by City ordinance a separate permit is issued.

OWNER, PARTNER OR CORPORATE OFFICER
THIS LICENSE IS ATTACHED TO AND REFLECTS FLUORESCENT FIBERS UNDER UV LIGHT.
# Certificate of Liability Insurance

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not affirmatively or negatively amend, extend or alter the coverage afforded by the policies below. This certificate of insurance does not constitute a contract between the issuing insurer(s), authorized representative or producer, and the certificate holder.

**Important:** If the certificate holder is an additional insured, the policy(ies) must be endorsed. If subrogation is waived, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

## Producer

**ACORD SERVICES**

**World Class Insurance Services**

5708 Lonetree Blvd.

Rocklin, CA 95765

**Contact**

**Steve Priddle**

Phone: (916) 789-1523

Fax: (916) 789-1506

Email: contactus@worldclasslns.com

**INsureD**

Van Lingen Body Shop, Inc.

dba Van Lingen Towing

20621 Earl St.

Torrance, CA 90503

**INsureD**

**A**

Nationwide Mutual Insurance Company

23787

**INsureD**

**B**

National Union Fire Ins. Co. Pittsburgh, PA

19445

**INsureD**

**C**

ICW - Insurance Company of the West

27847

**INsureD**

**F**

**Coverages**

<table>
<thead>
<tr>
<th>INSR LTR</th>
<th>TYPE OF INSURANCE</th>
<th>ADD-D-SSBR INSURER</th>
<th>POLICY NUMBER</th>
<th>POLICY EFFECT DATE</th>
<th>POLICY EXPIRY DATE</th>
<th>LIMITS</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Commercial General Liability</td>
<td>X CLAIMS-MADE X OCCUR</td>
<td>ACP3009696695</td>
<td>01/19/2016</td>
<td>01/19/2017</td>
<td>EACH OCCURRENCE $ 1,000,000 DAMAGE TO RENTED PREMISES (EA OCCURRENCE) $ 100,000 MED EXP (Any one person) $ 5,000 PERSONAL &amp; ADV INJURY $ 1,000,000 GENERAL AGGREGATE $ 2,000,000 PRODUCTS-COMMOP AQQ $ 2,000,000</td>
</tr>
<tr>
<td>A</td>
<td>Automobile Liability</td>
<td>X ANY AUTO X ALL OWNED AUTOS X SCHEDULED AUTOS X NON-OWNED AUTOS</td>
<td>ACP3009696695</td>
<td>01/19/2016</td>
<td>01/19/2017</td>
<td>COMBINED SINGLE LIMIT (EA ACCIDENT) $ 1,000,000 BODILY INJURY (Per person) $</td>
</tr>
<tr>
<td>B</td>
<td>Umbrella Liability</td>
<td>X OCCUR CLAIMS-MADE</td>
<td>BE015871778</td>
<td>01/19/2016</td>
<td>01/19/2017</td>
<td>EACH OCCURRENCE $ 2,000,000 AGGREGATE</td>
</tr>
<tr>
<td>C</td>
<td>Workers Compensation and Employer's Liability</td>
<td>Y/N</td>
<td>WSA 5021332 03</td>
<td>07/01/2015</td>
<td>07/01/2016</td>
<td>E.L. EACH ACCIDENT $ 1,000,000 E.L. DISEASE - EA EMPLOYEES $ 1,000,000 E.L. DISEASE - POLICY LIMIT $ 1,000,000</td>
</tr>
<tr>
<td>A</td>
<td>On Hook $600,000</td>
<td>X DEED X RETENTION</td>
<td>ACP3009696695</td>
<td>01/19/2016</td>
<td>01/19/2017</td>
<td>Cargo W/$1,000 Ded $ 100,000</td>
</tr>
</tbody>
</table>

**Description of Operations / Locations / Vehicles**

ACORD 101, Additional Reminders Schedule, may be attached if more space is required.

Garagekeepers Legal Liability: 20621 Earl St, Torrance, CA 90503 = $600,000 & 2756 Lomita Blvd, Torrance, CA 90505 = $600,000 ($1,000/$2,500 Ded)

City of El Segundo, its Officers, Agents, Employees and Volunteers is listed as ADDITIONAL INSURED

## Certificate Holder

City of El Segundo
Public Works Dept.
350 Main Street
El Segundo, CA 90245

## Cancellation

Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

Authorized Representative

© 1988-2014 ACORD CORPORATION. All rights reserved.
AGENDA DESCRIPTION:
Consideration and possible action to approve Final Vesting Parcel Map No. 73563, a commercial subdivision to merge 13 existing adjoining lots into one parcel located at 215-275 Main Street. (Fiscal Impact: N/A)

RECOMMENDED COUNCIL ACTION:
1. Adopt the proposed resolution, approving a Final Vesting Map No. 73563, and authorizing the Director of Planning and Building Safety and the City Clerk to sign and record said Map; and/or
2. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:
1. Final Vesting Parcel Map No. 73563; and
2. Proposed Resolution.

FISCAL IMPACT: N/A

| Amount Budgeted: | N/A |
| Additional Appropriation: | N/A |
| Account Number(s): | N/A |

ORIGINATED BY: Maria Baldenegro, Assistant Planner
REVIEWED BY: Gregg McClain, Planning Manager
Sam Lee, Director of Planning and Building Safety
APPROVED BY: Greg Carpenter, City Manager

Background and Discussion
The proposed subdivision was required as a condition of approval for an Administrative Use Permit at 215 Main Street. The property currently has five buildings which cross over the property lines of 13 lots. The California Subdivision Map Act prohibits buildings to cross over multiple property lines, so the proposed subdivision remedies this problem. On June 9, 2016, the Planning Commission held a public hearing and adopted Resolution No. 2794 approving Environmental Assessment EA-1106 and Subdivision SUB 15-01 for Vesting Tentative Parcel Map No. 73563.

The project site is within the Main Street Transitional District of the Downtown Specific Plan and involves merging 13 existing adjoining lots into one parcel of 46,839 square feet (1.07 acres). The new lot will have street frontage of about 335 feet facing Main Street and the alley to the west, and about 140 feet on both Grand Avenue and Franklin Avenue. The site is currently developed with 26,731 square feet of various commercial uses plus three parking lots. The existing structures will remain, and no additional improvements are proposed at this time.
The Final Vesting Parcel Map conforms to the Tentative Map and was reviewed and approved by the Los Angeles County Department of Public Works. Staff determined that the Map conforms with the General Plan, zoning and building ordinances. The Final Vesting Map is now ready for approval by the City Council.
VESTING PARCEL MAP NO. 73563
IN THE CITY OF EL SEGUNDO
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA
FOR LOT MERGER PURPOSES

BEING A LOT MERGER OF LOTS 14 TO 26 INCLUSIVE, BLOCK 22,
EL SEGUNDO AS RECORDED IN BOOK 16, PAGE 69 OF MAPS, IN THE
OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

OWNER’S CERTIFICATE

WE HEREBY STATE THAT WE ARE THE OWNERS OF OR ARE INTERESTED IN THE LAND
INCLUDED IN THE SUBDIVISION SHOWN ON THIS MAP WITHIN THE DISTRICTED
BOUNDARY LINES AND WE CONSENT TO THE PREPARATION AND FILING OF SAID MAP
AND SUBDIVISION.

BRALEY J.W. CONROY AND ANDY B. CONROY, TRUSTEES OF THE CONROY FAMILY
TRUST, STEVEN TAYLOR AND NATHALIE MARIE TAYLOR, TRUSTEES OF THE
STEVEN TAYLOR AND NATHALIE MARIE TAYLOR REVOCABLE LIVING TRUST DATED
12/11/10, IRON HAMMER PROPERTIES, L.P., A CALIFORNIA LIMITED PARTNERSHIP,
MAGNOLIA L.P., A CALIFORNIA LIMITED PARTNERSHIP, STEVE LEISNER, TRUSTEE OF
STEVE LEISNER GST TRUST DATED JUNE 1, 2000, EDGIE LEISNER, TRUSTEE OF
THE EDDIE LEISNER GST TRUST DATED JUNE 1, 2000 COLLECTIVELY KNOWN AS
"TENANTS IN COMMON.

BRALEY J.W. CONROY AND STEVEN TAYLOR ARE COLLECTIVELY REFERRED TO AS
"ASSET MANAGERS" AND THE TENANTS IN COMMON INDIVIDUALLY APPOINT AND
AUTHORIZED THE ASSET MANAGERS TO EXECUTE AS AUTHORIZED AGENTS OF AND ON
BEHALF OF THE TENANTS IN COMMON ALL DOCUMENTS, AGREEMENTS AND PAPERS IN
RELATION TO THE OPERATION, MANAGEMENT AND MAINTENANCE OF THE PROPERTY.

BY: NAME: BRALEY J.W. CONROY
TITLE: ASSET MANAGER

BY: NAME: STEVEN TAYLOR
TITLE: ASSET MANAGER

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE
VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE
DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT TO
THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA )
COUNTY OF LOS ANGELES )
ON 27TH, BEFORE ME,

A NOTARY PUBLIC, PERSONALLY APPEARED
WHO PROVED TO ME ON THE BASIS OF
SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHO EXECUTED THE
SAME AS WRITTEN, ACKNOWLEDGED TO ME THAT
HE/SHE/HE/HE SIGNED THE SAME ON THIS/THIS/THAT AUTHORIZED
CAPACITY(IES), AND THAT HE/SHE/HE/HE SIGNED(SIGNED) THE
INSTRUMENT, THE PERSON(S) OR THE ENTITY UPON BEHALF OF WHICH THE
PERSON(S) ACTED, EXECUTED THE INSTRUMENT. I CERTIFY UNDER PENALTY OF
PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING
PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

NAME: _______________________________
MY PRINCIPAL PLACE OF BUSINESS IS IN COUNTY
MY COMMISSION NO: _________________________
MY COMMISSION EXPIRES ________________________

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE
VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE
DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT TO
THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA )
COUNTY OF LOS ANGELES )
ON 27TH, BEFORE ME,

A NOTARY PUBLIC, PERSONALLY APPEARED
WHO PROVED TO ME ON THE BASIS OF
SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHO EXECUTED THE
SAME AS WRITTEN, ACKNOWLEDGED TO ME THAT
HE/SHE/HE/HE SIGNED THE SAME ON THIS/THIS/THAT AUTHORIZED
CAPACITY(IES), AND THAT HE/SHE/HE/HE SIGNED(SIGNED) THE
INSTRUMENT, THE PERSON(S) OR THE ENTITY UPON BEHALF OF WHICH THE
PERSON(S) ACTED, EXECUTED THE INSTRUMENT. I CERTIFY UNDER PENALTY OF
PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING
PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

NAME: _______________________________
MY PRINCIPAL PLACE OF BUSINESS IS IN COUNTY
MY COMMISSION NO: _________________________
MY COMMISSION EXPIRES ________________________

SURVEYOR’S STATEMENT

I HEREBY CERTIFY THAT I AM A REGISTERED SURVEYOR OF THE STATE
OF CALIFORNIA, THAT THIS MAP CONSISTS OF 2 SHEETS, IS A TRUE AND COMPLETE
SURVEY AS SHOWN, AND WAS MADE BY ME OR UNDER MY DIRECTION 2-25-2015;
THAT THE MONUMENTS OF THE CHARACTERS AND LOCATIONS SHOWN HEREIN ARE IN
PLACE, THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE
RETREIVED.

DATED 09/09, 2016

ROBERT J. RUSSELL, PLS 8221
EXP. DATE 3/31/17

BASIS OF BEARINGS

THE BEARING N 00°00’00” # (NORTH) ALONG THE CENTERLINE OF MAIN STREET
BETWEEN GRAND AVENUE AND FRANKLIN AVENUE AS SHOWN ON MAP OF EL SEGUNDO,
NB 18 PS 99, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

CITY TREASURER’S CERTIFICATE

I HEREBY CERTIFY THAT ALL SPECIAL ASSESSMENTS levied UNDER THE
JURISDICTION OF THE CITY OF EL SEGUNDO, TO WHICH THE LAND INCLUDED IN THE
WITHIN SUBDIVISION OR ANY PART THEREOF IS SUBJECT, AND WHICH MAY BE PAID
IN FULL, HAVE BEEN PAID IN FULL.

DATE __________________________
CITY TREASURER OF THE CITY OF EL SEGUNDO

CITY ENGINEER’S CERTIFICATE

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP AND THAT IT CONFORMS
SUBSTANTIALLY TO THE TENTATIVE MAP AND ALL APPROVED ALTERNATIONS THEREOF,
THAT ALL PROVISIONS OF SUBDIVISION ORDINANCES OF THE CITY OF EL SEGUNDO
APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED
WITH AND THAT I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT WITH
RESPECT TO THE CITY RECORDS.

DATE __________________________
CITY ENGINEER OF THE CITY OF EL SEGUNDO

I HEREBY CERTIFY THAT THE CITY COUNCIL OF THE CITY OF EL SEGUNDO BY MOTION
ADOPTED AT ITS SESSION HELD ON THE _______ DAY OF __________, 20__
APPROVED ANNOTATION MAP.

DATE __________________________
CITY CLERK OF THE CITY OF EL SEGUNDO
RESOLUTION NO. _____

A RESOLUTION APPROVING A FINAL VESTING PARCEL MAP NO. 73563 FOR ENVIRONMENTAL ASSESSMENT NO. EA-1106 AND SUBDIVISION NO. SUB 15-01 TO MERGE 13 EXISTING ADJOINING LOTS INTO ONE PARCEL, LOCATED AT 215-275 MAIN STREET IN THE MAIN STREET TRANSITIONAL DISTRICT (MSTD) IN THE DOWNTOWN SPECIFIC PLAN (DSP).

The City Council of the City of El Segundo does resolve as follows:

SECTION 1: The City Council finds and declares that:

A. On March 17, 2015, Bradley J.M. Conroy filed an application on behalf of the property owners: (Bradley J.M. Conroy and Amy J. Conroy, Trustees of the Conroy Family Trust, Steven Taylor and Natalie Mense Taylor, Trustees of the Steven Taylor and Natalie Mense Taylor Revocable Living Trust; Iron Hammer Properties, L.P., a California Limited Partnership; Magnum, L.P., a California Limited Partnership; Steve Leisner, Trustee of the Steve Leisner GST Trust and Eddie Leisner, Trustee of the Eddie Leisner GST Trust, as Tenants in Common) for Environmental Assessment No. EA-1106 and Subdivision No. SUB 15-01 for Vesting Tentative Parcel Map No. VTPM 73563 to merge thirteen (13) existing adjoining rectangular lots into one parcel;

B. On June 9, 2016, the Planning Commission adopted Resolution No. 2794 approving Environmental Assessment No. EA-1106 and Subdivision No. SUB 15-01 for Vesting Tentative Parcel Map No. VTPM 73408; and

C. The Final Vesting Parcel Map now requires approval by the City Council.

SECTION 2: Final Map Findings. Based upon the entirety of the record including, without limitation, the staff report, the City Council approves Final Map for the following reasons:

A. The Final Vesting Parcel Map substantially conforms to Vesting Tentative Parcel Map No. 73563 approved by Planning Commission Resolution No. 2794; and

B. The Final Map conforms to the El Segundo Municipal Code and Subdivision Map Act (Government Code §§ 66410, et seq.).

SECTION 3: Authorization. The Director of Planning and Building Safety and the City Clerk are hereby authorized to sign and record said Map and take any further actions needed to effectuate this Resolution.
SECTION 4: This Resolution will become effective immediately upon adoption and remain effective unless superseded by a subsequent resolution.

SECTION 5: The City Clerk is directed to mail a copy of this Resolution to Bradley J.M. Conroy and to any other person requesting a copy.

SECTION 6: This Resolution is the City Council's final decision and will become effective immediately upon adoption.

PASSED, APPROVED AND ADOPTED this 18th day of October, 2016.

________________________
Suzanne Fuentes, Mayor

ATTEST:

STATE OF CALIFORNIA )
COUNTY OF LOS ANGELES ) SS
CITY OF EL SEGUNDO )

I, Tracy Weaver, City Clerk of the City of El Segundo, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing Resolution No. _____ was duly passed, approved and adopted by said City Council at a regular meeting held on the 18th day of October, 2016, approved and signed by the Mayor, and attested to by the City Clerk, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

________________________
Tracy Weaver, City Clerk

APPROVED AS TO FORM:

________________________
Mark D. Hensley, City Attorney
AGENDA DESCRIPTION:

Consideration and possible action to 1) adopt a Resolution approving Plans and Specifications for installation of a Sewer Force Main at the Lifeguard Station, Project No. PW15-14; 2) adopt a Resolution waive the bidding requirements pursuant to ESMC §1-7-1; 3) authorize the City Manager to enter into an easement and reimbursement agreement with Chevron for the construction of the lifeguard station sewer force main; and 4) award a standard Professional Services Agreement to AKM Consulting Engineers for construction inspection services and related pump design services. (Fiscal Impact: $959,064.00)

RECOMMENDED COUNCIL ACTION:

1. Adopt the attached Resolution approving Plans and Specifications for installation of a Sewer Force Main at the Lifeguard Station, Project No. PW15-14;

2. Adopt a Resolution waiving the bidding requirements pursuant to ESMC §1-7-1;

3. Authorize the City Manager to enter into an easement and reimbursement agreement with Chevron for the construction of the lifeguard force main in the amount of $826,560.00 and approve an additional $82,656.00 for construction-related contingencies; and

4. Authorize the City Manager to execute a standard Professional Service Agreement, in a form as approve by the City Attorney, with AKM Consulting Engineers in the amount of $49,848.00 for construction inspection of the force main and related pump design services; or

5. Alternatively, discuss and take other possible actions related to this item.

ATTACHED SUPPORTING DOCUMENTS:

Resolution to adopt plans and specs
Resolution to waive the bidding process

FISCAL IMPACT: Included in Adopted Budget

Amount Budgeted: $959,064.00
Additional Appropriation: N/A
Account Number(s): $450,000.00: 502-400-8204-8635 (FY 15/16 Sewer Enterprise Fund)
$450,000.00: 502-400-8204-8635 (FY 16/17 Sewer Enterprise Fund)
$59,064.00: 502-400-8204-8647 (FY 16/17 Sewer Enterprise Fund)

ORIGINATED BY: Lifan Xu, Principal Civil Engineer
REVIEWED BY: Stephanie Katsouleas, Public Works Director
APPROVED BY: Greg Carpenter, City Manager
BACKGROUND AND DISCUSSION:

El Segundo’s Lifeguard Station and Beach Bathroom was originally envisioned by Councilmember Jim Boulgarides in the early 2000s as a facility that would provide permanent public restroom facilities for El Segundo’s beach-going community as well as storage and office facilities for the Los Angeles County Lifeguards Division. After much planning and coordination with the Lifeguards, the joint-use facility opened in the summer of 2013.

However, due to its remote location relative to existing public utilities, it was understood that the facility would not able to connect to a municipal sewer connection prior to completion, and that exploring municipal waste disposal options would come at a later time. In preparation for the future municipal connection, the holding tank was sized to eventually house the pump station and force main mechanical equipment, pending securing a viable connection. Since its opening, the facility has relied on weekly sewer pump-out services to transport and dispose the wastewater generated at the facility.

Following its opening, staff began investigating all possible solutions to connect the beach bathroom to a municipal system, including considering connections at Grand Ave and Loma Vista., a direct connection to the Hyperion Treatment Plant, using nearby Chevron facilities, and using Chevron land to connect to NRG’s wastewater pipes.

The first two options were deemed technically infeasible, undesirable, and/or too cost-prohibitive to pursue as follows:

- **Grand Ave./Loma Vista**: The nearest City sewer connection point is almost ½ mile away, 110 ft higher in elevation than lifeguard station and would require traversing both State Lands Commission property and the City of Los Angeles. And, the elevation difference alone would make the connection very difficult to construct and maintain.

- **Hyperion Treatment Plant**: Hyperion does not have any municipal connections along Vista del Mar. The nearest connection point was more than 1.5 mile away, on Imperial Hwy. Additionally, the LA DPW (Scattergood) facility at the corner of Grand and Vista del Mar did not have sufficient capacity to allow a connection from the beach restrooms.

- **Chevron Facilities**: Again, Chevron’s closest wastewater pipe did not have the capacity to accept flows from the beach facility.

- **Chevron Property**: The final option available, which is further described below. NRG”s facility had both the capacity and willingness to accept waste from the beach restrooms.

The only cost-effective and truly viable option for connecting EL Segundo’s beach facility to a municipal system is to construct a force main across Chevron’s property (adjacent to the bike path) to a connection point within NRG's wastewater system. NRG’s system discharges into Los Angeles County's sewer system at 45th Street in Manhattan Beach. Staff worked on this option for more than two years with both Chevron and NRG to finalize logistics, prepare construction documents, bid the work and negotiate contract terms. With great assistance from Chevron and NRG staff, those plans and specifications are now complete and ready for adoption, and construction is ready to begin.

Please note that this is not a typical public works project. Because the bulk of the work occurs on Chevron’s private property, it is within the Transportation Worker Identification Credential (TWIC) security area, an area co-administrated by the Transportation Security Administration (TSA) and
Coast Guard. Only personnel with both Chevron security clearance and TWIC security clearance may access the area, which includes those performing construction work of any kind within Chevron’s property. In addition, there are also substantial coordination issues with Chevron due to its own internal plant operations at the job site. To avoid operational and construction conflicts, Chevron requires that its staff manage the contractor and deliver the project to the City through a reimbursement agreement. Thus, Public Works staff worked extensively with the City Attorney's office and Chevron on the legal framework for such an agreement given these unique complexities; and this included the bidding and award process.

Chevron conducted the bid process and received two qualified bids as follows:

1. ARB, Inc. $786,560.00
2. PMI, Inc. $873,857.00

Staff checked the contractor’s state license status, Department of Industrial Relation registration and references, and found that the responsible low bidder ARB, Inc. has satisfactorily completed similar projects. And they meet Chevron’s security requirements. In addition, Chevron estimates that its reimbursable cost for administering the project is $40,000.00. Although Chevron is donating its own time and staff to this entire effort, it will incur real costs for external consultants, security personnel and other expenses needed to accommodate site access and construction.

Lastly, it is worth noting that the work to connect at NRG was substantially completed by NRG pro-bono during its facility upgrades three years ago. While construction is underway, Public Works staff will finalize the design plans for the pump station equipment and prepare the facility for connecting to the sewer with the help of AKM Consulting Engineers. This firm was selected because it designed the original connections and is intimately familiar with the project, and its rates are typical of the market. Additionally, AKM has immense experiences in providing pump inspection services. The conversion of the holding tank to a pump station will occur once the force main project is complete.

Therefore, staff recommends that City Council:

1. Adopt the attached Resolution approving Plans and Specifications for the Lifeguard Sewer Force Main, Project No. PW15-14.
2. Adopt a Resolution waiving the public bidding process due to the unique circumstances associated with work occurring on private property.
3. Authorize the City Manager to enter into an easement and reimbursement agreement with Chevron for the construction of the lifeguard force main in the amount of $826,560.00 and approve an additional $82,656.00 for construction-related contingencies.
4. Authorize the City Manager to execute a standard Public Works Professional Service Agreement in a form as approve by the City Attorney with AKM Consulting Engineers in the amount of $49,848.00 for construction inspection and design services.

Staff estimates the following timeline for the project:

October, 2016 Enter agreement with Chevron,
Start design of lifeguard station pump
November 2016 Start construction of force main
January 2017 Complete design of lifeguard pump
<table>
<thead>
<tr>
<th>Month</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 2017</td>
<td>Complete construction of force main</td>
</tr>
<tr>
<td>April 2017</td>
<td>Start construction of lifeguard station pump</td>
</tr>
<tr>
<td>May, 2017</td>
<td>Complete construction of lifeguard station pump</td>
</tr>
</tbody>
</table>
RESOLUTION NO. __

A RESOLUTION APPROVING THE PLANS AND SPECIFICATIONS FOR THE CONSTRUCTION OF LIFEGUARD SEWER FORCE MAIN, PW15-14 PURSUANT TO GOVERNMENT CODE SECTION 830.6 AND ESTABLISHING A PROJECT PAYMENT ACCOUNT.

The City Council of the City of El Segundo does resolve as follows;

SECTION 1: The City Council finds and declares as follows:

A. The City retained AKM Consulting Engineer. ("Consultant") as the engineer to design and prepare the plans and specifications for Lifeguard Sewer Force Main, PW 15-14 ("Project");

B. The Consultant informed the City Engineer that these plans and specifications are complete and that construction of the Project may begin;

C. The City Engineer reviewed the completed plans and specifications for the Project and agrees with the Consultant that the plans and specifications are complete and the Project may be constructed;

D. The City Council wishes to obtain the immunities set forth in Government Code § 830.6 with regard to the plans and construction of the Project.

SECTION 2: Design Immunity; Authorization.

A. The design and plans for the Project are determined to be consistent with the City’s standards and are approved.

B. The design approval set forth in this Resolution occurred before actual work on the Project construction commenced.

C. The approval granted by this Resolution conforms with the City’s General Plan.

D. The City Engineer, or designee, is authorized to act on the City’s behalf in approving any alterations or modifications of the design and plans approved by this Resolution.

E. The approval and authorization granted by this Resolution is intended to avail the City of the immunities set forth in Government Code § 830.6.

SECTION 3: Project Payment Account. For purposes of the Contract Documents administering the Project, the City Council directs the City Manager, or designee, to establish a fund containing sufficient monies from the current fiscal year budget to pay for the Project ("Project Payment Account"). The Project Payment Account is the sole

Page 1 of 2
source of funds available for the Contract Sum, as defined in the Contract Document administering the Project.

SECTION 4: The City Clerk is directed to certify the adoption of this Resolution.

SECTION 5: This Resolution will become effective immediately upon adoption.

PASSED AND ADOPTED this ___ day of _____________, 20__.

Mayor

ATTEST:

Tracy Weaver, City Clerk

APPROVED AS TO FORM:
MARK D. HENSLEY, City Attorney

By:
David H. King, Assistant City Attorney
RESOLUTION NO. ____

A RESOLUTION APPROVING THE DESIGN AND PLANS FOR THE GRAND AVENUE BEACH LIFEGUARD STATION FORCEMAIN PROJECT PURSUANT TO GOVERNMENT CODE § 830.6 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH CHEVRON USA, INC. FOR INSTALLATION OF THE FORCEMAIN WITHOUT THE NEED FOR COMPETITIVE BIDDING AS OTHERWISE REQUIRED BY THE PUBLIC CONTRACT CODE.

The City Council of the city of El Segundo does resolve as follows:

SECTION 1: The City Council finds and declares as follows:

A. In 2013, the City constructed a lifeguard station with restrooms at Grand Avenue Beach. The lifeguard station has been in operation since May 2013.

B. Due to the remoteness of the location, the lifeguard station currently has no sewer connection. Wastewater generated at the lifeguard station is being removed periodically by truck and transported to the Hyperion treatment plant.

C. The sewer line nearest the lifeguard station is 2,000 feet to the south and 110 feet higher in elevation. Chevron USA, Inc. ("Chevron") owns the property between the lifeguard station and the nearest sewer line.

D. In order to connect the lifeguard station to the sewer system, it is necessary to construct a forcemain across Chevron’s property. There are no other cost-effective, feasible alternatives for connecting the lifeguard station to the sewer system.

E. Chevron’s El Segundo refinery is subject to the Maritime Transportation Security Act of 2002 (Pub. L. 107-295) and must comply with, in addition to other applicable law, 46 U.S.C § 70105 and 33 CFR § 105.100, 105.105 and 154.100. Among other things, these laws require persons accessing the facility to obtain biometric identification referred to as Transportation Worker Identification Credentials ("TWIC").

F. The portion of the Chevron property over which a sewer line serving the lifeguard station must necessarily traverse requires TWIC identification for access. The TWIC program is established through the Department of Homeland Security and co-administered by the Transportation Security Administration and the Coast Guard. Only personnel that hold both Chevron security clearance and TWIC security clearance are allowed access to the area. Accordingly, the only contractors that could potentially perform the work are those that possess both Chevron and TWIC security
clearances.

G. Chevron is willing to allow the forcemain to be constructed across its property and is willing to enter into an easement and license agreement with the City as necessary for the placement of the line and to facilitate future maintenance and repairs. However, Chevron will not allow the forcemain to be constructed across its property unless (1) the work is performed by a security-cleared contractor chosen by Chevron, and (2) Chevron itself contracts directly with the contractor for the work. Chevron will not allow a contractor to perform work on its property pursuant to a contract with a third party.

H. Chevron will agree to have the forcemain constructed in accordance with the City’s plans and specifications and will allow representatives from the Public Works Department to be present during construction in order to ensure that work is performed consistent with the plans and specifications.

I. City staff retained AKM Consulting Engineers to design the proposed lifeguard station forcemain (the “Project”).

J. Plans and specifications for the Project were completed on February, 2016.

K. In February 2016, the City provided Chevron with the plans and specifications for the Project and Chevron sought bids from 3 qualified contractors with the requisite security clearances.

L. Chevron received bids in the amount of $786,560.00 from ARB, Inc. and in the amount of $873,857.00 from PMI, Inc.

M. Chevron is willing to retain ARB, Inc. (“Contractor”) to complete the Project in accordance with the City’s plans and specifications provided that the City enters into a reimbursement agreement with Chevron that obligates the City to reimburse Chevron for all amounts charged to Chevron by Contractor for the construction of the Project.

N. Chevron understands that work on the Project is subject to prevailing wage requirements and will ensure that its agreement with Contractor calls for the payment of prevailing wage to all workers on the Project and otherwise ensures Contractor’s compliance with applicable prevailing wage laws.

O. Ordinarily, the City would need to comply with the competitive bidding requirements set forth in the Public Contracts Code related to public works contracts for this type of project;

P. The purpose of such bidding requirements is to guard against favoritism,
improvidence, extravagance, fraud and corruption, to prevent waste of public funds, and to obtain the best economic result for the public;

Q. The facts and circumstances of this Project, however, demonstrate that competitive bids would be unavailing or would not produce an advantage, and the advertisement for competitive bid would thus be undesirable and impractical for the following reasons:

1. The Project will be located entirely on private property owned and controlled by Chevron U.S.A., Inc. Although Chevron is willing to cooperate with the City and allow the sewer forcemain to be constructed across its property, Chevron will not allow the Project to be constructed across its property unless (a) Chevron has full discretion to choose the contractor that will perform the work, and (b) Chevron itself contracts directly with the contractor for performance of the work. Chevron will not allow a contractor to construct the Project across its property pursuant to a contract between the City and the contractor.

2. Chevron had complete discretion to choose a qualified contractor to perform the work. No city official, officer, or employee had any input whatsoever in the process of choosing the contractor. Consequently, there has been no possibility of favoritism, fraud, or corruption in the selection of the contractor.

3. Chevron lets millions of dollars in contracts at its El Segundo facility each year and qualified contractors with the requisite security clearances compete aggressively for contract awards in the hope of making a favorable impression and being considered for additional projects in the future. Consequently, the City expects that a contractor chosen by Chevron will be able to complete the Project at a cost that is less than what the City would incur if it were competitively bid through the normal public contracting process.

4. Engaging in a public bidding process for this proposed Project would be impractical and produce no advantage because Chevron will not allow any contractor—even those with the requisite security clearances—to perform work on its property pursuant to a contract with a third party (i.e., the City). Hence, the City could not contract directly with any responsive bidder for performance of the work.

S. AKM Consulting Engineers designed the Project and prepared the Project's plans and specifications. The plans and specifications have been reviewed and approved by the City Engineer. The plans are now complete and the Project may be constructed;

T. The City wishes to connect the Grand Avenue Beach lifeguard station to the municipal sewer system and avoid the continued need for the pumping and trucking of raw sewage.

U. The City Council wishes to obtain the immunities set forth in Government Code § 830.6 with regard to the plans and construction of the Project.

SECTION 2: Design Immunity.

A. The design and plans for the Project are determined to be consistent with the City's standards and are approved.

B. The design approval set forth in this Resolution occurred before actual work on the Project construction commenced.

C. The approval granted by this Resolution conforms with the City's General Plan.

D. The approval and authorization granted by this Resolution is intended to avail the City of the immunities set forth in Government Code § 830.6.

SECTION 3: Authorizations.

A. The City Engineer, or designee, is authorized to act on the City's behalf in approving any alterations or modifications of the design and plans approved by this Resolution.

B. The City Manager is authorized to execute a contract with Chevron committing the City to reimburse Chevron for the cost of construction of the Project up to an amount of $909,216.00 which represents the amount of the bid received by Chevron $786,560 and Chevron's $40,000 expense to assist the project plus a contingency of 10%.

C. The City Manager is authorized to advance funds to Chevron prior to commencement of work and to make progress payments as required by Chevron pursuant to its agreement with Contractor.

SECTION 4: The City Clerk is directed to certify the adoption of this Resolution.

SECTION 5: This Resolution will become effective immediately upon adoption.
PASSED AND ADOPTED this ___ day of ____________, 2016.

Suzanne Fuentes, Mayor

ATTEST:

Tracy Weaver, City Clerk

APPROVED AS TO FORM:
MARK D. HENSLEY, City Attorney

By: __________________________
    David H. King, Assistant City Attorney
EL SEGUNDO CITY COUNCIL

AGENDA STATEMENT

MEETING DATE: October 18, 2016
AGENDA HEADING: Consent Agenda

AGENDA DESCRIPTION:
Consideration and possible action to adopt a Resolution establishing a Complete Streets Policy for the City of El Segundo. (Fiscal Impact: N/A)

RECOMMENDED COUNCIL ACTION:
1. Adopt a Resolution establishing a Complete Street Police for the City of El Segundo.
2. Alternatively, discuss and take other possible actions related to this item.

ATTACHED SUPPORTING DOCUMENTS:
Complete Streets Policy
Resolution

FISCAL IMPACT: N/A

Amount Budgeted: $0
Additional Appropriation: No
Account Number(s): N/A

ORIGINATED BY: Cheryl Ebert, Senior Civil Engineer
REVIEWED BY: Stephanie Katsouleas, Public Works Director
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:

Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, should have safe, comfortable, and convenient access to community destinations and public places, whether walking, driving, bicycling, or taking public transportation. But too many of our streets and rights-of-way do not accommodate this wide array of user groups. A “Complete Streets” philosophy strives to integrate people and place in the planning, design, construction, operation, and maintenance of our transportation network. This, in turn, helps to ensure streets are safe for people of all ages and abilities, balances the needs of different modes, and support local land uses, economies, cultures, and natural environments.

The Los Angeles County Metropolitan Transportation Authority (Metro), through its Complete Street Initiative, requires that all local jurisdictions within Los Angeles County who wish to apply for Metro grants\(^1\) in 2017 and beyond embrace the Complete Streets philosophy when considering future transportation network projects. Formally, this can be accomplished by adopting a Complete Streets Policy, a City Council Resolution, or a General Plan amendment consistent with the California Complete Streets Act of 2008.

\(^1\) Examples of Metro grants include the Measure R South Bay Highway Program, Call for Projects, and Active Transportation Program.
By adopting the attached policy and resolution, the City of El Segundo is expressing its commitment to embrace Complete Streets’ core objectives and supports the development of comprehensive and integrated transportation networks (where feasible) for the safe and convenient travel of all users groups.

Additional information on Metro’s own Complete Streets Policy can be found at: https://media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf

Therefore, staff recommends that City Council adopt the attached Complete Streets Resolution and Policy, which establishes guiding principles and practices such that transportation improvements are planned, designed, constructed and maintained to encourage walking, bicycling and multi-model transit use while promoting safe operations for all user groups in the City of El Segundo.
Introduction
The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families.

The City of El Segundo recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability.

In order to further the health, safety, welfare, economic vitality, and environmental well-being of our communities, Complete Streets policies and legislation have been adopted throughout the Country, including numerous California counties, cities, and transportation agencies.

- The State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358) which required that when cities or counties revise the Circulation Element of their general plans they also identify how they will provide for the mobility needs of all user of the roadways.

- California Department of Transportation (Caltrans) Deputy Directive 64, effective October 2008, explains that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.”

- Metro, through its Complete Street Policy, requires that all local jurisdictions within LA County adopt either a Complete Streets Policy, a City Council Resolution supporting Complete Streets, or an adopted General Plan consistent with the California Complete Streets Act of 2008 in order to be eligible for Metro capital grand funding programs, starting with 2017 grant cycles.

Therefore, the City of El Segundo wishes to express its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices.

Purpose
The purpose of this policy is to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling and transit use while promoting safe operations for all users.
Policy

A. Core Commitment – Complete Street Principles

- All Users and Modes: The City of El Segundo embraces the Complete Streets philosophy, which strives to create streets that provide safe, comfortable, and convenient travel along and across roadways through a comprehensive and integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth and families.

- Context Sensitivity: The City will work with residents, businesses, transportation agencies, and other stakeholders to ensure that the values of the community are maintained and the unique circumstances of all users are fully considered. It is noted that streets within the City will not all look the same and will not necessarily include exclusive elements for all modes of travel on every street.

- Projects and Phases: The City of El Segundo will apply the Complete Streets objectives to all roadway projects whenever feasible, including those involving new construction, reconstruction, retrofits, repaving, or rehabilitation. Complete Streets may be achieved through single projects, or incrementally through a series of smaller improvements or maintenance and operation activities over time.

- All Agencies and Roads: All relevant departments of the City shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

B. Design and Implementation

- Design:
  - The City will follow its own accepted or adopted design standards as may be updated or amended, including but not limited to the City Standard Details and Specifications, Specific Plans, and Bicycle Master Plans. If no specific standard exists for transportation facilities, then the City will use applicable federal and state standards.
  - Whenever modifications are made to streets, Complete Streets features will be considered and incorporated to the maximum extent practical. Street improvements and Complete Street features may include:
    - Facilities and amenities such as street and sidewalk lighting;
    - Sidewalk and pedestrian improvements such as wider sidewalks, parkways, median refuges or crosswalk improvements;
    - Improvements that provide American with Disabilities Act (ADA) compliant accessibility;
    - Transit accommodations and access at train station;
    - Shared use lanes and bike lanes,
    - Landscaping; and
    - Street furniture.
- **Network / Connectivity:** The City will incorporate Complete Streets infrastructure into existing streets and future transportation projects to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category or user, and increasing connectivity across jurisdictional boundaries.

- **Implementation:**
  - **Staff review:** Staff will review all transportation system improvement projects during the planning / design phase to determine appropriate Complete Streets implementation to meet this policy objective.
  - **Inventory:** The City will maintain an inventory of the pedestrian and bicycling facility infrastructure integrated with the City’s GIS database and will prioritize projects to eliminate gaps in the sidewalk and bikeways network.
  - **Revisions to existing plans and policies:** The City’s next General Plan, Transit Plan, Bicycle Plan, and Neighborhood Specific Plan will be updated to incorporate Complete Street principles.
  - **Funding:** The City will actively seek sources of appropriate funding to implement Complete Streets principles.

- **Performance Measures:** Relevant departments will establish performance measures and perform evaluations of how well the street and transportation networks are serving each category of users by collecting baseline and follow-up data. Examples of data that may be collected and evaluated include, but are not limited to:
  - Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodations;
  - Total number of streets with pedestrian accommodations;
  - Number of missing or non-compliant curb ramps at City street intersection; and
  - Number of accidents and fatalities for pedestrian-vehicle and bicycle-vehicle collisions.

**C. Exceptions:** Complete Streets principles and practices will be evaluated for inclusion in new construction, reconstruction, retrofits, repaving, or rehabilitation projects, as well as other plans and manuals, unless:

- The project is not a roadway improvement project;
- The project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.
- The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of the project.

**D. Effective Date**

This policy will become effective **October 18, 2016** following adoption by City Council. Modifications of the Policy will be effective on the date said modifications are approved by the City Council or the date any City employee or official with authority granted by the City Council has approved the Policy modification or change.
Resolution Language:

A RESOLUTION OF THE CITY COUNCIL ADOPTING A COMPLETE STREETS POLICY TO ESTABLISH GUIDING PRINCIPLES AND PRACTICES SO TRANSPORTATION IMPROVEMENTS ARE PLANNED, DESIGNED, CONSTRUCTED, OPERATED AND MAINTAINED TO ENCOURAGE WALKING, BICYCLING, AND TRANSIT USE WHILE PROMOTING SAFE OPERATIONS FOR ALL USERS.

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network, with roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including: pedestrians, bicyclists, persons with disabilities, seniors, children, motorists, movers of commercial goods, operators of public transportation, public transportation users of all abilities, and emergency responders; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358) which required that when cities or counties revise the Circulation Element of their general plans they also identify how they will provide for the mobility needs of all user of the roadways.

WHEREAS, California Department of Transportation (Caltrans) Deputy Directive 64, effective October 2008, explains that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.”

WHEREAS, Metro, through its Complete Street Policy, requires that all local jurisdictions within LA County adopt either a Complete Streets Policy, a City Council Resolution supporting Complete Streets, or an adopted General Plan consistent with the California Complete Streets Act of 2008 in order to be eligible for Metro capital grand funding programs, starting with the 2017 grant cycles.

WHEREAS, Complete Streets improve access for those who cannot or choose not to drive motor vehicles.

WHEREAS, it is recognized that there are some streets or corridors in the City which would not fully satisfy a complete streets environment – where it would not be advisable to have non-motorized travel, but that the transportation system will support a comprehensive, integrated transportation network.

BE IT RESOLVED, that the City of El Segundo adopts the Complete Streets Policy contained in Exhibit A, attached hereto and made part of this Resolution;
AGENDA DESCRIPTION:
Consideration and possible action to adopt Ordinance No. 1522, approving Specific Plan Amendment No. SPA 16-01 for SP No. 10-03, and Development Agreement Amendment No. DAA 16-01 for DA No.10-02 amending the 540 East Imperial Avenue Specific Plan and Development Agreement

(Fiscal Impact: $1,000,000 public benefit contribution)

RECOMMENDED COUNCIL ACTION:
1. Waive second reading and adopt Ordinance No. 1522 for Environmental Assessment No. EA-1154, SPA No. 16-01 for SP No. 10-03, and DAA No. 16-01 for DA No.10-02; and/or,
2. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:
1. Ordinance No. 1522

FISCAL IMPACT: None
Amount Budgeted: N/A
Additional Appropriation: N/A
Account Number(s): N/A

ORIGINATED BY: Gregg McClain, Planning Manager
REVIEWED BY: Sam Lee, Planning and Building Safety Director
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:
On September 28, 2016, the City Council introduced an Ordinance amending the 540 East Imperial Avenue Specific Plan (540 EIASP) Mixed Residential Development Option 2, and Development Agreement to allow increased lot coverage for the single-family dwelling units; an increase in the allowable floor area ratio (FAR) for the single family dwelling units; an increase in height for the multi-family stair tower element (only) for the multi-family units; a reduced guest parking standard for the multi-family units; a decrease in the combined front and rear yard setback for the single family homes; a decrease in the street width on the single family residential side; modified modulation requirements; and relief from the LEED Certification requirements.

The Council may waive second reading and adopt the Ordinance. If the Ordinance is adopted by the City Council, the effective date of the Ordinance will be November 18, 2016, which is thirty (30) days from the adoption date.
ORDINANCE NO. 1522

AN ORDINANCE AMENDING THE 540 EAST IMPERIAL AVENUE SPECIFIC PLAN (540EIASP) AND AMENDING THE DEVELOPMENT AGREEMENT BETWEEN THE CITY OF EL SEGUNDO AND THE EL SEGUNDO UNIFIED SCHOOL DISTRICT RELATING TO THE SAME

(SPECIFIC PLAN AMENDMENT NO. 16-01;
DEVELOPMENT AGREEMENT AMENDMENT NO. 16-01
[DEVELOPMENT AGREEMENT NO. 5200])

The City Council of the city of El Segundo does ordain as follows:

SECTION 1: The City Council finds and declares as follows:

A. On January 26, 2012, the El Segundo Planning Commission approved Environmental Assessment No. EA-890, General Plan Amendment No. 10-03, Zone Change No. 10-01, Specific Plan 10-03, Zone Text Amendment No. 10-06, Development Agreement No. 10-02, and Subdivision No. 10-01 for Vesting Tentative Map Nos. 71410 and 71582 to allow for the construction of one of two possible conceptual options on a 5.65-acre surplus school site. Option 1 consisted of a three-story, 150 unit assisted living complex and a 154-unit senior apartment/condominium complex. Option 2 consisted of 34 multi-family dwelling units taking access from Imperial Avenue, and 24 single-family dwelling units taking access from Walnut Avenue, for a total of 58 units;

B. On March 20, 2012, the City Council approved the project and certified the Environmental Impact Report (EIR);

C. On May 1, 2016, D.R. Horton Homes CA2 Inc. (the applicant), filed an application with approval from the El Segundo Unified School District (the property owner) for Environmental Assessment (EA No. 1154), Specific Plan Amendment No. 16-01 for Specific Plan No. 10-03, Development Agreement Amendment No. 16-01 for Development Agreement No 10-03, and Amended Subdivision No. 16-01 for Vesting Tentative Map No. 71582 for 25 lots, to modify the Option 2 portion of the 540 East Imperial Avenue Specific Plan, to allow construction of a 58-unit mixed residential development ("proposed project");

D. The applications were reviewed by the City of El Segundo Planning and Building Safety Department for, in part, consistency with the General Plan and conformity with the El Segundo Municipal Code ("ESMC");

E. In addition, the City reviewed the project's environmental impacts under
the California Environmental Quality Act (Public Resources Code §§ 21000, et seq., “CEQA”), the regulations promulgated thereunder (14 Cal. Code of Regulations §§15000, et seq., the “CEQA Guidelines”), and the City’s Environmental Guidelines (City Council Resolution No. 3805, adopted March 16, 1993);

F. An Addendum to the previously certified Environmental Impact Report (EIR) was prepared pursuant to the requirements of CEQA Guidelines § 15164;

G. The Planning and Building Safety Department completed its review and scheduled a public hearing regarding the application before the Planning Commission for September 8, 2016;

H. On September 8, 2016, the Commission held a public hearing to receive public testimony and other evidence regarding the applications including, without limitation, information provided to the Commission by City staff and public testimony, and representatives of D.R. Horton Homes CR2 Inc., and adopted Resolution No.2805 recommending that the City Council approve the project;

I. On September 28, 2016, the City Council held a public hearing and considered the information provided by City staff and public testimony regarding this Ordinance; and

J. This Ordinance and its findings are made based upon the entire administrative record including, without limitation, testimony and evidence presented to the City Council at its September 28, 2016 hearing and the staff report submitted by the Planning and Building Safety Department.

SECTION 2: Environmental Assessment. The City Council makes the following environmental findings:

A. The City completed an Addendum to the previously certified Environmental Impact Report (EIR) for this project. Under CEQA, an Addendum to a previously certified EIR is appropriate if minor changes or additions to the EIR are necessary to reflect the proposed modifications to the project in the environmental analysis and none of the conditions described in section 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR or negative declaration have occurred (CEQA Guidelines §15164). Generally, the conditions described in Section 15162 have not occurred if the proposed modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. The Addendum need not be circulated for public review (CEQA Guidelines §15164[c]); however, an addendum must be considered by the
decision-making body before making a decision on the project (CEQA Guidelines §15164[d]).

B. This Addendum to the previously-certified EIR demonstrates that the environmental analysis, impacts, and mitigation measures identified in the 2012 EIR for Environmental Assessment No. EA-890 remain substantively unchanged despite the proposed project revisions. It supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previous Environmental Impact Report. The mitigation measures listed in the certified EIR for EA 890, are still sufficient to reduce the identified environmental impacts to a less than significant level.

C. The City Council adopted a Statement of Overriding Consideration (SOC) for the following EA 890 impact areas:

A. Air Quality - Construction. Temporary construction activities for either Option 1 or Option 2 would violate air quality standards for VOC’s even with full implementation of the identified mitigation measures (MM4.1-1 through MM4.1-16).

B. Noise - Operation. While neither project (Option 1 or Option 2) would result in a substantial ongoing increase in exterior noise levels during operation, both project Options would increase the permanent, noise sensitive residential population on the project site even with full implementation of MM4.3-6 and MM4.3-7 because of the site’s proximity to LAX. This Addendum found these impacts were not made worse by the project modifications. Therefore, the Statement of Overriding Consideration (SOC), adopted by Council Resolution 4772 and Ordinance 1469, will remain.

SECTION 3: General Plan and Specific Plan Findings. After considering the above facts, the City Council finds as follows:

A. Following a Specific Plan Amendment, the General Plan Land Use Designation of the project site will remain unchanged; 540 East Imperial Avenue Specific Plan (EIASP). This designation is intended for senior housing consisting of apartments or condominiums, senior housing consisting of assisted and/or independent living units, single-family and/or multi-family housing units consisting of market rate and affordable apartments or condominiums. As conditioned, the proposed project Option 1 or Option 2 would be compatible with the General Plan.

B. The General Plan contains a number of relevant Goals, Objectives, and Policies in the Land Use Element. Implementation of the proposed project
is consistent with Land Use Element Policy LU3-2.1 to "promote high quality Multi-Family Residential developments with ample open space, leisure and recreational facilities." If approved, the development will be built and maintained in accordance with these requirements and regulations and the requirements and regulations of the 540 East Imperial Avenue Specific Plan.

C. The proposed project is consistent with Land Use Element Objective LU3-3 to "encourage the development of viable attractive neighborhoods, free from blight and deterioration" in that the project will provide a new housing development on a site that is currently developed with eight vacant and deteriorating single-story brick structures formerly used as classrooms and offices for the Imperial Avenue Elementary School.

D. The proposed project is consistent with Housing Element Goal 2 to "Provide sufficient new, affordable housing opportunities in the City to meet the needs of groups with special requirements, including the needs of lower and moderate income households," Housing Element Policy 2.1 to "establish and maintain land use controls to accommodate the housing needs of the elderly, disabled, and other special needs households; and Housing Element Policy 2.2 to "facilitate the creation of affordable home ownership opportunities for extremely low, very low, and low income households; in that the project will provide much need housing for all income levels with a 15 percent set aside for extremely low, very low and low income households in Option 1, and a 10% set aside for Option 2.

E. The proposed project is consistent with certain Circulation Element Objectives and Policies based upon a Traffic Study performed for the project. The Traffic Study determined that the proposed project Option 1 would generate 956 daily trips with 46 morning peak hour, and 83 evening peak hour trips. Option 2 would generate 428 daily trips, 34 in the morning peak hour and 42 in the evening peak hour. Additional trips generated by the project will be mitigated by a traffic mitigation fee. The Traffic Study found that neither Option 1 nor Option 2 of the proposed project would significantly impact any study intersections therefore, no mitigation measures are required or proposed for the project. Consequently, the project is consistent with the following Circulation Element Objectives and Policies:

1. C1-1 to "provide a roadway system that accommodates the City's existing and projected land use and circulation needs."

2. C1-1.2 to "pursue implementation of all Circulation Element policies such that all Master Plan roadways are upgraded and maintained at acceptable levels of
service."

3. C1-1.14 to "require a full evaluation of potential traffic impacts associated with proposed new development prior to project approval. Further, require the implementation of appropriate mitigation measures prior to, or in conjunction with, project development. Mitigation measures may include new roadway links on segments that would connect the new development to the existing roadway system, intersection improvements, and other measures. Mitigation measures shall be provided by or paid for by the project developer."

4. C2-1.3 to "encourage new developments in the City to participate in the development of the citywide system of pedestrian walkways and require participation funded by the project developer where appropriate." Full sidewalk and curb and gutter to City Standards are incorporated into the design of this project.

5. C2-1.4 to "ensure the installation of sidewalks on all future arterial widening or new construction projects, to establish a continuous and convenient link for pedestrians. Full sidewalk and curb and gutter to City standards are incorporated into the design of this project as required by the Department of Public Works.

6. 3-1.1 to "require all new development to mitigate project-related impacts on the existing and future circulation system such that all Master Plan roadways and intersections are upgraded and maintained at acceptable levels of service through implementation of all applicable Circulation Element policies. Mitigation measures shall be provided by or paid for by the project developer."

7. C3-1.8 to "require the provision of adequate pedestrian and bicycle access for new development projects through the development review process." Full sidewalk and curb and gutter to City standards are incorporated into the design of this project that will provide adequate pedestrian access. Adequate bicycle access will be available to the site.

8. C3-2.1 to "ensure the provision of sufficient on-site
parking in all new development." The proposed project is required to provide on-site parking at the following ratios: 1) 2 garage spaces for each unit and 1 additional space for dwelling units exceeding 3,000 square feet of gross floor area, 2) 2.53 per multi-family unit.

F. The proposed project is consistent with Noise Element Policy N1-1.9 that requires "review of all new development projects in the City for conformance with California Airport Noise Regulations and California Noise Insulation Standards (Code of California Regulations, Title 24) to ensure interior noise will not exceed acceptable levels" and Program N1-1.9A that requires "all new habitable residential construction in areas of the City with an annual CNEL of 60 dBA or higher shall include all mitigation measures necessary to reduce interior noise levels to minimum state standards. Post construction acoustical analysis shall be performed to demonstrate compliance."

G. The proposed project is consistent with Noise Element Policy N1-2.1 that requires "all new projects to meet the City’s Noise Ordinance Standards as a condition of building permit approval" and Program N1-2.1A that "addresses noise impacts in all environmental documents for discretionary approval projects, to ensure that noise sources meet City Noise Ordinance standards" in that the DEIR addressed noise sources that include: mechanical and electrical equipment and truck loading areas as specified in Program N1-2.1A.

H. The proposed project is consistent with Conservation Element Policy CN5-1 in that the project will preserve the character and quality of existing neighborhood; Conservation Element Policy CN5-6 to encourage that any new landscaped areas respect and incorporate distinctive elements of the community landscape; Conservation Element Policy CN5-8 to increase the quantity of plant material; and Conservation Element Policy CN5-9 to increase the diversity of plant species.

SECTION 4: Amendment to Development Agreement Findings. Pursuant to City Council Resolution No. 3268 and Government Code §§ 65857.5 and 65858, the City Council finds that:

A. The proposed amendment to the Development Agreement is consistent with the objectives, policies, general land uses, and programs specified in the General Plan as described above and the 540 East Imperial Avenue Specific Plan (540EIASP), as amended by this ordinance.

B. The proposed amendment to the Development Agreement is compatible with the uses authorized in, and the regulations prescribed for, the land
use district in which the real property is located. The proposed amendment to the Development Agreement provides public benefits to the City in the form of monetary compensation in exchange for the vested rights associated with Development Agreements. The Development Agreement also includes reimbursement to the City for its set up and oversight of the affordable housing component. The Agreement does not change the underlying General Plan Land Use or Zoning designation.

C. The proposed amendment to the Development Agreement conforms with public convenience, general welfare and good land use practice. The Development Agreement, as amended, provides the following public benefits in exchange for valuable development rights (ten-year entitlement with a five-year option):

1. Development of real property with vacant improvements and underutilized land uses.

2. Increasing housing, in particular much-needed market rate and affordable housing for area residents.

3. Developing a project that is consistent with the General Plan.

4. Developing a property that includes affordable housing for the community with a 10% set aside for low, very low, and extremely low income qualified households.

D. The proposed amendment to the Development Agreement will not be detrimental to the health, safety and general welfare. The proposed amendment to the Development Agreement provides public benefits to the City in the form of monetary compensation in exchange for the vested rights associated with Development Agreements. The Development Agreement also includes reimbursement to the City for its set up and oversight of the affordable housing component.

E. The proposed amendment to the Development Agreement will not adversely affect the orderly development of property or the preservation of property values. This project is surrounded by previously-developed neighborhoods and will help improve the value of neighboring properties. The proposed Development Agreement, as amended, will ensure that the project will be developed in an orderly fashion.

SECTION 5: Approval of Amendments. The City Council hereby amends the 540 East Imperial Avenue Specific Plan, as reflected in the attached Exhibit A, and amends Development Agreement No. 10-02 between the City and El Segundo Unified School District, as reflected in the First Amendment No. 16-01, attached as Exhibit B. Both Exhibits A and B are incorporated herein by this reference. Except as expressly
amended in the attached exhibits, the 540 East Imperial Avenue Specific Plan and Development Agreement remain the same and in effect, and nothing in this Ordinance should be construed as affecting or otherwise disturbing the underlying approval of such documents.

SECTION 6: Severability. If any part of this Ordinance or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Ordinance are severable.

SECTION 7: Reliance On Record. Each and every one of the findings and determination in this Ordinance are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 8: Limitations. The City Council’s analysis and evaluation of the project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the City Council’s lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the city’s ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 9: The City Clerk is directed to certify the passage and adoption of this Ordinance; cause it to be entered into the City of El Segundo’s book of original ordinances; make a note of the passage and adoption in the records of this meeting; and, within fifteen (15) days after the passage and adoption of this Ordinance, cause it to be published or posted in accordance with California law.

SECTION 10: This Ordinance will become effective on the thirty-first (31st) day following its passage and adoption.
PASSED AND ADOPTED this ___ day of ____________, 2016.

Suzanne Fuentes, Mayor

APPROVED AS TO FORM:

Mark D. Hensley, City Attorney

ATTEST:

STATE OF CALIFORNIA )
COUNTY OF LOS ANGELES  )  SS
CITY OF EL SEGUNDO )

I, Tracy Weaver, City Clerk of the City of El Segundo, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing Ordinance No. 1522 was duly introduced by said City Council at a regular meeting held on the ___ day of ____________, 2016, and was duly passed and adopted by said City Council, approved and signed by the Mayor, and attested to by the City Clerk, all at a regular meeting of said Council held on the ___ day of ____________, 2016, and the same was so passed and adopted by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

________________________
Tracy Weaver, City Clerk
AGENDA DESCRIPTION:

Consideration and possible action by City Council to support a resolution declaring opposition to California State Ballot Proposition 57. “The Public Safety and Rehabilitation Act of 2016.”

RECOMMENDED COUNCIL ACTION:

1. Adopt a resolution declaring opposition to California State Ballot Proposition 57.
2. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

City Resolution

FISCAL IMPACT: Included in Adopted Budget

Amount Budgeted: N/A
Additional Appropriation: N/A
Account Number(s):

ORIGINATED BY: Mitch Tavera, Chief of Police
REVIEWED BY: Greg Carpenter, City Manager
APPROVED BY: Suzanne Fuentes, Mayor

BACKGROUND AND DISCUSSION:

This request was made by Mayor Fuentes regarding City Council support for a resolution declaring opposition to California State Ballot Proposition 57, “The Public Safety and Rehabilitation Act of 2016.”

Staff has prepared a Resolution in opposition of Proposition 57. Staff is available to provide information regarding State Ballot Proposition 57.
RESOLUTION NO. _____

A RESOLUTION OPPOSING CALIFORNIA STATE BALLOT PROPOSITION 57, “THE PUBLIC SAFETY AND REHABILITATION ACT OF 2016” TO BE VOTED ON AT THE NOVEMBER 8, 2016 GENERAL ELECTION

The City Council of the City of El Segundo does resolve as follows:

SECTION 1: Recitals:

A. The El Segundo City Council believes it is appropriate to oppose actions or initiatives at local, state and federal levels that could jeopardize the safety of its citizens;

B. Proposition 57, known as the “Public Safety and Rehabilitation Act of 2016,” has qualified for the November 8, 2016 General Election ballot in California;

C. If passed, Proposition 57 would increase parole opportunities for persons convicted of non-violent felonies after completing the full term of their primary offense and give them more opportunities to earn credits for good behavior, but it fails to include the necessary safeguards to ensure that violent and serious criminals are not released into our community;

D. The crimes of “Assault with a Deadly Weapon,” “Rape of an Unconscious Person,” “Sex Trafficking involving Sex Act with Minors,” and “Hit & Run Resulting in Death or Permanent Serious Injury” are all defined as “non-violent” felonies;

E. In 2014, California voters approved Proposition 47, which reduced certain non-violent misdemeanors and gave more inmates a higher chance for parole consideration; Proposition 47 was designed to lower California’s prison population;

F. In 2015, violent crime in California increased 7.41% and property crime increased 7.26%, compared with 2014; and

G. Proposition 57 would conflict with many other initiatives passed by the voters of California, such as the Victim’s Bill of Rights Act of 2008 (i.e., Marsy’s Law), the Gang Violence and Juvenile Crime Prevention Act, the Three Strikes Law, as well as the recent Californians Against Sexual Exploitation Act.

SECTION 2: Based on the foregoing reasons, the City of El Segundo opposes
Proposition 57.

SECTION 3: The City Manager is authorized to communicate the City Council's position on this matter as necessary and as permitted by law.

SECTION 4: The City Clerk is directed to certify the adoption of this Resolution; record this Resolution in the book of the City's original resolutions; and make a minute of the adoption of the Resolution in the City Council's records and minutes of this meeting.

SECTION 5: This Resolution will become effective immediately upon adoption and remain effective unless superseded by a subsequent resolution.

PASSED, APPROVED AND ADOPTED this 18th day of October, 2016.

Suzanne Fuentes, Mayor

ATTEST:

STATE OF CALIFORNIA )
COUNTY OF LOS ANGELES ) SS
CITY OF EL SEGUNDO )

I, Tracy Weaver, City Clerk of the City of El Segundo, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing Resolution No. _____ was duly passed, approved and adopted by said City Council at a regular meeting held on the 18th day of October, 2016, approved and signed by the Mayor, and attested to by the City Clerk, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

____________________________
Tracy Weaver, City Clerk

APPROVED AS TO FORM:

____________________________
Mark D. Hensley, City Attorney