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, NOVEMBER 7, 2017 – 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:
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- matters

1. Archambault v. City of El Segundo, WCAB No. ADJ904953
2. Tingle v. City of El Segundo, WCAB No. ADJ10672648

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

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


DISCUSSION OF PERSONNEL MATTERS (Gov’t Code §54957): -2- matters

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- matters
PUBLIC EMPLOYMENT (Gov’t Code § 54957) -0- matters

CONFERENCE WITH CITY’S LABOR NEGOTIATOR (Gov’t Code §54957.6): -4- matters
1. Employee Organizations: Police Management Association; Supervisory and Professional Employees Association; City Employees Association and Fire Fighters Association.

Agency Designated Representative: Labor Negotiator, Irma Rodriguez Moisa and City Manager, Greg Carpenter

CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Gov't Code §54956.8): -0- matters
AGENDA
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REGULAR MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, NOVEMBER 7, 2017 - 7:00 P.M.

7:00 P.M. SESSION

CALL TO ORDER

INVOCATION – Pastor Wes Harding, the Bridge Church

PLEDGE OF ALLEGIANCE – Council Member Dugan
PRESENTATIONS


b) Presentation – Introduction of Police officers Matthew Rice and Rodolfo “Rudy” Reynosa, recent graduates of the Los Angeles Sheriff’s Academy.

ROLL CALL

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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 to adopt an Ordinance extending the moratorium on permit issuance for marijuana-related land uses within the City to allow the City additional time to consider amending Title 15 of the El Segundo Municipal Code. The proposed ordinance is not subject to environmental review under the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060 (c)(3) of the CEQA Guidelines because it is an activity that will not result in a direct or reasonably foreseeable indirect change to the environment and it is not defined as a project under Section 15378.

(Fiscal Impact: None)

Recommendation – 1) Open the public hearing, receive testimony, consider the evidence, close the public hearing and then waive further reading and adopt (4 affirmative votes required to pass) an Ordinance entitled:
AN INTERIM ORDINANCE OF THE CITY OF EL SEGUNDO EXTENDING THE
MORATORIUM ON PERMIT ISSUANCE FOR MARIJUANA-RELATED LAND
USES WITHIN THE CITY TO ALLOW ADDITIONAL TIME FOR THE CITY TO
CONSIDER AMENDING TITLE 15 OF THE EL SEGUNDO MUNIPAL CODE
AND APPROVING A REPORT REGARDING THE STATUS OF THE
MORATORIUM.

2) Alternatively, discuss and take other possible action related to this item.

2. Consideration and possible action regarding Environmental Assessment
No. EA-1180 and Zone Text Amendment No. ZTA 17-01 to allow short-term
rentals through a Short-Term Rental Unit Permit process in the City's
residential zoning districts. The proposed project is categorically exempt
from the requirements of the California Environmental Quality Act (CEQA)
pursuant to 14 California Code Regulations § 15301 as a Class 1 (existing
facilities), § 15303 as a Class 3 (new construction or conversion of small
structures), § 15304 as a Class 4 (minor alteration to land) categorical
exemptions, and as a Class 8 categorical exemption since the amendment
will "assure the maintenance, restoration, enhancement, or protection of
the environment where the regulatory process involves procedures for the
protection of the environment."
(Fiscal Impact: None)
Recommendation – 1) Conduct a public hearing; 2) Take testimony and other
evidence as presented; 2) Either direct staff to prepare an Ordinance to regulate
short-term rentals to be considered by the City Council at a future meeting; 3)
Alternatively, discuss and take other possible action related to this item.

3. Consideration and possible action regarding approval of El Segundo's
Climate Action Plan (CAP) The proposed Climate Action Plan is not subject
to the requirements of the California Environmental Quality Act (CEQA) in
that it does constitute a project pursuant to 14 California Code of
Regulations §§ 15378. Approval of the CAP does not legally bind the City
and does not include enactment or amendment of the El Segundo
Municipal Code, or the adoption and amendment of the General Plan or
elements thereof. (Applicant: City of El Segundo)
(Fiscal Impact: N/A)
Recommendation – 1) Continue this item to the City Council's regularly
scheduled meeting of November 21, 2017 to allow staff an opportunity to present
the draft Climate Action Plan (CAP) to, and obtain input from, the Environmental
Committee; or 2) Alternatively, discuss and take other possible action related to
this item.
C. UNFINISHED BUSINESS

4. Consideration and possible action to create an ad-hoc committee, The Lakes Task Force, to evaluate the current use and future opportunity of The Lakes at El Segundo Golf Course and Driving Range and make recommendations to the City Council. (Fiscal Impact: None)

Recommendation – 1) Create the Lakes Task Force, establish composition of members, and define scope and objectives for the task force; 2) Alternatively, discuss and take other possible action related to this item.

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.

5. Warrant Numbers 3018515 through 3018660 and 9000129 through 9000131 on Register No. 2 in the total amount of $936,396.97 and Wire Transfers from 10/09/17 through 10/22/17 in the total amount of $2,712,191.80.

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.


Recommendation – Approval

7. Consideration and possible action to award a standard Public Works Contract to NoHo Constructors, in a form approved by the City Attorney, for construction of the Recreation Park Picnic Shelter, Project No. PW 16-15. (Fiscal Impact: $65,260.00, plus $30,000 Los Angeles County Regional Park and Open Space District Grant)

Recommendation – 1) Authorize the City Manager to execute a standard Public Works Contract in a form approved by the City Attorney with NoHo Constructors in the amount of $86,600.00 and authorize an additional $8,660.00 for construction related contingencies; 2) Alternatively, discuss and take other possible action related to this item.
8. Consideration and possible action to accept as complete the Fire Station 1 Apparatus Bay Doors Replacement Project, Project No. PW 15-23B (Fiscal Impact: $199,661.94)
Recommendation – 1) Accept the work as complete; 2) Authorize the City Clerk to file a Notice of Completion in the County Recorder’s Office; 3) Alternatively, discuss and take other possible action related to this item.

F. NEW BUSINESS

9. Consideration and possible action to introduce an ordinance amending the El Segundo Municipal Code to regulate the operation of drones from within public parks and from the public rights-of-way and other public property. (Fiscal Impact: None)
Recommendation – 1) Discuss and introduce the attached ordinance; 2) Alternatively, discuss and take other possible action related to this item.

10. Consideration and possible action to adopt a Resolution authorizing participation in the PARS Post-Employment Benefits Trust Program to be administered by Public Agency Retirement Services (PARS) and U.S. Bank, appointing the City Manager as the City’s Plan Administrator, and authorizing the City Manager to execute the documents to implement the Program. (Fiscal Impact: None)
Recommendation – 1) Adopt the Resolution approving participation in the PARS Post-Employment Benefits Trust Program (Attachment A); 2) City Council authorize the City Manager, or his designee, subject to the review and approval of the City Attorney, to sign all necessary documents; 3) Alternatively, discuss and take other possible action related to this item.

11. Consideration and possible action to receive and file an informational report regarding Mayor pro tem Boyles and the City’s Director of Finance attending the CalPERS workshop and board meeting on November 14 & 15. (Fiscal Impact: None)
Recommendation – 1) Receive and file information regarding the Mayor pro tem and Director of Finance attending the CalPERS workshop and board meeting regarding pension discussions; 2) Alternatively, discuss and take other possible action related to this item.
12. Consideration and possible action to establish a new interview and selection process for new members of the Arts and Culture Advisory Committee that allows the current committee members to interview and make final selections.
(Fiscal Impact: None)
Recommendation – 1) Approve the recommended process to allow the Arts and Culture Advisory Committee to interview and make final selections for new members; 2) Alternatively, discuss and take other possible action related to this item.

Council Member Pirsztuk –

Council Member Dugan –

Mayor Pro Tem Boyles –

Mayor Fuentes –

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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: November 8, 2017
TIME: 2:20 PM
NAME: [Signature]
Proclamation

City of El Segundo, California

WHEREAS, In an effort to provide for children who otherwise might not experience the joy of the holiday season, the City of El Segundo Fire Department along with other Southland fire agencies, has participated in the Spark of Love program for the past twenty-five years and has been a collection site for toys and food items donated during the holidays; and

WHEREAS, The ever upward spiraling cost of living burdens disadvantaged and displaced families who may not be able to give gifts during the holiday season without help from the Spark of Love program; and

WHEREAS, The true holiday spirit is reflected in unselfish giving and our thoughts and hearts go out to those less fortunate than ourselves; and

WHEREAS, In the past, with the help of civic-minded citizens who live and work in our community, hundreds of toys plus food items have been collected and distributed to children and families in El Segundo and other South Bay cities.

NOW, THEREFORE, the Mayor and Members of the City Council of the City of El Segundo, California, do hereby proclaim November 20, 2017 through December 20, 2017 as the

The community is encouraged to support this holiday program by contributing toys and non-perishable foods to the El Segundo Fire Department, Fire Station No. 1 at 314 Main Street, during the period of November 20 through December 20, 2017.

Mayor Suzanne Fuentes

Mayor Pro Tem Drew Boyles

Council Member Michael Dugan

Council Member Carol Pirsztuk

Council Member Dr. Don Brann
Presentation

Introduction of Police officers Matthew Rice and Rodolfo “Rudy” Reynosa, recent graduates of the Los Angeles Sheriff’s Academy.
AGENDA DESCRIPTION:

Consideration and possible action to adopt an Ordinance extending the moratorium on permit issuance for marijuana-related land uses within the City to allow the City additional time to consider amending Title 15 of the El Segundo Municipal Code. (Fiscal Impact: None)

The proposed ordinance is not subject to environmental review under the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060 (c)(3) of the CEQA Guidelines because it is an activity that will not result in a direct or reasonably foreseeable indirect change to the environment and it is not defined as a project under Section 15378.

RECOMMENDED COUNCIL ACTION:

1. Open the public hearing, receive testimony, consider the evidence, close the public hearing and then waive further reading and adopt (4 affirmative votes required to pass) an Ordinance entitled:

   AN INTERIM ORDINANCE OF THE CITY OF EL SEGUNDO EXTENDING THE MORATORIUM ON PERMIT ISSUANCE FOR MARIJUANA-RELATED LAND USES WITHIN THE CITY TO ALLOW ADDITIONAL TIME FOR THE CITY TO CONSIDER AMENDING TITLE 15 OF THE EL SEGUNDO MUNIPAL CODE AND APPROVING A REPORT REGARDING THE STATUS OF THE MORATORIUM.

2. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

1. Proposed ordinance and attached report

FISCAL IMPACT: None.

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

STRATEGIC PLAN:

Goal: 2. Support Community Safety & Preparedness
Objective: The City has a proactive approach to risk and crime that is outcome focused.
Activity: Ensure ordinances are current with new/emerging risks.

PREPARED BY: Raneika Brooks, Assistant Planner
REVIEWED BY: Gregg McClain, Planning Manager
Sam Lee, Planning and Building Safety Director
APPROVED BY: Greg Carpenter, City Manager
EXECUTIVE SUMMARY:

On November 15, 2016, the City Council adopted an urgency ordinance creating a moratorium on the issuance of permits for marijuana-related land uses within the City for 45-days. The Council also introduced, and subsequently adopted, an Ordinance which added Chapter 14 to Title 4 and amended Chapter 11 of Title 7 of the El Segundo Municipal Code (ESMC) that prohibits all commercial marijuana activity and outdoor cultivation of marijuana, except for the cultivation of marijuana for personal use conducted in accordance with Health and Safety Code Section 11362.2, subd. (a). Accordingly, no business license can be issued for any commercial marijuana activity in El Segundo.

On December 20, 2016, the moratorium on the issuance of permits for marijuana-related land uses was extended to the balance of a year and is set to expire on November 14, 2017. To allow staff additional time to study the issue and prepare an amendment to the Zoning Code (ESMC Title 15), staff recommends the City Council adopt this interim ordinance extending the effective period of the City-wide moratorium to November 14, 2018. If adopted, the ordinance would will take effect immediately.

Next Steps and the Need for an Extension of the Moratorium

Over the next 12 months Staff will continue to monitor and consult with other California cities as they make their determinations with respect to the regulation of marijuana-related land uses. In addition, Staff will continue to gather relevant data from other states (e.g. Colorado, Washington) where recreational marijuana activities were decriminalized prior to California’s Proposition 64.

Staff will continue consulting with the El Segundo Police Department while it formulates a recommendation for the City Council

CONCLUSION:

To ensure the City has a sufficient opportunity to formulate regulatory options to address potential impacts associated with marijuana-related land uses, Staff recommends that the City Council adopt the attached ordinance extending the City-wide moratorium on the issuance of permits for marijuana-related land uses.
ORDINANCE NO. ______

AN INTERIM ORDINANCE OF THE CITY OF EL SEGUNDO
EXTENDING THE MORATORIUM ON PERMIT ISSUANCE FOR
MARIJUANA-RELATED LAND USES WITHIN THE CITY TO
ALLOW SUFFICIENT TIME FOR THE CITY TO CONSIDER
AMENDING TITLE 15 OF THE EL SEGUNDO MUNICIPAL CODE.

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

SECTION 1: This ordinance is adopted pursuant to Government Code Sections
36937 and 65858, and other applicable laws.

SECTION 2: Findings: The El Segundo City Council finds, determines and
declares as follows:

A. On November 15, 2016, the City Council adopted Ordinance No.
1543, a forty-five-day interim zoning ordinance prohibiting the
issuance of any permit for marijuana-related land uses in any zone
throughout the City.

B. On December 8, 2016, the City issued, and made publicly available,
a written report regarding the status of the marijuana-related land
use moratorium as required by Government Code section 65858(d).

C. On December 20, 2016, after providing public notice in accordance
with Government Code sections 65858(a) and 65090, the City
Council held a public hearing and adopted Ordinance No. 1545
extending the moratorium for an additional period of ten months and
fifteen days. Unless further extended, the moratorium will expire at
midnight on November 14, 2017.

D. On June 27, 2017, the Governor signed Senate Bill (SB) 94, which
took effect immediately. SB 94 merges existing state laws regarding
medicinal and recreational (adult use) marijuana by repealing the
Medical Cannabis Regulation and Safety Act (MCRSA) and including
certain MCRSA provisions within the licensing provisions of the
Control, Regulate and Tax Adult Use of Marijuana Act (AUMA). The
consolidated provisions are now known as the Medicinal and Adult-
Use Cannabis Regulation and Safety Act (MAUCRSA).

E. MAUCRSA expressly preserves the authority of a local jurisdiction to
adopt and enforce local ordinances to regulate cannabis (marijuana)
businesses licensed by the state, including, without limitation, local
zoning and land use requirements, business license requirements,
and requirements related to reducing exposure to secondhand smoke, or to completely prohibit the establishment or operation of one or more types of cannabis businesses within the local jurisdiction.

F. The impact of the AUMA, the MAUCRSA, and legalization of recreational marijuana on the City of El Segundo and its residents is unclear at this time and it is foreseeable that the City could see an influx of applications for marijuana-related land uses, as well as an influx of unpermitted and unregulated marijuana-related land uses, the scope and extent of which is difficult to predict at this time.

G. Cities across California are only beginning to deal with the prospect of recreational (adult use) marijuana legalization; some have chosen to prohibit marijuana-related land uses and commercial marijuana activities entirely, while others are opting for limited authorization and regulation. The state of California has not yet begun issuing permits for marijuana-related businesses. That process is expected to begin on January 2, 2018.

H. Without clear and precise regulations on marijuana-related land uses, there is a present and immediate threat to the health, safety and welfare of the residents of the City of El Segundo from the unregulated establishment of marijuana-related land uses.

I. In light of the intent and purpose of the City's existing ban on all commercial cannabis activities, whether medical or recreational (adult use) in nature, (ESMC Title 4, Chapter 14; Title 7, Chapter 11; Title 15, Chapter 13B), together with the permissive nature of the City's zoning scheme as codified in Title 15, the City interprets its current Municipal Code as prohibiting all marijuana-related businesses and land uses, regardless of whether they are medical or recreational in nature.

J. Despite the City's intent and its interpretation of its existing Code, it is foreseeable that persons seeking to establish recreational marijuana-related land uses may attempt to do so regardless of ESMC Title 4, Chapter 14; Title 7, Chapter 11; and Title 15, Chapter 13B.

K. To avoid doubt as to the illegality of all marijuana-related land uses, including recreational (adult use) marijuana-related land uses, and to allow the City time to study the impacts of recreational marijuana land uses on the general health, safety and welfare of City residents, and the consistency of such uses with the City's General Plan and Zoning Code, the City Council desires to adopt an interim ordinance
as an urgency ordinance, effective immediately, declaring and establishing a temporary moratorium on all marijuana-related land uses in order to protect the health, safety and welfare of the City's residents.

L. The best method for protecting the public health, safety and welfare is either to prohibit marijuana-related land uses entirely or to adopt comprehensive regulations for the establishment and operation of marijuana-related land uses, including, without limitation, locational and operational standards.

M. The City cannot enact a comprehensive set of restrictions and regulations without due study and deliberation. The City requires and indeterminate length of time to analyze the details of such comprehensive restrictions in light of the enactment of the AUMA and the MAUCRSA. Significant damage to the public health, safety and welfare could occur if persons are permitted to engage in or operate marijuana-related land uses without regulation while a set of proposed regulations is being studied and considered through a public hearing process. Until the City has had the opportunity to evaluate its options and make an informed decision, approval of any land use entitlement or permit such as a use permit, variance, building permit, license, certificate of occupancy, zone clearance or any other land use approval involving marijuana-related uses would threaten the public health, safety and welfare.

N. The City's staff is conducting research and formulating options regarding potential new regulations for marijuana-related land uses in the City. Staff is also monitoring the actions of adjacent and nearby jurisdictions to ascertain the potential concentration of marijuana-related land uses in the vicinity in the event adjacent and neighboring jurisdictions choose to permit and regulate such uses as opposed to prohibiting them entirely. It is in the best interest of public health, safety and welfare that the existing moratorium should continue until such time as the City Council and Planning Commission have the opportunity to carefully review and consider this issue.

O. The facts, circumstances and findings adopted by the City Council in Ordinance Nos. 1543 and 1545 remain true and correct and are incorporated herein by this reference.

P. Based on the foregoing, together with the findings set forth in Ordinance No. 1543, the City Council finds that there is a current and immediate threat to the public health, safety and welfare and that an extension of the temporary moratorium on the establishment of
marijuana-related land uses pursuant to Government Code Section 65858 is necessary for the immediate preservation of the public health, safety and welfare.

Q. On October 26, 2017, the City issued, and made publicly available, a written report regarding the status of the marijuana-related land use moratorium as required by Government Code section 65858(d). The City Council hereby approves the report.

R. The City Council finds that this moratorium is a matter of local and City-wide importance and is not directed towards any particular applicant or potential applicant for a marijuana-related land use.

S. This Ordinance is in addition to the City’s current, express prohibition on commercial cannabis activities (medical and recreational/adult use), cultivation of medical cannabis, delivery of medical cannabis, medical marijuana dispensaries, and medical marijuana collectives as set forth in ESMC Title 4, Chapter 14; Title 7, Chapter 11; and Title 15, Chapter 13B of the Municipal Code. The City Council further finds that the length of the moratorium imposed by this Ordinance will not in any way deprive any person of rights granted by state or federal laws, because the moratorium is short in duration and essential to protect the public health, safety and welfare.

SECTION 3: Moratorium Extended. The moratorium enacted pursuant to City of El Segundo Ordinance No. 1543 and extended by Ordinance No. 1545 is hereby extended pursuant to Government Code section 65858 for a period of one additional year beyond the expiration date of Ordinance No. 1545, thereby extending the moratorium until November 14, 2018. Accordingly, this Ordinance will expire and terminate at midnight on November 14, 2018.

SECTION 4: CEQA. Exercising its independent judgment on the basis of the whole record, the City Council finds that this Ordinance is not subject to environmental review under the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines. Sections 15060(c)(2) and 15060(c)(3) pertain to activities that will not result in a direct or reasonably foreseeable indirect change to the environment and that are not defined as a project under Section 15378. This Ordinance has no potential for resulting in physical change to the environment directly or indirectly in that its purpose is to prevent change to the environment pending the completion of the contemplated research and evaluation of regulatory alternatives.

SECTION 5: 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 6: 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 7: This Ordinance will become effective immediately upon adoption pursuant to Government Code § 36937(b) for the immediate preservation of the public peace, health, safety, and welfare. Pursuant to that statute, and Government Code § 65858, this Ordinance is adopted by a four-fifths vote.

PASSED AND ADOPTED this 7th day of November, 2017.

Suzanne Fuentes, Mayor

ATTEST:

Tracy Weaver, City Clerk

APPROVED AS TO FORM:

Mark D. Hensley, City Attorney
Public Report Regarding the Status of El Segundo’s Moratorium on Marijuana-Related Land Uses
October 26, 2017

Introduction

On November 15, 2016, the City Council adopted a moratorium on marijuana-related land uses throughout the city. The moratorium was lawfully extended on December 20, 2016, and unless further extended, the moratorium will expire at midnight on November 14, 2017.

Pursuant to Government Code section 65858(d), the City prepared this written report to describe the measures taken to alleviate the condition which led to the adoption of the urgency moratorium ordinance.

Research

On March 1, 2017, staff participated in an informational briefing hosted by the League of California Cities. This briefing included a summary of the various components of the Adult Use of Marijuana Act (AUMA) and an overview of the State’s role in licensing commercial marijuana activity. The briefing also included general information on the taxation of marijuana and policy considerations.

At Council’s direction, from June to August, 2017, staff conducted a survey to gauge the public’s opinion on marijuana-related land uses in El Segundo. The survey was distributed electronically via the City’s eNewsletter, the City’s Facebook Page, and the City’s website. The survey was also distributed at the weekly Farmers’ Market, the Jocelyn Center and the Library. The City received 736 survey responses. The survey results were inconclusive and will be discussed in detail in a future written report that will provide an analysis of land use options for marijuana-related activity in the City.

On October 12, 2017, the Planning Commission conducted a study session regarding marijuana-related land uses and discussed options for land use regulations in El Segundo. After receiving a staff report and public testimony, the Planning Commission concluded that a dispensary for nonmedical marijuana would not be supported but other land uses should be studied in greater depth.

Developments in the Law

On June 27, 2017, the Governor signed Senate Bill (SB) 94, which took effect immediately. SB 94 merges existing state laws regarding medicinal and recreational (adult use) marijuana by repealing the Medical Cannabis Regulation and Safety Act (MCRSA) and including certain MCRSA provisions within the licensing provisions of the
AUMA. The consolidated provisions are now known as the Medicinal and Adult-Use Cannabis Regulation and Safety Act (MAUCRSA).
The MAUCRSA generally maintains the regulatory structure of the MCRSA, but includes new regulations to cover licensing fees, microbusinesses, the potential over-concentration of commercial marijuana activity, and advertising. MAUCRSA expressly preserves the authority of a local jurisdiction to adopt and enforce local ordinances to regulate cannabis businesses licensed by the state, including, local zoning and land use requirements, business license requirements, and requirements related to reducing exposure to secondhand smoke, or to completely prohibit the establishment or operation of one or more types of cannabis businesses within the local jurisdiction.

Consultation with Law Enforcement

Staff consulted with the El Segundo Police Department, which expressed concerns related to the potential establishment and proliferation of marijuana-related land uses. Although some communities in California are choosing to authorize and regulate certain types of commercial marijuana businesses, the state of California will not begin issuing the requisite state permits until January, 2018. Consequently, the actual impact that such businesses/uses will have on their neighborhoods and communities is not yet known. Staff plans to reach out to the Los Angeles County Sheriff's Department to more fully ascertain the position of regional law enforcement with respect to the potential proliferation of marijuana-related land uses. Once the state begins issuing permits and commercial marijuana businesses begin to become established, it is expected that local and regional law enforcement agencies will have more meaningful data to assist with the decision-making process.

Next Steps

Once the State begins issuing marijuana business permits, the City will be able to more precisely ascertain the direct and secondary impacts that such uses may have on the community. Over the next several months, staff intends to continue monitoring and consulting with other California cities as they make their determinations with respect to the regulation of marijuana uses. In addition, staff will continue to gather relevant data from other states (e.g., Colorado, Washington) where recreational marijuana activities are decriminalized for a longer period of time. Staff intends to review this data and to remain in consultation with the City's Police Department while it formulates a recommendation for the City Council.

Presently, staff is evaluating the following long-term options:

- Amendments to the Zoning Code that would allow limited marijuana-related land uses in select zones with appropriate permits.

- An amendment to the Zoning Code that would prohibit all or some marijuana-related land uses to the maximum extent allowed under State law.
EL SEGUNDO CITY COUNCIL
AGENDA STATEMENT

MEETING DATE: November 7, 2017
AGENDA HEADING: Public Hearing

AGENDA DESCRIPTION:

Short-term rental in residential zones
Consideration and possible action regarding Environmental Assessment No. EA-1180 and Zone Text Amendment No. ZTA 17-01 to allow short-term rentals through a Short-Term Rental Unit Permit process in the City’s residential zoning districts.

The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to 14 California Code Regulations § 15301 as a Class 1 (existing facilities), § 15303 as a Class 3 (new construction or conversion of small structures), § 15304 as a Class 4 (minor alteration to land) categorical exemptions, and as a Class 8 categorical exemption since the amendment will “assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for the protection of the environment.”

(Fiscal Impact: None with this action.)

RECOMMENDED COUNCIL ACTION:

1. Conduct a public hearing;
2. Take testimony and other evidence as presented; and,
3. Either direct staff to prepare an Ordinance to regulate short-term rentals to be considered by the City Council at a future meeting; or
4. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

1. Planning Commission Resolution No. 2824
2. Survey questions and results

FISCAL IMPACT: None.

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

STRATEGIC PLAN:

Goal: Enhance customer service and engagement
Objective: City services are convenient, efficient and user-friendly for all residents and businesses.

PREPARED BY: Eduardo Schonborn, AICP, Principal Planner
Juliana Demers, Revenue Manager

REVIEWED BY: Gregg McClain, Planning Manager
Sam Lee, Planning and Building Safety Director
Joe Lillio, Finance Director

APPROVED BY: Greg Carpenter, City Manager
INTRODUCTION:

In 2016, the Council was approached with concerns regarding residences being rented informally on a short-term basis (fewer than 30 days). Short-term rental internet sites such as Airbnb, HomeAway, and VRBO have become popular platforms for property owners, tenants and occupants to rent their living space to guests. Whether it is a bedroom or the entire home, short-term rentals are offered for as short a time as a single day, or for up to several weeks. While some level of home-sharing or vacation rental always occurs in locations close to amenities, the ease with which one can now advertise a residence to vacationers from around the world has fundamentally changed the scale and intensity of this activity.

BACKGROUND:

Staff has been actively involved with the South Bay COGs working group on the topic of short-term rentals, and saw other cities adopt bans on short-term rentals in 2016 and 2017. To address short-term rentals in El Segundo, staff initially thought that banning short-term rentals would deter owners from conducting such a business. However, searches for short-term rentals continuously finds dozens (or even hundreds) of listings in cities that have adopted bans. Thus, it appears that bans are not effective and result in inefficient use of resources as cities “chase” the violations. Seeing a rapidly growing short-term rental industry, staff presented the topic of short-term rentals to the City Council in November 2016, at which time the Council directed staff to look into the possibility of expressly allowing short-term rentals through some type of permit process.

On July 27, 2017, the Planning Commission conducted a public hearing regarding a proposed code amendment to expressly allow short-term rentals of single-family residences and accessory dwelling units in the City’s R1 zone. At the meeting, the Planning Commission discussed the following issues regarding short-term rentals:

- Many short-term rentals within the City advertised on various websites are located outside of the R1 zone;
- Allowing short-term rental units only in R1 zone may not fully address the Council’s direction;
- Apartments used as STRs takes away rental housing from the market and drives up rental costs, making housing less affordable;
- Permit requirements;
- Operational conditions; and,
- Fees and revenue from permits, licenses and TOT

At the conclusion of the meeting, the Planning Commission directed staff to address the aforementioned issues and continued the public hearing to the August 10, 2017 meeting to allow for further discussion before forwarding a recommendation to the City Council for consideration. At the August 10th meeting, the Planning Commission adopted a Resolution recommending the City Council approve a zone text amendment to expressly allow short-
term rentals in single-family residences, accessory dwelling units, condominium or townhomes, and in one apartment unit of an apartment complex.

During the Planning Commission meeting, members of the public spoke both in favor of and in opposition to allowing short-term rentals. Those in opposition expressed their negative experiences with a short-term rental that is currently operating on Virginia Street.

**DISCUSSION**

**Current Municipal Code**

The Municipal Code allows the City to impose a **business license tax** on anyone who is conducting business within the City. For example, "hotels, motels, auto courts and lodging houses" must pay a business license tax of $103.00 per year where the same has less than 15 rooms (ESMC § 4-2-28). The business license chapter of the code does not define the term "lodging house." If a business is not specifically classified by the code, then the business must pay the City's basic tax rate (ESMC § 4-2-4).

The Municipal Code also imposes a tax of 12% of the rent charged by the operator of a hotel. This is called the **"transient occupancy tax"** or **"TOT."** The code's definition of "hotel" is "any structure, or any portion of a structure, which is occupied or intended or designed for occupancy by transients for dwelling, lodging or sleeping purposes, and includes any hotel, inn, tourist home or house, motel, studio hotel, bachelor hotel, lodging house, rooming house, apartment house, public or private club, mobile home or house trailer at a fixed location, or other similar structure or portion thereof." (ESMC § 3-4-2). A "transient" is defined as a person who exercises or is entitled to occupancy for a period of less than 30 consecutive calendar days or less (ESMC § 3-4-2).

Based on the above-referenced Municipal Code sections, the City could impose a business license tax and the TOT on the short-term rental of houses in the City without the need for a code amendment. However, if the City Council wished to impose a different business license tax rate on short-term rentals, then that likely would require a vote of City residents because it would be a new tax classification. The following chart summarizes the City's current tax requirements for rental businesses:

<table>
<thead>
<tr>
<th>Business</th>
<th>Applicable Taxes</th>
</tr>
</thead>
</table>
| Hotels, Motels, Auto Courts and Lodging Houses (for "transients" staying less than 30 consecutive calendar days) | BLT: $103 per year (less than 15 rooms); $200 per year (15-49 rooms); $400 per year (50 + rooms)  
TOT: 12% of rent charged by operator |
| Apartment Houses (for rentals of 30 days or more) | BLT: $30 per year for up to the first three units; $10 per year for each additional unit (ESMC § 4-2-10) |
The other issue is whether short-term rentals are an allowed use within the City’s residential zones. The following chart summarizes the applicable permitted uses within the City’s residential zones:

<table>
<thead>
<tr>
<th>Residential Zone</th>
<th>Permitted Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1 Zone (single-family)</td>
<td>“The renting of not more than two (2) rooms to not more than four (4) persons per dwelling unit&quot; (ESMC § 15-4A-2)</td>
</tr>
<tr>
<td>R-2 Zone</td>
<td>“Any use permitted in the R-1” (ESMC § 15-4B-2)</td>
</tr>
<tr>
<td>R-3 Zone (multi-family)</td>
<td>“Any use permitted in the R-2 Zone” and “Lodging Houses” (which are defined as a single dwelling unit of not more than 5 guestrooms where lodging is provided for compensation for more than one week) (ESMC §§ 15-1-16, 15-4C-2)</td>
</tr>
</tbody>
</table>

The existing Zoning Code is not clear and does not specifically define what it means as far as “renting” of rooms within the single-family zone. It’s important to note that the existing provision that permits “The renting of not more than two (2) rooms to not more than four (4) persons per dwelling unit” was written into the code in 1958 at a time in which short-term rentals were not a common use. As such, staff has interpreted the existing code to apply to traditional long-term rentals where tenants rent (or lease) for more than 30-days, reside at the location full time and likely have utility bills in the name of the tenant. Lastly, the existing Zoning Code does not specifically state that short-term rentals is an allowable use. Therefore, staff’s position is that short-term rentals is currently not an allowed use. As a result, staff is recommending that, if the City Council approves of an ordinance being drafted and presented at a later meeting, that the Code be amended to expressly allow short-term rentals as a permitted use.

Complaints about Virginia Street Rental; Planning Commission Recommendation

As indicated above, the Planning Commission considered the issue of short-term rentals at public hearings held in July and August. Some speakers at the Planning Commission meeting complained about a short-term rental currently operating on Virginia Street. Staff has found the property listing on Airbnb and confirmed its location and use as a short-term rental. Code Enforcement staff has since sent the property owner a letter informing them to cease operation of the short-term rental, and will continue to monitor the property.

Based on the hearings, the Commission recommended that the City Council expressly allow short-term rentals in all residential zoning districts, specifically allowing for the short-term rental of a single-family residence, permitted accessory dwelling unit, condominium or townhouse, and of up to one unit in an apartment complex. It’s important
to note that the ordinance limits the use to not more than one short-term rental unit per property. Thus, in the case of an apartment complex, since there is no ownership of individual units, only one short-term rental is allowed on the property. Further, since a short-term rental unit permit will only be issued to the property owner of record, individual tenants in the apartment complex cannot obtain a short-term rental unit permit.

In the case of condominium/townhouse developments, each unit can be used as a short-term rental because each unit is individually owned. Notwithstanding the ordinance allowing short-term rentals, homeowner associations (HOAs) have the ability to provide additional restrictions or prohibitions through the associations’ conditions, covenants and restrictions (CC&Rs). However, enforcement of the CC&Rs is the responsibility of the HOAs, effectively becoming a civil issue that does not involve the City.

The Commission suggested that the Council consider limiting the maximum number of nights that a unit can be used as a short-term rental when the unit is not the owner’s primary residence; whereas for units that are “homeshared,” there would be no limit. The reasoning is that homeshared units will likely not be a problem because the owner resides onsite and would be available almost immediately to resolve or address a problem with noise, parking or overcrowding.

Proposed Short-Term Rental Unit Permit Process

Currently the Municipal Code has no process for addressing short-term rentals. Since short-term rentals have been associated with noise, parking and trash issues, staff believes that a short-term rental permit process provides safeguards to minimize impacts. Thus, staff is proposing that the operation of a short-term rental unit be subject to approval of a Short-Term Rental Unit Permit.

Staff recommends that an application for a Short-Term Rental Unit permit should be submitted to the City’s Business License Division, along with a business license application. Both applications will be forwarded to the City’s Planning Division, who will then review and confirm zoning, property owner information, and other pertinent information contained in the applications. Most importantly, the short-term rental unit application must be signed by the property owner acknowledging that they will abide by standard operational conditions required of all short-term rental units, such as occupancy, 24-hour contact information, no on-site signage, coordinate with the City’s consultant for the submittal and collection of TOT, and making parking available on-site for guests of the unit on a ratio of 1 space per bedroom. Further, the City’s Fire Department will conduct an inspection of the structure to ensure smoke detectors, carbon monoxide detectors, fire extinguishers and other life-safety safeguards are in place. Once approved, the Planning Division will notify the adjacent property owners informing them that a new short-term rental unit permit was approved, along with the conditions that they must abide by, and city contact information to register/report a violation.

Short-Term Rental Unit Permit renewals would be reviewed by the Planning Division, Code Enforcement and Police Department with the purpose of determining if there were complaints or service calls in the previous year. Approval of an application renewal would
not result in notification to neighbors. Lastly, the City will retain the ability to revoke a Short-Term Rental Unit Permit if there are three or more service calls requiring Police Department response within a 12-month period for unreasonable noise/disturbances, disorderly conduct, or other actions that endangers the public health and safety; and will retain the ability to revoke a permit immediately if the unit is the location of any use or activity that constitutes a threat to public safety as determined by the Police Chief.

Impacts Addressed

Some of the issues and concerns raised about short-term rentals include parking, trash, noise, and use of the rental as a “party house”. The short-term rental unit permit process addresses parking concerns by requiring that parking be available on-site (in a garage and/or the driveway) at a rate of one space per bedroom. Availability of on-site parking would be confirmed by staff prior to permit approval. Standard operational permit conditions will require that trash be placed within receptacles and not in public view. Lastly, regarding noise and “party houses”, should a short-term rental be utilized as a “party house” and there are unreasonable noise or disturbances, then a short-term rental unit permit can be revoked if the unit is the location of three or more service calls requiring Police Department response for unreasonable noise, disturbances, and disorderly conduct to name a few. Thus, potential impacts raised by the public will be minimized by a short-term rental permit process.

Potential Revenue

Potential revenues will come from the Short Term Rental Unit Permit fee, Fire Inspection Permit, business license tax, and transient occupancy tax (TOT). Although fees are established by Council Resolution, the Short Term Rental Unit Permit fee Operating Permit fee is anticipated to be $ 250.00 annually with an annual renewal option of $ 150.00. The business license tax is established by the ESMC for this category is currently $ 103.00. Revenue from TOT depends on the nightly rate charged, the number of nights booked, and the number of short-term rentals in operation. Assuming there are 100 short-term rental units and each unit is rented 150 days/year at an average nightly rate of $150.00 year, the potential revenues are listed on the table below:

<table>
<thead>
<tr>
<th>First Year</th>
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<tbody>
<tr>
<td>STR Permit Fee</td>
</tr>
<tr>
<td>Fire Inspection Permit</td>
</tr>
<tr>
<td>Business License</td>
</tr>
<tr>
<td>TOT</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Following Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>STR Permit Renewal Fee</td>
</tr>
<tr>
<td>Fire Inspection Permit</td>
</tr>
<tr>
<td>Business License</td>
</tr>
<tr>
<td>TOT</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

ADDITIONAL INFORMATION:

Public Outreach

Earlier this summer, staff conducted a survey that was posted on the City’s website to obtain the public’s opinions, attitudes and experiences with short-term rentals. Paper
surveys were also available at the city library and at the recreation center. Over 620
responses were obtained. The following are summary results of several key questions in
the survey:

- 55% have used a short-term rental when on vacation or on business travel
- 76% would NOT consider offering their home as a short-term rental unit
- 62% do NOT consider the short-term rental [that is in their neighborhood or in the
city] to be a problem
- 54% believe short-term rentals should be allowed in El Segundo

In addition to a community survey and presenting this item and obtaining feedback from
the Planning Commission, Staff also presented this to the Chamber of Commerce and to
the Economic Development Advisory Committee. On September 18, 2017 and September
20, 2017, staff presented the proposed regulations to the El Segundo Chamber of
Commerce (Governmental Affairs Committee) and the El Segundo Economic
Development Advisory Council (EDAC), respectively. Neither of the stakeholder groups
expressed concerns about the draft ordinance nor did they recommend any changes.

Fire and Police Department Outreach

Staff has also coordinated with the City’s Fire and Police Departments regarding the
handling of the short-term rental unit permit process. As part indicated above, the City’s
Fire Department will conduct an inspection of the residence. The intent is to ensure that
life-safety issues are addressed by the proper installation of smoke detectors, carbon
monoxide detectors, and fire extinguishers to name a few. The Fire Chief has indicated
that an inspection upon application of the initial permit, and that renewals can be handled
by a property owner providing a signed self-certification form acknowledging that the
items continue to be in place and in working order.

The City’s Police Department will have an active role and will coordinate with Code
Enforcement staff on a regular basis to exchange information about service calls to short-
term rental properties. The information will provide a manifest that will be used to
determine if renewal permits are issued, or revocation if there are significant incidents or
events occurring at the short-term rental unit.

ENVIRONMENTAL REVIEW:

The proposed project is categorically exempt from the requirements of the California
Environmental Quality Act (CEQA) because it consists only of minor revisions and
clarifications to existing zoning regulations and procedures related thereto and will not
have the effect of substantially changing any regulatory standards or findings. The
proposed Ordinance is an action that does not have the potential to cause significant effects
on the environment, but rather will help reduce the impact of new construction in
residential zone property on the environment. As such, the proposed Ordinance constitutes
a Class 1 (existing facilities), Class 3 (new construction or conversion of small structures),
and Class 4 (minor alteration to land) categorical exemptions.
CONCLUSION:

Staff is seeking the City Council’s direction and/or feedback as to the handling of short-term rentals in El Segundo. If the City Council is so inclined, it can direct staff to prepare an Ordinance expressly allowing and regulating short-term rentals through a permit process, which can be brought to the City Council at its next meeting.
P.C RESOLUTION NO. 2824

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EL SEGUNDO RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING TITLE 15 OF THE EL SEGUNDO MUNICIPAL CODE, ALLOWING THE OPERATION OF SHORT TERM RENTALS THROUGH A SHORT-TERM RENTAL UNIT PERMIT PROCESS.

(EA NO. 1180 and ZTA NO. 17-01)

The Planning Commission of the City of El Segundo does resolve as follows:

SECTION 1: The Planning Commission finds and declares that:

A. Due to the City's close proximity to the Los Angeles International airport, its close proximity to beaches and other Southern California attractions and tourist destinations, and it being home to a significant number of Fortune 500 companies, the City of El Segundo has become a popular alternative location for short-term lodging;

B. The rental of private homes on a short-term basis to visitors provides a community benefit by expanding the number and type of lodging facilities available and assists owners of homes by providing revenue which may be used for maintenance and upgrades to these units;

C. The rental of private homes by owners for temporary occupancy has also been identified as a community concern, due to the potential for increased traffic, noise, and density in single family residential neighborhoods if these uses are not properly regulated;

D. Problems with short-term lodgings are particularly acute in the Residential zones where the peace, safety and general welfare of the long term residents are threatened;

E. An effective way to minimize the problems associated with short-term units is to allow short-term rentals through a permit process with restrictions and operational regulations;

F. Allowing short-term rentals with a permit minimizes the likelihood that this activity goes underground, at which point the City would not have an account of the number of short-term rentals, their locations, or a funding mechanism to offset any increase in demand for City services resulting from the short-term rental unit;
G. Requiring a short-term rental permit allows the city to collect permit fees for the issuance and monitoring of permits, and allows the collection of transient occupancy taxes by the City;

H. To prevent a burden on City services and adverse impacts on residential properties and neighborhoods posed by short-term rentals, allowing short-term rentals with a short-term rental permit is necessary to provide operational conditions, and offset some of the costs to pursue corrective actions if necessary;

I. The City Council directed Staff to prepare a Code Amendment that would establish regulations and a permit process for short term lodging/rental units for the Planning Commission’s and City Council’s consideration;

J. The City reviewed the project’s environmental impacts 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 “CEQA Guidelines”), and the City’s Environmental Guidelines (City Council Resolution No. 3805, adopted March 16, 1993);

K. After notice was issued pursuant to the provisions of the El Segundo Municipal Code, the Planning Commission conducted a public hearing on July 27, 2017, at which time all interested parties were given an opportunity to be heard and present evidence regarding said amendments as set forth in the Planning Commission Staff Report of that date and to receive public testimony and other evidence regarding the proposed amendments, including, without limitation, information provided to the Planning Commission by City staff and public testimony;

L. On July 27, 2017, the Planning Commission reviewed and considered the proposed code amendments to Title 15 and continued the item to the August 10, 2017 Planning Commission meeting;

M. On August 10, 2017, the Planning Commission adopted PC Resolution No. 2824 recommending to the City Council approval of Environmental Assessment No. EA-1080 and Zone Text Amendment No. ZTA 17-01; and,

N. This Resolution and its findings are made based upon the evidence presented to the Commission at its July 27 and August 10, 2017, hearings including, without limitation, the staff reports submitted by the Planning and Building Safety Department.

SECTION 2: Factual Findings and Conclusions. The Planning Commission finds, without limitation, that the proposed ordinance amending ESMC Title 15 to allow short-term rentals of single-family residential units, accessory dwelling units, condominiums
and townhomes through a short-term rental unit permit process in the City's Residential zones would result in the following:

A. The proposed amendment to the ESMC modifies the permitted uses sections in ESMC Chapters 15-4A (Single-Family Residential), 15-4B (Two-Family Residential), and 15-4C (Multi-Family Residential) by including the short-term rental of a permitted single-family dwelling unit, accessory dwelling unit, condominium or townhome as a permitted use subject to the issuance of a Short-Term Rental permit by the Business License division of the Finance Department.

B. The General Plan Land Use designation for the affected properties is Residential.

SECTION 3: Environmental Assessment. Pursuant to the provisions of the California Environmental Quality Act, Public Resources Code Sections 21000 et. seq. ("CEQA"), the State’s CEQA Guidelines, California Code of Regulation, Title 14, Section 15000 et seq., and the City's Local CEQA Guidelines, Staff found no evidence that EA-1180 and ZTA 17-01 would have a significant effect on the environment and, therefore, the proposed Zone Text Amendment has been found to be categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to 14 California Code of Regulations § 15308 (Class 8) since the amendment would “assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for the protection of the environment”, and the Amendment consists of establishing regulations and procedures for renting existing residential units on a short term basis. The proposed Ordinance is an action that does not have the potential to cause significant effects on the environment, but rather will help reduce the impact of short term rentals in the City. Consequently, no further environmental review is required.

SECTION 4: General Plan Findings. As required under Government Code § 65860 the ESMC amendments proposed by the Ordinance are consistent with the El Segundo General Plan as follows:

A. The amendment conforms to the Land Use Element Goals, Objectives and Policies. Specifically, the amendment is consistent with Goal LU1, Objective LU1-1, Goal LU3, in that the amendment ensures the preservation, protection and extension of existing residential uses; and promotes the health, safety, and wellbeing of the people of El Segundo by adopting standards for the proper balance, relationship, and distribution of the residential land uses at all times in accordance with applicable law.

B. The proposed text amendment to the Permitted Uses section in each of the City’s Residential Zones conforms to the General Plan. The proposed changes do not modify or increase the maximum density of dwelling units per acre currently allowed in the Residential Land Use designation. As a result, the proposed Zone Text Amendment conforms to the Land Use Element of the General Plan.
C. The text amendment complies with Objective LU 1-5.6 in that the changes to the existing language will allow short-term rentals through a short-term rental unit permit requirement.

D. The text amendment is consistent with the Residential Land Use designation in that the proposed changes do not modify or increase the maximum density of dwelling units per acre currently allowed by the Residential zoning designations.

SECTION 5: Zone Text Amendment Findings. In accordance with ESMC § 15-4 and based on the findings set forth in Section 2, the proposed Zone Text Amendment is consistent with the goals, policies, and objectives of the General Plan as follows:

A. It is consistent with the purpose of the ESMC, which is to serve the public health, safety, and general welfare and to provide the economic and social advantages resulting from an orderly planned use of land resources.

B. It is necessary to minimize the problems associated with short-term units by requiring a short-term rental unit permit, with restrictions and operational regulations;

C. It is necessary to minimize the likelihood that this activity goes underground, at which point the city would not have an account of the number of short-term rentals, their locations, or a funding mechanism to offset any increase in demand for City services resulting from the short-term rental unit.

SECTION 6: Recommendations. The Planning Commission recommends that the City Council adopt an Ordinance amending the permitted uses sections in ESMC Chapters 15-4A (Single-Family Residential), 15-4B (Two-Family Residential), and 15-4C (Multi-Family Residential) by including the short-term rental of a permitted single-family dwelling unit, accessory dwelling unit, condominium or townhome as a permitted use subject to the issuance of a Short-Term Rental permit, as set forth in the attached Exhibit “A” (Draft Ordinance) and incorporated into this resolution by reference.

SECTION 7: Reliance On Record. Each and every one of the findings and determination in this Resolution 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 Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 8: Limitations. The Planning Commission’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 Planning Commission’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: This Resolution will remain effective until superseded by a subsequent resolution.

SECTION 10: The Commission secretary is directed to mail a copy of this Resolution to any person requesting a copy.

SECTION 11: This Resolution may be appealed within ten (10) calendar days after its adoption. All appeals must be in writing and filed with the City Clerk within this time period. Failure to file a timely written appeal will constitute a waiver of any right of appeal.

PASSED, APPROVED AND ADOPTED this 10th day of August, 2017.

Ryan Baldino, Chairperson
City of El Segundo Planning Commission

ATTEST:

Sam Lee, Secretary

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Baldino</td>
<td>Aye</td>
</tr>
<tr>
<td>Hoeschler</td>
<td>Aye</td>
</tr>
<tr>
<td>Newman</td>
<td>Aye</td>
</tr>
<tr>
<td>Nicol</td>
<td>Aye</td>
</tr>
<tr>
<td>Wingate</td>
<td>Aye</td>
</tr>
</tbody>
</table>

APPROVED AS TO FORM:
Mark D. Hensley, City Attorney

By: 
David King, Assistant City Attorney
Q1 Have you used Air Bnb, VRBO, HomeAway, or other short-term rental site while on vacation or on business for lodging rather than staying at a hotel?

Answered: 622  Skipped: 0

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>54.66%</td>
</tr>
<tr>
<td>No</td>
<td>45.34%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q2 Have you considered offering your home as a short-term rental to vacationers or businesspeople?

Answered: 616   Skipped: 6

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
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<td>24.84%</td>
</tr>
<tr>
<td>No</td>
<td>75.16%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q3 Do you know of any short-term rentals within the City of El Segundo?

Answered: 607    Skipped: 15

Yes 41.52%
No 58.48%

Answer Choices
Yes
No
TOTAL

Responses
41.52% 252
58.48% 355

TOTAL 607
Q4 Do you know of any short-term rentals on your block, or behind your residence?

Answered: 607   Skipped: 15

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>17.96%</td>
</tr>
<tr>
<td>No</td>
<td>82.04%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q5 Do you consider the short-term rental(s) to be a problem?

Answered: 256  Skipped: 366

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>37.50%</td>
</tr>
<tr>
<td>No</td>
<td>62.50%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q6 What problems have you observed? (check all that apply)

Answered: 94  Skipped: 528

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>81.91%</td>
</tr>
<tr>
<td>Noise</td>
<td>62.77%</td>
</tr>
<tr>
<td>Crowds</td>
<td>37.23%</td>
</tr>
<tr>
<td>Parties</td>
<td>50.00%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>41.49%</td>
</tr>
</tbody>
</table>

Total Respondents: 94
Q7 Should the short-term renting of homes to vacationers and businesspeople be allowed in the City of El Segundo?

Answered: 598  Skipped: 24

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>54.01%</td>
</tr>
<tr>
<td>No</td>
<td>45.99%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q8 Should the City of El Segundo require a permit to conduct a short-term rental?

Answered: 323  Skipped: 299

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
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<tbody>
<tr>
<td>Yes</td>
<td>47.68%</td>
</tr>
<tr>
<td>No</td>
<td>52.32%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q9 Are you a resident of El Segundo?

Answered: 591  Skipped: 31

Yes: 96.28%  No: 3.72%

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>96.28%</td>
</tr>
<tr>
<td>No</td>
<td>3.72%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
AGENDA DESCRIPTION:
Consideration and possible action regarding approval of El Segundo’s Climate Action Plan (CAP)

The proposed Climate Action Plan is not subject to the requirements of the California Environmental Quality Act (CEQA) in that it does constitute a project pursuant to 14 California Code of Regulations §§ 15378. Approval of the CAP does not legally bind the City and does not include enactment or amendment of the El Segundo Municipal Code, or the adoption and amendment of the General Plan or elements thereof.
(Applicant: City of El Segundo)
(Fiscal Impact: N/A)

RECOMMENDED COUNCIL ACTION:
1. Continue this item to the City Council’s regularly scheduled meeting of November 21, 2017 to allow staff an opportunity to present the draft Climate Action Plan (CAP) to, and obtain input from, the Environmental Committee; or
2. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:
1. Proposed Resolution
2. Draft Climate Action Plan

FISCAL IMPACT: None

STRATEGIC PLAN:
Goal: N/A
Objective: N/A

PREPARED BY: Paul Samaras, Principal Planner
REVIEWED BY: Gregg McClain, Planning Manager
Sam Lee, Planning and Building Safety Director
APPROVED BY: Greg Carpenter, City Manager

I. INTRODUCTION

The City of El Segundo has completed its work in coordination with the South Bay Cities Council of Governments (SBCCOG), to identify programs and undertake activities to develop a non-binding Climate Action Plan (CAP) that includes strategies (by sector) to reduce the City’s greenhouse gas emissions (GHG).

On December 1, 2015, the City Council adopted resolution No. 4956 approving the Energy Efficiency (EE) Measures of the CAP. The approved resolution completed “Phase I” of the CAP
development process including establishing 2005 as the GHG emission baseline; forecasting emission reductions based on 2012 GHG inventory; and establishing 2020 and 2035 targets.

Council also directed staff to return for approval with the finished CAP ("Phase II"). Phase II is now complete. The work details goals, measures, and sub-strategies to mitigate community GHG emission sources in the sectors of: land use and transportation (LUT), waste, greening, and energy generation/storage. Together, these measures, along with the previously approved Energy Efficiency measures, will constitute the City’s CAP.

II. DISCUSSION:

Over the last several years, the SBCCCOG prepared CAPs for each South Bay city. The first GHG inventories were funded by a special assessment. The Energy Efficiency Chapter was developed through funding from Southern California Edison (SCE) & Southern California Gas (SCG) to help meet goals from the CA Long-Term Energy Efficiency Strategic Plan. The final phase of the project was funded by the Strategic Growth Council and Los Angeles County Metropolitan Transportation Authority. Technical support for the methodology to calculate the GHG reductions was provided by consultants Fehr & Peers, Atkins Consulting, and Studio 111; Los Angeles County Sanitation Districts; and support from the University of Utah.

The SBCCCOG completed GHG inventories for 2005, 2007, 2010, and 2012. Inventories are a necessary first step towards development of CAPs. The 2005 inventory year serves as the baseline for which GHG reductions are measured. The last inventory (2012) serves as the basis for the emission forecast. It was observed that for El Segundo, GHG emissions are primarily split between two sources—energy and transportation—with a small fraction coming from waste, greening, and energy generation/storage. As part of the inventory and forecasting work, the City also set target dates for GHG reductions at years 2020 (15% below 2005 levels) and 2035 (49% below 2005 levels). These established targets are in-line with the State’s GHG reduction goals and help the City set objectives for obtaining the desired implementation results within the city.

Based on the 2015 approved Energy Efficiency Measures, the City will meet its established targets, and with the strategies included in the additional proposed CAP chapters, will continue to achieve reductions on a path towards helping the State meet its 2050 goals.

The SBCCCOG is also developing a Sub-regional CAP that will support the City’s proposed CAP strategies. This plan will include the LUT, Waste, Greening, and Energy Generation/Storage chapters. Unique to the South Bay, the SBCCCOG LUT chapter will include GHG emission reduction measures that incorporate the Sustainable South Bay Strategy, which is based on 12 years of research and focuses on neighborhood-oriented development. As part of this effort, Fehr & Peers developed methodologies for several of the strategies that are included in the proposed City CAP, primarily for electric vehicle market acceleration.

Climate Action Plan Measures

The CAP, prepared by the SBCCCOG in cooperation with the City, will serve as a roadmap and guidance document for reducing GHG emissions within City operations and the community at large. The CAP includes a list of non-binding goals, measures, and sub-strategies for emission reductions by sector to reach the City’s GHG target for 2020 and forecasts the impacts of these
strategies on the City’s target for 2035. City actions towards implementing the plan considered both the short and long-term. Importantly, the plan does not include financial analysis of the cost-effectiveness of each measure.

This plan focuses on efforts the City can take toward development and sustainability for a low-carbon future. The policies and recommendations are to be considered as a complement to the goals expressed in the City’s General Plan and other policy documents. The non-binding City CAP is a guiding document to be used when assessing, prioritizing, and implementing future projects and policies towards the City’s sustainability goals.
RESOLUTION NO. _____

A RESOLUTION APPROVING THE CITY OF EL SEGUNDO CLIMATE ACTION PLAN

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

SECTION 1: The City Council finds and declares that:

A. The City of El Segundo is committed to excellence and leadership in the community;

B. The City of El Segundo is aware of the economic, environmental, and societal benefits of taking a lead role in the implementation of sustainable strategies that reduce greenhouse gas (GHG) emissions;

C. The City of El Segundo has voluntarily agreed to reduce GHG emissions to help the State of California meet its GHG reduction goals of 15% below 2005 levels by 2020 and 80% below 1990 levels by 2050, as stated in Assembly Bill 32;

D. The City of El Segundo, previously adopted Resolution No. 4956 approving GHG reduction targets and energy efficiency measures in the Energy Efficiency Climate Action Plan (EECAP) funded by Southern California Edison and Southern California Gas Company;

E. Funding from the Strategic Growth Council has enabled the South Bay Cities Council of Governments to work with City of El Segundo staff to develop Land Use & Transportation (LUT), Greening; Waste; and Energy Generation & Storage strategies;

F. The combined strategies of the LUT, Waste, Greening, and Energy Generation & Storage along with the previously approved EECAP constitutes the City of El Segundo's completed Climate Action Plan (CAP);

G. The CAP serves as a policy guidance document for assessing, prioritizing, and implementing future projects within the City of El Segundo;

H. The strategies contained in the CAP are estimated to reduce GHG emissions to meet the City of El Segundo's reduction goals of 15% below the 2005 level by 2020 and 49% below the 2005 level by 2035; and

I. The City of El Segundo desires to lead by example through the incorporation of measures that will increase sustainability and reduce GHG emissions for the Community at large.
SECTION 2: Environmental Assessment. The City Council makes the following environmental findings:

The approval of the proposed CAP is not subject to the requirements of the California Environmental Quality Act (CEQA) in that it does constitute a project pursuant to 14 California Code of Regulations §§ 15378. The City of El Segundo CAP serves as a planning tool to be considered as the City develops its long-term planning goals, and to help the City determine appropriate GHG reduction strategies. The analysis and optional strategies in the CAP can be used in the future, by way of example, to help create a Qualified Climate Reduction Strategy under CEQA, to create GHG thresholds to be used in CEQA analysis and to update the City's General Plan. The CAP provides analysis and general optional strategies while the specific details of how to implement these strategies are yet to be determined. The approval of these general optional strategies as an informational document and planning tool will not result in physical changes to the environment and does not commit the City to any action that would result in physical changes to the environment. Approval of the CAP does not legally bind the City and does not include enactment or amendment of the El Segundo Municipal Code, or the adoption and amendment of the General Plan or elements thereof. Furthermore, even if approval of the CAP is considered a project, it is exempt from further environmental analysis pursuant to 14 California Code of Regulations § 15262 as a statutory exemption (Feasibility and Planning Studies).

SECTION 3: Approvals.

A. The City Council approves the 2017 Climate Action Plan for the City of El Segundo, which is attached as Exhibit 1, to help improve environmental quality and awareness and reduce GHG emissions in municipal operations and the El Segundo community.

B. The City Council directs key staff to evaluate goals, measures, sub-strategies, and recommendations of the 2017 Climate Action Plan to increase participation in existing programs, develop new programs, and participate in sub-regional programs that improve sustainability and reduce GHG emissions.
SECTION 4: This Resolution is the City Council’s final decision and will become effective immediately upon adoption.

PASSED, APPROVED AND ADOPTED this ___ day of ____________ 2017.

__________________________
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 ___ day of ____________, 2017, 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
Climate Action Plan
City of El Segundo

South Bay Cities 2017
The City of El Segundo would like to thank the South Bay Cities Council of Governments and its staff for their contribution to the research, writing and production of our City's Climate Action Plan. Funding was generously provided by a grant through the Strategic Growth Council and Los Angeles County Metropolitan Transportation Authority. Additional funding for the Energy Efficiency Chapter was provided by Southern California Edison and The Gas Company.
Climate action planning efforts vary in scope, size and focus. One common aim of this work is to establish greenhouse gas inventories and future forecasts. Another major component is developing the framework for selecting, evaluating, and organizing strategies that help advance local climate planning goals. For example, individual agencies may implement policies, optional or mandatory, related to land use development that operate outside the CEQA process. Within the CEQA process, a qualified CAP framework offers the ability to streamline future CEQA greenhouse gas analyses by being able to tier off the climate action plan. Depending on local factors, such as anticipated levels of development, a qualified CAP is not necessary and agencies would continue to utilize the framework for informing the selection and evaluation of climate planning strategies within the local context. The South Bay Cities Council of Governments CAP framework is unqualified, and offers cities a planning tool with optional strategies. The analysis and optional strategies in the CAP can be used in the future, by way of example, to help create a Qualified Climate Reduction Strategy under CEQA, to create GHG thresholds to be used in CEQA analysis and can be used to update the City’s General Plan.
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   • Alignment with California’s Climate Action Policies
   • Roles and Responsibilities: Regional Agencies and Local Government

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   • Forecasts and Target Setting
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A. "Energy Efficiency CAP" including Methodology, Inventory & Forecast
   (Inventory and Forecast is Listed in the "Energy Efficiency CAP Appendix A")
B. Sustainable South Bay Strategy (SSBS)
C. LUT Measures and Methodology
D. Solid Waste Measures and Methodology
E. Urban Greening Measures and Methodology
F. Energy Generation & Storage Measures and Methodology
The City of El Segundo is committed to providing a more livable, equitable, and economically vibrant community and sub-region.

As a part of these efforts, the City of El Segundo, in cooperation with the South Bay Cities Council of Governments, has developed a Climate Action Plan (CAP) to reduce Greenhouse Gas (GHG) emissions within the City. The City's CAP serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policy to achieve desired outcomes over the next 20 years.
Purpose and Need for the Climate Action Plan

Jurisdictions in California are proactively working to find innovative solutions to reduce emissions. Many communities have taken local control of the issue by developing plans or strategies that will lower GHG emissions across various sectors in a manner that is most feasible for their community. The City of El Segundo CAP is a valuable tool in this effort. It identifies community-wide strategies to lower GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste. Development and adoption of this CAP allows the City of El Segundo to:

- Understand the community GHG emissions that it now produces
- Identify strategies at the local level that will result in GHG emissions reductions
- Develop a plan to implement strategies
- Monitor and report progress toward climate change goals

For the purpose of:

- Enhancing the community and neighborhoods to help ensure a safe, healthy, and sustainable environment
- Promoting and encouraging the adoption and growth of zero emission vehicles
- Advancing strategies for housing and buildings that reduce energy and water usage
- Promoting behavior change that reduces waste
- Transforming built environments into green spaces
- Advancing strategies to encourage and support the market for renewable energy and storage

Alignment with California’s Climate Change Action Plan

Since the 1990s, the State of California has adopted a number of policies to address Climate Change, with legislation such as Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32), and the 2017 Climate Change Scoping Plan Update. All of these documents set ambitious targets for reductions in greenhouse gas emissions within the State with the most recent being a 40 percent reduction in GHG by 2030 compared to 1990 levels. Apart from setting targets, the State has also passed a variety of legislation over the past 20 years to encourage the development of renewable energy sources, apply financial disincentives for carbon emissions from business and industry, reduce energy and water usage, increase building energy efficiency, and reduce emissions from waste and mobile sources such as fossil-fuel based transportation. The CAP advances these goals and streamlines City efforts to deploy specific initiatives and programs that target the reduction of GHG emissions, while integrating these efforts with the other priorities such as economic development, regional mobility and connectivity, and improving the local air and water quality.

Table 1 summarizes the key policies and legislation to address Climate Change adopted by the State of California.
<table>
<thead>
<tr>
<th>Bill &amp; Year of Issuance</th>
<th>Title</th>
<th>Description</th>
<th>Implementing Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Law (PL) 89-206 (1966)</td>
<td>Clean Air Act</td>
<td>Federal policy to address global climate change through monitoring, reporting, and regulation of GHG emissions.</td>
<td>USEPA</td>
</tr>
<tr>
<td>AB 1493 (2002)</td>
<td>Pavley I and II</td>
<td>GHG emissions must be reduced from passenger vehicles, light-duty trucks, and other non-commercial vehicles for personal transportation.</td>
<td>California Air Resources Board (CARB)</td>
</tr>
<tr>
<td>Executive Order S-3-05 (2005)</td>
<td>Greenhouse Gas Initiative</td>
<td>Set statewide GHG emissions targets to 2000 levels by 2010; 1990 levels by 2020; and 80% below 1990 levels by 2050.</td>
<td>CARB</td>
</tr>
<tr>
<td>Assembly Bill (AB) 32 (2009)</td>
<td>Global Warming Solutions Act</td>
<td>State must reduce GHG emissions to 1990 levels by 2020.</td>
<td>CARB</td>
</tr>
<tr>
<td>Senate Bill (SB) 1078 (2006), 107 (2017), and X1-2 (2011), and Executive Order S-14-08 (2008) and S-21-09 (2011)</td>
<td>Renewable Portfolio Standard</td>
<td>California investor-owned utilities must provide at least 33% of their electricity from renewable resources by 2020.</td>
<td>California Public Utilities Commission</td>
</tr>
<tr>
<td>Assembly Bill 118 (Nunez, Chapter 750, 2007) (2007)</td>
<td>Alternative Fuels and Vehicles Technologies</td>
<td>The bill would create the Alternative and Renewable Fuel and Vehicle Technology Program, to be administered by the Energy Commission, to provide funding to public projects to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies.</td>
<td>CEC</td>
</tr>
<tr>
<td>Senate Bill 375 (Steinberg, Chapter 73, 2008) (2008)</td>
<td>Sustainable Communities + Climate Protection Act</td>
<td>Requires Air Resources Board to develop regional greenhouse gas emission reduction targets for passenger vehicles. ARB is to establish targets for 2020 and 2035 for each region covered by one of the State's 18 metropolitan planning organizations, MPOs to develop and incorporate a sustainable communities strategy which will be the land use allocation in the RTP.</td>
<td>Regional Planning Agencies</td>
</tr>
<tr>
<td>AB 474 (2009)</td>
<td>Contractual Assessments: Water Efficiency Improvements</td>
<td>Designed to facilitate the installation of permanent water conservation and efficiency improvements on private property through a voluntary financing program between public entities and property owners.</td>
<td>California cities and counties</td>
</tr>
<tr>
<td>SB 7-7 (2009)</td>
<td>Statewide Water Conservation</td>
<td>The carbon intensity of transportation fuels in California must be lowered 10% by 2020.</td>
<td>Department of Water Resources</td>
</tr>
<tr>
<td>California Code of Regulations (CCR) Title 24 (2016)</td>
<td>2013 Building Efficiency Standards</td>
<td>Statewide green building code that raises the minimum environmental standards for construction of new buildings in California.</td>
<td>CEC</td>
</tr>
<tr>
<td>Senate Bill 32 (Chapter 240) (2016)</td>
<td>Global Warming Solutions Act: Emissions Limit</td>
<td>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030.</td>
<td>CARB</td>
</tr>
</tbody>
</table>
Roles and Responsibilities: Regional Agencies and Local Governments

Regional Agencies
The State has acknowledged that local governments play an important role in helping California achieve its long-term GHG reduction goals. In Los Angeles County, the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), South Coast Air Quality Management District (SCAQMD), and cities all have sole or partial jurisdiction over a wide range of factors that affect GHG emissions. Councils of Governments can also help local governments identify funding and implement projects that reduce GHG emissions.

SCAG working with Metro developed the 2012–2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the six-county region of Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura counties. SCAG’s efforts focus on developing regional strategies to minimize traffic congestion, promote environmental quality, and provide adequate housing. SCAG and SCAQMD developed the South Coast Air Quality Management Plan (AQMP) which is a comprehensive program designed to bring the South Coast Air Basin into compliance with all federal and State air quality standards. The AQMP places substantial emphasis on reducing motor vehicle miles traveled.

South Bay Cities Council of Governments
This Climate Action Plan is developed through the South Bay Cities Council of Governments (SBCCOG), which received funding from SCE’s 2013-2014 Local Government Partnership Strategic Plan Pilots program and the Strategic Growth Council. The SBCCOG is a Joint Powers Authority of 16 cities and contiguous unincorporated areas of the County of Los Angeles. SBCCOG member cities include Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Gardena, Redondo Beach, Rolling Hills, Rolling Hills Estates, Torrance, and the Harbor City/San Pedro communities of the City of Los Angeles, along with the County of Los Angeles District 2 and 4 unincorporated areas.
The SBCCOG has demonstrated its commitment to increasing environmental quality and awareness among its residents, local businesses, and jurisdictions while maintaining economic prosperity through effective sub-regional coordination. The effort also helps the SBCCOG meet the first goal of its Strategic Plan for Environment, Transportation and Economic Development: to facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

SBCCOG has assisted the South Bay sub-region in related programs and policies, including many of the resources identified later in this Climate Action Plan (CAP). The SBCCOG assisted the 15 participating cities (excluding Los Angeles) to develop individual CAP’s, resulting in a cost-effective process for the cities, as well as sub-regional coordination among the partner cities related to climate change goals. In addition, the SBCCOG developed a sub-regional CAP that identifies the cumulative efforts and larger strategies for the South Bay and identifies synergies that may compound the success of each city’s CAP by coordinating implementation of shared strategies and positioning the sub-region for unique funding opportunities.
The City of El Segundo is a community of over 16,500 residents and has approximately 7,000 households within an area of approximately 5.5 square miles. The City's population is about 68 percent White, 17 percent Hispanic, 9 percent Asian, 2 percent African American, and 5 percent other races/ethnicities.

El Segundo is known as a business-friendly city with a number of Fortune 500 companies located within the city boundaries. The city's proximity to the Los Angeles International Airport (LAX) makes it especially attractive to aerospace companies, such as Northrop Grumman, Lockheed Martin, Raytheon, and Boeing all of which have offices in El Segundo.

The City is also regionally well connected by road and rail. The Metro Green Line has several stops on the eastern side of the city and El Segundo is also bounded by freeways on two sides - I-105 to the north and I-405 to the east. LAX to the north connects the City to national and international destinations.

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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>16,649</td>
<td>16,599</td>
<td>16,650</td>
<td>16,720</td>
<td>0.4%</td>
</tr>
<tr>
<td>Households</td>
<td>7,080</td>
<td>7,091</td>
<td>7,085</td>
<td>7,087</td>
<td>0.1%</td>
</tr>
<tr>
<td>Jobs</td>
<td>54,518</td>
<td>56,559</td>
<td>49,945</td>
<td>50,002</td>
<td>-6.6%</td>
</tr>
<tr>
<td>Service Population (Population + Jobs)</td>
<td>71,167</td>
<td>73,158</td>
<td>66,695</td>
<td>67,022</td>
<td>-5.0%</td>
</tr>
</tbody>
</table>

Table 2: Demographic Data corresponds to GHG inventory years and reflects estimates based on the following sources: 1) U.S. Census Bureau American Community Survey and 2) California Department of Finance
Inventories

The first step towards reducing GHG emissions is estimating the baseline and future expected emissions. These estimates are categorized by sources – commercial and residential energy, on-road transportation, solid waste, water, wastewater, and off-road sources. The City has completed inventories for 2005, 2007, 2010, and 2012. The baseline year is 2005, which means that the future emissions reductions will be measured against emissions that occurred in 2005 (Figure 3). A complete report of the City’s GHG inventory can be found in Appendix A - “Energy Efficiency CAP” including Methodology, Inventory & Forecast (inventory and forecast is listed in the "Energy Efficiency CAP Appendix A").
### Table 3: El Segundo Community-Wide GHG Emissions by Sector from 2005 and 2012; Source - Appendix A

<table>
<thead>
<tr>
<th>Sector</th>
<th>2005 (MT CO₂e)</th>
<th>2012 (MT CO₂e)</th>
<th>% Change 2005 to 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Energy</td>
<td>327,488</td>
<td>417,367</td>
<td>27.4%</td>
</tr>
<tr>
<td>On-Road Transportation</td>
<td>231,200</td>
<td>245,360</td>
<td>6.1%</td>
</tr>
<tr>
<td>Residential Energy</td>
<td>24,758</td>
<td>25,382</td>
<td>2.6%</td>
</tr>
<tr>
<td>Solid Waste</td>
<td>19,297</td>
<td>12,350</td>
<td>-36.0%</td>
</tr>
<tr>
<td>Off-Road Sources</td>
<td>482</td>
<td>774</td>
<td>60.6%</td>
</tr>
<tr>
<td>Water</td>
<td>166</td>
<td>33</td>
<td>-80.1%</td>
</tr>
<tr>
<td>Wastewater</td>
<td>65</td>
<td>51</td>
<td>-21.5%</td>
</tr>
<tr>
<td>Total</td>
<td>603,456</td>
<td>701,327</td>
<td>16.2%</td>
</tr>
</tbody>
</table>

### Table 4: El Segundo Municipal GHG Emissions by Sector from 2005 and 2012; Source - Appendix A

<table>
<thead>
<tr>
<th>Sector</th>
<th>2005 (MT CO₂e)</th>
<th>2012 (MT CO₂e)</th>
<th>% Change 2005 to 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buildings &amp; Facilities</td>
<td>1,377</td>
<td>1,603</td>
<td>16%</td>
</tr>
<tr>
<td>Fleet &amp; Equipment</td>
<td>775</td>
<td>697</td>
<td>-10%</td>
</tr>
<tr>
<td>Employee Commute</td>
<td>637</td>
<td>742</td>
<td>16%</td>
</tr>
<tr>
<td>Outdoor Lights—SCE-Owned</td>
<td>403</td>
<td>436</td>
<td>8%</td>
</tr>
<tr>
<td>Outdoor Lights—City-Owned</td>
<td>373</td>
<td>235</td>
<td>-37%</td>
</tr>
<tr>
<td>Water Delivery</td>
<td>197</td>
<td>160</td>
<td>-19%</td>
</tr>
<tr>
<td>Solid Waste</td>
<td>121</td>
<td>94</td>
<td>-22%</td>
</tr>
<tr>
<td>Total</td>
<td>3,883</td>
<td>3,967</td>
<td>2%</td>
</tr>
</tbody>
</table>
Forecasts and Target Setting

Emission estimates for future years are scenarios based on assumptions about the future. The 2020 Business As Usual (2020 BAU) scenario assumes that no new policies, plans, programs, or regulations designed to reduce GHG emissions will be adopted or implemented before 2020. This scenario would be the "worst case". The 2020 and 2035 Adjusted Business As Usual (ABAU) scenarios, in comparison, do take into account the expected reduction impacts resulting from federal and state mandated laws such as higher vehicle fuel efficiency standards and increases in the percentage of renewable energy production.

In 2013, the City Council set GHG emission reduction goals consistent with the State's AB 32 GHG emission reduction targets. The City's target was calculated as a 15 percent decrease from 2005 levels by 2020 as recommended in the State AB 32 Scoping Plan. A longer-term goal was established for 2035 to reduce emissions by 49% below 2005 levels. These goals put the City on a path towards helping the State meet its long-term 2050 goal to reduce emissions by 80% below 1990 levels. (Tables 5&6)

![Graph showing emissions from various sectors over time](image)

*Fig 5: City of El Segundo Community Emissions Inventories, Projections and Targets; Source - Appendix A*

<table>
<thead>
<tr>
<th>Sector</th>
<th>2005</th>
<th>2012</th>
<th>2020</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAU Emissions (MT CO₂e)</td>
<td>603,456</td>
<td>701,327</td>
<td>714,364</td>
<td>724,436</td>
</tr>
<tr>
<td>Adjusted BAU Emissions (MT CO₂e)</td>
<td>603,456</td>
<td>701,327</td>
<td>663,617</td>
<td>603,198</td>
</tr>
<tr>
<td>State-Aligned Target (% change from 2005)</td>
<td>-15%</td>
<td>-27%</td>
<td>-49%</td>
<td></td>
</tr>
<tr>
<td>State-Aligned Target (% change from 2012)</td>
<td>512,938</td>
<td>307,763</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State-Aligned Emissions Goal (MT CO₂e)</td>
<td>150,679</td>
<td>295,435</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Table 5: State-Aligned Community GHG Reduction Targets for City of El Segundo; Source - Appendix A*
Selected Strategies

**Land Use and Transportation**
Facilitate pedestrian and neighborhood development and identify ways to reduce automobile emissions including supporting zero emission vehicle infrastructure, improving pedestrian and bicycle infrastructure, enhancing public transit service, and supporting reductions in single-occupancy vehicle use.

**Energy Efficiency**
Emphasize energy efficiency retrofits for existing buildings, energy performance requirements for new construction, water efficient landscaping, financing programs that will allow home and business owners to obtain low-interest loans for implementing energy efficiency in their buildings.

**Solid Waste**
Focus on increasing waste diversion and encouraging participation in recycling and composting throughout the community.

**Urban Greening**
Contain measures that create “carbon sinks” as they store GHG emissions that are otherwise emitted into the atmosphere as well as support health of the community.

**Energy Generation & Storage**
Demonstrate the City’s commitment to support the implementation of clean, renewable energy while decreasing dependence on traditional, GHG emitting power sources.
The City of El Segundo has a number of policies, plans, and programs that demonstrate its ongoing commitment to sustainability, energy efficiency, and GHG emissions reductions.

**Land Use Strategies**

**General Plan Policies**

The 1992 El Segundo General Plan provides a vision of the future and the long-term goals and policies necessary to guide growth and development. The General Plan's Conservation Element and Air Quality Element contain a number of policies that reduce energy and water consumption and GHG emissions. Table 7 summarizes these relevant policies.

<table>
<thead>
<tr>
<th>Source</th>
<th>Element</th>
<th>Objective</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy</td>
<td>Air Quality Element</td>
<td>Work Trip Reduction</td>
<td>AQ 1-1, 1-1, 1-2, 1-3, 2-1, 2-1.2, 3-1, 3-1, 3-1.3, 4-1, 5-1.1, 5-1.2</td>
</tr>
<tr>
<td></td>
<td>Air Quality Element</td>
<td>Reduce Emissions</td>
<td>AQ 6-1.3, 7-1.1, 7-1.2, 8-1, 8-1.2, 8-1.3, 10-1.1, 10-1.2, 10-1.3, 14-1.1, 14-1.2, 15-1.1, 15-1.2, 15-1.3</td>
</tr>
<tr>
<td></td>
<td>Air Quality Element</td>
<td>Energy Conservation</td>
<td>AQ 11-1, 11-1, 12-1, 12-1.3, 12-1.4</td>
</tr>
<tr>
<td>Water</td>
<td>Conservation Element</td>
<td>Water Conservation</td>
<td>CN 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, 2-9, 2-10</td>
</tr>
</tbody>
</table>

Table 7: El Segundo General Plan Policies Related to Energy, Water and GHG Reductions
Energy Efficiency Strategies

Energy Leadership Partnership
Based on its energy efficiency accomplishments, El Segundo is a Gold member (second highest level) of the Southern California Edison's (SCE) Energy Leader Partnership (ELP) program. The ELP program is a framework that offers enhanced rebates and incentives to cities that achieve measurable energy savings, reduce peak-time electricity demand and plan for energy efficiency. The program has a tiered incentive structure with threshold criteria required to trigger advancement to the next level of participation.

Property Assessed Clean Energy Financing
Property Assessed Clean Energy (PACE) is a mechanism to finance energy efficiency, renewable energy, and water conservation upgrades to residential and commercial facilities. Financing is repaid as a special assessment on the property tax, allowing the home- or business owner to finance improvement projects that will result in GHG emissions reductions. Types of programs include: cool roofs, insulation, windows, doors, heating and cooling equipment, lighting, and plumbing equipment.

The City adopted resolution #4834 August 6, 2013 to participate in Western Riverside Council of Governments PACE program.

Online Permitting
Through previous Strategic Plan funding from SCE, the City developed an Online Permit Center (OPC). The OPC streamlines the permitting process reducing the need for individuals to drive into City Hall to obtain permits for roofing, electrical, mechanical, and plumbing. Permit status and inspections as well as plan check information is also available online. The OPC links to energy efficiency information for customers to consider as they go through the permitting process. This strategy also has an additional benefit of decreasing GHG emissions from reduced vehicle trips traveled.

South Bay Bicycle Master Plan
The South Bay Bicycle Master Plan (SBMP) is intended to guide the development and maintenance of a comprehensive bicycle network and develop a set of programs and policies throughout the South Bay Region. The participating cities include El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance. The multi-city Bicycle Master Plan encourages the replacement of vehicular trips with bicycle trips, which has a measurable impact on reducing fuel consumption and subsequently emitting fewer mobile source pollutants.

Local Shuttle
The City provides a local shuttle lunchtime service connecting the business district to the downtown center.
The City’s CAP, facilitated by the SBCCOG, includes five broad categories - Land Use and Transportation, Energy Efficiency, Energy Generation & Storage, Solid Waste, and Urban Greening. As part of the efforts under each category, the SBCCOG, working with consultants, identified a broad menu of feasible strategies for the South Bay sub-region. The menu was then presented to the City to select specific measures to consider for implementation. Based on these selections, estimated reductions in GHG emissions for each category was calculated and compared to the City’s adopted target (Figure 7a).
As depicted in the Figure 7a, the five categories included in the CAP have the potential to reduce approximately 325,215 MT CO2e/yr emissions and accomplish the reduction target of 49% below 2005 by 2035. The graph demonstrates that although the City does not achieve emission reduction targets of 15% below 2005 levels by 2020, continued efforts (implementation of state measures and strategies outlined in CAP) will help lead the City towards achieving its GHG emission reduction targets, consistent with the State’s AB 32 GHG emission reduction goals.

The following chapters summarize the measures selected by the City of El Segundo under each of the categories (Figure 7b). Measures are grouped together under larger goals with accompanying descriptions and associated sub-strategies as applicable. The additional economic, social and environmental benefits that can be realized with the measures are listed as co-benefits.
Co-Benefits

Co-benefits are listed at the beginning of each chapter and describe the additional community benefits from implementing the reduction strategies. The City has identified eight areas where gains may be accrued beyond reductions in GHG emissions. For instance, increasing the usage of zero emission vehicles also result in better air quality as well as improved public health.
As part of the CAP effort, the SBCCOG has developed a unique suite of LUT strategies for the reduction of GHG emissions in the South Bay sub-region. The LUT measures referenced in this plan as selected by the City of El Segundo are strategies developed from two primary sources:

<table>
<thead>
<tr>
<th>California Air Pollution Control Officers Association – CAPCOA</th>
<th>Sustainable South Bay Strategies - SSBS</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Traditional CAP resource to assess emission reductions from GHG mitigation measures</td>
<td>• South Bay specific resource to assess emission reductions from local GHG mitigation measures</td>
</tr>
<tr>
<td>• Published in August 2010</td>
<td>• Developed over 12 years of extensive field research on mobility, zero emission vehicles and destinations</td>
</tr>
<tr>
<td>• Developed by experts in the field with best available data at the time</td>
<td>• Strategies focus around Neighborhood Oriented Development</td>
</tr>
<tr>
<td>• Strategies focus around Transit Oriented Development (TOD)</td>
<td></td>
</tr>
</tbody>
</table>

Table 7: LUT Strategy Sources
Sustainable South Bay Strategy (SSBS)

The SSBS is different from traditional LUT measures in that it does not focus on strategies centered around Transit Oriented Development such as residential density that relies primarily on transit. The SSBS complements the South Bay area because the sub-region is housing dense and transit poor. The SSBS strategies:

- Facilitate a variety of multi-modal mobility measures; especially walking, cycling, slow speed zero emission vehicles (ZEV) & a slow speed road network that would extend throughout the South Bay.
- Deploy every means possible to shorten trip length or eliminate trips altogether including: fostering the development of especially dense, functionally robust neighborhood centers; providing virtual presence of many destinations; implementing an aggressive sub-regional telework program and a robust fiber network.
- Transition under-performing strip commercial to housing with some strip commercial moving to a neighborhood center.

The full SSBS report can be found in Appendix B - Sustainable South Bay Strategy.
The transportation sector produces significant portions of a city’s GHG emissions, due to the reliance on fossil fuels.

LUT strategies that offer zero-emissions mobility options or those that modify transportation behaviors can help reduce the amount of carbon that is produced in the city of El Segundo. Combining land use and transportation strategies can lead to a broad set of co-benefits and improve the mobility of residents, employers and visitors. As part of the CAP effort, the SBCCOG has developed a unique suite of LUT strategies for the reduction of GHG emissions in the South Bay subregion. The LUT measures, referenced in this CAP, are a combination of strategies from two primary sources:

- Traditional LUT strategies referenced in a GHG emission manual developed by the California Air Pollution Control Officers Association (CAPCOA).
- Strategies developed by the SBCCOG from extensive research in the region; these strategies are known as the Sustainable South Bay Strategies (SSBS) and are suited for mature suburban areas.

A full list of LUT strategies along with their references is available in Appendix C—Land Use and Transportation (LUT) Measures and Methodology. This CAP presents the strategies El Segundo is interested in implementing. The City selected the following LUT Strategies in consideration of its GHG reduction targets for 2020 and 2035 in support of the State of California 2050 GHG reduction goal. GHG reduction efforts undertaken by the City since 2012 (last inventory year) were included towards GHG emissions reductions of this plan.
GOAL LUT: A - ACCELERATE THE MARKET FOR EV VEHICLES

Gasoline-fueled vehicles have been one of the primary sources of GHG emissions in cities. By encouraging and helping to develop the Electric Vehicle (EV) market, cities can help consumers choose EVs when purchasing a new vehicle such as: Plug-in Hybrid Electric Vehicles (PHEVs), full Battery Electric Vehicles (BEVs), and Neighborhood Electric Vehicles (NEV).

MEASURE LUT: A1 - EV PARKING POLICIES

EV parking policies, such as free or reduced parking for EVs, can provide incentives to EV adoption. EV parking policies include changes to current parking policies, incentives in future parking agreements, granting new businesses lower parking minimums in exchange for EV or NEV preferential parking, and requiring smaller parking dimensions.

Within the next five years, the City will consider an ordinance to lower parking minimums for new developments with EV parking. The City will explore the actions listed in table LUT: A1_sub-strategies.

MEASURE LUT: A2 - EV CHARGING POLICIES

EV charging policies incentivize EV adoption by making it easier to charge EVs. City strategies to support these policies can range from on-the-ground implementation of charging stations (level 1, 2, and DC 3) to adopting new development standards relating to EVs.

The City has installed one dual port level 2 charging station next to City Hall. The City will create policies that encourage facility owners to provide level 1 charging to support long-dwell time EV charging. In addition, the City is interested in exploring the following sub-strategies listed in table LUT: A2_sub-strategies.

<table>
<thead>
<tr>
<th>LUT: A1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT:A1.1 Offer free parking to EVs.</td>
</tr>
<tr>
<td>LUT:A1.2 Offer reduced-price EV parking.</td>
</tr>
<tr>
<td>LUT:A1.3 Lower parking minimums for developments providing EV parking.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LUT: A2 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT:A2.1 Install level 1, 2, and DC 3 charging in city-owned parking lots.</td>
</tr>
<tr>
<td>LUT:A2.2 Install charging at city-owned facilities.</td>
</tr>
<tr>
<td>LUT:A2.3 Provide on-street level 1 and 2 charging.</td>
</tr>
<tr>
<td>LUT:A2.4 Adopt charging standards beyond CalGreen 2016 requirements.</td>
</tr>
<tr>
<td>LUT:A2.5 Create policies that encourage facility owners to provide level 1 charging.</td>
</tr>
<tr>
<td>LUT:A2.6 Cooperate with regional agencies to expand charging networks.</td>
</tr>
</tbody>
</table>
MEASURE LUT: A3 - ADMINISTRATIVE READINESS

Administrative readiness refers to what cities can do within city hall to incentivize EV adoption. Actions span from expediting inspection times for the installation of EV charging to streamlining panel upgrades.

The City of El Segundo will continue to expedite inspections for electrical upgrades and the installation of Electric Vehicle Supply Equipment (EVSE) within 24 hours. The City recently adopted an ordinance to streamline permitting of EV charging stations, and will also implement sub-strategies in table LUT: A3.

LUT: A3 Sub-strategies

| LUT: A3.1 | Offer online permitting to streamline the application process. |
| LUT: A3.2 | Minimize time to complete inspection. |
| LUT: A3.3 | Offer inspection within 24 hours of request. |

MEASURE LUT: A4 - PUBLIC INFORMATION PROGRAMS

EV public information programs aim to promote EV usage and adoption through education. These programs can take the form of an advertisement or marketing campaign through social media, municipal offices, community centers, businesses, events, and online platforms.

Within one year, El Segundo will implement the sub-strategy in table LUT: A4.

LUT: A4 Sub-strategies

| LUT: A4.1 | Publicize EV programs through a variety of media. |
MEASURE LUT: A5 - MULTI-MODAL STREETS COMPLETE STREETS

Strategies for multi-modal streets provide infrastructure that supports the safe integration of EVs and other alternative, zero-emission slower transportation options on city streets. Slow speed networks are designed to accommodate Neighborhood Electric Vehicles that travel at speeds of 25 miles per hour or less, either by accommodating them on high-speed streets or integrating them with other slow-speed infrastructure such as protected bike lanes.

El Segundo has implemented a Complete Streets policy that emphasizes a mix of transportation options. In support of multi-modal and slow-speed mobility, the City will explore the sub-strategies in table LUT: A5.

<table>
<thead>
<tr>
<th>LUT: A5 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT: A5.1</td>
</tr>
<tr>
<td>Publicize city charging and parking policies.</td>
</tr>
<tr>
<td>LUT: A5.2</td>
</tr>
<tr>
<td>Provide signage, maps, and information for slow speed vehicles.</td>
</tr>
</tbody>
</table>
GOAL LUT: B - ENCOURAGE RIDE-SHARING

Ride-hailing and Ride-sharing can be an efficient way of carrying more people per trip than individuals driving alone, by facilitating the temporary use of a car that one does not own. For example, services like Car2Go, ZipCar, Uber, Lyft, and Waze all provide services that could reduce the need for families to own a second and third vehicle. When sharing the trip or if sharing an EV, GHG emissions are reduced.

MEASURE LUT: B1 - FACILITATE PRIVATE AND PUBLIC MOBILITY SERVICES (RIDE-HAILING, RIDE-SHARING, CAR-SHARING, BIKE-SHARING)

This strategy encourages public and private mobility services. It includes supporting private vendors in search of funds and not adopting positions that limit or exclude vendors. The measure considers service inter-operability as well as optimizing the customer experience for local residents.

Within the next five years, as part of the City’s update to the Transportation Demand Management (TDM) Ordinance, the City of El Segundo will incorporate car-sharing, ride-sharing and bike-sharing programs as new measures. In addition, the City will work to remove existing barriers to private sector initiatives and assist private sector organizations to secure TDM funding. In support of ride-sharing, and bike-sharing the City will incorporate the sub-strategies in table LUT: B1.

<table>
<thead>
<tr>
<th>LUT: B1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT: B1.1 Facilitate bike-sharing.</td>
</tr>
<tr>
<td>LUT: B1.2 Facilitate car-sharing.</td>
</tr>
<tr>
<td>LUT: B1.3 Facilitating ride-hailing and ride-sharing.</td>
</tr>
<tr>
<td>LUT: B1.4 Remove barriers to private sector bike and car-sharing.</td>
</tr>
<tr>
<td>LUT: B1.5 Assist private sector organizations to secure funding.</td>
</tr>
<tr>
<td>LUT B1.6 Conduct a ride/bike sharing study or plan.</td>
</tr>
</tbody>
</table>
GOAL LUT: C - ENCOURAGE TRANSIT USAGE

Increasing transit service, frequency, and speed incentivizes transit usage and reduces the collective GHG emissions from mobile sources within the city. Transit can shrink the number of vehicles needed to complete commutes, resulting in lower CO2 emissions.

MEASURE LUT: C1 - PROVIDE A BUS RAPID TRANSIT (BRT) SYSTEM

This strategy encourages the provision of Bus Rapid Transit (BRT) systems. Typical characteristics of a BRT system include frequent high-capacity service, modal integration, and high-quality vehicles that are quiet, clean, and easy to board.

El Segundo will work with outside transit agencies and CalTrans to support current and expanded BRT system. In support of this measure the City will incorporate the sub-strategies in table LUT: C1.

<table>
<thead>
<tr>
<th>LUT: C1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT:C1.1 Work with Transit Agency to implement a Bus Rapid Transit System.</td>
</tr>
<tr>
<td>LUT:C1.2 Work with Transit Agency to add additional bus rapid transit routes.</td>
</tr>
<tr>
<td>LUT:C1.3 Collaborate with neighboring cities/SBCCOG for a regional transit system.</td>
</tr>
</tbody>
</table>
MEASURE LUT: C2 - EXPAND TRANSIT NETWORK

This strategy focuses on expanding the local transit network by adding or modifying existing transit service; additionally, it includes transit strategies that address first/last mile connections which can encourage more people to travel via transit.

El Segundo is interested in expanding its lunchtime shuttle service connecting people from the east part of the City to its downtown. In addition, the City is also interested in exploring working with transit agencies to add fixed route service between adjacent cities and Los Angeles downtown. In support of expanding the transit network, the City will incorporate and explore the sub-strategies in table LUT: C2.

<table>
<thead>
<tr>
<th>LUT: C2 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT: C2.1</td>
</tr>
<tr>
<td>LUT: C2.2</td>
</tr>
<tr>
<td>LUT: C2.3</td>
</tr>
<tr>
<td>LUT: C2.4</td>
</tr>
<tr>
<td>LUT: C2.5</td>
</tr>
<tr>
<td>LUT: C2.6</td>
</tr>
<tr>
<td>LUT: C2.7</td>
</tr>
<tr>
<td>LUT: C2.8</td>
</tr>
<tr>
<td>LUT: C2.9</td>
</tr>
<tr>
<td>LUT: C2.10</td>
</tr>
<tr>
<td>LUT: C2.11</td>
</tr>
</tbody>
</table>

MEASURE LUT: C3 - INCREASE TRANSIT FREQUENCY AND SPEED

This strategy will reduce travel time for transit-passengers through increasing frequency of service, speed, and reliability. Increasing transit frequency has been shown to increase the appeal and use of transit.

In support of this measure, the city of El Segundo will consider the following sub-strategy, on table LUT: C3, to increase transit service within the City.

<table>
<thead>
<tr>
<th>LUT: C3 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT: C3.1</td>
</tr>
</tbody>
</table>
GOAL LUT: D - ADOPT ACTIVE TRANSPORTATION INITIATIVES

Active transportation initiatives are components of slow speed multimodalism. The land use strategies of the SSBS specifically support more walking as well as cycles of all sorts (mono-, bi-, tri- and quad-cycles).

MEASURE LUT: D1 - PROVIDE TRAFFIC CALMING MEASURES

Traffic calming measures create streets that are friendly to active modes such as walking and biking and users of public transit. These measures have the potential to encourage greater adoption of active transportation due to increased safety and attractiveness. Examples include: marked crosswalks, curb extensions, planter strips with trees, and roundabouts.

The City of El Segundo completed an inventory and assessment of missing sidewalks and will allocate funding in their Capital Improvements Program (CIP) to construct all missing segments of sidewalks over the next three years. The City is also updating the Smoky Hollow Specific Plan to designate Franklin Avenue as a bike and pedestrian inclusive street. In addition, the City will consider the sub-strategies in table LUT: D1.
MEASURE LUT: D2 PROVIDE PEDESTRIAN / BICYCLE NETWORKS IMPROVEMENTS

This measure provides improved design elements to enhance slow speed multi-modalism such as walking and bicycling. The strategy may complement the slow-speed concepts found in SSBS.

El Segundo plans to use Measure M funds to complete bikeways at El Segundo Boulevard, Douglas Street, and Nash Street and implement the sub-strategy in table LUT: D2.

MEASURE LUT: D3 - IMPROVE DESIGN OF DEVELOPMENT

This measure provides improved design elements to enhance slow speed multi-modalism such as walking and bicycling. This strategy may complement the concepts found in the SSBS to increase connectivity within new or proposed developments and improves street network characteristics within a neighborhood. These concepts could include slow-speed multi-modal networks.

El Segundo plans to update the City’s Bicycle Master Plan. The City requires approximately 5% of required vehicular parking to be designated for bicycles and will explore additional bicycle parking requirements through the Zoning Code. Through their TDM ordinance update, El Segundo will require new developments, particularly those within transit-oriented areas and along transit corridors to provide pedestrian, bicycle, and transit amenities. Within five years, the City will require bicycle and pedestrian amenities such as shower facilities and dressing areas for new developments. In support of the development and improvements to Pedestrian and Bicycle Networks, the City will incorporate sub-strategies in table LUT: D3.
GOAL LUT: E - PARKING STRATEGIES

Vehicle trips are tied to parking availability and cost. Parking strategies can incentivize the use of other modes and potentially reduce the number of vehicles owned per household.

MEASURE LUT: E1 - LIMIT PARKING SUPPLY

This strategy reduces parking supply through the creation of parking maximums, minimums, and parking benefit districts.

The City plans to reduce minimum parking requirements within the Smoky Hollow Specific Plan update within one year and reduce city-wide requirements through a General Plan update within five years. El Segundo also recently completed a project to convert parallel parking to angled parking on Richmond Street. The following sub-strategies in table LUT: E1 will be explored as part of this plan:

<table>
<thead>
<tr>
<th>LUT: E1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT:E1.1 Create parking benefit districts which invest meter revenue in other public amenities.</td>
</tr>
<tr>
<td>LUT:E1.2 Reduce/eliminate parking minimums for new developments.</td>
</tr>
<tr>
<td>LUT:E1.3 Reduce/eliminate parking minimums for mixed-use, pedestrian, and transit-oriented developments.</td>
</tr>
<tr>
<td>LUT:E1.4 Implement parking pricing to a downtown area.</td>
</tr>
</tbody>
</table>

MEASURE LUT: E2 - UNBUNDLE PARKING COSTS FROM PROPERTY COSTS

Unbundling separates parking from property costs, allowing individuals who wish to purchase parking spaces to do so and those that don't, to save money. Parking can be priced separately from home rents/purchase prices or office leases. This measure can help reduce the number of vehicles per household.

The City of El Segundo will encourage developers of new residential and commercial developments to unbundle parking costs and explore implementing the sub-strategies in table LUT: E2.

<table>
<thead>
<tr>
<th>LUT: E2 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT:E2.1 Adopt a comprehensive parking policy to unbundle the true cost of providing parking.</td>
</tr>
<tr>
<td>LUT:E2.2 Encourage developers of new development to unbundle parking and eliminate the assignment of specific stalls.</td>
</tr>
</tbody>
</table>
MEASURE LUT: E3 - IMPLEMENT ON-STREET MARKET PRICING

Excessive GHG emissions are created when cruising for parking spaces. Pricing on-street parking to reflect a market rate reduces emissions related to excessive driving for seeking a parking space and encourages the use of alternative modes and carpooling.

Currently, the City of El Segundo provides free on-street parking. The City considers on-street parking pricing in the downtown district. In addition, the City will explore the sub-strategies in Table LUT: E3.

LUT: E3 Sub-strategies

LUT:E3.1 Implement on-street parking pricing.
LUT:E3.2 Change policies to disincentivize parking within downtown.

MEASURE LUT: E4 - REQUIRE RESIDENTIAL AREA PARKING PERMITS

This strategy will require the purchase of residential parking permits (RPPs) for long-term use of on-street parking in residential areas. Permits reduce the impact of spillover parking in residential areas adjacent to commercial areas, transit stations, or other locations where parking may be limited and/or priced.

El Segundo has an existing pilot program in place where the City issued 800+ permits in one neighborhood and may consider expansion of this program to additional neighborhoods and locations throughout the city. The sub-strategies in Table LUT: E4 will be considered to support this effort.

LUT: E4 Sub-strategies

LUT:E4.1 Institute residential parking programs.
LUT:E4.2 Institute residential permit parking.
GOAL LUT: F - ORGANIZATIONAL STRATEGIES

Cities and other organizations within a city can implement telecommuting and alternative work schedule policies to reduce the Vehicle Miles Traveled (VMT) generated by employees. They can also expand and facilitate commute programs such as vanpooling and carpooling to reduce employee-generated VMT. Cities can also implement policies and ordinances that require or encourage private sector employers to implement programs for their employees.

MEASURE LUT: F1 - ENCOURAGE TELECOMMUTING AND ALTERNATIVE SCHEDULES

Alternative work schedules take the form of staggered starting times, flexible schedules, or compressed work weeks. Alternative workplace programs are: 1) working at home-offices which eliminate a work trip entirely or 2) working at an office closer to the home which reduces part of the work trip. Cities can offer workplace programs at neighborhood centers, available space in government offices, public shared-work facilities, or commercial executive suites.

Within the next five years, El Segundo will consider a pilot project within the City to encourage telecommuting and alternative work schedules. The City also plans to work with local employers to institute telecommuting and alternative work schedule programs and will include additional incentives/requirements in their updated Transportation Demand Management (TDM)/Transportation Systems Management Ordinance. The sub-strategies on table LUT: F1 will be considered in support of this plan.

<table>
<thead>
<tr>
<th>LUT: F1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT: F1.1 Encourage municipal telecommuting and alternative work schedules (voluntary).</td>
</tr>
<tr>
<td>LUT: F1.2 Encourage local employers to implement telecommuting and alternative work schedules.</td>
</tr>
</tbody>
</table>


MEASURE LUT: F2 - IMPLEMENT COMMUTE TRIP REDUCTION PROGRAMS

This measure establishes a Commute Trip Reduction (CTR) Ordinance.

The City of El Segundo offers parking incentives for local employers that provide carpooling, vanpooling, and shuttles from transit stations. The City intends to implement a voluntary CTR through the City’s TDM Ordinance. In support of implementing commute trip reduction programs, the City will also explore the sub-strategies in table LUT: F2.

<table>
<thead>
<tr>
<th>LUT: F2 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT: F2.1</td>
</tr>
<tr>
<td>LUT: F2.2</td>
</tr>
<tr>
<td>LUT: F2.3</td>
</tr>
<tr>
<td>LUT: F2.4</td>
</tr>
<tr>
<td>LUT: F2.5</td>
</tr>
<tr>
<td>LUT: F2.6</td>
</tr>
</tbody>
</table>

MEASURE LUT: F3 - PROVIDE CAR-SHARING PROGRAMS

Car-sharing programs (such as Zip Car) can be promoted through: designating a certain percentage of parking spaces for car-sharing vehicles, designating adequate passenger loading/unloading and waiting areas for car-sharing vehicles, and providing a web site or message board for coordination.

Within five years, the City of El Segundo will implement the sub-strategy in table LUT: F3.

<table>
<thead>
<tr>
<th>LUT: F3 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT: F3.1</td>
</tr>
</tbody>
</table>
GOAL LUT: G - LAND USE STRATEGIES

There are essentially two alternatives to the auto suburban development pattern: Traditional land use strategies which include smart growth and Transit Oriented Development (TOD) strategies and Neighborhood Oriented Development (NOD) strategies which are based on South Bay specific research.

TOD has been growing in popularity within the planning profession and the development community over the last 30 years. TOD promotes increasing housing density and mixed-use around public transit (preferably fixed rail) stations incentivizing walking and transit usage.

Specific to “Mature Suburbs” like those found in the South Bay Cities, NOD addresses the inefficiencies of the auto suburb by re-locating as many destinations as possible to residential neighborhoods thereby increasing walking to destinations and shortening trip lengths.

MEASURE LUT: G1 – INCREASE DENSITY

These strategies seek to increase destination accessibility by encouraging combined uses such as office, commercial, institutional, and residential within areas and developments.

The City currently allows mixed-use designations in the downtown. Through a General Plan update to be completed in the next five years, El Segundo will incorporate mixed-use zoning in other parts of the city and emphasize transitions from single-family to higher intensity mixed-uses. The General Plan update will include the incorporation of the sub-strategies in table LUT: G1.

<table>
<thead>
<tr>
<th>LUT: G1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT: G1.1</td>
</tr>
<tr>
<td>LUT: G1.2</td>
</tr>
<tr>
<td>LUT: G1.3</td>
</tr>
</tbody>
</table>
MEASURE LUT: G2 - INCREASE DIVERSITY

These strategies encourage projects to mix uses such as office, commercial, institutional, and residential within the same development.

El Segundo will explore sub-strategies in table LUT: G2.

MEASURE LUT: G3 - INCREASE DESTINATION ACCESSIBILITY

These strategies encourage projects to be located in areas with high accessibility to destinations or distance to downtowns.

As part of the General Plan Update, El Segundo will implement the sub-strategy in table LUT: G3.

MEASURE LUT: G4 - INCREASE TRANSIT ACCESSIBILITY

Transit accessibility strategies involve measures that encourage transit services through general plans, zoning codes, and ordinances as well as filling in gaps within the transit network.

El Segundo will increase transit accessibility through the update to its General Plan Utilizing the sub-strategies in table LUT: G4.
MEASURE LUT: G5 - INTEGRATE AFFORDABLE AND BELOW-MARKET-RATE HOUSING

These efficient land use strategies allow cities to accommodate below market rate housing for infill and transit-oriented sites within a given building footprint. These strategies facilitate below market rate housing through ordinances and policies that promote a mix of housing types.

El Segundo will implement the sub-strategy in table LUT: G5.

LUT: G5 Sub-strategies

- LUT: G5.1 Encourage policies that promote a mix of housing types.

MEASURE LUT: G6 – INTEGRATE NEIGHBORHOOD ORIENTED DEVELOPMENT (NOD) PRINCIPLES

These strategies encourage NOD through zoning codes, general plans, ordinances, and area specific plans. A NOD strategy clusters destinations in functionally robust centers within walking distance of most households. Multiple NODs are accessible across cities, at regular intervals, so that each household can access multiple centers within a few miles, ultimately reducing VMT. Center development is complemented by gradually re-developing commercial strip arterials that are a prominent characteristic of auto suburbs and housing densities - as low as the market will allow - to replace the low density, generally mid-century commercial buildings.

In pursuit of these goals, the City of El Segundo will amend its Zoning Code to encourage higher density and small-scale business establishment density. NOD centers will be developed through zoning regulations that encourage complementary business uses, and discourage large-format business establishments. In support of this measure the City will implement the sub-strategies in table LUT: G6.

LUT: G6 Sub-strategies

- LUT: G6.1 Amend zoning code or general plan to encourage higher density and smaller scale “Business Establishment Density”
- LUT: G6.2 Establish NOD centers in zoning code.
- LUT: G6.3 Support higher Business Establishment Density within NOD centers.
- LUT: G6.4 Encourage business establishment mix that promotes walking.
GOAL LUT: H - DIGITAL TECHNOLOGY STRATEGIES

A new concept that is unique to Neighborhood Oriented Development (NOD) is the development and deployment of digital technologies as a GHG emission reduction strategy. The central premise is that services provided by cities and those available at NODs will be delivered in part through digital technologies. Digital mediums lessen the need to travel to seek and deliver services. Providing infrastructure to support digital technology applications can be undertaken by cities and involves collaboration to construct a state-of-the-art broadband network infrastructure that will deliver network connectivity.

LUT: H1 - COLLABORATE ON AND IMPLEMENT THE SOUTH BAY DIGITAL MASTER PLAN

The City of El Segundo participated, in coordination with the SBCCOG, in a study that estimated the infrastructure costs and market pricing associated with creating a fiber optic backbone within the city. El Segundo will continue to work with SBCCOG to assist in the implementation of the South Bay Digital Master Plan. The City will explore the following digital technology sub-strategies in table LUT: H1.

<table>
<thead>
<tr>
<th>LUT: H1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUT:H1.1 Implement the South Bay Digital Master Plan “South Bay Net”</td>
</tr>
<tr>
<td>LUT:H1.2 Implement e-government initiatives.</td>
</tr>
<tr>
<td>LUT:H1.3 Develop city-wide area networks to connect public facilities and other key buildings with each other and the South Bay Net.</td>
</tr>
</tbody>
</table>
## LUT STRATEGIES - CITY INPUTS

The GHG emissions reduction potential for the City of El Segundo from all LUT strategies combined was calculated based on the data in the table below. Cities set their own targets which were used as inputs for the calculations. The methodology for the calculations can be found in Appendix C.

<table>
<thead>
<tr>
<th>Number</th>
<th>Sub-Strategies</th>
<th>Performance Indicators</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A1.01</td>
<td>Offer free parking to EVs in city lots and on-street</td>
<td>Percent of parking spaces allocated for EVs: This requires knowing how many parking spaces the city owns and what percent would be dedicated to EVs. Ex. City owns 100 and wants to dedicate 10: 10%</td>
<td>1%</td>
</tr>
<tr>
<td>1A1.02</td>
<td>Offer reduced-price EV parking in city lots and on-street</td>
<td>Percent of parking spaces with reduced pricing for EVs: This requires knowing how many parking spaces the city owns and what percent would be reduced for EVs. Ex. City owns 100 and wants to dedicate 10: 10%</td>
<td>1%</td>
</tr>
<tr>
<td>1A1.03</td>
<td>Lower parking minimums for developments providing EV parking</td>
<td>Project A: Downtown Specific Plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of parking spaces allocated for EVs</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project B: Smoky Hollow Specific Plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of parking spaces allocated for EVs</td>
<td>5%</td>
</tr>
<tr>
<td>1A2.01</td>
<td>Install level 1 and 2 charging in city-owned parking lots</td>
<td>Percent of parking spaces with charging for EVs: This requires knowing how many parking spaces the city owns in public lots and what percent would have charging for EVs. Ex. City owns 100 and wants to dedicate 10: 10%</td>
<td>2%</td>
</tr>
<tr>
<td>1A2.02</td>
<td>Provide on-street level 1 and 2 charging</td>
<td>Percent of on-street parking spaces with charging for EVs: This requires knowing how many on-street parking spaces the city owns and what percent would have charging for EVs. Ex. City owns 100 and wants to dedicate 10: 10%</td>
<td>5%</td>
</tr>
<tr>
<td>1A2.06</td>
<td>Install charging at county or city-owned facilities</td>
<td>Percent of parking spaces with charging for EVs: This requires knowing how many parking spaces the city owns in public lots and what percent would have charging for EVs. Ex. City owns 100 and wants to dedicate 10: 10%</td>
<td>5%</td>
</tr>
<tr>
<td>1C1</td>
<td>Work with Transit Agency to implement a Bus Rapid Transit system</td>
<td>1. Percent of lines converted to BRT: This would take knowing all lines and the total that would be converted to BRT. Ex. City operates 100 lines and 10 will become BRT: 10%</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of existing transit mode share as a % of total daily trips: This would take knowing the mode share of all trips made in the city. Ex. 80% of city's trips are auto and 20% transit so input would be 20%</td>
<td>2.44%</td>
</tr>
<tr>
<td>1C2.01/1C2.02</td>
<td>Work with Transit Agency to expand Transit Network</td>
<td>1. Percent increase of transit network: Ex. Transit will be increased by 10%</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of existing transit mode share as a % of total daily trips: This would take knowing the mode share of all trips made in the city. Ex. 80% of city's trips are auto and 20% transit so input would be 20%</td>
<td>2.44%</td>
</tr>
<tr>
<td>1C2.07</td>
<td>Plan and implement first/last mile access to and from stations and destination points</td>
<td>Project A: 4 Green Line Stations within and adjacent to City</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1. Within station/project and connecting offsite</td>
<td>Yes - To be accomplished</td>
</tr>
<tr>
<td>Number</td>
<td>Sub-Strategies</td>
<td>Performance Indicator</td>
<td>Target</td>
</tr>
<tr>
<td>--------</td>
<td>-------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>1C2.08</td>
<td>Introduce a fixed-route transit service in the jurisdiction</td>
<td>1. Percent increase of transit network: Ex. Transit will be increased by 10%</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of existing transit mode share as a % of total daily trips: This would take knowing the mode share of all trips made in the city. Ex. 80% of city's trips are auto and 20% transit so input would be 20%</td>
<td>2.44%</td>
</tr>
<tr>
<td>1C2.09</td>
<td>Provide and expand local shuttle services within the community and to regional connections</td>
<td>1. Percent increase of transit network: Ex. Transit will be increased by 10%</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of existing transit mode share as a % of total daily trips: This would take knowing the mode share of all trips made in the city. Ex. 80% of city's trips are auto and 20% transit so input would be 20%</td>
<td>0%</td>
</tr>
<tr>
<td>1C3.01</td>
<td>Work with Transit Agency to increase service frequency on select bus routes</td>
<td>1. Percent reduction in headways</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of existing transit mode share as a % of total daily trips: This would take knowing the mode share of all trips made in the city. Ex. 80% of city's trips are auto and 20% transit so input would be 20%</td>
<td>2.44%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. Has reduction in headways been improved above 50% or below 50%. Select either above 50% or below 50%</td>
<td>Below</td>
</tr>
<tr>
<td>1D1.02</td>
<td>Use traffic calming measures to improve flow, pedestrian orientation, and bike usage on a minimum of 25% streets</td>
<td>Project A: Smoky Hollow Specific Plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1. Percent of streets within project with traffic calming improvements</td>
<td>80%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of intersections with traffic calming improvements</td>
<td>80%</td>
</tr>
<tr>
<td></td>
<td>Project B: Downtown Specific Plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Percent of streets within a project with traffic calming improvements</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Percent of intersections with traffic calming improvements</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>1D2</td>
<td>Develop appropriate pedestrian infrastructure within pedestrian sheds of key areas / Construct or improve pedestrian infrastructure to increase access to transit and transit stations / hubs</td>
<td>Project A: 4 Green Line Stations</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Within station/project and connecting offsite</td>
<td>Yes - To be accomplished</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project B: Downtown and Smoky Hollow Specific Plans</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Within station/project and connecting offsite</td>
<td>Yes - To be accomplished</td>
</tr>
<tr>
<td>Number</td>
<td>Sub-Strategies</td>
<td>Performance Indicator</td>
<td>Target</td>
</tr>
<tr>
<td>--------</td>
<td>--------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>2A1.03</td>
<td>Reduce or eliminate minimum parking requirements for mixed-use, pedestrian and</td>
<td>Project A: Downtown Specific Plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>transit-oriented developments</td>
<td>2. Enter actual parking provision</td>
<td>0.5 space / residential unit</td>
</tr>
<tr>
<td>2A1.04</td>
<td>Implement parking changes to a downtown area</td>
<td>Enter percent of increase in on-street parking prices (max 30%)</td>
<td>15%</td>
</tr>
<tr>
<td>2B1.01</td>
<td>Within the City, encourage telecommuting and alternative work schedules</td>
<td>1. Percent of employees participating: This would require knowing number of municipal</td>
<td>75%</td>
</tr>
<tr>
<td></td>
<td>(voluntary)</td>
<td>employees and percent that would participate.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Choose one of the following:</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>a. 9-day/80 hour work week</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>b. 4-day/40 hour work week and</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>c. 1.5 days of telecommuting</td>
<td></td>
</tr>
<tr>
<td>2B2.01</td>
<td>Establish a commute trip reduction marketing campaign</td>
<td>Enter percent of employees eligible</td>
<td>50%</td>
</tr>
<tr>
<td>2B2.02</td>
<td>Work with local employers encouraging subsidized or discounted transit programs</td>
<td>1. Percent of employees eligible</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Amount of transit subsidy per passenger: $2, $4.9, $9.8 or $5.96</td>
<td>$1.49</td>
</tr>
<tr>
<td>2B2.04</td>
<td>Encourage employers to provide van-pool and shuttles from major transit stations</td>
<td>Degree of implementation, high (75%), medium (50%) or low (25%) percentage of</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>employees participating</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1. Employer size, high, medium or low</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of employees eligible</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1. Employer size, high, medium or low</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Percent of employees eligible</td>
<td>25%</td>
</tr>
<tr>
<td>2B2.06</td>
<td>Implement a (voluntary) commute trip reduction program</td>
<td>Percent of employees eligible</td>
<td>20%</td>
</tr>
<tr>
<td>2B3.01</td>
<td>Implement a commute ride-sharing program</td>
<td>Percent of employees eligible</td>
<td>10%</td>
</tr>
<tr>
<td>2C3</td>
<td>Update mixed-use policies in General Plan / Encourage mixed-use policies</td>
<td>Single Family</td>
<td>11.7%</td>
</tr>
<tr>
<td></td>
<td>through Zoning Code</td>
<td>Multi-Family</td>
<td>5.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commercial</td>
<td>28.1%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Industrial</td>
<td>44.4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Institutional</td>
<td>5.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Park</td>
<td>4.2%</td>
</tr>
<tr>
<td>2C4</td>
<td>Encourage well-designed mixed-use and infill development projects in key in-fill</td>
<td>Enter distance to downtown or major job center within the South Bay sub-regional</td>
<td>0.5 mi</td>
</tr>
<tr>
<td></td>
<td>areas</td>
<td>boundaries</td>
<td></td>
</tr>
<tr>
<td>2C5</td>
<td>Encourage Transit Accessibility through General Plan /</td>
<td>Enter distance to downtown or major job center within the South Bay sub-regional</td>
<td>0.5 mi</td>
</tr>
<tr>
<td></td>
<td>Encourage Transit Accessibility through Zoning Code</td>
<td>boundaries</td>
<td></td>
</tr>
<tr>
<td>2C5.05</td>
<td>Provide for a shuttle service connecting areas not</td>
<td>1. Percent of increase of transit network coverage</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>adequately served by transit</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Due to increasing electricity and natural gas demands in, the built environment is a significant contributor to GHG emissions. Improving energy efficiency (EE) of the new and existing buildings and infrastructure at the residential, commercial, and municipal level will result in significant GHG reductions.

EE is defined as achieving the same services with less energy. Implementing EE strategies helps ensure a reliable, affordable, and sustainable energy system for the future.

The City of El Segundo is committed to providing a more livable, equitable, and economically vibrant community and sub-region through the implementation of energy efficiency measures and subsequent reduction of greenhouse gas (GHG) emissions. The City is undertaking various programs to enhance energy efficiency at the community and municipal levels such as: increase EE through water efficiency and decrease energy demand through reducing the urban heat island effect. The City, through its partnership with the SBCCOG, will obtain educational content, energy audit services, and assistance identifying potential funding sources to help implement strategies.

A full list of EE Strategies along with references is available in Appendix A- "Energy Efficiency CAP" including Methodology, Inventory & Forecast (inventory and forecast is listed in the "Energy Efficiency CAP Appendix A"). The City selected the following EE Strategies which were approved by the City Council in 2015 along with GHG reduction targets for 2020 and 2035 (in support of the State of California 2050 GHG reduction goal).
GOAL EE: A - INCREASE ENERGY EFFICIENCY IN RESIDENTIAL UNITS

Residential sector carbon dioxide emissions originate primarily from the direct fuel consumption (principally, natural gas) for heating and cooking, and electricity for cooling/heating, appliances, lighting, and increasingly for televisions, computers, and other household electronic devices. Improving EE at the residential level, reduces overall energy demand, which leads to a decrease in power plant emissions. It has other socio-economic benefits for the communities as well such as improved health and safety and lower utility costs.

MEASURE EE: A1 - EE TRAINING, EDUCATION, AND RECOGNITION

Opportunities for residents to improve EE in their homes range from changes to behavior that they can start today to physical modifications or improvements they can make to their homes. This measure will provide City staff with a framework to educate community members about behavioral and technological changes that can increase energy efficiency.

The City will explore the following options, to educate and train the community as the first key step towards increasing EE at the residential level. El Segundo will implement the sub-strategies in table EE: A1.

<table>
<thead>
<tr>
<th>EE: A1 Sub-strategies</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>EE: A1.1 Post links on website/social media and provide materials at Public Events.</td>
<td></td>
</tr>
<tr>
<td>EE: A1.2 Email list for email blasts of new information or trainings.</td>
<td></td>
</tr>
<tr>
<td>EE: A1.3 Establish an annual EE Fair.</td>
<td></td>
</tr>
<tr>
<td>EE: A1.4 Create a resource center.</td>
<td></td>
</tr>
<tr>
<td>EE: A1.5 Hire/Designate Energy Advocate.</td>
<td></td>
</tr>
<tr>
<td>EE: A1.6 Partner with South Bay Cities Council of Governments and Utilities to obtain educational content.</td>
<td></td>
</tr>
</tbody>
</table>
MEASURE EE: A2 - INCREASE PARTICIPATION IN EXISTING EE PROGRAMS

As part of the South Bay Energy Efficiency Partnership (SB Partnership) with SCE and SCG, the City will continue outreach efforts that are largely led by SBCCOG to promote energy awareness and existing programs and incentives that are offered for energy efficiency. Some examples of programs and resources are listed below:

Rebate programs through SCE and SCG for appliances, air conditioner alternatives, electric water heaters, light bulbs, space heaters, water heaters, pool heaters, showerheads, washers, and insulation.
Demand Response programs through SCE that provide on-bill credits including the Summer Discount Plan and Save Power Days Program.
Technical and financial assistance programs through SCG's Direct Install Weatherization Program for income-qualified renters and homeowners.

The City will work to increase residents' participation in existing energy efficiency programs that are low cost or even provide a financial benefit to the resident through the sub-strategies listed in table EE: A2.

MEASURE EE: A3 - ESTABLISH, PROMOTE OR REQUIRE HOME ENERGY EVALUATIONS

Home energy evaluations are necessary to identify cost-effective opportunities for energy saving and for residents to take practical actions to achieve EE.

The City will support home energy evaluations through a variety of existing programs and the sub-strategies in table EE: A3.
MEASURE EE: A4 - PROMOTE, INCENTIVIZE OR REQUIRE RESIDENTIAL HOME ENERGY RENOVATIONS

Approximately 78 percent of residential buildings in the City were built before the adoption of Title 24. Buildings built before adoption of Title 24 are not energy efficient, and renovations would achieve higher energy efficiency. Many programs and incentives across the state or country help promote home energy renovations, including city-supervised funding, permit process improvements and city ordinance.

In support of this measure, the City will implement sub-strategies EE: A4.

<table>
<thead>
<tr>
<th>EE: A4 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>EE: A4.1 Promote existing incentivized programs such as Energy Upgrade California.</td>
</tr>
<tr>
<td>EE: A4.2 Develop or promote a green building program.</td>
</tr>
<tr>
<td>EE: A4.3 Promote Financing Programs such as PACE (Property Assessed Clean Energy).</td>
</tr>
<tr>
<td>EE: A4.4 Streamline panel upgrade when it does not involve relocation.</td>
</tr>
<tr>
<td>EE: A4.5 Establish online permitting to facilitate permit processing.</td>
</tr>
</tbody>
</table>
GOAL EE: B - INCREASE ENERGY EFFICIENCY IN NEW RESIDENTIAL DEVELOPMENT

EE standards that are set beyond title 24, are far more stringent and effective in reducing GHG emissions. Cities that develop resources for implementing these standards for new residential development will help conserve electricity and natural gas.

MEASURE EE: B1 - ENCOURAGE OR REQUIRE EE STANDARDS EXCEEDING TITLE 1

As part of the 2010 California Green Building Standards (CALGreen), a two-tiered system was designed to allow local jurisdictions to adopt codes that go beyond state standards. The two tiers contain measures that are more stringent and achieve an increased reduction in energy usage by 15% (Tier 1) or 30% (Tier 2) beyond Title 24. It is also important that Title 24 Standards are updated so that the full GHG reduction benefit of the title can be realized. City staff that are well-informed can implement updates quickly and effectively.

City staff will act as a resource to encourage and implement EE building measures beyond that required in current Title 24 Standards. El Segundo will implement the sub-strategies in table EE: B1.

<table>
<thead>
<tr>
<th>EE: B1 Sub-strategies</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>EE: B1.1</td>
<td>Educate City staff, developers, etc., on future Title 24 updates and the additional energy efficiency opportunities for new residential development.</td>
</tr>
<tr>
<td>EE: B1.2</td>
<td>Establish online permitting to facilitate permit processing.</td>
</tr>
<tr>
<td>EE: B1.3</td>
<td>Create an Energy award program for net-zero energy homes.</td>
</tr>
</tbody>
</table>
GOAL EE: C - INCREASE ENERGY EFFICIENCY IN EXISTING COMMERCIAL UNITS

Educating the community about the benefits of EE and equipping them with strategies and technologies to do so is the key for enhancing energy efficiency. Different tools such as social, digital, and print media can be used to educate stakeholders.

MEASURE EE: C1 - EE TRAINING AND EDUCATION

Education is at the core of attaining energy efficiency goals. Creating a specific education measure will emphasize the critical role of education in achieving energy efficiency.

The following education sub-strategies will provide City staff with a framework to interact with and instruct community members about behavioral and technological changes that can increase energy efficiency through the sub-strategies listed in table EE: C1.

<table>
<thead>
<tr>
<th>EE: C1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>EE: C1.1 Post links on websites/social media and provide materials at public events.</td>
</tr>
<tr>
<td>EE: C1.2 Email list for e-mail blasts of new information or trainings.</td>
</tr>
<tr>
<td>EE: C1.3 Establish an annual EE Fair.</td>
</tr>
<tr>
<td>EE: C1.4 Create a resource center.</td>
</tr>
<tr>
<td>EE: C1.5 Hire/ Designate Energy Advocate.</td>
</tr>
<tr>
<td>EE: C1.6 Partner with SBCCOG and Utilities to obtain education content.</td>
</tr>
</tbody>
</table>
MEASURE EE: C2 - INCREASE PARTICIPATION IN EXISTING EE PROGRAMS

As part of the South Bay Partnership with SCE and SCG, the cities can conduct outreach efforts to promote energy awareness, existing programs, and incentives that are offered for EE. These outreach efforts are largely led by the SBCCOG. Some examples of programs and resources are listed below.

- Rebate programs through SCE and SCG for appliances, air conditioner alternatives, electric water heaters, light bulbs, space heaters, water heaters, and insulation.
- Demand Response programs through SCE that provide on-bill credits including the Summer Discount Plan and Save Power Days Program.

The City will work to increase businesses' participation in existing energy efficiency programs that are low-cost or provide a financial benefit to the business. El Segundo will implement the sub-strategies in table EE: C2.

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MEASURE EE: C3 - INCENTIVIZE OR REQUIRE NON-RESIDENTIAL ENERGY AUDITS

Commercial energy audits are necessary to identify cost-effective opportunities for energy savings and for business owners to take practical actions to achieve energy efficiency. These audits can be established or promoted through various existing programs.

In support of this measure, The City will implement the following sub-strategies in table EE: C3.
As most commercial buildings were built before the adoption of Title 24, most of the facilities and equipment are not energy efficient. Therefore, retrofits are necessary to achieve higher energy efficiency. Many programs and incentives across the State or country help promote non-residential energy retrofits, including city-supervised funding, permit process improvements, and city ordinance.

In support of this measure, The City will implement the following sub-strategies in table EE: C4.

**EE: C4 Sub-strategies**

<table>
<thead>
<tr>
<th>EE: C4.1</th>
<th>Promote existing incentivized programs such as Energy Upgrade California.</th>
</tr>
</thead>
<tbody>
<tr>
<td>EE: C4.2</td>
<td>Develop or promote a green building program.</td>
</tr>
<tr>
<td>EE: C4.3</td>
<td>Promote Financing Programs such as PACE (Property Assessed Clean Energy).</td>
</tr>
<tr>
<td>EE: C4.4</td>
<td>Establish online permitting to facilitate permit processing.</td>
</tr>
</tbody>
</table>
GOAL EE: D - INCREASE ENERGY EFFICIENCY IN NEW COMMERCIAL DEVELOPMENTS

City planners are uniquely positioned to inform developers of new EE standards/technologies. Building capacity at City staff level to execute these strategies is essential for cities to leverage the benefits of increased energy efficiency in commercial development.

MEASURE EE: D1 - ENCOURAGE OR REQUIRE EE STANDARDS EXCEEDING TITLE 24

This measure will develop City staff to be resources in encouraging and implementing energy efficiency beyond that are required by current Title 24 Standards for commercial development. In addition, this measure helps ensure that Title 24 Standards are updated.

City planners act as a resource to inform developers of new EE opportunities and encourage them to adopt these technologies in new development through the sub-strategies in table EE: D1.

<table>
<thead>
<tr>
<th>EE: D1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>EE: D1.1 Educate City staff, developers, etc., on future Title 24 updates and the additional energy efficiency opportunities for new commercial development.</td>
</tr>
<tr>
<td>EE: D1.2 Establish online permitting to facilitate permit processing.</td>
</tr>
<tr>
<td>EE: D1.3 Create and energy award program from net-zero-net-energy businesses.</td>
</tr>
</tbody>
</table>
GOAL EE: E - INCREASE ENERGY EFFICIENCY THROUGH INCREASED WATER EFFICIENCY

Providing safe drinking water and wastewater disposal is an energy-intensive process. Reducing water consumption saves energy because less water needs to be treated and pumped to end users. Moreover, when energy use is reduced, water is saved because less is needed in the operation of power plants. Through water efficiency measures, cities can help to protect dry areas from drought, lower consumers’ utility bills, and reduce GHG Emissions.

MEASURE EE: E1 - PROMOTE OR REQUIRE WATER EFFICIENCY THROUGH SB X7-7

The Water Conservation Act of 2009 (SB X7-7), requires all water suppliers to increase water use efficiency. The legislation set an overall goal of reducing per capita urban water consumption by 20 percent from a baseline level by 2020. The goal of Water Conservation Act can be met by taking a variety of actions, including targeted public outreach and promoting water efficiency measures such as low-irrigation landscaping. Additional water conservation information, resource materials, education, and incentives are available through the West Basin Water District.

In support of this measure, the City will implement the following sub-strategies in table EE: E1.

<table>
<thead>
<tr>
<th>EE: E1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>EE: E1.1</td>
</tr>
<tr>
<td>EE: E1.2</td>
</tr>
<tr>
<td>EE: E1.3</td>
</tr>
<tr>
<td>EE: E1.4</td>
</tr>
<tr>
<td>EE: E1.5</td>
</tr>
</tbody>
</table>
MEASURE EE: E2 - PROMOTING WATER EFFICIENCY STANDARDS EXCEEDING SB X7-7

In addition to SB X7-7, more actions are being studied or have been taken to exceed water efficiency standards. These efforts include education and outreach practices that could be combined with residential and commercial actions that emphasize the reuse of recycled/gray water and promote harvesting rainwater. Approximately 1,873 kWh can be saved for every acre foot (AF) of water use replaced by recycled water.

In support of this measure, the City will implement the following sub-strategies in table EE: E2.

<table>
<thead>
<tr>
<th>EE: E2 Sub-strategies</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>EE: E2.1</td>
<td>Staff time dedicated to work with HOAs, businesses, and other groups for outreach.</td>
</tr>
<tr>
<td>EE: E2.2</td>
<td>Allow recycled or grey water uses for non-municipal uses.</td>
</tr>
<tr>
<td>EE: E2.3</td>
<td>Promote rainwater rebates and demonstrations.</td>
</tr>
</tbody>
</table>
GOAL EE: F - DECREASE ENERGY DEMAND THROUGH REDUCING URBAN HEAT ISLAND EFFECT

City planners are uniquely positioned to inform developers of new EE standards/technologies. Building capacity at City staff level to execute these strategies is essential for cities to leverage the benefits of increased energy efficiency in commercial development.

MEASURE EE: F1 - PROMOTE TREE PLANTING FOR SHADING AND EE

Trees and plants naturally help cool an environment by providing shade and evapotranspiration (the movement of water from the soil and plants to the air), making vegetation a simple and effective way to reduce urban heat islands. Urban heat islands are urban areas that are significantly warmer than their surrounding rural areas due to human activities. Shaded surfaces may be 20–45°F cooler than the peak temperatures of un-shaded materials. In addition, evapotranspiration, alone or in combination with shading, can help reduce peak summer temperatures by 2–9°F. Furthermore, trees and plants that directly shade buildings can reduce energy use by decreasing demand for air conditioning.

In support of this measure, the City will implement the following sub-strategies in table EE: F1.

<table>
<thead>
<tr>
<th>EE: F1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>EE: F1.1 Encourage tree planting at plan check.</td>
</tr>
<tr>
<td>EE: F1.2 Work with community to develop a tree-planting group.</td>
</tr>
<tr>
<td>EE: F1.3 Develop a city tree planting program.</td>
</tr>
</tbody>
</table>
MEASURE EE: F2 - INCENTIVIZE OR REQUIRE LIGHT REFLECTING SURFACES

Replacing surface areas with light-reflecting materials can decrease heat absorption and lower outside air temperature. Both roofs and pavements are ideal surfaces for taking advantage of this advanced technology. Cool roof is built from materials with high thermal emittance and high solar reflectance—or albedo—to help reflect sunlight (and the associated energy) away from a building. These properties help roofs to absorb less heat and stay up to 50–60°F cooler than conventional materials during peak summer weather. Cool roofs may be installed on low-slope roofs (such as the flat or gently sloping roofs typically found on commercial, industrial, and office buildings) or the steep-sloped roofs used in many residences and retail buildings. Cool pavement is built from materials that reflect more solar energy, enhance water evaporation, or have been otherwise modified to remain cooler than conventional pavements. This pavement can be created with existing paving technologies as well as newer approaches such as the use of coatings, permeable paving, or grass paving. Cool pavements save energy by lowering the outside air temperature, allowing air conditioners to cool buildings with less energy, and reducing the need for electric street lighting at night.

In support of this measure, the City will implement the following sub-strategies in table EE: F2.

EE: F2 Sub-strategies

EE: F2.1 Pass an ordinance requiring or incentivizing cool roofs.
EE: F2.2 Pass an ordinance requiring or incentivizing cool pavements.
GOAL EE: G - PARTICIPATE IN EDUCATION, OUTREACH AND PLANNING FOR ENERGY EFFICIENCY

Educating stakeholders about the EE programs and providing technical assistance for implementing those strategies is crucial for achieving increased energy savings. Southern California Edison’s (SCE) Energy Leadership Partnership (ELP) Program, provides a robust framework for cities to implement EE strategies.

MEASURE EE: G1 - INCREASE ENERGY SAVINGS THROUGH THE SCE ENERGY LEADER PARTNERSHIP

The Southern California Edison (SCE) Energy Leader Partnership (ELP) Program is a framework that offers enhanced rebates and incentives to cities that achieve measurable energy savings, reduces peak-time electricity demand, and plans for energy efficiency. This program also provides resources to cities to identify energy efficiency projects and technical assistance to implement them. The ELP has a tiered incentive structure with threshold criteria required to trigger advancement to the next level of participation.

The City will continue to participate in the ELP to help identify EE projects at municipal facilities and take advantage of incentives offered through the program.
GOAL EE: H - INCREASE ENERGY EFFICIENCY IN MUNICIPAL BUILDINGS

City planners are uniquely positioned to inform developers of new EE standards/technologies. Building capacity at City staff level to execute these strategies is essential for cities to leverage the benefits of increased energy efficiency in commercial development.

MEASURE EE: H1 - CONDUCT MUNICIPAL ENERGY AUDIT

Knowledge of building energy use is an effective way to determine energy inefficiencies and opportunities for retrofits and upgrades. Initial energy benchmarking was conducted for the buildings and facilities within the City to provide a baseline for comparison. Annual review of energy use within each building is a best practice to see trends and determine if the energy efficiency retrofits are effective. These annual reviews of energy use can also assist in determining when calibrating HVAC equipment or other maintenance is required to keep the building at peak efficiency.

Energy audits are a comprehensive review of both energy use and key components of the building. Energy audits provide an improved understanding of energy use, reveal energy inefficiencies of the building or building energy appliances, and offer recommendations on how to improve or correct the energy inefficiencies through retrofits or upgrades.

The City will review the energy usage at their facilities and conduct an energy audit within the next 5 years.

MEASURE EE: H2 - REQUIRE GREEN BUILDING CERTIFICATION

Leadership in Energy & Environmental Design (LEED) is a rating system for buildings, homes, and communities developed by the U.S. Green Building Council (USGBC).

Under this measure, the City could improve energy efficiency by requiring LEED certification, or certification through another green building rating system, for its municipal buildings.
MEASURE EE: H3 - IMPLEMENT WATER LEAK DETECTION PROGRAM

Losing water from unrepaired leaks and operating at unnecessarily high-pressure results in wasted water, energy, and GHGs. The City can avoid this waste as a best practice by conducting water audits to detect and repair leaks, developing a pressure management strategy, and devising a long-term water loss control plan.

The City of El Segundo is a municipal water provider. In 2014, SCE funded a Water Leak Detection Program to provide these services to the City as the municipal water provider. The results of the audit indicated no water leaks. The City will monitor their system to help identify future leaks.

MEASURE EE: H4 - PARTICIPATE IN DEMAND RESPONSE PROGRAMS

Electricity is supplied to buildings immediately upon demand. During hours of peak demand, such as the late afternoon, the electricity grid is often put under stress to supply the increased demand. Demand Response Programs offer incentives (e.g. discounted rates and bill credits) to electricity consumers to reduce their energy demand, or shift their demand to off-peak hours, in response to grid stress.

The City participates in a demand response program.

MEASURE EE: H5 - PARTICIPATE IN DIRECT INSTALL PROGRAM

SCE offers a Direct Install Program to reduce energy costs and save money. The program is funded by the utility ratepayers and includes a free assessment of buildings by a contractor and installation of free energy-efficient replacement equipment. Examples of the energy-efficient equipment include fluorescent lighting, LED signs, window film, and programmable thermostats.

The City will consider future opportunities to participate in direct install programs as they become available.
MEASURE EE: H6 - ADOPT A PROCUREMENT POLICY FOR EE EQUIPMENT

Energy efficient procurement policies can reduce government facility energy costs by about 5 to 10 percent. As municipal appliances wear over time; the cities should replace them with Energy Star or energy efficient equipment. Energy Star offers an appliance calculator to estimate money and energy saved by purchasing its products.

The City will replace worn municipal appliances with more EE equipment. Based on the City's energy consumption, it has been determined that the reduction potential of a procurement policy would be close to 5 percent.

MEASURE EE: H7 - INSTALL COOL ROOFS

Surfaces with low albedo, or solar reflectance, amplify urban heat island effect. Many surfaces in an urban environment consist of building roofs. Roofs affect not only the temperature of the surrounding urban environment, but also the interior temperature of the attached building below. Upgrading roofs to materials with high albedo can reduce outdoor and indoor temperatures, thereby also reducing demand on energy for air conditioning. Replacing a 1,000-sq. ft. dark roof with a white roof can offset approximately 10 MT CO2e.

The City will consider replacing municipal facility roofs with albedo IF a replacement is needed.

MEASURE EE: H8 - INCREASE RECYCLED WATER USE

The West Basin Municipal Water District (WBMWD) uses its Edward C. Little Water Recycling Facility to provide its city customers with recycled water. One of its five types of "designer" or custom-made recycled water includes Tertiary Water (Title 22), used for irrigation.

Approximately 50 percent of the water used by the City is recycled water. The City can save approximately 1,873 kWh for every acre foot (AF) of water use replaced by recycled water.
MEASURE EE: H9 - RETROFIT HVAC EQUIPMENT AND WATER PUMPS

Heating, ventilation, and air conditioning (HVAC) and/or water pump equipment at municipal facilities have been identified as potential retrofit opportunities and can qualify for incentives through the SCE ELP. By replacing aging equipment with newer, more efficient equipment, the cities will reduce energy consumption and associated GHG emissions.

The City will switch aging equipment with more efficient equipment at the time of replacement.

MEASURE EE: H10 - TRACK ADDITIONAL ENERGY SAVINGS

According to analysis, the City has achieved additional municipal energy savings since the data for the last inventory was calculated. These savings are not categorized into specific projects.

This measure allows the City to take advantage of additional energy efficiency opportunities as they arise. The various additional energy efficiency opportunities should be documented and tracked in order to allow the City to determine the effectiveness of non-categorized energy savings.

MEASURE EE: H11- UTILIZE AN ENERGY MANAGEMENT SYSTEM

Detailed information about facility energy consumption, including hourly energy profiles and energy consumption of individual building systems, can be monitored on a regular basis through an energy management system. An Energy Management System tool allows City staff to observe "real-time" energy consumption and analyzes building energy consumption trends using utility bill information.

The City will use Energy Management tools to monitor long-term impacts of efficiency projects.
GOAL EE: 1 - INCREASE ENERGY EFFICIENCY IN CITY INFRASTRUCTURE

City planners are uniquely positioned to inform developers of new EE standards/technologies. Building capacity at City staff level to execute these strategies is essential for cities to leverage the benefits of increased energy efficiency in commercial development.

MEASURE EE: 11 - RETROFIT TRAFFIC SIGNALS AND OUTDOOR LIGHTING

Since 2001, SCE has offered its municipalities rebates on LED Traffic Signal Lamps. The program is part of a statewide effort to conserve energy and promote energy efficiency. Retrofitting a standard incandescent traffic signal with LED lamps using the SCE rebate can result in a payback of less than one year. Other outdoor lights (e.g. streetlights, park lighting, etc.) can also be retrofitted.

The City will explore opportunities to retrofit traffic signals and outdoor lighting.

MEASURE EE: 12 - UPGRADE OR INCORPORATE WATER-CONSERVING LANDSCAPE

The majority of California's current water sources require high-energy inputs. Pumping, treating, transporting, and heating water currently represents nearly 20% of the energy used across the state. Much of this energy use is the result of a heavy reliance on "imported" water, because the majority of California's water users are concentrated far from major water sources. One consequence of the energy used to transport water is high GHG emissions. Transporting water via California's State Water Project alone is 2% to 3% of the state's total energy and results in roughly 4 million tons of GHG emissions per year. Furthermore, water scarcity is going to exacerbated with climate change.

This underscores the importance of water conservation. Developing drought tolerant landscapes and encouraging the use of recycled water are two ways to improve the resiliency of water supply and hence reducing GHG emissions.

In 2009, the City adopted a water conservation landscaping ordinance. The City plans to convert 1,000 square feet (0.02 acres) of turf lawn in front of the Joslyn Center into drought tolerant landscaping. This landscaping is currently watered with recycled water. Through this conversion, the City can save approximately 2-acre feet (AF) of water per acre of turf lawn converted.
MEASURE EE: 13 - PLANT TREES FOR SHADE AND CARBON SEQUESTRATION

Trees and vegetation naturally help cool an environment by providing shade and evapotranspiration (the movement of water from the soil and plants to the air) and reduce GHG emissions by sequestering carbon dioxide (CO2). Trees planted near pavement can reduce surface temperatures of streets and parking lots, and trees planted strategically near windows or roofs of buildings can effectively reduce interior temperatures.

During the annual Arbor Day event, the City plants approximately 50 trees. The City will review the option of planting these trees in City-owned spaces to reduce urban heat island effect and building energy use and increase carbon sequestration.
Waste prevention and recycling - jointly referred to as waste reduction - help to better manage solid waste and reduce GHG emissions. Together, waste prevention and recycling:

- Reduce emissions from energy consumption: Manufacturing goods from recycled materials typically requires less energy than producing goods from virgin materials. When people reuse things or when products are made with less material, less energy is needed to extract, transport, and process raw materials and to manufacture products. Reduced energy demands lead to less combustion of fossil fuels and associated carbon dioxide (CO2) emissions.

- Reduce emissions from incinerators: Recycling and waste prevention allow some materials to be diverted from incinerators and thus reduce GHG emissions from the combustion of waste.

- Reduce methane emissions from landfills: Waste prevention and recycling (including composting) divert organic wastes from landfills, reducing the methane released when these materials decompose.

- Increase storage of carbon in trees: Trees absorb carbon dioxide from the atmosphere and store it in wood, in a process called “carbon sequestration.” Waste prevention and recycling of paper products allow more trees to remain standing in the forest, where they can continue to remove CO2 from the atmosphere.

A full list of SW Strategies along with references is available in Appendix D - Solid Waste Measures and Methodology. This CAP presents the strategies El Segundo is interested in implementing. The City selected the following SW Strategies in consideration of its GHG reduction targets for 2020 and 2035 in support of the State of California 2050 GHG reduction goal. SW GHG reduction efforts undertaken by the City since 2012 (last inventory year) were included towards GHG emissions reductions of this plan.
GOAL SW: A - INCREASE DIVERSION AND REDUCTION OF RESIDENTIAL WASTE

Educating local communities about waste reduction is a key step for managing waste at the residential level. Better waste management practices lead to reduced energy consumption associated with waste removal and processing and associated GHG emissions.

MEASURE SW: A1 - EDUCATION AND OUTREACH TO THE RESIDENTS

Providing education and outreach to residents about opportunities to divert their waste away from the landfill will increase awareness of solid waste programs, encourage waste-reducing behaviors, and inspire participation in further environmental activities.

The City plans to implement the sub-strategy in table SW: A1, to educate the public about methods and benefits for waste reduction and diversion.

MEASURE SW: A2 - IMPLEMENT RESIDENTIAL COLLECTION PROGRAMS TO INCREASE DIVERSION OF WASTE

Implementing collection programs for residents will divert waste from going to the landfill by providing opportunities for more recycling, composting, and source reduction.

The City will expand the services for residential waste collection programs through the sub-strategy in table SW: A2.1.

SW: A1 Sub-strategies

- Provide information to residents about recycling, composting, and source reduction opportunities on the website, newsletters, or flyers.

SW: A2 Sub-strategies

- Provide green waste collection service for residents by expanding current services that offer drop-off site at Public Works yard.
GOAL SW: B - INCREASE DIVERSION AND REDUCTION OF COMMERCIAL WASTE

Education and providing better waste management options and tools to businesses will lead to a reduction in GHG emissions associated with processing and disposing of commercial wastes.

MEASURE SW: B1 - EDUCATION AND OUTREACH TO BUSINESSES

Providing education and outreach to businesses about opportunities to divert their waste away from the landfill will increase awareness of solid waste programs, encourage waste-reducing behaviors, and inspire participation in further environmental activities.

The City will develop tools for educating businesses about methods for waste reduction and diversion by implementing the sub-strategy on table SW: B1.

MEASURE SW: B2 - IMPLEMENT COMMERCIAL COLLECTION PROGRAMS TO INCREASE DIVERSION OF WASTE

Implementing collection programs for businesses will divert waste from the landfill by providing opportunities for more recycling, composting, and source reduction.

The City plans to implement waste collection programs for businesses to help divert waste from landfills through the sub-strategy in table SW: B2.
MEASURE SW: B3 - REQUIRE COMMERCIAL SECTOR TO FURTHER INCREASE DIVERSION OF WASTE FROM LANDFILL

Setting additional requirements for the commercial waste sector will support further reductions in GHG emissions.

The City will require a solid waste management plan before approving permits for special events as required by California law AB 2176 for large venues and events, through the sub-strategy in table SW: B3.

### SW: B3 Sub-strategies

<table>
<thead>
<tr>
<th>SW: B3.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Require food waste and recycling at special events – Before approving permits, investigate requiring special events’ solid waste management plans to include food waste collection and recycling; note- waste planning is required for large venues and events under the CA law AB 2176.</td>
</tr>
</tbody>
</table>
GOAL SW: C - INCREASE DIVERSION AND REDUCTION OF OVERALL COMMUNITY WASTE

To maximize the benefits of waste reduction, it is important for the community to work together. Comprehensive waste management practices at the community level will further contribute to the City’s goals of achieving GHG reductions associated with solid waste.

MEASURE SW: C1 - SET A COMMUNITY GOAL TO DIVERT WASTE FROM LANDFILLS

Setting additional requirements for the commercial waste sector will support further reductions in GHG emissions.

The City will explore the feasibility of adopting and achieving a solid waste diversion goal by implementing the sub-strategies in table SW: C1.

<table>
<thead>
<tr>
<th>SW: C1 Sub-strategies</th>
<th>Investigate the feasibility of setting a Zero Waste goal in a Zero Waste Strategic Plan – if found feasible, develop a comprehensive Zero Waste Plan to achieve 90% diversion of waste from landfills, including strategies to divert waste and tools to track progress.</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW: C1.1</td>
<td>Investigate the feasibility of setting a goal of diverting waste from landfill by (percentage to be determined when adopting a goal) – if found feasible, develop a comprehensive Waste Plan to achieve by (percentage to be determined when adopting a plan) diversion of waste from landfills, including strategies to divert waste and tools to track progress.</td>
</tr>
</tbody>
</table>
GOAL SW: D - REDUCE AND DIVERT MUNICIPAL WASTE

Increasing awareness through implementing education strategies are key to achieving waste reductions and diversion. Like residential and commercial sectors, the municipal sector will also benefit from implementing capacity building programs to educate employees about benefits and methods of waste reducing behaviors.

MEASURE SW: D1 - SET A COMMUNITY GOAL TO DIVERT WASTE FROM LANDFILLS

Education to employees will increase awareness of solid waste programs, encourage waste-reducing behaviors, and inspire participation in further environmental activities. Some of these strategies are also very visible and will set an example for the community to follow. Reducing municipal waste will help the City lead by example and demonstrate to the community that the City is committed to diverting waste from landfills.

The City will implement the following sub-strategies in table SW: D1, in support of this measure:

<table>
<thead>
<tr>
<th>SW: D1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW: D1.1</td>
</tr>
<tr>
<td>Implement a Recycle at Work program – educate employees about the benefits of recycling and waste reduction in the work place.</td>
</tr>
<tr>
<td>SW: D1.2</td>
</tr>
<tr>
<td>Reduce paper in municipal facilities – Adopt a policy to encourage paper reduction through various activities such as: Reduce margins and logos on templates, letterheads, and memos; Upload bid documents using online resources instead of printing for contractors; Require fewer or smaller-sized copies of project plans; Use electronic devices for meetings; Require double sided printing when feasible.</td>
</tr>
<tr>
<td>SW: D1.3</td>
</tr>
<tr>
<td>Reuse materials at municipal facilities – Adopt a policy to re-use, repair, or refurbish office furniture and equipment at a cost savings compared to purchasing new materials; And if not cost saving, re-use or redistribute office items such as supplies, computers, and furniture to community non-profit groups in order to divert from landfill.</td>
</tr>
<tr>
<td>SW: D1.4</td>
</tr>
<tr>
<td>Provide additional recycling in public places – Continue to install additional recycling containers in public places such as parks and streets.</td>
</tr>
<tr>
<td>SW: D1.5</td>
</tr>
<tr>
<td>Adopt a Municipal Purchasing Policy – Create a purchasing policy for municipal facilities to reduce purchase of disposable items, and require environmentally preferable products to be purchased when possible and reasonable.</td>
</tr>
<tr>
<td>SW: D1.6</td>
</tr>
<tr>
<td>Demonstrate composting at a municipal facility – Investigate composting at city facilities and possibly use the compost in environmentally friendly landscaping at facilities or community gardens.</td>
</tr>
</tbody>
</table>
Urban greening includes spaces such as parks, forests, green roofs, local agriculture, street trees, and community gardens. These spaces are “carbon sinks” as they store greenhouse gas emissions that are otherwise emitted into the atmosphere.

Other benefits of urban greening include providing critical ecosystem services, promoting physical activities, improving the psychological well-being of community, and reducing vehicle miles traveled.

At the city level, the amount of actual GHG emission reductions achieved through Urban Greening are negligible; however, it is important to note that this does not diminish the importance of urban greening as a strategy to reduce GHG emissions for the City, due to its multiple co-benefits. The following chapter provides a list of goals, measures, and sub-strategies to encourage urban greening policies and practices within the City.

A full list of UG Strategies along with references is available in Appendix E - Urban Greening Measures and Methodology. This CAP presents the strategies El Segundo is interested in implementing. The City selected the following UG Strategies in consideration of its GHG reduction targets for 2020 and 2035 in support of the State of California 2050 GHG reduction goal. UG GHG reduction efforts undertaken by the City since 2012 (last inventory year) were included towards GHG emissions reductions of this plan.
GOAL UG: A - INCREASE AND MAINTAIN URBAN GREENING IN THE COMMUNITY

The expansion of green spaces in urban areas, is a pathway for reducing the CO2 emissions and energy use. The urban vegetation reduces the CO2 concentration from the atmosphere via photosynthesis and by carbon sequestration through plant growth. It also, reduces the energy use and CO2 emissions associated with water delivery by providing a medium for wastewater recycling and increased storm water retention.

MEASURE UG: A1 - INCREASE COMMUNITY GARDENS

Encouraging the community to create new gardens can contribute to GHG reductions by establishing new vegetated open space that will sequester CO2 from the atmosphere. Community gardens can also potentially reduce GHG emissions by providing the community with a local source of food. This strategy may reduce the number of vehicle trips and miles traveled by both food delivery service and the consumers to grocery stores as well as displace carbon-intensive food production practices.

The City will implement different strategies to increase the number of community gardens including those listed in table UG: A1.

<table>
<thead>
<tr>
<th>UG: A1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UG: A1,1</strong> Establish/maintain a community garden – Create a new or maintain a current community garden.</td>
</tr>
<tr>
<td><strong>UG: A1,2</strong> Promote gardening and composting – Provide resources and information regarding community gardens and composting to educate the public on how to grow organic edible plants.</td>
</tr>
<tr>
<td><strong>UG: A1,3</strong> Organize tool lending program and bounty exchange – Work with community organizations or neighborhood groups to organize garden-tool lending program and/or a garden bounty exchange program to encourage more community gardens.</td>
</tr>
</tbody>
</table>
MEASURE UG: A2 - INCREASE ROOFTOP GARDENS

Supporting the community in creating rooftop gardens will reduce the underlying building’s temperature by shading and evapotranspiration, resulting in a decrease of energy used for cooling the building and reduction of GHG emissions. The gardens can also sequester CO2 emissions from the atmosphere, reduce storm water runoff, and improve air quality by reducing temperatures and capturing air pollutants.

The City will promote the development of rooftop gardens by educating the community about their benefits through the sub-strategy in table UG: A2.

UG: A2 Sub-strategies

| UG: A2.1 | Promote rooftop gardens for residential and commercial buildings  
|          | - Provide informational materials to contractors, homeowners and businesses about the benefits of rooftop gardens. |

MEASURE UG: A3 - SUPPORT LOCAL FARMS

Local farmer’s markets reduce GHG emissions by providing the community with a more local source of food, potentially resulting in a reduction in the number of trips and vehicle miles traveled by both the food delivery service and the consumers traveling to grocery stores. If the food sold at the local farmer’s market is produced organically, it can also contribute to GHG reductions by displacing carbon-intensive food production practices.

The City plans to establish and promote farmers markets in the community through the sub-strategies in table UG: A3.

UG: A3 Sub-strategies

| UG: A3.1 | Establish a local farmers market – Work with local organizations to establish farmers markets in the community. |
|          | - Promote farmers market – Promote farmers market to the community through website, newsletters, or flyers. |
GOAL UG: B - INCREASE AND MAINTAIN URBAN GREENING IN MUNICIPAL FACILITIES

Implementing urban greening strategies in municipal facilities will reduce greenhouse gas emissions while demonstrating to the community the City’s commitment to improving the environment. Cities are also responsible for maintaining urban forest on municipal properties such as parks. Maintaining the urban forest reduces GHG emissions from decomposition of plant material.

MEASURE UG: B1 - RESTORATION/PRESERVATION OF LANDSCAPES

Maintenance is necessary to prevent the increase of emissions. If the urban forest is not maintained in the community, the decomposition of trees is a source of emissions.

Urban and community forests broadly include urban parks, street trees, landscaped boulevards, public gardens, river and coastal promenades, greenways, wetlands, nature preserves, natural areas, and shelter belts of trees. The City will implement urban greening strategies in municipal facilities including those listed in table UG: B1.

UG: B1 Sub-strategies

- Landscape/open space and tree maintenance - Develop a program to conserve open spaces and trees and promote the ability of such resources to remove carbon from the atmosphere.
Energy generation and storage (EGS) strategies involve supporting clean renewable energy, and decreasing dependence on traditional, GHG-emitting power sources.

Renewable energy technologies such as wind, solar, geothermal, hydroelectric, and biomass - provide substantial benefits for the climate, human health, and economy. Some renewable energy technologies such as wind and solar have variable outputs which can cause them to generate power inconsistently. Storage technologies have the potential for smoothing out the electricity supply from these sources and ensuring that the supply of generation matches the demand. Different energy storage technologies such as thermal storage, compressed air, hydrogen, pumped hydroelectric storage, flywheels, and batteries contribute to electricity stability by working at various stages of the grid -- from generation to consumer end-use. The City recognizes the importance of energy generation and storage and will continue to explore how some of these technologies can be used locally. Because these strategies are exploratory, the GHG reductions were not be quantified for this CAP. As the City identifies and implements strategies in the future the associated GHG reductions will be quantified.

A full list of EGS Strategies along with references is available in Appendix F - Energy Generation & Storage Measures and Methodology.
GOAL EGS: A - SUPPORT ENERGY GENERATION AND STORAGE IN THE COMMUNITY

To expand the usage of renewable energy generation and storage technologies, it is critical to implement the right policy tools and educate the public about the benefits of these technologies.

MEASURE EGS: A1 - COMMUNITY CHOICE AGGREGATION

Community Choice Aggregation (CCA) allows cities and counties, to combine the electricity demand of customers in their jurisdictions and procure electricity for these customers through their own generation or through the market. Benefits of aggregation include increased local control over electricity rates, possible savings to the customer, and the option to use more renewable energy.

The City plans to explore the Community Choice Aggregation as a tool to enhance the usage of Energy Generation technologies. El Segundo will explore the sub-strategy listed on table EGS: A1.

<table>
<thead>
<tr>
<th>EGS: A1 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>EGS: A1.1 Investigate the feasibility of Community Choice Aggregation.</td>
</tr>
</tbody>
</table>
MEASURE EGS: A2 - SITING AND PERMITTING

To accelerate the implementation of renewable energy technologies, regulatory barriers need to be addressed to help ensure smooth deployment. Streamlining the siting and permitting process and reducing administrative burden to developers will help speed up the process of bringing these projects to reality.

The City will identify and develop measures to remove barriers for siting and permitting Renewable energy technologies including those listed on table EGS: A2.

MEASURE EGS: A3 - POLICIES AND ORDINANCES

Robust policies will help scale up the implementation of renewable energy technologies and will also make users more resilient to interruptions in power supply and price variations, while promoting the benefits of new local industries.

The City will develop policies for generating the electricity from renewable energy sources, including sub-strategy table EGS: A3.

MEASURE EGS: A4 - EDUCATION AND OUTREACH

Educating communities about the renewable energy generation sources and energy conservation is important to cause change in society towards a cleaner and greener future. Education and outreach strategies need to be catered to different stakeholder groups to address some of the key challenges facing the implementation of these technologies at the local level.

The City will work with different stakeholders and utilize different tools to create awareness towards renewable energy generation and storage including the sub-strategies listed in table EGS: A4.
MEASURE EGS: A5 - EXPLORE TECHNOLOGIES IN MUNICIPAL FACILITIES

Cities that utilize renewable energy and storage technologies in municipal facilities can help to increase energy capacity for municipal operations. These activities can also set an example for the community.

The City will work to explore renewable energy generation and storage options for municipal operations including the sub-strategy listed in table EGS: A5.

<table>
<thead>
<tr>
<th>EGS: A5 Sub-strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explore renewable and alternative energy technologies including solar photovoltaics (PV), solar thermal, microgrids, energy storage, wind, geothermal, wave/tidal, and fuel cells to increase capacity for municipal operated and owned facilities and properties, and evaluate their suitability.</td>
</tr>
</tbody>
</table>
The City CAP is a policy-level document that guides the implementation of the climate action plan's GHG reduction measures. This chapter describes the implementation and monitoring steps for cities to reach or exceed their GHG reduction goals. Successful implementation and monitoring will depend on cooperation, innovation, and participation by the city, residents, businesses, utilities, and other local government agencies. The following sections outline key steps that the City could follow for the implementation and monitoring of its CAP:

**Step 1 - Administration and Staffing**
To help ensure success, the City would implement internal administration and staffing to:
- Create a Climate Action Team whether formal or informal to support and guide the City’s efforts to conserve energy and reduce emissions.
- Designate an Implementation Coordinator to oversee, direct, and coordinate implementation of the CAP as well as monitoring and reporting of GHG reduction efforts.

The Climate Action Team would be responsible for the implementation of the CAP, coordinating among all involved city departments, and recommending modifications and changes to the CAP over time.

**Step 2 - Financing**
Financing, whether through public sources or private investment, is key to implementing many of the CAP measures. A review of current (Nov. 2017) and potential funding sources was completed for the different strategies identified in this CAP. The inclusion of a discussion of any of these funding sources or approaches does not imply eligibility or specific funding for any individual project. The City, however, alone or in partnership and collaboration with the SBCCOG or other local, regional, state, and federal agencies or utility, is encouraged to use the funding sources (listed in table 9) as a starting point to implement their selected sustainability measures.
<table>
<thead>
<tr>
<th>Strategy</th>
<th>Federal Sources</th>
<th>State Sources</th>
<th>Local Sources</th>
</tr>
</thead>
</table>
| Accelerate the Market for Electric Vehicles | - Recreational Trails Program (for NEVs)  
- Economic Development Administration (EDA) Grant  
- Surface Transportation Block Grant Program (STBGP) (multi-modal complete streets)  
- Transportation Investment Generating Economic Recovery (TIGER) Grant | - Infrastructure and Economic Development Bank - Infrastructure Revolving Fund Program  
- Gasoline Taxes/Operations and Maintenance  
- California Air Resource Board (CARB)  
- California Energy Commission (CEC) | - Transportation/Mobility Improvement Programs (Measure M)  
- Southern California Edison Charge Ready Program  
- South Coast Air Quality Management District (SCAQMD) Programs |
| Adopt Active Transportation | - Surface Transportation Block Grant Program (STBGP)  
- Economic Development Administration (EDA) Grant  
- Recreational Trails Program (RTP)  
- Safe Routes To School Program (SRTS) | - Infrastructure Revolving Fund Program  
- Gasoline Taxes/Operations and Maintenance  
- Caltrans ATP Grant | - Transportation/Mobility Improvement Programs (Measure M)  
- Rule 20A Utility Set-asides  
- Local Return on Measure M and Previous Initiatives  
- Enhanced Infrastructure Financing District (EIFDs)  
- Development impact fees |
| Integrate NOD | - Surface Transportation Block Grant Program (STBGP)  
- Community Development Block Grant (CDBG) Program  
- Economic Development Administration (EDA) Grant | - Infrastructure Revolving Fund Program  
- Statewide Community Infrastructure Program  
- Strategic Growth Council (SGC) Grant | - Transportation/Mobility Improvement Programs (Measure M)  
- Rule 20A Utility Set-asides  
- Community Facilities Districts (CFDs)  
- Community Revitalization and Investment Areas (CRIAs)  
- Local Return on Measure M and Previous Initiatives  
- Landscape and lighting districts (LLDs) |
| Transit Network Infrastructure | - Surface Transportation Block Grant Program (STBGP) | - Low Carbon Transit Operations Program | - Los Angeles County Metropolitan Transportation Authority (Metro)  
- Transportation/Mobility Improvement Programs (Measure M)  
- Local Return on Measure M and Previous Initiatives  
- Properly and Business Improvement Districts (BIDs) |
| Land Use Element and Zoning Update (Affordable Housing) | - Community Development Block Grant (CDBG) Program | - Strategic Growth Council Transformative Climate Communities (TCC)  
- Affordable Housing and Sustainable Communities (AHSC) Program | - Property and Business Improvement Districts (BIDs) |
| Energy Efficiency | - Solar America Cities Program  
- Clean Cities program | - Property Assessed Clean Energy Financing  
- California Solar Initiative  
- Financing Authority for Resource Efficiency in California  
- Self Generation Incentive Program | - Landscape and lighting districts (LLDs) |
| Waste, Greening, Energy Generation | - EPA's Water Finance Clearinghouse  
- Economic Development Administration (EDA) Grant | - Low Carbon Transit Operations Program  
- Reuse Assistance Grant Program | - Community Facilities Districts (CFDs)  
- Development impact fees |
Step 3 - Measure Implementation
Implementation involves incorporating GHG reduction measures into ongoing policy development, planning activities, and City operations. The first step will be to develop an implementation schedule for the reduction measures. As part of this process, City staff will focus on those reduction measures that are already underway or planned and have clear funding direction or strategies in place. Prioritizing for remaining measures will be based on the following factors:

- Availability of Funding
- Cost Effectiveness
- GHG Reduction Efficiency
- Level of City Control
- Level of City Control
- Time to Implement

Step 4 - Public Participation
Integral to the process of effective implementation is the engagement and education of City residents and businesses. Their involvement is essential to help the City reach its reduction goals, as much of the CAP depends on a combination of state and local government efforts, public and private sources of finance as well as voluntary commitment, and creativity and participation of the community. Educational programs are an example of how the City can be a catalyst for public participation.

Step 6 - Monitoring
On-going monitoring and reporting of GHG reduction impacts and their cost effectiveness will enable City staff to make regular adjustments to the CAP. The monitoring and implementation process should anticipate the possible need to adjust to unforeseen circumstances, incorporate innovative new technologies, and evolve with the advancing science of climate change. Measure-Tracking tools are ways for the City to monitor the reductions that result from the implementation of GHG reduction actions. The CAP Implementation Coordinator could be tasked to maintain records of reduction measure implementation; additionally, as funding is available, they could inscribe that periodic updates to the emissions inventory are completed as a way to quantify GHG reductions. Conducting future inventories also allows the City to better assess their GHG emissions as better data and new methods for calculating reductions become available.

Additionally, the City can continue to receive assistance from the SBCCOG for their implementation and monitoring efforts.
EL SEGUNDO CITY COUNCIL
AGENDA ITEM STATEMENT

MEETING DATE: November 7, 2017
AGENDA HEADING: Unfinished Business

AGENDA DESCRIPTION:
Consideration and possible action to create an ad-hoc committee, The Lakes Task Force, to evaluate the current use and future opportunity of The Lakes at El Segundo Golf Course and Driving Range and make recommendations to the City Council. (Fiscal Impact: None)

RECOMMENDED COUNCIL ACTION:
1. Create The Lakes Task Force, establish composition of members, and define scope and objectives for the task force; or,
2. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS: None

FISCAL IMPACT: None

<table>
<thead>
<tr>
<th>Amount Budgeted:</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Appropriation:</td>
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</tr>
<tr>
<td>Account Number(s):</td>
<td>N/A</td>
</tr>
</tbody>
</table>

STRATEGIC PLAN:

<table>
<thead>
<tr>
<th>Goal:</th>
<th>1b</th>
<th>El Segundo’s engagement with the community ensures excellence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective:</td>
<td>1</td>
<td>The City engages in regular, intentional information gathering</td>
</tr>
</tbody>
</table>

PREPARED BY: Meredith Petit, Director of Recreation and Parks
REVIEWED BY: Meredith Petit, Director of Recreation and Parks
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND & DISCUSSION:

Steadily declining usage has led to uncertainty about the financial future of The Lakes at El Segundo Golf Course and Driving Range ("The Lakes"). The golf enterprise fund has been unable to make loan payments to the City’s General Fund, build up a capital replacement fund, or make any significant repairs due to the revenue shortfall.

On October 17, 2017, the City Council expressed the desire to create a task force for the purpose of evaluating the current use and exploring the future opportunities of The Lakes as a golf or other outdoor recreation facility. While the City Council maintains final decision-making authority, the findings and input of the community-based Task Force are expected to factor into the City’s future planning and decision-making processes regarding the golf course property.

The objectives of the Task Force can include, but may not be limited to or include all of, the following:
- Study usage data and financial performance related to The Lakes and its services
- Review budget forecasts and their implications
- Discuss community values and guiding principles for decision-making related to parks and community spaces
- Identify problems to be solved
- Study potential alternatives
• Assess the need for outside consultation and/or professional analysis
• Draft Request for Proposals document, including timeline and evaluation criteria
• Provide feedback and recommendations to the City Council

Task Force Composition
Based on the main objectives and scope of work set forth by City Council, the Task Force could be comprised in more than one way and require shorter or longer time periods to complete the task. It is recommended that the Task Force membership come from approximately two-thirds community members and one-third support staff; staff would be non-voting members and appointed by the City Manager. Therefore, staff has set out two options.

Option #1 – More members, more time, greater scope
For a larger scope of work, it is recommended that the Task Force consist of 15 individuals. Community representatives of the Task Force shall be selected by the City Council and reflect the general El Segundo community, including residents and businesses, golf industry professionals, The Lakes user groups, as well as the City Council and its advisory boards and commissions. One possible configuration for a 15-person task force could be:

1 – Recreation & Parks Department Representative
2 – Finance Department Representative
3 – Planning Department Representative
4 – Economic Development Manager
5 – Administrative/Management Analyst
6 – City Council Member #1
7 – City Council Member #2
8 – Recreation & Parks Commissioner #1
9 – Recreation & Parks Commissioner #2
10 – Economic Development Advisory Committee (EDAC) Member
11 – Planning Commissioner
12 – Golf Industry Professional / Representative #1
13 – Golf Industry Professional / Representative #2
14 – Community Member At Large #1
15 – Community Member At Large #2

The representatives currently serving on City advisory boards and commissions could be recommended by the corresponding body and approved by City Council. Representatives from the Golf Industry and Community Members At Large can submit applications and be selected by the City Council through review of application materials and/or an oral interview.

Anticipated Timeline:
• December 19, 2017 – final selection of Task Force Members by City Council
• January 2, 2018-March 30, 2018 – Task Force meetings 2x/month (approximately 8 meetings)
• April 3, 2018 – Task Force recommendations to City Council for Draft RFP review and approval
• April 9, 2018 – RFP released
• May 22, 2018 – RFP responses due
• May 23-June 5, 2018 – Evaluation of RFP responses
• June 19, 2018 – Recommend selection to City Council
Option #2 – Fewer members, less time, smaller scope
For a more condensed scope of work more specifically related to the development, release, and evaluation of an RFP, the Task Force could quickly be convened utilizing already-appointed members of the various City commissions and advisory committees and reducing the number of members. For example:

1 – Recreation & Parks Department Representative
2 – Finance Department Representative
3 – Planning Department Representative
4 – City Council Member #1
5 – City Council Member #2
6 – Recreation & Parks Commissioner #1
7 – Recreation & Parks Commissioner #2
8 – Economic Development Advisory Committee (EDAC) Member
9 – Planning Commissioner

In the model above, the task would require fewer meetings and shorten the duration of the assignment; however, it would also require upfront direction from City Council. The appointed representatives from City committees could be recommended by a majority of said committee and not require additional approval by City Council.

An anticipated timeline in this scenario would be:

- December 1, 2017-January 31, 2018 – Task Force meetings to compose RFP and establish evaluation criteria (approximately 4-5 meetings)
- February 6, 2018 – Task Force recommendations to City Council for Draft RFP review and approval
- February 12, 2018 – RFP released
- March 27, 2018 – RFP responses due
- March 28-April 6, 2018 – Evaluation of RFP responses
- April 17, 2018 – Recommend selection to City Council

By definition, this Task Force will be a time-specific, project-specific group working towards a focused outcome. Additionally, to promote transparency, the Task Force and/or assigned staff will provide periodic updates to the City Council at public meetings and all Task Force meetings will be open to observers who are not members of the task force.

Staff is seeking direction from City Council to define the scope of work and objectives, determine the precise composition of Task Force representatives and to proceed with solicitation of its members.
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>General Fund</td>
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<tr>
<td>104</td>
<td>Traffic Safety Fund</td>
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<tr>
<td>108</td>
<td>State Gas Tax Fund</td>
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<tr>
<td>108</td>
<td>Associated Recreation Activities Fund</td>
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<td>Asset Forfeiture Fund</td>
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<td>Comm. Devel. Block Grant</td>
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<td>Prop 'A' Transportation</td>
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<tr>
<td>114</td>
<td>Prop 'C' Transportation</td>
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<td>Air Quality Investment Program</td>
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<td>Home Sound Installation Fund</td>
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<td>Hyperion Mitigation Fund</td>
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<td>TDA Article 3 - SB 621 Bikeway Fund</td>
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<tr>
<td>119</td>
<td>MTA Grant</td>
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<td>121</td>
<td>FEMA</td>
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<tr>
<td>120</td>
<td>C.O.P.R. Fund</td>
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<td>122</td>
<td>L.A.W.A. Fund</td>
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<td>123</td>
<td>PAP Property Tax Public Safety</td>
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<td>202</td>
<td>Assessment District #73</td>
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<td>Capital Improvement Fund</td>
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<td>Golf Course Fund</td>
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<td>Equipment Replacement</td>
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<td>602</td>
<td>Liability Insurance</td>
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<td>Workers' Comp., Reserve/Insurance</td>
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<td>Retired Emp. Insurance</td>
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<td>702</td>
<td>Expendable Trust Fund - Developer Fees</td>
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<td>703</td>
<td>Expendable Trust Fund - Other</td>
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<tr>
<td>706</td>
<td>Outside Services Trust</td>
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<tr>
<td></td>
<td><strong>Total Warrants</strong></td>
<td><strong>896,396.97</strong></td>
</tr>
</tbody>
</table>

**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 that the accuracy of the Demand and the availability of funds for payment thereof, For Approval: Regular checks held for City council authorization to release.

**Codes:**

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

**For Ratification:**

- **A** = Payroll and Employee Benefit checks

- **B - F** = Computer generated Early Release disbursements and/or adjustments approved by the City Manager. Such as: Payments for utility services, petty cash and employee travel expenses, 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:**

**City Manager:**

**Date:**

**Void Checks Due to Alignment:**

**Void Checks Due to Incorrect Check Date:**

**Void Checks Due to Computer Software Error:**

**Notes:**
## CITY OF EL SEGUNDO
### PAYMENTS BY WIRE TRANSFER
#### 10/9/17 THROUGH 10/22/17

<table>
<thead>
<tr>
<th>Date</th>
<th>Payee</th>
<th>Amount</th>
<th>Description</th>
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<tbody>
<tr>
<td>10/10/2017</td>
<td>West Basin</td>
<td>2,031,365.50</td>
<td>H2O payment</td>
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<tr>
<td>10/10/2017</td>
<td>IRS</td>
<td>268,825.70</td>
<td>Federal 941 Deposit</td>
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<td>10/10/2017</td>
<td>Employment Development</td>
<td>55,992.40</td>
<td>State PIT Withholding</td>
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<td>10/10/2017</td>
<td>Employment Development</td>
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<td>10/12/2017</td>
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<td>4,888.78</td>
<td>EFT Retirement Safety-Fire-PEPRA New 25020</td>
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<td>10/12/2017</td>
<td>Cal Pers</td>
<td>4,849.74</td>
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<td>10/12/2017</td>
<td>Pitney Bowes</td>
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<td>Postage for Library</td>
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<tr>
<td>10/13/2017</td>
<td>Health Comp</td>
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<td>10/20/2017</td>
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<td>457 payment Vantagepoint</td>
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<td>10/2/17-10/8/17</td>
<td>Workers Comp Activity</td>
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<tr>
<td>10/2/17-10/8/17</td>
<td>Liability Trust - Claims</td>
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<td>Claim checks issued</td>
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<tr>
<td>10/9/17-10/15/17</td>
<td>Liability Trust - Claims</td>
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<td>Claim checks issued</td>
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<tr>
<td>10/2/17-10/8/17</td>
<td>Retiree Health Insurance</td>
<td>0.00</td>
<td>Health Reimbursement checks issued</td>
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<tr>
<td>10/9/17-10/15/17</td>
<td>Retiree Health Insurance</td>
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<td>Health Reimbursement checks issued</td>
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**Total Payments by Wire:**

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<tbody>
<tr>
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**DATE OF RATIFICATION: 10/19/17**

**TOTAL PAYMENTS BY WIRE:**

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<tbody>
<tr>
<td></td>
<td>2,712,191.80</td>
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</table>

Certified as to the accuracy of the wire transfers by:

Deputy City Treasurer II

[Signature] 10/19/17

Director of Finance

[Signature] 10/20/17

City Manager

[Signature] 10/20/17

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, OCTOBER 17, 2017 – 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 Pirsztuk - Present

PUBLIC COMMUNICATION – (Related to City Business Only – 5 minute limit per person, 30 minute limit total) None

SPECIAL ORDER OF BUSINESS:

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

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 – PREVIOUS LITIGATION (Gov’t Code §54956.9(d)(1): -1- matters


CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code §54956.9(d)(2): -0- matters.

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

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): -4- matters

1. Employee Organizations: Police Management Association; Supervisory and Professional Employees Association; City Employees Association and Fire Fighters Association.

   Agency Designated Representative: Labor Negotiator, Irma Rodriguez Moisa
   and City Manager, Greg Carpenter

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

Adjourned at 6:00 PM
REGULAR MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, OCTOBER 17, 2017 - 7:00 P.M.

7:00 P.M. SESSION

CALL TO ORDER – Mayor Fuentes at 7:02 PM

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

PLEDGE OF ALLEGIANCE – Mayor Pro Tem Boyles

PRESENTATIONS

a) Presentation by Arecia Hester, Recreation and Parks Superintendent, honoring the City of El Segundo’s volunteers.

b) Proclamation read by Council Member Pirsztuk, proclaiming the Month of October as National Bullying Prevention Month.

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)
Fernando Aguilar, Youth Manager President, TreeMuskeeters: The Next Generation, invited the Community to attend Make a Difference Day on Saturday, October 21, 2017 from 10:00 AM – 12:00 PM at 330 W Imperial Ave.
TreeMuskeeters: The Next Generation, parent volunteer, mentioned the new website is www.treemusketeers.com.

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.

MOTION by Council Member Brann, SECONDED by Council Member Dugan 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)
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.

1. Approve Warrant Numbers 3018305 through 3018514 and 9000091 through 9000128 on Register No. 1 in the total amount of $1,897,617.47 and Wire Transfers from 9/25/17 through 10/08/17 in the total amount of $1,971,782.69. Ratified Payroll and Employee Benefit checks; checks released early due to contracts or agreement; emergency disbursements and/or adjustments; and wire transfers.


3. Accept the work performed by Sialic Contracting Corporation dba Shawnan for Pavement Resurfacing of East Imperial Highway in the City of El Segundo between Sepulveda Blvd. and Aviation Blvd. as complete and authorize the City Clerk to file a Notice of Completion in the County Recorder's Office. Project No. PW 16-10.
   (Fiscal Impact: $799,130.67)

4. PULLED BY COUNCIL MEMBER BRANN

5. PULLED BY MAYOR PRO TEM BOYLES

6. Waive second reading and adopt Ordinance No. 1559 regarding Environmental Assessment No. EA-1150 and Zone Text Amendment No. ZTA 16-02 to amend sections of the El Segundo Municipal Code (ESMC) Title 15 (Zoning) regarding signs. (Applicant: City of El Segundo)
   (Fiscal Impact: None)

7. PULLED BY MAYOR PRO TEM BOYLES

MOTION by Council Member Dugan, SECONDED by Mayor Pro Tem Boyles approving Consent Agenda items 1, 2, 3, and 6. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0

PULLED ITEMS:
4. Consideration and possible action to award a standard Public Works Contract to Rojas Construction for the Construction of Americans with Disabilities Act (ADA) Sidewalk Ramps for the Community Development Block Grant Project (CDBG Project 601848-17). Project No. 17-21
(Fiscal Impact: $99,187.50 in CDBG grant funds)

Council Member Brann introduced the item

Ken Berkman, Public Works Director, answered Council questions

Council Discussion

MOTION by Council Member Brann, SECONDED by Mayor Pro Tem Boyles authorizing the City Manager to execute a standard Public Works Contract No. 5415, in a form approved by the City Attorney, to Rojas Construction for the Construction of Americans with Disabilities Act (ADA) Sidewalk Ramps for the Community Development Block Grant Project (CDBG Project 601848-17). Project No. PW 17-21. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0

5. Consideration and possible action to re-authorize the fire department to purchase a new 2018 Chevy Suburban 1-ton four wheel drive vehicle.
(Fiscal Impact: $86,276.14)

Mayor Pro Tem Boyles introduced the item

Fire Chief Donovan answered Council questions

Council Discussion

MOTION by Mayor Pro Tem Boyles, SECONDED by Council Member Brann to waive the formal bidding process and authorize the Fire Department to piggy-back off of the National Joint Powers Alliance (NJPA) master contract for Bid Number: 2016-120716, for the purchase of a replacement command vehicle and authorize the City Manager to execute an agreement no. 5416, in a form approved by the City Attorney, to purchase one 2018 Chevy Suburban 1-ton 4x4 command vehicle from National Auto Fleet Group with available equipment replacement funds. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0

7. Consideration and possible action to authorize the City Manager to execute a Professional Services Agreement with CivicPlus to purchase, install and implement recreation management software for online program registration, facility booking, and administration related to the programs and services offered through the Recreation and Parks Department in an amount not to exceed $35,000.00, and increase the amount of the current Professional Services Agreement with Prosum by $25,000.00 for the purposes of managing the implementation of CivicPlus.
(Fiscal Impact: Not to exceed $60,000.00)
Mayor Pro Tem Boyles introduced the item

Meredith Petit, Recreation and Parks Director, answered Council questions

Council Discussion

MOTION by Mayor Pro Tem Boyles, SECONDED by Council Member Pirsztuk authorizing the City Manager to execute a Professional Services Agreement No. 5417 with CivicPlus not to exceed $35,000 to purchase, install and implement recreation management software and authorize the City Manager to amend the Professional Services Agreement No. 5346A with Prosum by $25,000 to assist with project management and implementation of the new software. MOTION PASSED BY UNANIMOUS VOICE VOTE. 5/0

F. NEW BUSINESS

(Fiscal Impact: None)

Greg Carpenter, City Manager, introduced the item.

Joe Lillio, Finance Director, gave a presentation.

Council discussion

Council consensus to receive and file the report.

9. Consideration and possible action to explore discussion of evaluating and recommending potential City of El Segundo tax measures for the April 2018 ballot.
(Fiscal Impact: varies)

Greg Carpenter, City Manager, introduced the item

Joe Lillio, Finance Director, gave a presentation

Juliana Demers, Revenue Manager, answered Council questions

Council discussion

Council consensus directing staff to explore pursuing a possible 0.075% general local sales tax (placeholder tax) as a ballot measure for the April 2018 elections, hold off on a possible Business License Tax and Utility Users Tax (UUT) measures and directed staff to clean up the current business types and research the businesses we are currently not receiving revenue from, such as transitory businesses (ie; Uber and Lyft).
Recessed at 9:11 PM

Reconvened at 9:16 PM

G. REPORTS – CITY MANAGER – Mentioned the revised City Hall hours begin this week. City Hall will be open every other Friday, beginning this Friday, October 20, 2017. Residents can find detailed information concerning the hours of operation the City’s Website.

H. REPORTS – CITY ATTORNEY – Mentioned SB649 was not signed by the Governor and that the Governor signed 15 bills concerning low income housing. The Attorney’s office will review the bills in the upcoming weeks.

I. REPORTS – CITY CLERK - None

J. REPORTS – CITY TREASURER – Not Present

K. REPORTS – CITY COUNCIL MEMBERS

Council Member Brann – Commented on the various Centennial events that have occurred over the year and thanked all those who have worked and contributed the events, shouted out to our firefighters who have been assisting on the various California fires and saluted the Police Department for their Pink Patch campaign during the month of October, supporting Breast Cancer awareness.

Council Member Pirsztuk – Commented on the Water Harvest Festival that took place on Saturday, October 14, 2017 at Edward C. Little Water Recycling Facility from 10:00 am to 12:00 pm, mentioned the upcoming Halloween Frolics to be held on Main Street, Tuesday, October 31, 2017 beginning at 4:00 PM and invited the community to join the Sketchers Pier to Pier Friendship Walk in Manhattan Beach on Sunday, October 29, 2017.

10. Consideration and possible action to explore discussion of evaluating alternative uses of the $200,000 that was allocated in the Fiscal Year (FY) 2017-18 budget for Golf Course lighting at the Lakes Golf Course.
   (Fiscal Impact: $0)

Council Member Pirsztuk introduced the item

Council Discussion

MOTION by Council Member Pirsztuk, SECONDED by Mayor Pro Tem Boyles to place the $200,000.00, which was allocated for the Golf Course lighting at the Lakes Golf Course, in the Recreation and Parks budget and allow the Recreation and Parks Commission evaluate the needs of the parks. MOTION FAILED BY VOICE VOTE. 2/2/1
YES: Boyles Pirsztuk NO: Brann Fuentes ABSTAINED: Dugan

MINUTES OF THE REGULAR COUNCIL MEETING
OCTOBER 17, 2017
PAGE NO. 7
140
Council Member Dugan – None

Mayor Pro Tem Boyles – None

Mayor Fuentes – Attended Ingenuity Days at Northrup Grumman in celebration of Manufacturing Day in California, attended a meeting with CA Military Community Leaders, attended South Bay Cities Council of Governments; Transportation and steering committee meeting, spoke at the El Segundo Women’s Club, attended Cal-OSHA event at Raytheon with Chief Donovan and other members of the Fire Department, attended a Webelo’s meeting at the El Segundo Scout House, will be attending Supervisor Hahn’s first State of the County meeting, will be attending the Sanitation District Meeting, was asked to sit on the CA Women’s League Panel, will be attending the South Bay Aerospace Alliance Meeting, thanked all employees, businesses and community members who were involved in the Celebrate! Centennial Celebration event, thanked Chief Donovan and all firefighters for their efforts on the recent fires in Southern California and thanked the Police Chief for his thoughtful Facebook post addressing the community.

11. Consideration and possible action related to developing a Request for Proposals to explore options for future management and/or alternatives for the future use at The Lakes at El Segundo Golf Course, located at 400 S. Sepulveda Blvd. (Fiscal Impact: None)

Mayor Fuentes introduced the item

Council Discussion

Council consensus directing staff to prepare a staff report out lining the purpose of the task force purpose, proposed make-up of the task force, timeline to report back to Council with recommendations and significant questions the task force should answer as part of its work.

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

MEMORIALS – None

ADJOURNMENT at 9:54 PM

__________________________
Tracy Weaver, City Clerk
AGENDA DESCRIPTION:
Consideration and possible action to award a standard Public Works Contract to NoHo Constructors, in a form approved by the City Attorney, for construction of the Recreation Park Picnic Shelter, Project No. PW 16-15. (Fiscal Impact: $65,260.00, plus $30,000 Los Angeles County Regional Park and Open Space District Grant)

RECOMMENDED COUNCIL ACTION:
1. Authorize the City Manager to execute a standard Public Works Contract in a form approved by the City Attorney with NoHo Constructors in the amount of $86,600.00 and authorize an additional $8,660.00 for construction related contingencies.
2. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:
None

FISCAL IMPACT: $65,260, plus $30,000 Los Angeles County Regional Park and Open Space District Grant

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<th>Amount Budgeted:</th>
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<td>Additional Appropriation:</td>
<td>Yes - $30,000 to 125-400-8202-8326</td>
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<tr>
<td>Account Number(s):</td>
<td>125-400-8202-8326 Los Angeles County Grants ($30,000) 001-400-2601-6281 Emergency Facilities Maintenance ($65,260)</td>
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STRATEGIC PLAN:

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<tr>
<th>Goal:</th>
<th>4</th>
<th>Develop Quality Infrastructure and Technology</th>
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<tbody>
<tr>
<td>Objective:</td>
<td>(a)</td>
<td>El Segundo’s physical infrastructure supports an appealing, safe, and effective City</td>
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<tr>
<td>Goal:</td>
<td>1</td>
<td>Enhance Customer Service and Engagement</td>
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<tr>
<td>Objective:</td>
<td>2</td>
<td>City services are convenient, efficient and user-friendly for all residents, businesses, and visitors</td>
</tr>
</tbody>
</table>

ORIGINATED BY: Orlando Rodriguez, Senior Civil Engineer
REVIEWED BY: Ken Berkman, Public Works Director
Meredith Petit, Recreation and Parks Director
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:
The Picnic Shelter at Recreation Park (east of the tennis courts) has not been upgraded since it was constructed in the 1977. The picnic shelter has broken skylights on the roof, paint peeling from the steel columns and beams, and outdated light fixtures that are not energy efficient and do
not illuminate as bright as compared to modern light fixtures. The picnic shelter is frequently used by many of the City’s residents of all ages for a variety of activities throughout the year. Recreation and Parks has been approved to utilize a grant fund balance of $30,000 from Los Angeles County Regional Park and Open Space District for the project, which must be completed by March 31, 2018, to receive the reimbursement.

The existing tables and benches will be relocated by City staff prior to beginning construction and reinstalled after construction is complete. The existing concrete slab will remain in place but minor modifications will be necessary to accommodate the new footings for the new picnic shelter.

On July 18, 2017, Council approved the complete set of plans and specifications for the project and authorized staff to advertise the project for receipt of construction bids. On August 22, 2017, the City Clerk received and opened two (2) bids, as follows:

1. NoHo Constructors $86,600.00
2. Newbuild Construction and Restoration Inc. $137,500.00

The lowest responsible bidder is NoHo Constructors. Staff checked the Contractor’s references and license status. NoHo Constructors has satisfactorily completed similar projects for other public agencies and its license is in good standing.

On October 3, 2017, staff recommended that City Council award the bid to NoHo Constructors. However, the City Council requested that, in light of recent discussions on prioritizing park and recreation capital projects for the upcoming fiscal year, the Recreation and Parks Commission make a determination of need for the project. At the regular meeting of the Recreation and Parks Commission on October 18, 2017, the Commission unanimously voted to recommend that City Council award the bid and proceed with the project due to the current state of the existing picnic shelter.

Therefore, staff respectfully recommends that City Council authorize the City Manager to execute a standard Public Works Contract in a form approved by the City Attorney with NoHo Constructors in the amount of $86,600.00 and authorize an additional $8,660.00 for construction related contingencies.

The schedule for this project is estimated as follows:

Construction Start – February 2018
Construction End – March 2018
AGENDA DESCRIPTION:

Consideration and possible action to accept as complete the Fire Station 1 Apparatus Bay Doors Replacement Project, Project No. PW 15-23B (Fiscal Impact: $199,661.94)

RECOMMENDED COUNCIL ACTION:

1. Accept the work as complete;
2. Authorize the City Clerk to file a Notice of Completion in the County Recorder’s Office; or,
3. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

Notice of Completion

FISCAL IMPACT: Included in Adopted Budget

Amount Budgeted: $385,640.00
Additional Appropriation: $0
Account Number(s): 301-400-8201-8702 (Fire Station Seismic Retrofit / Install Doors)

STRATEGIC PLAN:

Goal: 4 Develop Quality Infrastructure and Technology
Objective: (a) El Segundo’s physical infrastructure supports an appealing, safe, and effective City

Goal: 3 Develop as a Choice Employer & Workforce
Objective: 4 The City has an inspired, engaged workforce

ORIGINATED BY: Cheryl Ebert, Senior Civil Engineer
REVIEWED BY: Ken Berkman, Public Works Director
Chris Donovan, Fire Chief
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:

On April 18, 2017, City Council awarded a Public Works contract to Byron Epp, Inc. for installation of three (3) four-fold doors at Fire Station #1 in the amount of $198,682.00 and authorized an additional $19,868.00 for construction related contingencies.

Construction began on September 5, 2017 and was completed by the contractor on September 15, 2017, well within the contract time of 25 working days. A final inspection for Byron Epp, Inc. has
been performed and it was determined that the project was completed per the plans and specifications and to the satisfaction of the Public Works Department and Fire Department. The remaining $19,868.00 (unspent contingency) will be disencumbered and returned to the Fire Station Seismic Retrofit account for future projects.

The new folding doors provide decreased opening times and increased reliability over the old rolled up door; thus improving apparatus response times on emergency calls.

Before:

![Before Image]

After:

![After Image]

Staff respectfully recommends that City Council accept the work performed by Byron Epp, Inc. as complete and authorize the City Clerk to file a Notice of Completion with the County Recorder’s Office.
### Accounting Summary

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<tr>
<td>+ $ 19.94</td>
<td>Administrative Expense</td>
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<td>Change Order Deductions</td>
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<td><strong>$ 199,661.94</strong></td>
<td><strong>Subtotal</strong></td>
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<td>-$199,661.94</td>
<td>Total Funds Spent</td>
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<tr>
<td><strong>$19,848.06</strong></td>
<td><strong>Unspent Budgeted Amount Returned to Seismic Upgrades Account</strong></td>
</tr>
</tbody>
</table>
NOTICE OF COMPLETION OF CONSTRUCTION PROJECT

Project Name: Fire Station #1 Apparatus Bay Door Project

Project No.: PW 15-23B          Contract No. 5312

Notice is hereby given pursuant to State of California Civil Code Section 3093 et seq that:

1. The undersigned is an officer of the owner of the interest stated below in the property hereinafter described.

2. The full name of the owner is: City of El Segundo

3. The full address of the owner is: City Hall, 350 Main Street, El Segundo, CA, 90245

4. The nature of the interest of the owner is: Public Facilities

5. A work of improvement on the property hereinafter described was field reviewed by the City Engineer on October 19, 2017. The work done was: Apparatus Door Replacement

6. On November 7, 2017, City Council of the City of El Segundo accepted the work of this contract as being complete and directed the recording of this Notice of Completion in the Office of the County Recorder.

7. The name of the Contractor for such work of improvement was: Byron Epp, Inc.

8. The property on which said work of improvement was completed is in the City of El Segundo, County of Los Angeles, State of California, and is described as follows: Replacement of three (3) apparatus bay doors at Fire Station #1 in the City of El Segundo.

9. The street address of said property is: 314 Main Street, El Segundo, CA 90245

Dated: ______________________

Ken Berkman
Public Works Director

VERIFICATION

I, the undersigned, say: I am the Director of Public Works/City Engineer of the City El Segundo, the declarant of the foregoing Notice of Completion; I have read said Notice of Completion and know the contents thereof; the same is true of my own knowledge.

I declare under penalty of perjury the foregoing is true and correct.

Executed on ________________, 2017 at El Segundo, California.

Ken Berkman
Public Works Director
AGENDA DESCRIPTION:
Consideration and possible action to introduce an ordinance amending the El Segundo Municipal Code to regulate the operation of drones from within public parks and from the public rights-of-way and other public property. (Fiscal Impact: None)

RECOMMENDED COUNCIL ACTION:
STAFF RECOMMENDATION
1) Discuss and introduce the attached ordinance.
2) Alternatively discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS:
1) Draft ordinance.

FISCAL IMPACT: None
Amount Budgeted: $0
Additional Appropriation: N/A
Account Number(s): 001-400-XXXX-XXXX

STRATEGIC PLAN:
1. Goal: 1 Support Community Safety and Preparedness
   Objective: 1 The City has a proactive approach to risk and crime that is outcome focused.

ORIGINATED BY: Mark Hensley, City Attorney & Greg Carpenter, City Manager
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:
“Drone” is the term commonly used to refer to any one of several different varieties of remotely piloted vehicles, including unmanned aerial vehicles (UAVs), unmanned aerial systems (UASs), and small unmanned aerial systems (sUASs). With several manufacturers now targeting the consumer market, drones have become increasingly popular. Drones are widely available on the consumer market range in size from a few ounces to several pounds. Especially popular among professional and amateur photographers and videographers, many drones are equipped with high-resolution camera systems that open a world of new possibilities to the operator. At the same time, the low cost and ease of operation of camera-equipped drones have led to serious concerns over the potential for trespass and invasion of privacy. As a result, governmental agencies from the federal to the local level have been under pressure from all sides as they seek
to fashion a regulatory environment that protects the privacy and property rights of individuals while still allowing citizens to make use of the technology in a manner that does not pose a threat to the health, safety, or well-being of others.

This report summarizes current federal and state (California) laws and regulations regarding drones, preemption principles that limit the reach of local drone regulation, and aspects of drone operation that a city may lawfully regulate by ordinance.

**Current Federal Regulations Regarding Drones**

All drones are considered aircraft by the FAA and subject to federal aviation regulations. Federal regulations cover both the registration and operation of drones. With respect to registration, federal rules require any drone weighing more than 0.55 pounds and less than 55 pounds to be registered with the FAA before it can be flown outside.\(^1\) The registration fee is $5.00 and is valid for three years. Each drone must display its FAA-issued registration number.\(^2\)

The federal operational restrictions are a bit more complicated. Presently, there are four distinct categories of drone operators: Part 107 Remote Pilots, Model Aircraft Operators, Public Operators, and Section 333 Exemption Holders.

**Part 107 Remote Pilots**

Part 107 is a shorthand reference to Title 14 of the Code of Federal Regulations (14 CFR) part 107, also known as the Small Unmanned Aircraft Systems (sUAS) Rule. Part 107 came into effect on August 29, 2016. Part 107 allows a person holding remote pilot airman certificate to operate a drone for any purposes (whether commercial or recreational) so long as the operation is in conformity with Part 107 regulations. To qualify for a remote pilot certificate, a person must be at least 16 years old, pass a TSA background check, and pass an FAA-administered aeronautical knowledge test.\(^3\) Operational limitations on Part 107 Remote Pilots include, but are not limited to, the following:

- The drone must weigh less than 55 pounds.
- The drone must remain in visual line-of-site of the pilot in command and close enough to the pilot to be seen with vision unaided by any device other than corrective lenses.\(^4\)
- The drone may not operate over any human being unless that human being is directly participating in the operation of the drone or is located under a covered structure or inside a covered stationary vehicle that can provide reasonable protection from a falling drone.\(^5\)

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1 80 FR 78594, Dec. 16, 2015. This registration requirement was recently struck down by the Court of Appeals for the D.C. Circuit on the ground that it was imposed in violation of a statute prohibiting the FAA from promulgating any rule or regulation regarding model aircraft (Pub. L. No. 112-95, §336(a).) *Taylor v. Huerta*, No. 15-1496 (D.C. Cir. May 19, 2017).
2 *Id.*
3 14 CFR § 107.61. A person that has a Part 61 pilot certificate may instead complete a small UAS online training course provided by the FAA.
4 14 CFR § 107.31.
5 14 CFR § 107.39.
- Maximum altitude is 400 feet above ground level (AGL) or, if higher than 400 feet AGL, remain within 400 feet of a structure.  
- Operations in Class B, C, D and E airspace (controlled airspace) are allowed with the required air traffic control (ATC) permissions; operations in Class G (uncontrolled) airspace are allowed without ATC permission.  
- Daylight-only operations, or civil twilight (30 minutes before official sunrise to 30 minutes after official sunset, local time) with appropriate anti-collision lighting.

Model Aircraft Operators

Those interested in operating drones for recreational purposes and who do not wish to become certified remote pilots under Part 107 may instead choose to operate in accordance with the Special Rule for Model Aircraft (Public Law 112-95 Section 336, codified at 14 CFR sections 101.41 and 101.43). Pursuant to the Rule, model aircraft that are flown in strict compliance with the following criteria are otherwise exempt from FAA regulations:

1. The aircraft is flown strictly for hobby or recreational use;
2. The aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization;
3. The aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;
4. The aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft; and
5. When flown within five miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation. Model aircraft operators flying from a permanent location within five miles of an airport should establish a mutually-agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport.)

If an individual fails to meet any of these requirements, even unintentionally, the individual is deemed to be a Part 107 operator and if he or she has failed to take the test and otherwise satisfy Part 107's operational requirements can be subject to civil penalties.

Since all of El Segundo is located within five miles of Los Angeles International Airport (LAX), any person wishing to operate a drone in the City must first provide the LAX operator and air traffic control tower with notice of the proposed operation. If the proposed operation is not authorized by air traffic control, or is objected to by the airport operator, the FAA expects the model aircraft operator will not conduct the proposed flight. The FAA considers flying a model aircraft over the objections of FAA air traffic control or airport operators to be endangering the safety of the national airspace.

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6 14 CFR § 107.51.
7 14 CFR § 107.41.
8 14 CFR § 107.29.
Today, the largest nationwide community-based organization that operates model aircraft is the Academy of Model Aeronautics (AMA). The FAA has clarified that its reference to “community-based organizations” includes groups such as the AMA. The AMA has established a National Model Aircraft Safety Code. Among other things, the AMA Safety Code specifically prohibits “flying directly over unprotected people, vessels, vehicles or structures.”

Public Operators

Public operators include public agencies and those operating drones for governmental purposes. Public agencies have the option of operating under the Part 107 rule or applying for a Certificate of Waiver or Authorization (COA). A COA allows an operator to fly drones in a specific place for a particular purpose and for a specific period of time. Once a public operator has a COA, it is able to self-certify its own pilots and is not held to Part 107 restrictions.

Section 333 Exemption Holders

Section 333 exemption holders are individuals who were granted permission by the FAA to operate drones for non-recreational purposes. Existing 333 exemptions will continue in force until their renewal date. For the most part, Section 333 exemptions will not be renewed after expiration and the operator will be required to comply with Part 107. However, if the exemption holder cannot operate under the requirements of Part 107, the FAA may renew the Section 333 exemption once it expires.

Summary

With the Part 107 rule in place, consumers over the age of 16 will have two options when it comes to operating drones:

1. Take and pass the Part 107 aeronautical knowledge test, submit to the TSA background check, and obtain a remote pilot certificate allowing them to fly for any purpose (whether recreational or commercial) in nearly any location; or

2. Forgo the Part 107 procedures and instead be limited to operating in accordance with the model aircraft rules.

The test for the remote pilot certificate is relatively simple and the cost reasonably low. As drone hobbyists become more informed of the various regulatory restrictions, it is expected that a

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10 Operation and Certification of Small Unmanned Aircraft Systems (RIN 2120-AJ60), Federal Aviation Administration, p. 250.
11 Id.
13 Operation and Certification of Small Unmanned Aircraft Systems (RIN 2120-AJ60), Federal Aviation Administration, pp. 43, 62, 66.
15 The test fee is $150 and that is the only out-of-pocket cost necessary to become FAA certified as a remote pilot. Operation and Certification of Small Unmanned Aircraft Systems (RIN 2120-AJ60), Federal Aviation Administration, p. 572.
significant percentage will take the steps necessary to become certified as Part 107 pilots, allowing them to fly for any purpose provided they do so in accordance with Part 107 operational restrictions.

**State Law**

In California, a person may be subjected to civil liability for using a drone to invade the privacy of another. Civil Code section 1708.8 provides, in part:

(a) A person is liable for constructive invasion of privacy when the person knowingly enters onto the land or into the airspace above the land of another person without permission or otherwise commits a trespass in order to capture any type of visual image, sound recording, or other physical impression of the plaintiff engaging in a private, personal, or familial activity and the invasion occurs in a manner that is offensive to a reasonable person.

(b) A person is liable for constructive invasion of privacy when the person attempts to capture, in a manner that is offensive to a reasonable person, any type of visual image, sound recording, or other physical impression of the plaintiff engaging in a private, personal, or familial activity, through the use of any device, regardless of whether there is a physical trespass, if this image, sound recording, or other physical impression could not have been achieved without a trespass unless the device was used.

A person that commits one of these acts is liable for up to three times the amount of any general and special damages that are proximately caused by the violation, and may also be liable for punitive damages.¹⁶

In the past two years, the Governor has vetoed a number of bills that would have expressly criminalized, or subjected a person to civil liability for, using a drone in a particular manner. For example, the Governor vetoed SB 142 (would have subjected a person to civil liability for flying a drone less than 350 over another person’s property without permission, regardless of whether the person’s privacy was invaded), SB 168 (would have made it a crime to use a drone to inhibit firefighting activities), SB 170 (would have made it a crime to operate a drone above a state prison or jail), SB 271 (would have made it a crime to operate a drone over a public school), and AB 2320 (would have made it a crime to operate a drone in a manner that violates a protective order, constitutes stalking, interferes with emergency response personnel, or facilitates delivery of contraband into a jail or prison; also would have barred registered sex offenders from operating drones). In each of his veto messages, the Governor indicated that current law is sufficient to prosecute the referenced violations, or to provide civil liability therefor, without the need for adding a special reference to drones in multiple places throughout the penal and civil codes.

**Preemption**

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¹⁶ Civil Code § 1708.8(d).
The FAA expressly declined the opportunity to include a general preemption provision in its final order regarding the operation and certification of small unmanned aircraft systems (Part 107), opting instead to address preemption issues on a case-by-case basis. While this decision leaves open the possibility of some state and local regulation, federal preemption in the area of aviation is well established and very broad.

Under the supremacy clause (U.S. Const., art. VI, cl. 2), federal law may preempt the operation of state (and local) law. The ultimate issue is whether the purpose and intent of Congress in enacting a particular federal statute require that state laws affecting the area be preempted. There are three recognized ways to establish this congressional intent. First, Congress may expressly preempt state law by defining explicitly the extent to which an enactment is preemptive. Second, Congress may impliedly preempt state law by establishing a scheme of federal regulation so pervasive as to make reasonable the inference that Congress left no room for the states to supplement it. Third, even where Congress has not completely displaced state regulation in a specific area, state law is nullified to the extent that it actually conflicts with federal law. Federal regulations have no less preemptive effect than federal statutes. For purposes of determining congressional intent, federal regulations enacted under authority granted by Congress are entitled to the same preemptive effect as a federal statute.

The courts have recognized that the federal government has exclusive authority in the areas of flight paths, hours, and altitude. Courts have also found that state and local regulations pertaining to mandatory training, and equipment requirements related to aviation safety, are not consistent with the federal regulatory framework. Consequently, state and local regulation of drone operations in these areas would not likely survive a preemption challenge. The Office of the Chief Counsel of the FAA has specifically cautioned against adoption of local ordinances that purport to prohibit anyone from operating a drone within the city limits, within the airspace of the city, or within certain distances of landmarks. However, FAA counsel has recognized that laws traditionally related to the local police power—e.g., land use, zoning, privacy, trespass, and law enforcement operations—generally are not subject to federal regulation. Specific examples cited by the FAA include:

- Requirement for police to obtain a warrant prior to using a drone for surveillance.
- Specifying that drones may not be used for voyeurism.
- Prohibitions on using drones for hunting or fishing, or to interfere with or harass an individual who is hunting or fishing.
- Prohibitions on attaching firearms or similar weapons to drones.

The FAA recommends local agencies consult with the regional Office of the Chief Counsel of the FAA prior to considering an ordinance regulating any aspect of drone operations.

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17 *Id.* at p. 545.
19 *Skysign International, Inc. v. City and County of Honolulu* (9th Cir. 2002) 276 F.3d 1109, 1117; *City of Burbank v. Lockheed Air Terminal* (1973) 411 U.S. 624.
20 State and Local Regulation of Unmanned Aircraft Systems (UAS) Fact Sheet, Federal Aviation Administration, Office of the Chief Counsel, December 17, 2015.
Consultation with FAA

As recommended, the City Attorney’s Office consulted with a senior attorney in the Office of the Chief Counsel for the FAA prior to drafting the proposed ordinance. FAA counsel advised against adopting any regulations that are complementary to those of the FAA as any such regulations would likely be preempted.\(^1\) Counsel also advised against any attempts to regulate overflights, as FAA control over airspace can potentially extend to near ground level and any local overflight regulations would likely be preempted.

FAA counsel suggested limiting local regulation of drones to the context of land use and zoning regulations. For example, the City may use its zoning and police power to limit the locations where drones are allowed to take off and land—*e.g.*, prohibiting drones from taking off or landing in public parks or within public rights-of-way. FAA counsel also suggested that a local ordinance may regulate the location of a drone operator during flight—*e.g.*, prohibit a person from being within a public park or public right-of-way while operating a drone.

The city may also use its police power to regulate the potential secondary impacts of drone operations, such as those relating to noise levels and privacy concerns. However, as the Governor has repeatedly pointed out when presented with similar bills, existing laws are likely sufficient to deal with drone-related impacts. For example, a person operating a drone in a manner that violates the City’s noise ordinance would be liable for such a violation without the need for a Municipal Code amendment specifying that drones are subject to the noise standards.\(^2\) With respect to privacy concerns, state law (Civil Code section 1708.8) already provides a civil remedy for any person who has suffered a physical or constructive invasion. Consequently, there is no need for a local ordinance to impose similar liability.\(^3\)

The City Attorney’s Office drafted the proposed ordinance consistent with the recommendations of FAA counsel. Once completed, the City Attorney’s Office provided FAA counsel with a copy of the proposed ordinance for comment. No changes were requested.

Role of Local Law Enforcement

While the FAA retains the responsibility for enforcing Federal Aviation Regulations, including those applicable to drones, the agency also recognizes that state and local law enforcement agencies are often in the best position to deter, detect, immediately investigate, and, as appropriate, pursue law enforcement actions to stop unauthorized or unsafe drone operations. To assist local law enforcement agencies in identifying their appropriate roles, the FAA has

\(^{1}\) For example, an ordinance making it an infraction or a misdemeanor for a drone operator to fail to comply with any applicable FAA regulation (*e.g.*, registration, operating without prior notification to LAX, etc.)

\(^{2}\) El Segundo Municipal Code § 7-2-6 provides: “Consistent with other provisions of this Chapter, and in addition thereto, it shall be unlawful for any person to willfully make, produce, suffer or allow to be produced by human voice, machine, animal, or device, or any combination of same, any loud, unusual, or unnecessary noise which disturbs the peace, quiet, and comfort of any neighborhood, or which causes discomfort or annoyance to any reasonable person of normal sensitivity in the area.”

published a paper entitled “Law Enforcement Guidance for Suspected Unauthorized UAS Operation.” A copy of the paper has been provided to the El Segundo Police Department.

Conclusion

While federal preemption in the field of drone regulation is extremely broad, there are some limited areas where local regulation is authorized. The proposed ordinance was drafted in a manner consistent with local police power and the recommendations of FAA counsel. The proposed ordinance would prohibit a person from operating (controlling) a drone from within any public park and from any public right-of-way or other public property. It would also prohibit a person from causing a drone to take off from or to land within any public park, public right-of-way, or other public property. To avoid the specter of federal preemption, the proposed ordinance does not purport to regulate drones while in flight at any altitude.
ORDINANCE NO. _____

AN ORDINANCE ADDING CHAPTER 9 TO TITLE 9 OF THE EL SEGUNDO MUNICIPAL CODE AND AMENDING SECTION 10-1-4 OF THE MUNICIPAL CODE TO REGULATE THE OPERATION OF UNMANNED AIRCRAFT, INCLUDING DRONES, IN PUBLIC PARKS AND ON PUBLIC PROPERTY THROUGHOUT THE CITY

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

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

A. It is in the interest of the public health, safety and welfare to prohibit the operation of unmanned aircraft from within public parks and from other public property and public right-of-way.

B. It is in the interest of the public health, safety and welfare to prohibit any person from causing an unmanned aircraft to take off from or within, or to land upon or within, any public park, public property, or public right-of-way.

C. The City Council recognizes that Congress has vested the Federal Aviation Administration (FAA) with the exclusive authority to regulate the areas of airspace use, air traffic control, safety, navigational facilities, and aircraft noise at its source. Consequently, this Ordinance does not purport to regulate the use of navigable airspace or to regulate the flight of unmanned aircraft.

D. The FAA has recognized that laws traditionally related to state and local police power—including land use, zoning, privacy, trespass, and law enforcement operations—generally are not subject to federal regulation. (See https://www.faa.gov/uas/resources/uas_regulations_policy/media/UAS_Fact_Sheet_Final.pdf (citing Skysign International, Inc. v. City and County of Honolulu (9th Cir. 2002) 276 F.3d 1109, 1115.))

E. This Ordinance relates exclusively to the City’s police power under article XI, section 7 of the California Constitution and does not conflict with or duplicate any federal law or regulation.

F. As recommended by the FAA, the City, through its counsel, has consulted with the Office of the Chief Counsel for the FAA, Western-Pacific Region, regarding this proposed Ordinance. FAA counsel reviewed the draft Ordinance and did not express any concerns regarding the potential for conflict with relevant federal laws or regulations.
SECTION 2: Chapter 9 ("Unmanned Aircraft") is added to Title 9 of the El Segundo Municipal Code ("ESMC") to read as follows:

"Chapter 9
UNMANNED AIRCRAFT

9-9-1: PURPOSE
9-9-2: DEFINITIONS
9-9-3: PROHIBITIONS
9-9-4: EXEMPTIONS
9-9-5: VIOLATIONS

9-9-1: PURPOSE

This chapter is adopted pursuant to article XI, section 7 of the California Constitution for the purpose of protecting the public health and safety by prohibiting the operation of unmanned aircraft from or within public parks, public property, and public rights-of-way and by prohibiting any person from causing an unmanned aircraft to take off from or land upon any public property, including public parks and public rights-of-way. This chapter does not purport to regulate the use of navigable airspace or to regulate unmanned aircraft in flight.

9-9-2: DEFINITIONS

"Public Unmanned Aircraft" or "Public UA" means an unmanned aircraft operated by any public agency for a government-related purpose including, without limitation, a law enforcement purpose.

"Unmanned Aircraft" or "UA" means an aircraft, including, without limitation, an aircraft commonly known as a drone, that is operated without the possibility of direct human intervention from within or on the aircraft.

9-9-3: PROHIBITIONS

A. It is unlawful to operate an unmanned aircraft from within any public park or from any public property or public right-of-way in the city.

B. It is unlawful to cause an unmanned aircraft to take off from, or to land within, any public park in the city.

C. It is unlawful to cause an unmanned aircraft to take off from, or to land upon, any public property or any public right-of-way in the city.
9-9-4: EXEMPTIONS

A. This chapter does not apply to any Public UA.

B. This chapter does not apply to unmanned aircraft operated pursuant to and in compliance with the terms and conditions of a valid City-issued film permit.

9-9-5: VIOLATIONS

A violation of this chapter is punishable as a misdemeanor as provided in Sections 1-2-1 and 1-2-2 of this Code.

SECTION 3: Subparagraph (W) is added to ESMC § 10-1-4 to read as follows:

"(W) Park Rule Twenty Three; Unmanned Aircraft: No person may operate an unmanned aircraft (as defined in Chapter 9 of Title 9) from within any public park and no person may cause an unmanned aircraft to take off from, or to land, within any public park."

SECTION 4: Environmental Review. This Ordinance was assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The City Council hereby finds and determines that the Ordinance is exempt from the requirements of CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines because it can be seen with certainty that the provisions contained herein would not have the potential for causing a significant effect on the environment. This Ordinance enhances and protects public health and safety by prohibiting specified operations of unmanned aircraft from or within public parks and other public property.

SECTION 5: 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 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: 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 or original ordinances, make a note of the passage and adoption in the records of this meeting, and, within fifteen days after the passage and adoption of this Ordinance, cause it to be published or posted in accordance with California law.
SECTION 8: This Ordinance will take effect on the 31st day following its final passage and adoption.

PASSED AND ADOPTED this _____ day of __________________, 2017

Suzanne Fuentes, Mayor

ATTEST:

Tracy Sherrill Weaver, City Clerk

APPROVED AS TO FORM
MARK D. HENSLEY, City Attorney

By: ______________________________
AGENDA DESCRIPTION:

Adopt the Resolution authorizing participation in the PARS Post-Employment Benefits Trust Program to be administered by Public Agency Retirement Services (PARS) and U.S. Bank, appointing the City Manager as the City’s Plan Administrator, and authorizing the City Manager to execute the documents to implement the Program. (Fiscal Impact: none)

RECOMMENDED COUNCIL ACTION:

1. Adopt the Resolution approving participation in the PARS Post-Employment Benefits Trust Program (Attachment A).

2. City Council authorize the City Manager, or his designee, subject to the review and approval of the City Attorney, to sign all necessary documents.

3. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

A. Resolution Approving authorizing the City of El Segundo participation in the PARS Post-Employment Benefits Trust Program.

FISCAL IMPACT: N/A

Amount Budgeted: n/a
Additional Appropriation: n/a
Account Number(s): n/a

STRATEGIC PLAN:

Goal: 5(b) Champion Economic Development and Fiscal Sustainability:
El Segundo approaches its work in a financially disciplined and responsible way

Objective: 2 The City will maintain a stable, efficient, and transparent financial environment

ORIGINATED BY: Joseph Lillio, Finance Manager
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:

Consider adoption of the Resolution authorizing the establishment of the PARS Post-Employment Benefits Trust Program which could be used to pre-fund pension obligations.
In 2012, the Government Accounting Standards Board (GASB) issued Statement No. 68, *Accounting and Financial Reporting for Pensions.* GASB 68 requires that governmental employers that sponsor Defined Benefit plans (i.e., CalPERS) must recognize a net pension liability (unfunded accrued liability) on their balance sheet. This is the difference between the City’s total pension liability (actuarial accrued liability) and actual plan assets. GASB 68 became effective for the 2014-15 fiscal year.

To address the GASB 68 net pension liability figure, the City’s only prior option was to commit additional funds to CalPERS (in excess of its annual required contributions) to reduce its unfunded liability. However, a recent private letter ruling received by PARS from the IRS established that the City could create a separate trust to "pre-fund" its CalPERS unfunded liability. This would provide the City with an alternative to sending funds to CalPERS that will allow for greater local control over assets, investment by a professional fund management team selected and monitored by the City, with future excess contributions transferred to CalPERS at the City’s discretion.

To date, ninety-two (92) public agencies have adopted the Pension Rate Stabilization Program (PRSP) through PARS including the following cities in Los Angeles County: Glendale, Manhattan Beach and Rolling Hills.

Expected benefits offered by the PARS PRSP include:

- Contributions placed in an exclusive benefit trust could address the City’s Net Pension Liability
- Investment flexibility with Section 115 Trust compared to restrictions on general fund investments (Govt. Code 53216)
- Increased risk diversification of plan assets through different asset management
- Investments can be tailored to the City’s unique demographics
- Oversight and control of fund management selection, monitoring of performance and ability to replace fund management based on performance criteria
- Increased flexibility on use of trust assets (i.e., trust assets can be accessed at any time as long as the assets are used to fund the City’s pension obligations and defray reasonable pension plan related expenses)
- Lower investment management and administrative expenses compared to CalPERS
- Potential for positive rating agency and investor consideration.

In an effort to help public agencies address and manage their GASB 68 liability, PARS has developed the PARS Post-Employment Benefits Trust Program. PARS has assembled leading professionals to provide the City with the necessary services required under one program to pre-fund pension and retiree health care liabilities through an IRS reviewed program. The program has been established as a multiple employer trust so that public agencies regardless of size can join the program to receive the necessary economies of scale to keep administrative fees low and avoid any setup costs. The trust permits the City, under federal and state law, to invest in a more diversified array of investments to maximize investment returns long term.

PARS has partnered with US Bank to serve as trustee and its sub-adviser HighMark Capital Management, Inc., to provide investment management services for the program.
Recommendation:

Staff recommends that the City Council approve the City’s establishment of the PARS Post-Employment Benefits Trust Program and adopt the associated Resolution. It is also recommended that the City Council authorize the City Manager, subject to the review and approval of the City’s legal counsel, to sign all necessary documents.

At this time staff is only recommending authorizing participation and establishing the PARS trust and will come back to the City Council with recommended funding and withdrawal policies.
ATTACHMENT A

RESOLUTION NO. ______

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL SEGUNDO APPROVING THE ADOPTION OF THE PUBLIC AGENCIES POST-EMPLOYMENT BENEFITS TRUST ADMINISTERED BY PUBLIC AGENCY RETIREMENT SERVICES (PARS)

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

SECTION 1: The City Council finds and declares that:

A. PARS has made available the PARS Public Agencies Post-Employment Benefits Trust (the "Program") for the purpose of pre-funding pension obligations and/or OPEB obligations; and

B. The City of El Segundo ("City") is eligible to participate in the Program, a tax-exempt trust performing an essential governmental function within the meaning of Section 115 of the Internal Revenue Code, as amended, and the Regulations issued there under, and is a tax-exempt trust under the relevant statutory provisions of the State of California; and

C. The City's adoption and operation of the Program has no effect on any current or former employee's entitlement to post-employment benefits; and

D. The terms and conditions of post-employment benefit entitlement, if any, are governed by contracts separate from and independent of the Program; and

E. The City's funding of the Program does not, and is not intended to, create any new vested right to any benefit nor strengthen any existing vested right; and

F. The City reserves the right to make contributions, if any, to the Program.

SECTION 2: Adoption:

A. The City Council hereby adopts the PARS Public Agencies Post-Employment Benefits Trust, effective November 7, 2017; and

B. The City Council hereby appoints the City Manager, or his/her successor or his/her designee as the City's Plan Administrator for the Program; and

C. The City's Plan Administrator is hereby authorized to execute the PARS legal and administrative documents on behalf of the City and to take whatever additional actions are necessary to maintain the City's participation in the Program and to maintain compliance of any relevant regulation issued or as may be issued; therefore, authorizing him/her to take whatever additional actions are required to administer the City's Program.
SECTION 3: 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 the minutes of this meeting.

SECTION 4: This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

PASSED, APPROVED AND ADOPTED this 7th day of November 2017

Suzanne Fuentes, Mayor

ATTEST:

Tracy Weaver, City Clerk

APPROVED AS TO FORM:

By:  

Mark D. Hensley, City Attorney
CERTIFICATION

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 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 October, 2017, and the same was so passed and adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

WITNESS MY HAND THE OFFICIAL SEAL OF SAID CITY this _____ day of October, 2017.

__________________________________________
Tracy Weaver, City Clerk
of the City of El Segundo,
California
AGENDA DESCRIPTION:

Receive and file an informational report regarding Mayor pro tem Boyles and the City's Director of Finance attending the CalPERS workshop and board meeting on November 14 & 15. (Fiscal Impact: $0)

RECOMMENDED COUNCIL ACTION:

1. Receive and file information regarding the Mayor pro tem and Director of Finance attending the CalPERS workshop and board meeting regarding pension discussions.
2. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

A. League of California Cities Pension Sustainability Principles (as adopted by the League Board of Directors on June 30, 2017)

STRATEGIC PLAN:

Goal: 5(b) Champion Economic Development and Fiscal Sustainability:

El Segundo approaches its work in a financially disciplined and responsible way

Objective: 2 The City will maintain a stable, efficient, and transparent financial environment

FISCAL IMPACT: $ (0)

Amount Budgeted: $0
Additional Appropriation: N/A

PREPARED BY: Joseph Lillio, Finance Director
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND & DISCUSSION:

CalPERS member agencies have a unique opportunity to directly impact CalPERS policy next month. Mayor pro tem Boyles and the Director of Finance, Joseph Lillio, will attend and represent the City of El Segundo's interests at the CalPERS Board workshop and Board meeting in Sacramento on Nov. 14-15.

CalPERS is holding a Board workshop on Nov. 14 from 10am-6pm to discuss the various factors impacting the pension formula (the discount rate, mortality assumptions, market rate assumptions (how much the fund is projected to earn in the next 10, 20 and 30 years), economic inflation rates, how the assets are invested (percent in equities versus percent in fixed income), divestment from particular sectors of the market, social policy, etc. The discussions that come out of this workshop will directly
influence CalPERS policy and the rates charged to member agencies. The League of California Cities (the “League”) and CalPERS is heavily encouraging cities to attend on the 14th and 15th in order for cities to have a voice in the decision making process. Each member agency will have three minutes to speak at the November 14th workshop. This specific workshop only occurs once every 4 years and is expected to be heavily attended this year.

It is critical we are there to have our voice heard. The Board will not take formal action on any recommended policy changes until December but having a strong voice in November will be critical in supporting a voice for the City of El Segundo and the League’s efforts to have more local influence on the CalPERS board policy.

Wednesday is the official full board meeting. These meetings tend to go quickly and are more of a pro forma approval from the full board based on the discussions that happened on the previous day. However, there is a public comment period where cities will have the opportunity to testify on items from the previous day.

Also, the week prior to the CalPERS workshop, the League will be providing talking points on what policy options they recommend member cities to support. The talking points that will be provided to Mayor pro tem Boyles will be derived from the League’s Pension Sustainability Principles as adopted by the League’s Board of Directors on June 30, 2017 (see Exhibit A) and the League’s pending communication to member cities on recommended policy positions for cities to support.

To add context to this discussion and as a reminder, the CalPERS Board took action in December 2016 to lower the discount rate from 7.5% to 7.0%. Graph 1 below reflects the fiscal impact to the City of this CalPERS Board policy decision. It is critical for all member cities to have a voice in future CalPERS policy discussions.

The phase-in of the discount rate change approved by the Board for the next three years is as follows:

<table>
<thead>
<tr>
<th>Valuation Date</th>
<th>FY for Required Contribution</th>
<th>Discount Rate</th>
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</thead>
<tbody>
<tr>
<td>June 30, 2016</td>
<td>2018-19</td>
<td>7.375%</td>
</tr>
<tr>
<td>June 30, 2017</td>
<td>2019-20</td>
<td>7.25%</td>
</tr>
<tr>
<td>June 30, 2018</td>
<td>2020-21</td>
<td>7.00%</td>
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Graph 1: Total current and projected annual CalPERS pension contributions by the City of El Segundo
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>7.5% Disc</td>
<td>$10,596,497</td>
<td>$11,269,657</td>
<td>$12,422,183</td>
<td>$13,642,946</td>
<td>$14,379,473</td>
<td>$15,227,620</td>
<td>$15,929,139</td>
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<tr>
<td>7.0% Disc</td>
<td>$10,596,497</td>
<td>$11,269,657</td>
<td>$12,837,825</td>
<td>$14,535,806</td>
<td>$16,499,911</td>
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<td>$19,423,895</td>
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City's Annual Cost to CalPERS
Pension Sustainability Principles
(As Adopted by the League of California Cities Board of Directors, June 30, 2017)

» Public compensation systems programs should be sustainable, fair to taxpayers and employees, and provide long-term financial stability [Existing Policy placed in new section].

» The League believes that solutions towards realizing pension system sustainability should be the result of inclusive stakeholder collaboration at both the local and state level (retirees, employees, employers, CalPERS).

» The League supports legal or legislative remedies that facilitate options to restore sustainability to CalPERS benefit plans. As appropriate to each city, such actions could include one or more of the following:

  • A single benefit level for every employee.

  • Converting all currently deemed “Classic” employees to the same provisions (benefits and employee contributions) currently in place for “PEPRA” employees for all future years of service.

  • Temporary modifications to retiree Cost of Living Adjustments (COLA) that are automatically added to a retiree’s pension benefit payment regardless of compensation level or CPI.

» The League supports expanded flexibility for cities regarding their contract agreements with CalPERS, which could include additional mechanisms for exiting CalPERS and renegotiating UAL amortization terms.

Existing General Pension Principles (Modified)
(As Adopted by the League of California Cities Board of Directors, June 30, 2017)

» The League supports a change in state law or judicial precedent to allow employers to negotiate plan changes with classic CalPERS members.

» This League supports legislative solutions to address increasing costs associated with Industrial Disability Retirement (IDR).
EL SEGUNDO CITY COUNCIL
AGENDA ITEM STATEMENT

AGENDA DESCRIPTION:
Consideration and possible action to establish a new interview and selection process for new members of the Arts and Culture Advisory Committee that allows the current committee members to interview and make final selections. (Fiscal Impact: None)

RECOMMENDED COUNCIL ACTION:
1. Approve the recommended process to allow the Arts and Culture Advisory Committee to interview and make final selections for new members; and/or,
2. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS: None

FISCAL IMPACT: None

<table>
<thead>
<tr>
<th>Amount Budgeted:</th>
<th>N/A</th>
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<tr>
<td>Additional Appropriation:</td>
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<td>Account Number(s):</td>
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STRATEGIC PLAN:

<table>
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<tr>
<th>Goal:</th>
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<th>Enhance Customer Service and Engagement</th>
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<tbody>
<tr>
<td>Objective:</td>
<td>2</td>
<td>El Segundo’s engagement with the community ensures excellence</td>
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PREPARED BY: Meredith Petit, Recreation and Parks Director
REVIEWED BY: Meredith Petit, Recreation and Parks Director
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND & DISCUSSION:
The Arts and Culture Advisory Committee was established in August 2016 with five original members and expanded to seven members in November 2016. In August 2017 the City Council voted to approve a recommendation to further expand the committee to eleven members, as well as allow the existing committee members to interview new applicants and make selection recommendations to the City Council. The new approach to having the committee select new members to the City Council was not clearly defined and has since caused some discrepancy of how to administer the selection process. This discussion item is to clearly identify the process.

Some members of the Arts and Culture Advisory Committee desire to have the process consist of the following steps:

1. New Member Applications are submitted to City Hall
2. Applications are sent to the Chair and Vice Chair of the committee, as well as the City staff liaison
3. Applications are reviewed by the Chair and Vice Chair and interviews with the most qualified are scheduled
4. Applicants are interviewed by members of the Arts and Culture Advisory Committee
5. The Arts and Culture Advisory Committee discuss the results of the interviews and vote to select applicant(s) for membership
6. The Arts and Culture Advisory Committee recommends that the City Council officially appoint the recommended applicants \textit{without conducting additional interviews directly with City Council unless the Council decides to do so}

Step #6 differs from the selection process of all other City commissions and advisory committees. Typically, new member applications are sent to and reviewed by the sitting Chair and Vice Chair, but the committee does not conduct oral interviews. The oral interviews are conducted by the City Council and selections are made as a result.

The purpose of this discussion item is to clarify the selection process for the Arts and Culture Advisory Committee and to receive City Council approval if there is consensus to defer the selection to the members of the committee. Due to two resignations in the recent months, the Arts and Culture currently has five acting members; therefore there are six vacant seats.