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.

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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, MARCH 6, 2018 – 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): -0- matters

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): -1- matters

1. Public Employee Performance Evaluation
   Title: City Manager

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): 3.

1. **Employee Organizations**: Police Management 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
EL SEGUNDO CITY COUNCIL
COUNCIL CHAMBERS - 350 Main Street

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REGULAR MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, MARCH 6, 2018 - 7:00 P.M.

7:00 P.M. SESSION

CALL TO ORDER

INVOCATION – Pastor Wes Harding, The Bridge Church

PLEDGE OF ALLEGIANCE – Council Member Brann
PRESENTATIONS

ROLL CALL

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

CITY COUNCIL COMMENTS – *(Related to Public Communications)*

A. PROCEDURAL MOTIONS

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

Recommendation – Approval.

B. SPECIAL ORDERS OF BUSINESS (PUBLIC HEARING)

C. UNFINISHED BUSINESS

1. Consideration and possible action to amend Maintenance Agreement #4096 with LandCare USA for ongoing landscape maintenance of the planters in the Downtown El Segundo corridor. *(Fiscal Impact: included in FY17/18 budget; $57,540 annually thereafter)*

Recommendation – 1) Authorize the City Manager to execute an amendment in a form approved by the City Attorney to Maintenance Agreement #4096 with LandCare USA for additional work related to ongoing landscape maintenance of Downtown El Segundo area planters; 2) Alternatively, discuss and take other possible action related to this item.
2. Consideration and possible action to receive and file report and provide direction on a pending Transit Oriented Development Planning Grant from Los Angeles County Metropolitan Transit Authority (Metro). The grant will partially fund (approximately $650,000) of studies regarding the development of properties located east of Sepulveda for purposes of potentially permitting high density housing (which may include affordable/low income housing), increasing commercial property density, modifying development standards around stations, making the streets more conducive to pedestrians, and otherwise change the development of the area to make it more likely to increase the use of mass transit. The grant would fund a portion of studies for, including, but not limited to, environmental impacts, economic/fiscal impacts, housing impacts, development impacts, transportation impacts, and social impacts. (Fiscal Impact: approximately $300,000 of matching funds from the General Plan Maintenance Fund, plus staff time if grant is accepted.)

Recommendation – 1) Receive and file and provide direction regarding pending Metro grant; and/or 2) Alternatively, discuss and take other possible action related to this item.

D. REPORTS OF COMMITTEES, COMMISSIONS AND BOARDS

3. Consideration and possible action to adopt a Resolution revising the Technology Committee Bylaws and increase the number of participants from seven (7) to eleven (11) members.

(Fiscal Impact: None)

Recommendation – 1) Adopt a Resolution amending the Technology Committee Bylaws; 2) Authorize the Technology Committee to increase their membership from seven (7) to eleven (11); 3) Alternatively, discuss and take other possible action related to this item.

4. Consideration and possible action to provide direction to staff and The Lakes RFP Task Force related to finalizing the Request for Proposals for The Lakes at El Segundo Site (400 S. Sepulveda Blvd.).

(Fiscal Impact: None)

Recommendation – 1) Provide direction to staff and The Lakes RFP Task Force to finalize the Request for Proposals for The Lakes at El Segundo Site (400 S. Sepulveda Blvd.); 2) Alternatively, discuss and take other possible action related to this item.
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 3020099 through 3020242 and 9000281 through 9000281 on Register No. 10 in the total amount of $483,762.11 and Wire Transfers from 2/12/18 through 2/25/18 in the total amount of $3,338,521.26.

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 accept as complete the Fire Station #1 Kitchen Improvement Project. Project No. PW 17-06.

(Fiscal Impact: $138,200.00)

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.

8. Consideration and possible action to award a standard Public Works Contract to Ocean Blue Environmental Services, Inc. for Catch Basin Connector Pipe Screen (CPS) Improvement, Project No. PW 17-39.

(Fiscal Impact: $65,700)

Recommendation – 1) Award a standard Public Works Contract in a form approved by the City Attorney to Ocean Blue Environmental Services, Inc. in the amount of $52,576 for Catch Basin Connector Pipe Screen (CPS) Improvement, Project No. PW 17-39, and authorize an additional $13,124 for construction related contingencies; 2) Alternatively, discuss and take other possible action related to this item.
9. Consideration and possible action to adopt a Resolution approving the Plans and Specifications for Main Street Bollards, Project No. PW 18-08. *(Fiscal Impact: To Be Determined)*

Recommendation – 1) Adopt the attached Resolution approving the Plans and Specification for Main Street Bollards, Project No. PW 18-08; 2) Alternatively, discuss and take other possible action related to this item.

10. Consideration and possible action to accept as complete the Fire Station and Police Station Roof Replacement Project, Project No. PW 15-18 located at 314 Main Street and 348 Main Street, El Segundo, CA 90245. *(Fiscal Impact: $870,917.82)*

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

G. REPORTS – CITY MANAGER

H. REPORTS – CITY ATTORNEY

I. REPORTS – CITY CLERK

J. REPORTS – CITY TREASURER

K. REPORTS – CITY COUNCIL MEMBERS

Council Member Brann –

Council Member Pirsztuk –

Council Member Dugan –

Mayor Pro Tem Boyles –
Mayor Fuentes –

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MEMORIALS –

CLOSED SESSION

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REPORT OF ACTION TAKEN IN CLOSED SESSION (if required)

ADJOURNMENT

POSTED:

DATE: 3/11/18
TIME: 9:00AM
NAME: [Signature]
EL SEGUNDO CITY COUNCIL  
AGENDA ITEM STATEMENT  

MEETING DATE: March 6, 2018  
AGENDA HEADING: Unfinished Business

AGENDA DESCRIPTION:
Consideration and possible action to amend Maintenance Agreement #4096 with LandCare USA for ongoing landscape maintenance of the planters in the Downtown El Segundo corridor. (Fiscal Impact: included in FY17/18 budget; $57,540 annually thereafter)

RECOMMENDED COUNCIL ACTION:
1. Authorize the City Manager to execute an amendment in a form approved by the City Attorney to Maintenance Agreement #4096 with LandCare USA for additional work related to ongoing landscape maintenance of Downtown El Segundo area planters; and/or,
2. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS: None

FISCAL IMPACT: estimated $28,770 in FY17/18; $57,540 annually thereafter

<table>
<thead>
<tr>
<th>Amount Budgeted:</th>
<th>$58,000</th>
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</thead>
<tbody>
<tr>
<td>Additional Appropriation:</td>
<td>N/A</td>
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</tbody>
</table>
| Account Number(s): | 001-400-5102-6206 - $43,500 (Parks - Contract Services)  
001-400-5102-5204 - $14,500 (Parks - Operating Supplies) |

STRATEGIC PLAN:

Goal: 5  Champion Economic Development & Fiscal Sustainability

Objective: 1  The City will implement a comprehensive economic development strategy to ensure the City encourages a vibrant business climate that is accessible, user-friendly and welcoming to all resident and visitors.

Goal: 4  Develop Quality Infrastructure & Technology

Objective: 1  El Segundo’s physical infrastructure supports an appealing, safe and effective City

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

BACKGROUND & DISCUSSION:

For the past six months, the Downtown Committee comprised of local business merchants has been meeting regularly to identify key actions for improving the downtown area. The top three action items were identified to be: (1) landscape renovation, (2) address the hanging basket poles, and (3) routine landscape maintenance. To that end, the Parks Division presented a variety of plants, trees and shrubs best suited for the Downtown planters, and the committee voted to approve the final landscape palette. Following City Council approval on December 19, 2017, the purchase and installation of new plant material began in January and is currently in progress.
The downtown area planters are those that exist on Main Street between El Segundo Blvd. and Mariposa Ave, on Richmond Street between El Segundo Blvd. and Holly Ave., and on Grand Ave. between Eucalyptus Drive and Concord Street, as well as two City parking lots at Franklin/Richmond and Main/Mariposa.

Under the current staffing levels, the Parks Division currently allocates approximately ten man hours per week to the landscaped planters within the Downtown corridor. The area is assigned to two part-time Park Maintenance Workers who are also responsible for landscape maintenance at the Civic Center grounds, Holly Valley Park, Holly Kansas Park, Washington Park Playground and Camp Eucalyptus. Additionally, all Park Maintenance Workers are occasionally delegated special assignments as needed, which could include special event assistance, inter-departmental assistance, high urgency projects (i.e. irrigation repair), or special projects (i.e. landscape renovation).

The Downtown Committee indicated the third top priority in improving the area is routine maintenance. The level of care that is needed and expected to properly care for the new plant material and ensure the planters are clean and manicured requires much more time than is currently allocated in the Parks Division work program. Proper routine maintenance would include daily attention for litter control, sweeping/blowing sidewalks free of debris, removing dead or diseased plants, planting new plants in vacant areas, regular trimming and pruning, irrigation checks and repairs, and replenishing mulch.

The current work program will not allow enough time to be allocated to the Downtown planters to obtain the desired quality without reducing maintenance functions in other areas such as ballfield maintenance and preparation, playground maintenance, trash collection, special event assistance, or hardscape/sports court cleaning. Over the past several years the landscaped areas within the City have expanded while Department staffing levels have decreased. This has required the Department to contract out maintenance services for the increased areas of responsibility.

The City’s current landscape maintenance contractor is LandCare USA. The approved contract amount for FY17/18 is $181,000 and covers approximately 25 different locations throughout the City. LandCare has provided a quote for routine maintenance services in the Downtown planters. The proposal for $57,540 annually includes one worker Monday through Friday from 6:00am to 2:30pm, 40 hours per week, solely dedicated to the Downtown area landscape. The funds were budgeted for and approved in the FY17/18 budget.
EL SEGUNDO CITY COUNCIL

AGENDA STATEMENT

MEETING DATE: March 6, 2018

AGENDA HEADING: Unfinished Business

AGENDA DESCRIPTION:

Consideration and possible action to receive and file report and provide direction on a pending Transit Oriented Development Planning Grant from Los Angeles County Metropolitan Transit Authority (Metro). The grant will partially fund (approximately $650,000) of studies regarding the development of properties located east of Sepulveda for purposes of potentially permitting high density housing (which may include affordable/low income housing), increasing commercial property density, modifying development standards around stations, making the streets more conducive to pedestrians, and otherwise change the development of the area to make it more likely to increase the use of mass transit. The grant would fund a portion of studies for, including, but not limited to, environmental impacts, economic/fiscal impacts, housing impacts, development impacts, transportation impacts, and social impacts. (Fiscal Impact: approximately $300,000 of matching funds from the General Plan Maintenance Fund, plus staff time if grant is accepted.)

RECOMMENDED COUNCIL ACTION:

1. Receive and file and provide direction regarding pending Metro grant;
2. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

1. TOD Planning Grant Guidelines;
2. Grant application;
3. Metro funding recommendation, Round 5

FISCAL IMPACT: None.

STRATEGIC PLAN:

<table>
<thead>
<tr>
<th>Goal</th>
<th>5a. Promote economic growth and vitality.</th>
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<tbody>
<tr>
<td>Goal</td>
<td>5b. Approach work in a financially strategic and responsible way.</td>
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PREPARED BY: Gregg McClain, Planning Manager

REVIEWED BY: Sam Lee, Planning and Building Safety Director

APPROVED BY: Greg Carpenter, City Manager

Last summer Staff submitted an application for grant funding for purposes of studying how to increase the use of mass transit by potentially developing high density residential projects (which may include affordable/low income housing) and denser commercial building, altering the configuration of the large aerospace companies, and reconfiguring streets and sidewalks around the Green Line stations located east of Sepulveda. The application has been tentatively approved and will potentially be approved by the MTA Board on March 1st.

Staff wanted to provide this information to the Council so that they could begin discussing the merits of whether to accept the MTA grant. Recognizing that the issue of potentially developing housing east of Sepulveda is important to our residents and businesses. Staff wanted to discuss
whether the Council wants to proceed with this issue and, if so, is this is the methodology that we want to use to study the issue. By using MTA funds the City has to use MTA’s transportation related criteria as well as whatever other criteria the City finds appropriate for assessing whether and what type of housing the City may or may not want built east of Sepulveda. A large part of the specific plan’s focus will be on transportation-related issues such as housing and commercial development located near transit hubs.

The application provides that the study of these issues will be done from a “bottom up” approach. Staff will work with various community stakeholders in addition to elected and appointed City officials to determine the City’s needs. Staff feels this will provide a more grass roots process to determine how to best serve the housing, work and transportation needs of individuals of all socio-economic groups and provide more equitable opportunities for people in the community.

The City Attorney’s Office indicated that they have just begun its review of the grant application and the legal implications of accepting the grant and will attempt to be ready at the Council Meeting to provide some assessment of the legal issues.
Los Angeles County Metropolitan Transportation Authority

Transit Oriented Development Planning Grant Program Guidelines
Round 5

3/1/2018
I. BACKGROUND AND OBJECTIVES

TOD Planning Grant: Background

Los Angeles County is experiencing a transformational expansion of the public transit system that will dramatically change the options and opportunities that people traveling to, from, or through Los Angeles County will have to get around. The Los Angeles County Metropolitan Transportation Authority (Metro) has a vested interest in planning and investment efforts around transit stations that create an environment that promotes, encourages, and supports transit riders and the interface between public transportation and surrounding communities.

As a result, in 2011 Metro created the TOD Planning Grant Program (Program), a competitive grant program that funds local governments to develop and adopt transit supportive regulations that promote equitable, sustainable, transit-supportive planning.

Transit-supportive places are places where the presence of effective and predictable transit can be enhanced through appropriate patterns and types of development. This can be achieved through practices such as community-scaled density, diverse land use mix, reduced reliance upon private automobiles, and enhanced infrastructure for pedestrians, bicyclists and people of all ages and abilities.

Between 2011 and 2016, Metro released four (4) rounds of the TOD Planning Grant, and awarded $21.6 million in 35 grants, to 30 cities across LA County.

TOD Planning Grant: Round 5

Transit Supportive Planning Toolkit

In 2016, Metro released the Transit Supportive Planning Toolkit (Toolkit). Funded by a grant from the Strategic Growth Council, and as part of a broader study on Climate Change Adaption Strategies, the Toolkit is a comprehensive research-based resource that includes best practices, tools and case studies that local municipalities can use to advance Transit Supportive Planning in Los Angeles County. The Toolkit identifies 10 characteristics of transit supportive places that collectively are shown to reduce vehicle miles traveled and increase transit ridership (see Attachment A for brief overview). Round 5 of the TOD Planning Grant will require grantees to utilize the Toolkit as a resource and apply the 10 characteristics of transit supportive planning in grant funded efforts. The Toolkit is a web-based program that can be found on Metro’s website at https://www.metro.net/projects/tod-toolkit/

Transit Oriented Communities (TOC) Tax Increment Financing (TIF) Pilot Program

In 2011, the California State legislature abolished redevelopment and the state’s only effective TIF vehicle. Since then, the legislature has created new enabling legislation to support tax increment financing (TIF). Unlike redevelopment, the new TIF programs (EIFDs & CRIAs) cannot include property taxes from education entities (approximately ⅓ of all property taxes). Property tax contributions from the other taxing entities are voluntary. TIF can be an important tool in the creation of transit...
supportive communities, as it can be used to finance infrastructure improvements as well as affordable housing. With Round 5 of the TOD Planning Grant program, Metro is partnering with SCAG to offer funding to municipalities seeking to study the feasibility of forming TIF districts (Enhanced Infrastructure Financing District (EIFD), Community Revitalization and Investment Authority (CRIA), or similar TIF program. Study funding may be available to examine areas around transit stations for municipalities that:

- Have adopted or are in progress with creating a transit supportive regulatory environment; and
- As applicable, measure favorably against the Southern California Association of Governments (SCAG) online Screening Criteria that can be found at EIFD/CRIA Technical Assistance Tool.

As a partner in this effort, SCAG will provide training on the formation and study of the EIFD and CRIA districts as well as use of their TIF screening tool. The County of Los Angeles will provide support by providing updated and accurate tax assessment and collection information.

II. PROGRAM OBJECTIVES

- Support municipalities in implementing complimentary transit-supportive infrastructure projects and affordable housing.
- Increase transit ridership.
- Increase the number of comprehensive, community-driven transit supportive planning efforts around Metro light rail, Metrolink stations, and Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County.
- Improve local and regional efforts that enhance an equitable integration of transportation and community planning.
- Improve the transit network and increase utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit lines;
- Further the reduction in greenhouse gases through encouraging in-fill development along transit corridors and transit use;
- Support and implement sustainable development principles.
- Increase opportunities to meaningfully engage diverse stakeholders, especially underserved and vulnerable communities, in advancing transit supportive planning efforts across the region.

III. ELIGIBLE APPLICANTS
Cities and the County of Los Angeles with land use regulatory authority:

- Within 1/2 mile of Metro Light Rail, Metrolink Stations and/or Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County; and
- Within 1/2 mile of the existing, funded, planned (priority will be given to station area planning efforts that are nearer-term) Metro rail or bus rapid transit stations and/or adjacent transit corridors. Grantees are not required to focus on a circular ½ mile radius around a transit facility. Adjacent transit corridors refer to proposed planning areas that are less circular and more corridor-based. Grantees must make the case for the corridor-level approach.

Applicants seeking funds along transit corridors MUST demonstrate the corridor’s relevancy to the development of transit supportive planning around the station area. The corridor may, for example, connect the station area to significant activity centers, carry significant pedestrian traffic to and from the station area, and/or connect the station area to other areas with significant transit service.

IV. ELIGIBLE ACTIVITIES

Round 5 of the Program offers two categories of activities: (1) Transit supportive regulatory documents, which will result in the elimination of regulatory constraints and the development of regulatory documents that promote transit supportive planning that can be adopted by governing bodies; and (2) TIF Feasibility Studies, which will study the feasibility of pursuing an EIFD, CRA, or similar TIF program within 1/2 mile of Metro Light Rail, Metrolink Stations and/or Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County, create a vision/objectives for such a district, and determine the amount of TIF that could be generated under several scenarios. Applicants may apply to one or both of the categories; however, the TIF feasibility study requires that transit supportive land use regulations are already in place or under development, so an applicant cannot apply for the regulatory change and TIF feasibility study in the same area at the same time. Robust and inclusive multilingual community engagement shall be an integral component of all Metro-funded planning efforts.

Transit Supportive Regulatory Documents

Regulatory documents must include a land use component (with corresponding zoning code updates). However, Applicants and Grantees are required to advance comprehensive plans that encompass the 10 Toolkit characteristics to ensure that the region is advancing holistic, transit supportive plans. Additionally, plans must be consistent with Metro adjacent development requirements as defined in Section VIII. Eligible Regulatory Documents include, but are not limited to:

- New or amended specific plans;
- New or amended ordinances;
- New or amended overlay zones;
• New or amended general plans;
• Transit Village Development Districts; and
• Environmental studies required to support the new or amended regulatory documents.

**TIF Feasibility Studies**

• Through the TOC TIF Pilot, Round 5 of the Program will fund TIF Feasibility Studies. Grantees may explore the formation of an Enhanced Infrastructure Financing District (EIFD), a Community Revitalization Investment Authority (CRIA), or other comparable TIF programs, including engaging with stakeholders to determine vision and objectives for a TIF district. The Round 5 Grant application includes a sample scope of work for such studies to provide guidance on eligible activities.

• To be eligible, Grantees must (1) demonstrate that a transit supportive regulatory document is in place or under development; (2) show eligibility for a TIF districts (EIFD, CRIA, or similar) using the SCAG TIF Screening Criteria (as applicable); (3) meet the criteria for TIF formation adopted by the County Board of Supervisors in spring 2017, included as Attachment B; and (4) Priority will be given to the most Disadvantaged Communities as defined by CalEnvironScreen.

**V. EVALUATION CRITERIA**

Proposals will be evaluated according to the following criteria. The first section applies to regulatory documents (Specific Plans, General Plan Amendments, Overlays, etc.), the second set of criteria apply to TIF Feasibility Studies. More detailed scoring criteria are provided in the grant application.

**Transit Supportive Regulatory Documents Criteria**

**Section 1. Project Scope**

a. Project Area/Targeted Communities:

• Concise and clear description of the project area, targeted communities, and specific transit stations and/or corridors the project will impact.

• Clear description of the prominent equity concerns in the community (such as lack of affordable housing, economic development, environmental justice, safety, active transportation needs, public health disparities, and so forth).

• Description of the station and/or corridor significance to the local community and larger region including importance for the transit network and ridership.

• Description of the most pressing barriers to public transportation usage and non-private vehicle multi-modalism (walking, rolling, biking).

b. Regulatory Constraints:
• Clear description of the specific regulatory constraints and/or general land use challenges/barriers in the project area to advancing an equitable transit supportive planning effort. (Does current zoning support transit-supportive development patterns? Has the jurisdiction adopted a Complete Streets Policy?)

• Description of the regulatory barriers that preclude the jurisdiction from addressing the equity issues identified in Section 1.a.

• Degree to which constraints and barriers are aligned with the Toolkit’s 10 characteristics of Transit Supportive Places (i.e. outdated parking requirements, height or density restrictions, incompatible land uses, lack of bicycle and pedestrian access and utilization incentives, etc.).

c. Proposed Regulatory Documents:

• Clear description of the regulatory documents that will require revision and/or new regulatory documents. Documents may include a community’s general plan, zoning ordinances, parking codes, specific plans, Transit Village District documents, etc. If General Plan land uses are proposed, a clear description of whether or not zoning code updates will be included should be noted.

• Extent to which regulatory documents promote Program objectives as identified in these Guidelines and the Toolkit and are consistent with Metro Adjacent Development requirements where applicable.

d. Impact of Proposed Regulatory Changes:

• Thoroughness in explaining how the regulatory changes directly mitigate the constraints previously identified; how they will improve community-specific equity concerns; how they will result in an increase in transit-ridership; and how they will improve the overall interface between the public transportation system and the surrounding community.

Section 2. Public Participation

a. Outreach Plan:

• Clear identification of all impacted communities and stakeholders affected by the proposed regulatory changes, including description of key community organizations (advocacy groups, business groups, religious/social organizations, etc.) that will be engaged and the role that they will play in the process.

• Demonstration of a comprehensive and meaningful public participation and outreach program necessary to bring the regulatory changes forward.

• Clear description of how disadvantaged and/or underserved communities will be engaged in the process and the proactive activities that will be undertaken to engage these populations (translators, preparing materials in multiple languages, hosting meetings in the evenings and/or weekends, etc.).

b. Community and Policy Maker Support:
• Demonstration that community stakeholder and policy maker support for the types of regulatory changes being proposed exist. This could be evidenced by prior actions implementing similar changes elsewhere in the community, specific direction by elected officials, letters of support, etc.

Section 3. Future Implementation

a. Opportunity Sites:
• Ability to link regulatory changes with the near term potential for implementing transit supportive projects through the availability of suitable opportunity sites, particularly if controlled by the applicant.

b. Next Steps:
• Demonstration of a well thought out long term plan for building a successful transit supportive area once grant funded regulatory changes are adopted.

Section 4. Project Implementation Plan

a. Project Schedule, Tasks, and Budget:
• Schedule demonstrates the overall approach for project completion and that the project can be completed in 36 months.
• Principle tasks that will be undertaken to complete the project are identified, reasonable, and realistic.
• Overall expenditures (local and grant) as well as expenditures per task are both realistic and highly cost efficient, maximizing the impact of the funds requested.

b. Project Management:
• Clear description of team composition, including the roles and responsibilities of city/county staff and/or consultants.

c. Prior Grant Performance:
Demonstrated performance that does not include:
• Project delays to due unreasonable schedule proposals, and
• Numerous untimely or incomplete quarterly reports and invoices.

TOC TIF Feasibility Studies Criteria

Applicants seeking funding for TIF Feasibility Studies must utilize SCAG’s Screening Criteria available at EIFD/CRI|A Technical Assistance Tool to assess TIF District viability and grant program eligibility. SCAG will offer training on this tool as well as technical assistance to applicants. TIF Feasibility Study applications will require data collection from the City, SCAG, the County Assessor, the County Auditor-Controller and, as appropriate, the State Department of Finance.
A. Screening Criteria

Applicants are required to perform an initial screening of their proposed TIF district in order to ensure that the feasibility study is for an area that meets the State’s legal requirements and also that has the capacity to generate enough investment and TIF to create the desired impacts. For EIFDs and CRIAs, the TOC TIF grant application will include questions that closely align with the SCAG screening criteria. Interested parties will be required to advise on how their proposed project fares against the screening criteria. The SCAG Screening Criteria will be critical to vetting applications and informing on potential project viability. The screening criteria will be discussed further in a pre-application workshop. An overview is provided below.

1: EIFD/CRIA Successor Agency Prerequisites

- Clear description of any former redevelopment project areas that overlap with the proposed TIF project boundaries.
- If overlap exists, a Receipt of Finding of Completion must be secured from the Department of Finance and submitted along with grant application.
- Provide detailed overview of current ROPS obligations (include most recent report submitted to the Department of Finance) and whether the City is producing residual revenues that could be applied toward the EIFD/CRIA. Lack of residual revenues post-dissolution could disqualify a proposed area for lack of property taxes if they are pledged to repay the debts of the former CRA in the foreseeable future.

Resource: City to obtain from the State Department of Finance and City Finance Department

2: Economic Development Potential

Demonstrated potential for economic development and therefore, a financially viable TIF district. This can be demonstrated by identifying underutilized and/or publicly owned parcels, planned projects, and looking at changes in parcel values over time:

- Identify underutilized and/or publicly held properties and planned projects within the study area.
- Clearly describe existing parcel values within the potential project area(s) and any significant changes over time (past 5-15 years).
- Clear demarcation and description (size, location, zoning, current use, obligation status) of publicly held properties within the potential TIF district that can be leveraged for economic development purposes.

Resource: SCAG GIS Land Use Data and Parcel Data (Screening Site)

3: Current Zoning and Density in Project Area
• Clear description of the adopted or in-progress transit supportive regulatory
document (Specific Plan, Overlay, etc.) with adoption date. Including:
• The current or proposed zoning and General Plan principles and how they
align with the 10 elements of the Transit Supportive Toolkit.
• The nexus with the transportation network,
• Clear description of regulatory principles that lend themselves to TIF district
formation (infrastructure, economic development, sustainability, affordable
housing, etc.).
• Whether an updated environmental clearance would be required.

Resource: City documents and SCAG GIS data (including General plan,
Specific Plans, existing land uses).

4: Project Location and Infrastructure Needs

Proposals must demonstrate a strong and compelling nexus to public
transportation and how project implementation will advance accessibility,
integration, and usability of the public transportation system. This can be
demonstrated by:

• Half-mile from a Metro Light Rail Station, Metrolink Station, and Metro
Transitway/Bus Rapid Transit stations and adjacent transit corridors.

• Description the infrastructure needs such as bike and pedestrian
improvements with map(s) that shows the project area, transit network,
and ‘infrastructure need’ areas. Data should be gathered from the Metro
Active Transportation Strategic Plan.

• Clear description of how a TIF district could improve infrastructure needs,
improved connectivity to public transportation, district-scale sustainable
infrastructure improvements, and encourage redevelopment of
underutilized properties.

Resource: SCAG GIS data, HQTA/ TPP/ TPA maps, City documents

5: Potential Infrastructure Financing Solutions

• Using SCAG’s Screening Criteria, Projects must demonstrate a Tax
Increment Capture Rate of 15 cents (.15) for every dollar ($1) for the
Project Area. Taxing entity proportional shares should be current
(redevelopment era shares were pre-ERAFA) and come from County
Auditor-Controller.

• Clear demonstration of project area viability to secure grant funding to
advance early implementation of TIF District activities, such as location in a
disadvantaged community, other demographic data, safety statistics, etc.

Resource: SCAG Property Tax Data, GIS Data, TPA, Disadvantaged
Community Maps
6: CRA Eligibility

Clear description of the Project Area’s eligibility to form a Community Revitalization Investment Authority (CRIA):

- 80% of land (calculated by census tracts or block groups) must have median household income of less than 80% of statewide median
- Must exhibit at least three of the following conditions:
  1. Non-seasonal unemployment rate 3% higher than statewide median
  2. Crime rates 5% higher than statewide median
  3. Deteriorated or inadequate infrastructure
  4. Deteriorated commercial or residential structures
- Note: AB 2492 (NEW) to qualify under CalEPA designation as disadvantaged community (based on geographic, socioeconomic, public health, environmental factors).

  Resource: SCAG Socioeconomic Data, GIS Data, including Disadvantaged Community Maps

B. Project Description and Stakeholder Engagement

Section 1: Project Description

- While a specific, defined boundary for the TIF district would be determined through the feasibility study, applicant must offer a clear, concise description of the targeted geographic area under consideration, the transit station(s) within the area, and the kinds of projects/programs that would be funded if a TIF district were in place
- The application must describe how it has positioned itself to advance a successful TIF district and transit supportive investments, through regulatory plan adoption or proposed plan under development, economic development efforts, early TIF exploration, and/or securing other funding sources to implement transit supportive projects.
- Describe how the proposed TIF district could support increased transit access and ridership. This can be based on anticipated public improvements, new development and community serving facilities, etc.

Section 2: Stakeholder Engagement

a. Outreach Plan:

- Clear identification of impacted communities and stakeholders affected by the proposed TIF district, including description of key community organizations (advocacy groups, business groups, religious/social organizations, etc.) that will be engaged and the role that they will play in the process
- Demonstration of a comprehensive and meaningful public participation and
outreach program necessary to identify support and create a vision/objectives for a TIF district.

- Clear description of how disadvantaged, underserved communities will be engaged in the process and the proactive activities that will be undertaken to engage these populations (translators, preparing materials in multiple languages, hosting meetings in the evenings and/or weekends, etc.).

A panel of LACMTA staff will evaluate all applications. TIF applications may include evaluators from SCAG. Applicants who do not receive award will have an opportunity to appeal to Metro’s Technical Advisory Committee following Board of Directors’ action on staff recommendations for award. Unsuccessful applicants will receive an email by LACMTA notifying them of the opportunity to appeal. Unsuccessful applicants interested in presenting their appeal should reply to LACMTA’s project manager.

Disclaimer: Please note that successful award does not imply County participation in future TIF District.

VI. ELIGIBLE COSTS

Applicants will develop and submit a budget as part of the application. Funds awarded will not exceed the budget submitted and may be less if the key objectives can be achieved at lower costs. Any cost overruns shall be the responsibility of the applicant. The grant can fund:

a. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding. Such eligible costs shall not include overtime costs.

b. Costs associated with community outreach may include food, and non-cash incentives. Such proposed expenditures must be approved by Metro in advance of incurring costs.

VII. NON-ELIGIBLE COSTS

a. Third party consultants and contracted staff costs such as equipment, furniture, rental vehicles, mileage, food, office leases or space cost allocations.

b. Applicant staff overtime costs, mileage reimbursements, food and use of pool cars.

VIII. GENERAL AND ADMINISTRATIVE CONDITIONS

a. Duration of Grant Projects. Projects’ schedules must demonstrate that the projects can be completed, including related actions by the governing body (if any), within 36 months of award.

b. Governing Body Authorization. Completed TOD Planning Grant Program and
TOC TIF Feasibility Study applications must include authorization and approval of the grant submittal and acceptance of award by the governing body, if required, within three months of notification of award.

c. **Grant Agreement.** Each awarded applicant must execute a Grant Agreement with Metro. The Agreement will include the statement of work, including planning objectives to be achieved, the financial plan reflecting grant amount and any local match, if applicable, as well as a schedule and deliverables. The schedule must demonstrate that the project will be completed within 36 months from the date of execution.

d. **Funding Disbursements.** The Program is reimbursement-based. Funding will be disbursed on a quarterly basis subject to satisfactory compliance with the expenditure plan and schedule as demonstrated in a quarterly progress/expense report supported by a detailed invoice demonstrating the staff and hours charged to the project, any consultant hours, etc. An amount equal to 5% of each invoice will be retained until final completion of the project and audits. In addition, final scheduled payment will be withheld until the project is complete and approved by Metro and all audit requirements have been satisfied. All quarterly reports will be due on the last day of the months of October, January, April, and July. Project expenditures that reach 75% of grant budget will be put on suspension when they are behind in submitting a series of quarterly reports and deliverables. Grantees are responsible for submitting on-time completed quarterly reports and invoices. Reports that are delayed or incomplete will result in payments being suspended until the work is on schedule and deliverables are provided according to the Scope of Work and Attachment A.

e. **Audits.** All grant program funding is subject to Metro audit. The findings of the audit are final. At the Project Manager’s discretion, informal audits will be administered by the project manager for grant awards under $750,000. Grant awards above the $750,000 threshold will be assigned a formal audit.

f. **Contract Management.** Program and contract grant management shall be administered by the City staff. City staff must clearly define roles of staff administration and management and may budget through the grant to hire contract staff to assist in managing the program. The contractor or consultant must be defined in the grant application and scope of work. Contractor or consultant staff shall not be associated with the hiring of consultants to perform the development of the regulatory documents.

g. **Design Guidelines.** Program outreach activities will adhere to Metro’s logo and design requirements and standards by clicking on the following link: https://media.metro.net/projects_studies/tod/images/Metro Logo Guidelines.pdf

h. **Metro Adjacent Development Review Process.** To ensure that future development in the vicinity of Metro’s right-of-way (ROW) is designed and constructed to allow for continuous safe operations of the transit network, the Grantee shall comply with the Metro adjacent development review process as outlined in the Grant Agreement.
i. **Program Conditions** - Delivery of draft work products at significant milestones and quarterly project briefings will be coordinated with Metro grant administrator.

- Grant recipients are required to share their proposed draft RFP, draft consultant contract and draft regulatory documents to Metro project staff prior to City approval.

- Quarterly briefings will be conducted with Metro staff throughout the project schedule at significant milestones, i.e., kick off meetings, draft documents, outreach events and committee approvals, etc.

- Grantee shall demonstrate that it can meet project milestones and stay within the budget identified in the Grant Agreement. If at the time Grantee has expended seventy-five percent (75%) of the Grant Funds and Grantee has not demonstrated that the work is sufficiently complete consistent with Grant Agreement, LACMTA’s Project Manager will notify Grantee’s Project Manager through written notice that payments will cease until a mutually agreed-to cost control plan is in place. In the case of insufficient funds to complete the Project, no further payments will be made and Grantee will identify and secure additional funds to complete the project identified in Attachment A.

**IX  Deobligation of Funds.** Grantee must demonstrate timely use of the funds and effective implementation of project scope of work by:

a. Executing the Agreement within sixty (60) days of receiving formal transmittal of the Agreement from LACMTA.

b. Meeting the Project milestone and deliverable due dates as stated in the Project Schedule and Budget, and Scope of Work.

c. Timely submitting of the Quarterly Progress/Expense Reports as defined in Part II, Section 2 of the Agreement and the Reporting and Expenditure Guidelines; and

d. Expending funds granted within thirty-six (36) months from the date the Grant Agreement is fully executed.

e. Procuring contract/consultant to complete grant Scope of Work within six (6) months of agreement execution with LACMTA.

f. Notifying LACMTA as soon as grantee is aware of any changes and circumstances which alter the eligibility of the Board approved project.

In the event that timely use of funds and effective implementation of the project scope of work is not demonstrated, the Project will be reevaluated by LACMTA as part of its annual budget recertification of funds/TOD Planning Grant Program deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board of Directors. Prior to LACMTA Board of Directors’ action to deobligate funds, Grantees recommended for deobligation will
have an opportunity to appeal to Metro’s Technical Advisory Committee. Grantees will receive a letter by LACMTA notifying them of the opportunity to appeal. Grantees interested in presenting their appeal should reply to LACMTA’s project manager.

Administrative extensions may be granted under the following conditions:

a. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (legal challenge, act of God, etc).

b. Project delay due to an action that results in a change in scope of work or project schedule that is mutually agreed upon by LACMTA and the project sponsor prior to the extension request.

c. Project fails to meet completion milestone, however public action on the proposed regulatory change(s) has been scheduled and noticed to occur within 60 days of the scheduled completion milestone.

d. Administrative time extensions longer than 6 months will require a formal written amendment of the grant agreement.

Informal administrative amendments may be granted under the following conditions:

a. Project that requires a one-time 6-month time extension based on the Administrative extensions conditions noted above may be eligible for an informal administrative approval. Informal administrative approval will be provided via a signed letter from Metro Project Manager. The Metro Project Manager must secure concurrence from the Senior Executive Officer.

Upon full execution of agreement, Grantee has committed to having the staffing necessary to fulfill the scope of the project. Therefore, inadequate staffing shall not be considered a basis for administrative extensions or appeal of deobligation of funds.

If Grantee does not complete an element of the Project, as described in the Scope of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA’s sole discretion. In the event that all the Funds are reprogrammed, the Project shall automatically terminate.
## Transit Supportive Planning Toolkit

### 10 Transit Supportive Planning Elements

<table>
<thead>
<tr>
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<th>Complete Neighborhoods</th>
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EL SEGUNDO
TRANSIT CORRIDOR PLAN

Metro TOD Planning Grant Program - Round 5
July 31, 2017

Applicant: City of El Segundo
Prepared by: Deborah Murphy Urban Design & Planning
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<td>4 City of El Segundo Economic Development Brochure</td>
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<td>Continental Development Corporation</td>
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<td>Los Angeles Lakers</td>
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TRANSIT ORIENTED DEVELOPMENT PLANNING GRANT PROGRAM
ROUND 5

APPLICATION

Project Information

El Segundo Transit Corridor Plan

TITLE
Green Line Aviation, Mariposa, El Segundo and Douglas Stations

TRANSIT LINE(S)/STATION(S)/CORRIDOR(S)
Imperial Highway on the north, Aviation Blvd and the City of El Segundo boundary on the east, Rosecrans Blvd on the south

BOUNDARIES
and Sepulveda Blvd on the west.

BOUNDARIES (CONTINUED)
4th District Janice Hahn
SUPERVISORIAL DISTRICT(S)

Applicant Information

City of El Segundo

SPONSOR(S)
Greg Carpenter, City Manager

EXECUTIVE DIRECTOR & TITLE
Gregg McClain, Planning Manager

CONTACT PERSON & TITLE
350 Main Street

MAILING ADDRESS
El Segundo, CA 90245

CITY & ZIP CODE
gmcclain@elsegundo.org

E-MAIL ADDRESS
310.524.2393

TELEPHONE NUMBER

Funding Information

<table>
<thead>
<tr>
<th>GRANT FUNDS REQUESTED</th>
<th>SOURCE</th>
<th>LACMTA</th>
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<tbody>
<tr>
<td>$659,500.00</td>
<td>SOURCE</td>
<td>City of El Segundo General Fund</td>
</tr>
<tr>
<td>LOCAL MATCH – CASH (IF ANY)</td>
<td>$300,000.00</td>
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<tr>
<td>LOCAL MATCH – IN-KIND (IF ANY)</td>
<td>$70,000.00</td>
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<td>$</td>
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<td>TOTAL PROJECT COST</td>
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* Project title not to exceed 60 characters. This title will be used on all Metro summary listings. The purpose of this title is to avoid confusion by attaching an easily identifiable project title that will remain consistent throughout the selection process and, should funds be awarded, through the life of the project.

** The e-mail address you provide will be used for notification of application status, so it must be accurate. Any change to the e-mail address must be reported to Desiree Portillo Rabinov at portillorabinov@metro.net.
The Los Angeles County Metropolitan Transportation Authority (Metro) has released Round 5 of the TOD Planning Grant Program (Grant Program) to support municipalities across LA County to advance comprehensive transit-supportive planning efforts. Metro has a vested interest in planning efforts around transit stations that promote, encourage and support transit riders and the interface between public transportation and surrounding communities.

Metro's Transit Supportive Planning Toolkit (Toolkit) will be the basis for how Metro will evaluate grant applications for Metro's Grant Program and how grant-funded planning efforts are advanced. Interested parties must demonstrate how their proposed project will advance Metro's goals of encouraging transit supportive planning efforts and increasing transit ridership. Information on the Toolkit can be found online at [metro.net/projects/tod-toolkit](http://metro.net/projects/tod-toolkit).

Transit supportive places are areas where the presence of effective and predictable transit can be enhanced through appropriate patterns and types of development. This can be achieved through practices such as community-scaled density, diverse land use mix, reduced reliance upon private automobiles, and enhanced infrastructure for pedestrians, bicyclists and people of all ages and abilities.

The following chart gives a brief description of the Toolkit's 10 characteristics of transit supportive places:

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<td>TDM strategies influence a variety of factors to encourage greater transportation system efficiency, including trip mode, trip timing, travel safety and trip cost. Adding pedestrian and bicycle amenities to station areas and connecting those facilities to the surrounding area can create a more accessible transit environment, encouraging new riders.</td>
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Metro will evaluate grant applications based on:

1) The proposed project area's existing conditions and challenges as it pertains to the 10 characteristics of transit supportive places.

2) How the proposed project will address and mitigate these challenges, with respect to each Toolkit characteristic and the various Toolkit tools and Best Practices.

Metro recommends that applicants familiarize themselves with the TOD Grant Program Guidelines and the Toolkit and use them as the framework for responding to the application questions.
Section 1: Project Scope/Description (Up to 10 Points)

1. Provide a concise description of the proposed project area, targeted communities, and specific transit stations and/or corridors the project will impact. Additionally:
   a. Identify specific transit line(s), station(s) the proposed project may impact and briefly discuss their significance to the local community and larger region’s transit connectivity, access and ridership.
   b. Describe the most pressing barriers to public transportation usage and non-private vehicle multi-modalism (walking, rolling, biking, etc.).
   c. Describe prominent community equity concerns (lack of affordable housing, economic development, environmental justice, safety, active transportation needs, public health disparities, etc.).

2. Attach a proposed project area map(s) that illustrates the half-mile radius or adjacent transit corridors around the qualifying station(s) to demonstrate project area eligibility and opportunity sites.

El Segundo is divided into distinct quadrants separated by major thoroughfares. All the housing and civic functions in the city are contained within the northwestern quadrant, while the southwestern quadrant is the site of the Chevron refinery. The eastern quadrants together are the focus of the El Segundo Transit Corridor Plan. The Corridor is a thriving employment center -- home to major aerospace, technology and telecommunications companies. Land uses, street patterns and streetscape in the corridor were shaped by a suburban, single-use, car-oriented development concept. The context, since the area was designed, has entirely changed, resulting in pressing demands for new land use and transportation planning. The city faces an opportunity to build on and continue the Corridor’s success towards a new phase of its development. See Project Area maps 2A - 2K attached.

The proposed El Segundo Transit Corridor Plan is bounded on the north by Imperial Highway, on the east by Aviation Boulevard, on the South by Rosecrans Avenue, on the west by Sepulveda Boulevard, and is bisected by El Segundo Boulevard into northern and southern halves, respectively zoned commercial and industrial. White and blue collar employees, current and future residents of the city, employers, property owners, adjoining cities and the sub-region would benefit from the project. The Corridor Specific Plan would increase ridership for Metro buses and at four Metro Green Line Stations -- Aviation, Mariposa, El Segundo and Douglas - that extend north-south through the Corridor.

a) The four Green Line stations, two along Nash (Mariposa and El Segundo), one on Douglas and another just outside the city (Aviation/LAX) together have a daily ridership of around 25,000. The bus lines in the Corridor are operated by Metro, Torrance Transit, Culver City Bus and Big Blue Bus (see Attachment 2E Transit Routes & Stops Map). Currently, around 90% of workers in the corridor drive to work alone. If the built environment in the Corridor provided better conditions for walking and biking, less parking and a better range of amenities fostered by a greater variety of land uses, more employees would be able to take transit to their jobs. Residents in El Segundo and adjoining communities, would take better advantage of the valuable asset of Metro light rail and bus lines to access jobs outside of the city.

b) The most pressing barriers to transit use and viability of non-car modes in the Corridor are extremely large properties with perimeter security fencing, lack of housing, and large parking lots separating properties. Facilities including the LA Air Force Base, Northrup Grumman, Raytheon, Boeing and nearby LAX will inevitably continue to be of high-demand by car. The high concentration of office, industrial and institutional workers face a lack of accessible pedestrian routes to supportive uses like retail and food. All major thoroughfares are heavily used truck routes with fast moving traffic, discouraging bikes or other rolling modes. The only cycling infrastructure, an unprotected Class II facility, is on Imperial Highway. Active heavy-rail corridors crisscross the southern portion of the Corridor. Streets are devoid of trees and lighting. The nearest residents to any Green Line station are over 1/2 mile away, and access to the elevated stations is encumbered by grade separation. Outdated circulation policies in the General Plan encourage grade-separated pedestrian facilities, ignoring street-level connectivity. The Walk Score from the Metro ATSP (out of 100) in station areas is 32 (El Segundo), 36 (Mariposa), 52 (Douglas) and 35 (Aviation/LAX) (See Attachments 2J.1 - 2K.4).

c) The key equity issues are pollution, affordable housing, and active transportation. Proximity to several industrial and light industrial uses, such as the refinery, as well as LAX, contribute to air and noise pollution in the city. El Segundo is a business-friendly city led by employment. It has a worker population of roughly 65k (LEHD, 2014) and about 16.5k residents (ACS, 2016). Only about 1,700 people live and work in the city. Most workers commute from nearby South Bay cities, however 40% travel over 25 miles. Low-income workers may be not be able to afford housing near work, as the median home sales price, roughly $1 million, is over $500k higher than the County overall (Nielsen Co., 2016). The city's 7,427 housing units (ACS, 2016) are all located in the northwestern quadrant. This area is over 1/2 mile from the Green Line stations, and there are no viable local transportation options to access rail and bus lines without a car. The specific plan area also lacks cohesive active transportation infrastructure.
Section 2: Existing Conditions and Regulatory Constraints (Up to 10 Points)

1. Using the 10 characteristics below, provide clear and specific description of the proposed project area’s existing conditions and regulatory constraints to creating an equitable transit supportive place.

Compact Design

The Specific Plan area is overwhelmingly made up of sprawling one or two story office buildings, along with some four or five story structures, set back from roads and separated by parking lots. Major streets such as Sepulveda Boulevard feature buildings around 20 stories tall. Structures stand as separate objects, and don’t form a unified streetscape. Large private campuses, such as Raytheon, Northrop Grumman and the Air Force, are major physical barriers.

Complete Neighborhoods

The specific plan area has only commercial and industrial land uses, with no housing. Beyond offices and manufacturing facilities, there are hotels, private recreation facilities including a golf course and ice-skating center, a movie theatre, gas stations, strip malls and shopping and dining in large, vibrant retail centers including a “lifestyle center”. All of these uses, including dining options, are designed for access by car.

Street & Network Connectivity

Distances as long as a mile separate destinations within the Corridor. While there are sidewalks on most streets, they are narrow and lack street trees, buffers and parkways, pedestrian lighting & shade at bus stops. There are no public pathways for those on foot or bike through the islands of private land. Low intersection density (Metro ATSP score of 6-16 out of 100) results in travel by car even for short distances and contributes to traffic congestion. The Green Line is an aerial alignment that creates a barrier along Nash and Douglas streets. The heavy freight rail lines create another barrier in the southern half of the Corridor.

Site Layout, Parking Layout & Building Design

With few exceptions, building design in the Corridor is corporate and indistinguishable. Some recently built and planned new buildings hold greater promise for the standard of design, but current site planning overwhelmingly features a sea of parking. Fenced properties and buildings set far back from the curb without “eyes on the street” create an unfriendly walking environment — with difficult access by foot or bike and no direct connections to public transportation.

Affordable Housing

While El Segundo has been able to meet, and plans to exceed, its “fair share” of affordable housing (according to the RHNA), the sub-region and region overall are suffering from an acute shortage of housing. This means long and expensive commutes, and lack of convenient access to jobs, particularly for low-income workers. In the long run, it also limits reliable access to quality workers for employers in El Segundo.

Commercial Stabilization, Business Retention & Expansion

Commercial stabilization measures help protect and encourage existing small, local businesses that serve the needs of neighborhood residents. Retail needs in the Corridor are mostly served by chain stores, and current retail business stabilization measures are only directed to Main Street, in the northwest, residential quadrant of the city. The city has a strong well established commercial office expansion program to promote new creative, biomed, high tech, data and other businesses in the project area and the rest of the city.
Transit Prioritization, Accessibility & Area Design

The Green Line is elevated, creating design challenges for pedestrian access to the area at grade below the stations and long walks up stairs or use of elevators. Pedestrian and bike connectivity to the stations is seriously lacking. The Corridor’s private walkways are not geared to transit access, and distances between destinations are far. There are no dedicated bus lanes and no transit signal prioritization. The schedule for buses serves commuters, with only sparse night and weekend service. The local shuttle follows a circultous fixed route, only operates on weekdays at lunch, and doesn’t serve the Metro light rail stations.

Parking Management

Expanses of surface parking lots, both for corporate campuses and shopping centers, are underutilized for portions of the day and week. Most parcels in the Corridor have their own parking lots, and there is no on street parking. Much of the land in the Corridor is taken up by parking, reinforcing the dependence on the car with a land use that neither directly generates revenue for the city nor serves more beneficial purposes.

Transportation Demand Management

The city’s current TDM strategies only address parking for carpool vehicles. They do not incentivize transit passes or otherwise offer substantive transit encouragement. The city does not yet engage in a number of regional best practices to increase transit use.

Pedestrian & Bicycle Circulation

The city has many planned on-street bike facilities - see Attachment 21 but only one has been implemented on Imperial Hwy and there are no off-street bike paths. Facilities for bicycles & pedestrians are inadequate, and do not constitute a viable network to access destinations in the Corridor. There are few accommodations in the station walk shed, such as wayfinding, shade, street trees or lighting. Sidewalks and bike riders are next to fast moving traffic, and pedestrians and cyclists have to cross very wide, busy thoroughfares. Signalization at intersections prioritizes automobile movements over active transportation modes.

2. What existing regulatory constraints preclude the jurisdiction from addressing the equity issues identified in Section 1, Question 1c (above)?

The City’s Land Use Element has not been updated since 1992, the Housing Element since 2009 and the Circulation Element since 2004. Because many of these plans were adopted before widespread recognition of the importance of strong relationships between land use and transportation, and jobs and housing, the plans do not adequately support, encourage and promote the use of public transportation or active transportation modes. A challenge for the city in terms of equity, is the fact that existing Green Line riders are mainly transit-dependent, low-wage workers who live far from their jobs in El Segundo and must commute long distances to get to work. Their needs are not addressed in the current polices, programs and improvements in the city. Once Green Line riders leave the station platform they must take long stairways and ramps (1/4 mile long) to access narrow sidewalks (3-4 feet) without street trees where they have to walk next to high speed traffic (45 MPH and higher) along streets devoid of activity and life with limited safe access to buildings and work sites. This inequity has been created by the focus on moving and parking cars at the expense of moving people and creating places. Although there are four Green Line light rail stations located in this part of El Segundo, with over 25,000 riders/day, the City’s planning documents and policies do not acknowledge the incredible transportation resource that the Green Line provides to the city. The Green Line provides the city’s residents and workers with unparalleled access to the region’s transit system, directly connecting the South Bay with the Gateway Cities; with a transfer to the Blue Line to DTLA and Long Beach; via the Silver Line to USC/Expo Park and DTLA; and via the Red, Purple, Gold, Expo and Orange Lines to many other regions of the county. When the Crenshaw/LAX Line opens in 2019, area residents and workers will be the envy of the South Bay. Nearby cities will have the potential to grow and develop a stronger sense of place with additional housing and job opportunities along with greater amenities that will come to support more residents and workers. Along with new transit access comes the opportunity for cities to focus less on moving cars and more on making places for people. Streets that currently only serve as conduits for vehicular movement can become lively energized corridors of activity with protected bike lanes, pedestrians promenades with cafes, shops, and entertainment. The Specific Plan can help to create a more equitable El Segundo with more housing and job opportunities with strong transit and active transportation connections.
A new Specific Plan for the project area (see Project Area Maps in Attachment 2) will be developed through a strong and dynamic community-based engagement process that will consider all of Metro’s 10 transit supportive planning elements, as detailed below in Section 3-4, to encourage and support transit riders, reduce vehicles miles traveled and develop a synergistic interface between public transportation and the surrounding communities within the eastern portion of El Segundo. The Plan will build on the interrelationship between the 10 transit supportive planning elements to comprehensively address the project area’s strengths and challenges to: increasing transit ridership and improved access to transit; reducing GHG emissions and improving air quality; creating more livable places and active environments with safe and easily accessible multi-modal connections; balancing land uses to support sustainable development; promoting and preserving local businesses; increasing economic benefits to the City, residents and businesses; and creating a more equitable environment for residents, workers and visitors.

To assure a comprehensive review of the existing conditions, issues and challenges, the development of the plan will include: a Housing Study to evaluate the feasibility of adding housing in this currently non-residential section of the city; an Economic Study to investigate the opportunities for business stabilization, retention and expansion and build on the work of the Economic Development Advisory Council; a Mobility Study and a Parking Study to analyze the safety and mobility needs of all road users, especially pedestrians, cyclists and transit riders; as well as study on and off street parking utilization and future needs assessment. A Program EIR will be completed to fulfill the plan’s CEQA obligation and to streamline the processing of subsequent discretionary projects by obviating the need for additional environmental documentation.

The new regulatory document will allow the City to: provide a detailed vision, policies and principles to guide the growth and development of the transit corridor; directly regulate the distribution, location and extent of uses of land in the Plan area; detail the major components of public and private transportation and public utilities; create design and development standards to ensure quality development that enhances the character of the transit corridor and the larger community; establish design standards for pedestrian, cyclist and other non-auto modes circulation and accessibility; create incentives to reduce vehicle miles traveled through TDM strategies; and outline a series of implementation measures including regulations, programs and public works projects and financing measures necessary to carry out the Plan.

The Plan will include an explanation of the relationship of the Plan to the General Plan and other planning documents. It should be noted that portions of the Project Area currently have other regulatory documents, including Specific Plans, that control development within those geographic areas, however the proposed El Segundo Transit Corridor Plan will supersede those plans and will potentially replace some of those existing plans. (See Attachment 2G Specific Plan/Overlay Zone Map).

The Specific Plan is proposed to include at least the following chapters:
Executive Summary; Introduction and Purpose; Current Context; Vision and Guiding Principles; Urban Form, Open Space and Street Network; Land Use; Circulation and Mobility; Art and Culture; Economic Stability; Utility Infrastructure; Transportation Demand Management Rules and Regulations; Development Standards and Land Use Regulations; Design Standards & Guidelines for Blocks, Streets, Street Wall & Ground Floor, Access & Parking, Architecture, On-site Open Space, Landscape & Storm Water Treatment, Streetscape Improvements, Signage and Cultural Amenities; and Implementation. The plan will be supported with detailed exhibits including: maps, images, diagrams, tables, 3D sketches and street sections.

The Specific Plan will be adopted by the City Council as an ordinance that will control all private development and public infrastructure construction in the Project Area. The City’s Zoning Maps and Ordinance will also be updated. The City will establish procedures for how the Specific Plan will be implemented and administered to assure effective oversight of the adopted regulations.
4. Describe how the proposed project will address, mitigate and/or improve the challenges described in Section 2 for each of the 10 characteristics. How will the project accomplish the goals set forth in the Toolkit for creating transit supportive places? If not applicable, please state why.

Compact Design

The Specific Plan has the potential to designate land within the walk shed of Metro light rail for more compact and denser development, of either commercial and/or residential buildings. Based on stakeholder input, concentrating development, instead of letting it spread out, might be a key outcome of the planning process. With new tools for shaping development, the city could potentially increase the number of people within walking distance to transit. Alternatives considered may include taller buildings, and/or a more tight-knit pattern of development.

Complete Neighborhoods

The public and stakeholders will consider a broad range of alternatives including new mixed and residential uses, diversifying the amenities available to employees, and influencing the massing and form of new buildings, sites and streetscapes. According to the result of discussions with the community, introducing housing to the area may emerge as an option since it has the potential to offer current and future workers at all income levels a shorter commute. Stakeholders could consider the scenario of increasing the number of housing units locally, and addressing the regional housing crisis in Los Angeles.

Street & Network Connectivity

With community input, the Plan will lay groundwork for higher intersection density, and together with revised zoning and land use, bring origins and destinations closer together. Pedestrian crossings, sidewalks, and the continuity of the network, and how it connects to bus and light rail transit, could become a focus. Already planned bicycle routes can be adapted to make the most of updated streets and crossings. Outreach about streetscapes could result in greater safety for active modes. Networks that take into account bicycles and pedestrians could connect to the residential side of the city and adjoining cities.

Site Layout, Parking Layout & Building Design

The Specific Plan could result in better use of land currently given over to outdated facilities and parking, by including new offices and/or housing. Stakeholders could guide developers to build entrances with direct, close and convenient access to sidewalks and make their buildings part of an ensemble, instead of solitary objects. Design guidelines could help developers leverage site design to meet the needs, for safety and access, of pedestrians and cyclists. Excellent transitions and connections extending from spaces, and uses, inside buildings, outside and into the public realm may shape the area's future identity.

Affordable Housing

The city can benefit from a new planning toolkit to envision, discuss & analyze the option of housing in the Corridor, along with related uses like schools and healthcare facilities. Housing is in short supply in the sub-region and region, making the Corridor area an invaluable opportunity to consider a new land use and building type in an area currently without housing. Housing could decrease dependence on the car, and activate the Corridor on weekends and evenings, providing new customers for local retail and entertainment. The nearby Metro Green Line and buses could meet residents' transportation needs.

Commercial Stabilization, Business Retention & Expansion

Commercial stabilization has the potential to ensure that workers and any new residents in the Corridor have ongoing access to retail destinations such as convenience stores, grocery stores and dining options within walking distance of existing development and the transit stations and bus stops. With stakeholder input, the crafting of successful policy will also increase the number and diversity of small, local businesses and contribute to cohesion of the area as a lively retail corridor with a distinct identity and can help to create a sense of place that will lead to the development of a true neighborhood.
Transit Prioritization, Accessibility & Area Design

El Segundo could introduce a flexible, on-demand shuttle to serve the Corridor and connect it to the northwestern quadrant of the City. New bus lanes, signal prioritization, shade/seating at bus stops could help the bus system. Design guidelines can consider the relationship of buildings to the pedestrian network and area around stations along with wayfinding, shade, street trees, landscaping and storm water management. These support access on foot and bike - importantly, to transit. Conditions at grade across the elevated light rail corridor may be revised to ensure pedestrian and bike comfort and safety.

Parking Management

Study and outreach for the Corridor Specific Plan can potentially result in the reduction of surface parking and infill with commercial or other uses. Discussions with stakeholders in the planning process could result in lower parking requirements for new construction in order to shift the reliance for commuting from driving alone to transit and active modes. New parking regulations could potentially encourage transit use and carpooling, and reduce traffic in the region. On street parking will be an alternative to parking in private structures and lots, and parking meters on streets will be considered to generate revenue.

Transportation Demand Management

New guidelines and regulations can potentially introduce, according to scenario analysis of projected outcomes, a transportation impact fee for both new construction and substantial renovations. They could also encourage employee transit passes. The City may take the Transit Corridor Plan as an opportunity to study and make actionable regional best practices for Transportation Demand Management. These may include participation in a Transportation Management Organization (TMO). The potential is for an enforceable set of TDM policies.

Pedestrian & Bicycle Circulation

The Corridor Plan will bring stakeholders to consider how to increase bike and pedestrian mobility, safety and comfort. It can study how to reinforce non-car circulation, center it on transit facilities, direct efforts toward the key objective of increased transit use and review/revise access in the area around the elevated Metro Green Line. The City and stakeholders have the potential to build on existing plans, including Metro’s ATSP, which incorporates the SB Bike Master Plan. The City can also build on Metro’s Slow Speed Network (see Attachment 5), and support the range of on street and sidewalk non-car modes.

How will the project accomplish the goals set forth in the Toolkit for creating transit supportive places? If not applicable, please state why.

The project will develop a community-generated Specific Plan that incorporates all the above stated transit supportive planning principles. To help inform the community-based process, the project will be initiated with focused studies on Housing, Economic, and Mobility/Parking Studies to provide the city and stakeholders with up-to-date information, data and mapping related to key issues facing the project area. The formation of a Community Advisory Committee (CAC), as outlined in Section 4, and the early workshops and other community engagement events will involve the public from the beginning of the project.
Section 4: Public Participation (Up to 20 Points)

Inclusive public engagement is imperative to successful planning. Over the course of this program, we have learned that the most successful projects are established by meaningfully engaging stakeholders early on and throughout the process. Equity is a prominent concern across the county. To accurately address equity, grantees must ensure community stakeholders, including disadvantaged/underserved stakeholders, are at the table to support decision-makers in identifying equity concerns and policy recommendations. This will largely be influenced by when and how community stakeholders are engaged.

1. Describe the proposed project’s targeted communities and existing population. Identify key stakeholders and community organizations (advocacy groups, business groups, religious/social organizations, etc.) that will be impacted by the proposed project and describe the applicant’s experience working with these groups OR how these groups will be engaged in this process.

To assure that the Specific Plan has the support of the diverse business and residential communities of El Segundo, the project will consistently engage all stakeholders in a meaningful community-based process that goes to where people are and that relates to the lives of the people who live, work and play in the city.

Stakeholders include, but are not limited to the following:
Large employers (Raytheon, US Air Force, Boeing, Northrop Grumman, Chevron, Mattel, etc) representatives from their corporate, government affairs, facilities planning, safety/security and transportation coordination departments; employees from various industries including: office, light industry, manufacturing, aerospace, data, software, high tech, creative, biomed, airport, hotels (including unionized), long-term hotels, entertainment, sports, retail and restaurant; governmental agencies including LAX, South Bay Cities Council of Governments, Caltrans, Metro, City of LA Bureau of Sanitation, LA County Public Health Department, utilities including Edison, West Basin Municipal Water District, and Southern Pacific and ATSF Railroads; representatives from adjacent cities – Hawthorne, Manhattan Beach, Los Angeles, Ingelwood; downtown business owners, small and mid-size retailers, Chamber of Commerce; Nonprofits and community serving organizations representing affordable housing, pedestrians and cyclists (South Bay Bicycle Coalition), safe routes to schools, urban forestry, housing, renters, homeless advocates; religious and educational institutions; recreational and social service facilities; and the Economic Development Advisory Council (EDAC) that includes representatives from the aerospace, real estate, hospitality and marketing industries as well as business owners and developers.

The stakeholders will be engaged in all stages of the community-based engagement process. A key group of approximately 25 stakeholders will be identified to represent the broader group on a Community Advisory Committee (CAC) that will work closely with the City and the Specific Plan Consultant Team to develop the vision and goals for the plan, the public outreach plan and the specific plan itself. The CAC will meet regularly (approximately bi-monthly) to assure consistent input from the public in all phases of the Specific Plan development process.

The City currently engages residents, employees, and business and property owners in various policies, programs and projects through outreach tools including Survey Monkey, the City’s Website, their Facebook page and Nixel as well as at the weekly Farmer’s Market in Downtown area. Many past programs and projects have utilized advisory committees, such as the one proposed for the Specific Plan, made up of community leaders and representatives. As mentioned above, the EDAC involves community representatives on a monthly basis with city staff and elected officials to help chart the course for business opportunities across the city.

The City has the unique opportunity to engage sports fans in the future development of the city with the two sports franchises - the Lakers and the Kings - training facilities located in the Project Area. Many of the Lakers and Kings team members live in South Bay communities and have a vested interest in the future growth and development of El Segundo and the transit connections that can be made in the future from their training facilities in El Segundo to their arena at the Staples Center in DTLA via Green Line to Crenshaw/LAX Line to the Expo Line.

Another opportunity to collaborate comes from the art community in El Segundo. The El Segundo Museum of Art (ESMoA) has spearheaded an effort they call ELSEUNDOISSIMO which is capturing the artistic spirit of residents and others eager to explore what the future of El Segundo can be like. They can be an ideal partner for community outreach and engagement. The city already supports their engagement with the creative side of El Segundo (see Attachment 6 for article about ESMoA).
2. Outline a comprehensive, meaningful public participation and outreach plan that will bring the proposed regulatory changes forward. Describe how disadvantaged and/or underserved communities will be engaged in the process, specifying creative and proactive activities that will be undertaken to ensure their participation, and the identification and recommendations around community-specific equity issues. How will the project team make the case for this planning work? Use the Toolkit’s ‘Making the Case’ information as a resource.

Building on sound principles of community engagement, the project will engage participants early and consistently through to the adoption of the plan by City Council. In later phases, community engagement will continue into implementation.

As outlined in Metro’s Transit Supportive Places Best Practices Outreach Tools, the Team will make the most of the following community engagement tools: a clear outreach plan, defensible data, multiple modes of communication, new technologies for outreach, visualization tools, and activities to make engagement fun. The process will re-frame the discussion to consider multiple alternatives, build coalitions and identify project champions. Outreach will be personally relevant to participants, and equity and inclusion will be important considerations.

The CAC will integrate public input from the beginning of the project to assure that the process is not top down. Regular meetings will assure that the input of the public is integrated with the work of the City and Consultant Team.

In addition to the CAC, the outreach program will do just that – reach out. The Team will go to where people are: where they work; where they eat lunch; where they go to school and recreate; where they shop and go for entertainment and sports events; where they park their car or ride the train or bus; where they meet, etc. Team members will go to shopping malls, farmers markets, Metro Green Line stations and bus stops, cafes and restaurants, golf courses and skating rinks, parks and playgrounds, PTA meetings, walking and cycling clubs, church socials, carnivals and festivals. Anywhere people are, the Team will follow.

Forms of engagement will reach people on a human and personal level with enjoyable interactive and participatory workshops, lively forums, community visioning charrettes, walk and bike audits, pop-up events, temporary “tactical urbanism” installations, youth and other focus group activities. Outreach events can be held in concert with sports and entertainment activities such as a Lakers or Kings training days, kids soccer games, outdoor movie night, office-related league baseball games, and other activities.

Organized larger events will bring the diverse stakeholders together to hear ideas and challenges from each other and to develop a common vision for the project area that supports the ambition of the city to enhance the connectivity through strengthening the sense of place and reaping the benefits of a multi-modal transportation network.

To assure that disadvantaged and/or under-served communities will be engaged in the process, proactive activities will be undertaken to engage these populations. The project team will include translators, materials will be prepared in multiple languages, meetings will be held when people are available in the evenings and/or weekends, and events will be held at schools parks, places where people eat lunch and where they work. The project team will partner with organizations who have the trust of the local individuals and groups, including: hotel unions, business associations, active transportation and transit advocates, affordable housing advocates, equity and environmental justice organizations, renters rights groups, homeowner associations, neighborhood groups, and others.

During the development of the Specific Plan, a series of land use and transportation alternatives will be considered by the Team and the stakeholders that create different scenarios for the mix of land uses and transportation improvements in the project area. The stakeholders will be provided with research and data to help inform them on making sound decisions and recommendations. The Team will utilize strong graphic and communications techniques to clearly communicate the different land use and transportation alternatives.
3. Provide evidence of community stakeholder and policy maker support for the types of regulatory changes being proposed; this may include a description of prior actions or plans implementing similar changes elsewhere in the community, letters of support, etc. Supporting documentation may be attached.

The City of El Segundo has a long standing relationship with many of the stakeholders in the city and surrounding communities on the need for regulatory changes to promote the sustained vitality of the city as a place to live, work and play. The City established an Economic Development Advisory Council (EDAC) in 1994 to collaborate on the identification of responsible development strategies in four key areas - Strategic & Forward Planning, Business Retention and Expansion, New Business Attraction and Hospitality & Tourism. One of the current key recommendations of the EDAC is to conduct a Housing Study to identify housing needs and potential financial impacts. The City Council strongly supports the development of the Housing Study, which will be an essential part of the proposed Specific Plan, as well as the establishment of development and infrastructure standards that will support new private and public investment.

Other key economic development strategies developed by the EDAC and City staff include: growing hotel occupancy by promoting the city as a tourist destination and encouraging local businesses to have their guests stay locally; to leverage the Lakers and the Kings, who both have training facilities in the project area, to attract out-of-town fans to stay overnight during the game season and to attract youth sports tournaments to their facilities; to identify targeted industries to attract as new businesses in the city; and to strengthen relationships with existing major employers to assure their long term commitment to staying in El Segundo and growing their businesses there. See Attachment 4 for Economic Development Brochure.

Key past actions of the City and regional government that show support for the ten key transit supportive principles and the types of regulatory changes proposed include:

The El Segundo City Council adopted a Complete Streets Policy in January 2016 to express their support of a comprehensive and integrated transportation network that allows safe and convenient travel along and across streets for all users (See Attachment 3).

The South Bay Cities Council of Governments (SBCCOG) is preparing a regional Land Use and Transportation Climate Action Plan (LUTCP) for the all of the South Bay Cities. The plan is concentrating on strategies that support Neighborhood Centers and/or Neighborhood Oriented Development to reduce greenhouse gas emissions, reduce energy costs, protect air quality and public health, and improve the economy and environment to reduce the impacts of climate change.

The SBCCOG, in cooperation with constituent cities, including El Segundo, is also preparing a Slow Speed Network Strategic Plan for South Bay, which includes downtown El Segundo as a case study area (See Attachment 5). The proposed slow speed network would provide viable routes for slow speed modes (under 25MPH) to connect downtown El Segundo with the Green Line station corridor.

The SBCCOG is exploring many land use and transportation initiatives including neighborhood electric vehicles (NEVs) for short local trips; and has issued a Sustainable South Bay - An Integrated Land Use and Transportation Strategy; established an Infrastructure Working Group to review transportation and infrastructure needs and issues in the sub-region; and coordinated the development of the South Bay Sub-regional Mobility Matrix that prioritizes transportation projects in the South Bay for Measure M.

The South Bay Bicycle Coalition has completed a South Bay Bicycle Master Plan for all the cities, including El Segundo, in the South Bay. The plan designates a network of bicycle facilities along with outlining a series of program and policies to promote safe and accessible cycling in the South Bay. See Attachment 2l Active Transportation Facilities Map for the proposed network of streets in El Segundo.

Letters of Support from the following organizations are included in Attachment 7 of this application:
Kurt Weideman, Chair, South Bay Cities Council of Governments
Joseph B. McCormack, CFO & Senior Vice President, Los Angeles Lakers, Inc.
Richard C. Lundquist, President, Continental Development Corporation
Stuart MacDonald, Director of Development, Western Region, Federal Realty Investment Trust
Andrea N. Giancoli, Executive Director, South Bay Bicycle Coalition
Section 5: Future Project Implementation (Up to 10 Points)

1. Describe existing opportunity sites: parcels of land within the proposed project area that could be developed or redeveloped using principles of the Toolkit. Ensure that these sites are identified on the proposed project area map (see Section 1). Please note whether the properties are publicly or privately held.

Existing opportunity sites that can be developed or redeveloped using the principles of the transit supportive planning toolkit are delineated in Attachment 2H Major Developments Map and are described below:

Raytheon Campus - located in the southern of the Project Area and currently covered by the El Segundo South Campus Specific Plan, the Raytheon Campus incorporates over 142 acres and over 1.8 million square feet of commercial and industrial development located immediately adjacent to the El Segundo Green Line station. However the Campus does not have direct access to the station and and almost half of the site is only developed with surface parking lots for the exclusive use of the Campus. As stated in the Specific Plan "The Campus' proximity to freeways, major arterials and the Metro Rail makes the Campus an ideal location for expansion of uses and is consistent with the City's desire to facilitate economic development in El Segundo". The existing plan calls for a direct pedestrian access easement to the station and the plan governs the amount of new automobile traffic trips that can be generated by the new development. These factors create an opportunity for the proposed Specific Plan to make sure that new development on the Campus be aligned with Metro transit supportive planning principles and that development could be more intensive if designed with transit riders in mind and with smart transportation demand management policies.

Northrop Grumman Campus - located in the northeastern portion of the project area, there is a 22 acre portion of the site north of Maple Avenue near the Aviation/LAX Green Line Station that is currently underutilized and has the potential to become a transit supportive development site within very close walking distance to the station.

Metro Green Line Parking Lots - Metro owned surface parking lots at the El Segundo and Douglas Green Line provide immediately adjacent properties to the light line station that can be developed with transit supportive land uses, improved pedestrian connections to the stations and provide secure bike parking and other transit amenities.

Cement Mixing Plant Site- A 5-acre site located on Aviation Blvd. between the railroad tracks south of El Segundo Blvd. and within a 15 minute walk of both the El Segundo and Douglas stations is at an important location adjacent to three existing redevelopment projects and one new development that are bringing almost 800,000 square feet of creative office space to El Segundo.

Existing surface parking lots and large landscape setbacks throughout project area - many of the existing commercial and industrial properties are developed with buildings located far from the public rights-of-way surrounded by extensive surface parking lots and landscaping. As the demand for transit supportive land uses, compact design and pedestrian and cyclist access increase and the demand for parking decreases, these parking lots can be transformed into mixed-use development sites. In addition, surface parking lots can be replaced with structures to make more efficient use of land and free up space for other activities and uses.

Reuse and additions to existing low-rise light industrial properties - as can be seen with the redevelopment of older former aerospace and data office buildings along Aviation Blvd, new creative office space is in high demand in El Segundo. Other older underutilized or vacant office and industrial buildings in the area also provide opportunity for redevelopment, expansion or replacement with new facilities.

Wide high speed underutilized streets with lack of pedestrian and bicycle facilities - many of the public streets in the project area are designed for more road capacity than is currently utilized. This extra capacity can be re-purposed for safe and accessible pedestrian, cyclist and transit facilities. Wider sidewalks with landscaped buffers, street trees and lighting, enhanced transit stops and buffered or protected bikeways can replace excess roadway for a safer more transit supportive environment in the project area.
2. Describe the long-term implementation plan for building a successful transit supportive community after grant-funded regulatory changes are adopted.

The Specific Plan will start a citywide conversation about transit supportive land use planning that can lead to the update of the city’s General Plan, which has not been comprehensively updated since 1992. The general public, residents, property and business owners and the arts & cultural community in El Segundo have all been very interested in comprehensively and thoughtfully developing the planning tools necessary to assure that the future of El Segundo supports their vision and ambitions. El Segundo’s reputation as part of the Silicon Beach of the Westside and as one of the most business-friendly cities in Southern California, with more Fortune 500 companies than any other city in California other than San Francisco, shows the City’s ambitions to grow and develop to support the existing world-class talent and entrepreneurial spirit of the people who live and work in the city. This base of dedicated residents, workers and business interests in El Segundo can be tapped to create stakeholders that are vested in the development and implementation of the Specific Plan. The City’s Economic Development Advisory Council (EDAC), comprised of respected industry leaders, is a model of effective public and private collaboration that develops and implements innovative economic development strategies in the city and will be directly involved in the planning and implementation processes of the plan (See Attachment 4 Economic Development Brochure). The EDAC and the City have turned around the devastating loss of the aerospace industry in the 1980’s and 2000’s to reinvent the city as a center for innovation and creativity.

The Specific Plan development and implementation process provides an important opportunity for the City to engage these innovative and creative stakeholders in a dialog about how best to build on the opportunity provided by the four Green Line Stations located in or adjacent to the project area. As well as the unique location that the city provides with it’s adjacency to the Pacific Ocean and great beaches, LAX and two freeways - the 405 and the 105, no other city in the region can boast four metro stations and the beach within two miles of 70,000 workers and 16,000 residents. The City and the EDAC have done an excellent job of promoting the city’s ideal geographic location for businesses who want to be near LAX and other Silicon Beach communities, but now they have an expanded mandate of capitalizing on the mobility options provided by the four Green Line stations. With the opening of the Crenshaw/LAX Line, El Segundo will be within a train ride of the entire Los Angeles county region, making the City ripe for expanded development opportunities to support the existing investments that the City and the business community have made over the past 20 years. It is in the best interest of both the private and public sectors to see that the Specific Plan is implemented so that they can fulfill their ambitions for truly innovative community.

The Specific Plan will outline direct strategies for implementation including a funding plan for identifying funding for capital improvement projects from city funds, grant funding at the county, state and federal levels and public-private partnerships. Many of the larger scaled pedestrian, cyclist and transit improvements will likely be initiated by the City since projects that span more than one property are more efficiently implemented for one block or more instead of incrementally. Implementation of some public improvements will also occur as part of the Specific Plan conditions of approval for private development projects. For example, streetscape design standards will require pedestrian, cyclist and transit stop improvements adjacent to new or redeveloped properties which will be the responsibility of the developer of that property.

The Specific Plan will also designate which City departments, other agencies or private property owners are responsible to implementation actions in the plan. The EDAC would likely be assigned to implement marketing and economic development strategies and ideas, whereas the Public Works Department would follow up on street redesign projects and the Parks and Recreation Department will work on locating funding for expanding sites for parks and open space features identified in the plan.

As stated in the City’s 2016-2019 Strategic Plan Vision Statement - "The City has transformed. We are leading the way with innovation and environmental responsibility. With fewer people driving cars, we have adapted our street, parking and land use plans. We have high-speed fiber optics as a utility to support more work from home and fewer brick and mortar businesses. The downtown is vibrant with successful businesses and day and evening pedestrian activity. The east side of town has become denser (especially near the rail lines) including a high level of service with retail and a school to support it. While our revenue base has shifted to changing businesses, we are financially sustainable and growing because we have capitalized on the changes."
Section 6: Staffing and Administrative Plan (UP TO 15 POINTS)

PROJECT TASKS, SCHEDULE AND BUDGET

1. Use Attachments A and B provided to demonstrate the overall approach for project completion within the 36-month grant period. Identify and describe the principle tasks that will be undertaken to complete the proposed project, the budget (both local and grant sources), the timeline for completion, approach and deliverables for each task.

The following is a sample list of typical tasks:

- Consultant Procurement
- Kick-off Meeting
- Project Management
- Existing Conditions and Opportunity Sites Evaluation
- Parking Study and Management Plan
- Market Study
- Public Participation/Outreach
- Preparation of Regulatory Documents
- Environmental Analysis
- Adoption Process

The above list is only a sample. Applicants may make project-specific modification by adding or deleting tasks, as well as making adjustments to the proposed project timeline. Attachments submitted in any format other than the one provided will not be accepted.

If applicable, please describe any activities and/or planning efforts which may potentially delay the proposed project.

It is not anticipated that any activities and/or planning efforts would potentially delay the proposed project.
2. Describe the team composition, including the roles and responsibilities of city/county staff and/or consultants, and the applicant's capacity for implementing the proposed project.

The Specific Plan Team will be composed of the following city staff and consultant team members, at a minimum:
City of El Segundo City Manager
City of El Segundo Director of Planning and Building & Safety
City of El Segundo Planning Manager - lead city staff for project
City of El Segundo Principal Planner
City of El Segundo Assistant Planner
City of El Segundo GIS Specialist
City of El Segundo Public Works Director
City of El Segundo City Engineer
City of El Segundo Building Safety Manager/Building Official
City of El Segundo Director of Recreation & Parks
Consultant Project Manager - hired by City exclusively to manage the El Segundo Transit Corridor Plan Project

Specific Plan Consultant Team composed of the following (some of the roles can be combined and provided by the same consultant/individual) to complete tasks and deliverables outlined in Attachment B: Lead Consultant/Project Manager, Urban/Land Use Planner, Urban Designer, Landscape Architect, Architect, Pedestrian Planner/Designer, Bicycle Planner/Designer, Transportation Planner, Transportation Engineer, Civil Engineer, Parking Specialist, Economist, Housing Specialist, GIS/Mapping Specialist, EIR Consultant and Sub-consultants, Public Outreach/Engagement Consultant, Marketing/Public Relations Specialist and others as necessary to complete the scope and work, tasks and deliverables outlined in Attachment B.

A Consultant Project Manager will be hired by the City since the Planning Department does not currently have enough staff to provide this function. The Project Manager will manage the project including the Consultant Team and the city staff. The tasks outlined in Attachments A & B will be completed by the Consultant Team with overview by the Project Manager and with regular input and review by the city staff listed above. The City has extensive experience working with and managing consultant teams on planning projects such as the proposed Specific Plan. Current examples include the Downtown Specific Plan and the Smoky Hollow Specific Plan.

The City has highly qualified and experienced staff to implement the project. Gregg McClain, Planning Manager for the City of El Segundo, will function as the lead planner for the project and has extensive experience from his eight years at the neighboring City of Hawthorne before his move to the City of El Segundo one year ago.

The City also has planning staff that implement other specific plans including the Downtown Specific Plan and the Smoky Hollow Specific Plan. Staff currently review and process design standards for those and other projects on a daily basis. Smoky Hollow is a particularly active part of town that generates several site plan and design review applications each year. The City has a staff of 6 staff planners: 1 technician; 2 assistants; 2 principals and 1 manager—which is above average for a city of population 17,000. The staff reviews commercial and industrial plans daily and have considerable competence in this. The City also has extensive experience hiring contract planners as needed and currently has 1 contract planning technician working full time and 3 other contract planners dedicated to specific projects. Most large projects are funded through reimbursement agreements with developers, which are used to fund contract planners as needed so that staff are available for daily project review. The Planning Manager assigns two planners to every major project to be co-project managers. One is one of the principal planners and the other a junior planner. This ensures 2 dedicated staff on each project and someone always ready to answer for the project’s progress. There are no disruptions during vacations or sick leave, because two people are sharing the work. The Planning staff are also knowledgeable and experienced in refining and amending Specific Plans and developing additional ordinances that further implement the intentions and goals of the Specific Plan.

The Public Works Department has extensive experience implementing capital improvement projects that are likely to be included as a part of Specific Plan to achieve the goals of creating a transit supportive corridor. They have experience pursuing grants to fund capital improvement projects as well as successfully managing the grants and supervising contractors to construct the improvements.
PRIOR GRANT PERFORMANCE (IF APPLICABLE)

3. Describe past performance of grants with respect to timeliness of invoicing, and adherence to project schedules and goals.

The City of El Segundo Public Works Department is the main city agency that receives grants from LA Metro and other funding agencies. They have solid experience administering grants from Metro and are able to deliver projects on time and within budget. Examples include the Imperial Highway Resurfacing Project and Maple Street Improvements which have achieved projects goals and schedules. The City has dedicated grant administration and accounting department staff that assures timely invoicing and reporting to funding agencies to meet grant obligations.
Application Signature Page

A person duly authorized to sign for the organization (city manager, general manager, executive director, planning director or high-ranking officer) must sign and certify the application.

If this application is selected for funding, the information contained in this application will become the foundation of a contract with Metro. Applicants should be aware that the scope approved by the Metro Board may differ from that contained in the original application and that Metro may place stipulations on the project as a condition of approval. These will be noted at the time of the funding recommendation.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant from Metro, I agree that I will adhere to the program guidelines, as well as provide a local resolution evidencing authorization to execute a grant agreement and receive funds.

[Signature]

City Manager

Title

Greg Carpenter

PRINT NAME

JULY 31, 2017

DATE

REQUIRED DOCUMENTATION

☑ APPLICATION FORM AND SIGNATURE PAGE
☑ ATTACHMENT A – TASKS, SCHEDULE AND BUDGET
☑ ATTACHMENT B – TASK DESCRIPTION, APPROACH AND DELIVERABLES
☑ MAP(S) OF PROPOSED PROJECT AREA AND MAPS THAT CORRESPOND TO GRANT APPLICATION QUESTIONS

NUMBER OF COPIES AND FORMAT:

> Two (2) hard copies of the complete application package with original wet signatures

> One (1) CD or flash drive containing:

☑ Application form in original PDF
☑ Attachments A and B in Excel
☑ Complete application package in PDF

FAILURE TO INCLUDE ANY OF THE REQUIRED DOCUMENTS WILL RESULT IN A REDUCED APPLICATION SCORE AND POTENTIAL INELIGIBILITY.
List each principle task and provide both the budget and timeline for each task. Add or delete rows as needed.

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Title</th>
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<th>Local Match</th>
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<td>Printing and Expenses</td>
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Totals: $659,500 $300,000 $70,000 $0 $1,029,500
Project Title: El Segundo Transit Corridor Plan
Sponsor: City of El Segundo

Describe each principle task identified in Attachment A, provide approach, and list deliverable(s). Add or delete rows as needed.

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Title</th>
<th>Description and Approach</th>
<th>Deliverable(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Consultant Procurement</td>
<td>Staff &amp; Consultant Project Manager to develop RFP inc. Scope of Work for SP Consultant Team and Timeline, List of potential Consultants, Selection Criteria; Review Proposals and Conduct Interviews and Select consultant; Negotiate and execute contract</td>
<td>Consultant RFP&lt;br&gt;Consultant List&lt;br&gt;Selection Criteria and Interview Questions Contract</td>
</tr>
<tr>
<td>2</td>
<td>Kick-Off Meeting</td>
<td>Staff and Consultant Project Manager to lead Kick-Off Meeting with selected SP Consultant Team</td>
<td>Meeting Agenda and Notes; Confirmed Schedule</td>
</tr>
<tr>
<td>3</td>
<td>Project Management</td>
<td>Consultant Project Manager will lead all tasks to develop the Specific Plan from Consultant Procurement to Plan Adoption including Metro TOD Grant Administration; Facilitate Monthly Meetings with Project Team</td>
<td>Meeting Agenda and Notes; Project Schedule Updates; Metro Invoicing and Progress Reports</td>
</tr>
<tr>
<td>4</td>
<td>Data Collection</td>
<td>Consultant Team will obtain, assemble and document existing conditions including population and demographics; land use and zoning; pedestrian/cyclist/vehicle/transit infrastructure characteristics and conditions, networks, collision rates, usage/trips; condition and useful life of utilities; relevant planning, building and infrastructure ordinances and policy documents; economic conditions; financing and funding mechanisms available; age and useful life of existing structures.</td>
<td>Summary Report of Data collected</td>
</tr>
<tr>
<td>5</td>
<td>Mapping</td>
<td>Consultant Team will create GIS Base Map; Map relevant existing conditions from data collection</td>
<td>Base Map&lt;br&gt;Series of Existing Conditions Maps&lt;br&gt;Summary Report</td>
</tr>
<tr>
<td>6</td>
<td>Existing Conditions Analysis</td>
<td>Consultant Team will analyze existing conditions data collected and prepare Summary Report</td>
<td>Summary Report</td>
</tr>
<tr>
<td>7</td>
<td>Community Advisory Committee</td>
<td>Form Community Advisory Committee (CAC) of approximately 25 community stakeholders and city staff; Conduct bi-monthly meetings for the duration of the project</td>
<td>CAC Roster, CAC Meeting Agendas and Notes, Presentation Materials</td>
</tr>
</tbody>
</table>

Revised 4.21.14
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
TRANSIT ORIENTED DEVELOPMENT PLANNING GRANT PROGRAM
ROUND S

ATTACHMENT B - TASK DESCRIPTION, APPROACH AND DELIVERABLES

Project Title: El Segundo Transit Corridor Plan
Sponsor: City of El Segundo

Describe each principle task identified in Attachment A, provide approach, and list deliverable(s). Add or delete rows as needed.

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Title</th>
<th>Description and Approach</th>
<th>Deliverable(s)</th>
</tr>
</thead>
</table>
| 8      | Community Outreach & Stakeholder Engagement | Consultant Team will develop Outreach Plan and Marketing Strategy; develop Online Platform; conduct small group stakeholder meetings; engage with community members at community events such as farmer's markets, festivals, sporting events, school meetings, employee gatherings, business association meetings, etc.; conduct pop-up and tactical urbanism events; conduct community-wide workshops, forums and participatory charrettes to directly engage the public in developing the vision, goals and objectives for the Specific Plan along with developing key planning strategies and land use and transportation alternatives | Outreach Plan  
Marketing Strategy  
Online Platform and content  
Participant Invitee List  
Meeting Agendas & Summaries  
Presentation Materials  
Presentations  
Handouts  
Outreach Summary                                                                 |
| 9      | Housing Study                       | Consultant Team will prepare Housing Study to evaluate existing conditions, future demand and develop alternative scenarios in consultation with the CAC and community stakeholders through community engagement process | Draft Housing Study  
Final Housing Study                                                                                     |
| 10     | Mobility Study                      | Consultant Team will prepare a Mobility Study that evaluates existing conditions for pedestrians, cyclists, transit riders and drivers; identifies deficiencies and barriers to mobility and access; and recommends improvements to mitigate those impacts. All completed in consultation with the CAC and community stakeholders through community engagement process | Draft Mobility Study  
Final Mobility Study                                                                                     |
| 11     | Walk and Bike Audit                 | Consultant Team will facilitate a series of Walk and Bike Audits to engage stakeholders and city staff in the evaluation of the existing walking and cycling conditions on city streets and access to private properties and buildings, including a Walk and Bike Audit Training on evaluation techniques and toolbox of solutions | Walk Audit Checklists and Route Maps  
Bike Audit Checklists and Route Maps  
Walk and Bike Audit & Toolbox Training  
Walk & Bike Audit Summary of Findings                                                                        |
| 12     | Parking Study                       | Consultant Team will prepare Parking Study that considers existing conditions, utilization rates and future demand, in consultation with the CAC and community stakeholders through community engagement process | Draft Parking Study  
Final Parking Study                                                                                      |
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
TRANSIT ORIENTED DEVELOPMENT PLANNING GRANT PROGRAM
ROUND 5

ATTACHMENT B - TASK DESCRIPTION, APPROACH AND DELIVERABLES

Project Title: El Segundo Transit Corridor Plan
Sponsor: City of El Segundo

Describe each principle task identified in Attachment A, provide approach, and list deliverable(s). Add or delete rows as needed.

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Title</th>
<th>Description and Approach</th>
<th>Deliverable(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Economic Studies</td>
<td>Consultant Team will prepare an Economic Study based on past studies developed by the EDAC, existing conditions, the Housing &amp; Mobility Studies conducted for the SP, future market demand and projections. All completed in consultation with city staff, the CAC and community stakeholders through community engagement process.</td>
<td>Draft Economic Study Final Economic Study</td>
</tr>
<tr>
<td>14</td>
<td>Environmental Impact Report</td>
<td>Consultant Team will complete the CEQA required environmental clearance for the project in compliance with State and Local regulations, including Notice of Preparation, Scoping Meeting(s); Initial Study, Draft EIR, Response to Comments, and Final EIR with Statement of Overriding Considerations.</td>
<td>Notice of Preparation Scoping Meeting Agenda and Presentation Initial Study, Other CEQA required Documents, Draft EIR, Response to Comments, Final EIR</td>
</tr>
<tr>
<td>15</td>
<td>Urban Design/Street Standards</td>
<td>Consultant Team will prepare Urban Design and Street Standards in consultation with city staff, the CAC and community stakeholders through community engagement process. Standards will include strong graphics to easily communicate intention of the standards including: illustrations, street sections, photographs, charts, tables, maps, etc.</td>
<td>Draft Urban Design/Street Standards Final Urban Design/Street Standards</td>
</tr>
<tr>
<td>16</td>
<td>Plan Development</td>
<td>Consultant Team will prepare vision, goals, objectives and strategies for the plan in consultation with city staff, elected officials, the CAC and community stakeholders. Team will consolidate existing conditions analysis and housing, mobility, walk and bike audits, parking and economic strategies as well as urban design/ street standards developed in earlier tasks into the plan. Consultant Team will also coordinate with outside agencies and adjacent jurisdictions. Team will develop alternative land use and transportation scenarios that can be reviewed and evaluated for their strengths and weaknesses by the team and stakeholders during the community outreach and engagement process.</td>
<td>Vision, Goals, Objectives &amp; Strategies Land Use and Transportation Alternatives</td>
</tr>
<tr>
<td>17</td>
<td>Plan Framework</td>
<td>Consultant Team will develop a framework and outline for the Specific Plan that meets with the State Specific Plan requirements with an organization and chapters that are easy to understand to the public and efficient to administer by city staff upon adoption.</td>
<td>Draft Plan Framework Final Plan Framework</td>
</tr>
</tbody>
</table>

Revised 4.21.14
**Los Angeles County Metropolitan Transportation Authority**
**Transit Oriented Development Planning Grant Program**
**Round 5**

**Attachment B - Task Description, Approach and Deliverables**

Project Title: El Segundo Transit Corridor Plan  
Sponsor: City of El Segundo

Describe each principle task identified in Attachment A, provide approach, and list deliverable(s). Add or delete rows as needed.

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Title</th>
<th>Description and Approach</th>
<th>Deliverable(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>Draft Specific Plan</td>
<td>Consultant Team will complete a Draft Plan including all components of the plan in</td>
<td>Draft Specific Plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>coordination with the city staff, CAC and stakeholders</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Final Specific Plan</td>
<td>Consultant Team will update the Draft Plan into the Final based on recommended changes</td>
<td>Final Specific Plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>from the community outreach process and review by the Planning Commission and City Council</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Presentations to Decision Makers</td>
<td>Consultant Team and city staff will present the Vision, Goals, Objectives and Strategies; and the Draft and Final Specific Plans to the Planning Commission and City Council for their review, comment and adoption</td>
<td>Presentation Materials, Staff Reports, Draft Resolutions, Draft Ordinances, Presentations</td>
</tr>
<tr>
<td>21</td>
<td>Printing and Expenses</td>
<td>Consultant Team will coordinate the printing of presentation and handout materials; equipment, supplies, food and beverages and room rentals for community outreach events;</td>
<td>Printing of Presentation Materials, Printing of Handouts, Equipment Rental, Room Rentals, Workshop and Meeting Supplies, Food and Beverages</td>
</tr>
</tbody>
</table>
El Segundo Station - looking east on El Segundo Blvd at Nash St. The Corridor plan would examine how to overcome the aerial station alignment as a barrier for active modes.

U.S. Air Force Base & Aerospace Corp. pedestrian bridge over El Segundo Blvd east of Douglas St. Improvements should be made to enhance the safety of wide crossings at high-volume intersections as well as overall walking conditions at-grade.
El Segundo Green Line Station - looking east across Nash St. north of El Segundo Blvd. Art and cultural strategies, building on successes like the station installation shown here, will be explored as part of the new specific plan.

Mariposa Station and bus stop on Nash St. - looking west across Nash St. south of Mariposa Ave. Bus stop under the elevated tracks could be improved with amenities such as wayfinding, street trees, landscaping and lighting.
Green line support column in middle of Nash St. - looking North, North of El Segundo Blvd. The Corridor Plan would also contain strategies for overcoming connectivity and aesthetic barriers like these created by the elevated track alignment.
Looking north on Nash St. along the elevated Green line corridor. The plan will contain strategies to transform streets within the corridor into safer, more walkable urban environments.

Ascend creative office building under construction on Utah Ave. at Douglas St. There may be low-cost opportunities to add bicycle and slow mode facilities on similar corridors with striping and signage.
Typical street with narrow sidewalks, and lack of street trees, buffers for pedestrians, or bike lanes. Conditions at grade across the elevated light rail corridor may be revised to ensure pedestrian and bike comfort and safety.

Maple St looking east of Campus Square West. The Corridor Plan would examine strategies to create more streetscapes, like the one above, that have adequate buffers, street trees and lighting.
Campus El Segundo office courtyard. The landscape and design qualities found in private development in the Campus project can be an inspiration for the urban design and streetscape standards in the Specific Plan.

Private athletic fields at Campus El Segundo.
Elevated Green Line along Nash St. at Mariposa Station. Street and sidewalk design can be improved to encourage use of active transportation modes.

Under Green Line Mariposa Station at Mariposa Ave. The specific plan will include recommendations to improve and activate public spaces below the elevated tracks.
Sidewalk view of El Segundo Station at Nash St.

Mariposa Station on Nash St. south of Mariposa Ave. The Corridor plan will include recommendations for design challenges for pedestrian access to the area at grade below the stations and long walks up stairs or use of elevators.
Raytheon Campus. Looking south from El Segundo Blvd. and Nash St.

Raytheon Campus and El Segundo Green Line Station. The Corridor plan will examine ways to connect private, auto-oriented campuses with stations. Improving active mode connectivity between workplaces and station areas will encourage commuting by transit.
Northrup-Grumman Campus at Douglas St. and Mariposa Ave,

U.S. Air Force base at northeast corner of Douglas St and El Segundo Blvd,
Douglas Station Green Line Station - looking north on Douglas St. north of Park Pl.

Douglas Green Line Station - looking south on Douglas St. south of Alaska Ave. The grade separation of the station provides a canvas for public art that can be explored through the process of developing the Specific Plan.
Douglas Green Line Station above Douglas St.

Douglas St. looking north near Coral Ave. Douglas, or similar corridors, could be studied as possibilities for buffered or protected bike and slow mode facilities.
ATTACHMENT 2H: MAJOR DEVELOPMENT PROJECT SITES
Douglas
Bikeshed Analysis - Existing Conditions

Bikeshed Analysis Area:
Area where bikeshed was designed and installed.

Points of Interest:
Points of interest are marked with a red dot and labeled with the name of the attraction.

Population and Employment:
- Population: 39,931
- Employment: 130

Age Groups:
- Under 18: 23.7%
- Over 65: 11.6%

Walk Score (1-100):
- N/A

Bike Score (1-100):
- N/A

Transit Score (1-100):
- N/A

Route Directness (1-5):
- 3.9

Intersection Density:
- 2,479

Journey to Work:
- 1.8% Walk
- 0.8% Bike
- 0.3% Bus
- 0.2% Train
- 98.5% Drive Alone
- 0.7% Other

Collisions by Mode:
- Total KSI: 16
- Pedestrian: 8
- Bicycle: 4
- Truck: 0
- Auto: 965

Factors + Elements:
- Connectivity
- Network
- Safe and Accessible
- Health
- Engaged community
Introduction
The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families.

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

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

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

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

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

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

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

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

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

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

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

B. Design and Implementation

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

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

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

**C. Exceptions:** Complete Streets principles and practices will be evaluated for inclusion in new construction, reconstruction, retrofits, repaving, or rehabilitation projects, as well as other plans and manuals, unless:
  - The project is not a roadway improvement project;
  - The project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.
  - The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of the project.

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

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

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

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

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

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

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

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

BE IT RESOLVED, that the City of El Segundo adopts the Complete Streets Policy contained in Exhibit A, attached hereto and made part of this Resolution;
A smart business move 2017
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Thank you to Chevron Products Company for their support of economic development in El Segundo.
EL SEGUNDO

Over the last 100 years, no other city or the contributions of its corporate citizens can match the creative, cutting edge technology and manufacturing of El Segundo. We are the aerospace capital of the world and home to many Fortune 500 companies including Mattel, one of the world’s largest toy manufacturers, and AT&T, one of the world's largest communications companies.

Consistently over the years, our city has followed a hands-on and active approach in partnering with our businesses. El Segundo makes it their business to help yours. In the following pages, you will learn more about how the city offers among the best real estate values in the region, lower tax rates, lower rents, a skilled workforce, and an experienced city staff that welcomes you with open arms.

El Segundo is poised for a new generation of entrepreneurial excitement, energy and invention, inspired by the success and magnitude of their predecessors. Business thrives here. It always has. It always will. And while some of the companies in El Segundo will continue to lead the world, others have set out to change it.

On behalf of the city, it is an honor to welcome you to this thriving place. We hope to see you soon.

Sincerely,
Suzanne Fuentes

Mayor
II. BUSINESS

El Segundo is a town that means business. Its origins are rooted in business as “The Second” Standard Oil Refinery took shape, followed by the nearby airport and a booming aerospace and defense industry. El Segundo is a place for serious business. And just as important, it’s a place where the braintrust of the country has been centralized. With over 800 PhDs that work at the Aerospace Corporation alone, El Segundo is home to the brightest minds across all technology sectors. It’s part of its culture. It reflects well on the image of a company to stake its claim here. A town that is serious about its business, and serious about yours.

Notable Fortune 500 Companies:

- AT&T
- Boeing
- CBRE
- Chevron
- DaVita
- EMC
- IBM
- JLL
- Lockheed Martin
- Mattel
- Northrop Grumman
- nrg
- Oracle
- Raytheon
- Spectrum
- Xerox
In 2004, Wpromote had only 3 employees all named Mike. All 3 are still here and CEO, COO &...
Entrepreneurial Spirit

El Segundo is an economic powerhouse. The synergy of a unique mix of industries, the local entrepreneurial spirit, and an abundance of highly-skilled labor accounts for the business success found in this truly one-of-a-kind business environment.

Aerospace and defense, information and emerging technologies, creative services, sports, media, and financial and professional service industries are all well represented and positioned for success in El Segundo. Excellent infrastructure plus an ideal location with convenient access and worldwide connectivity top off the list of factors that make El Segundo the perfect place to conduct business.

Notable Companies:
Vince Reno, President and Stan Dubyn, Chairman & CEO
Millennium Space Systems
World-Class Talent

Competition is fierce in the business world. Firms across all industry sectors are challenged to find and retain experts and find resource partners to build business capabilities and compete. El Segundo is the place to be; whether you’re an employer in search of world-class talent or a professional seeking a cutting-edge job opportunity. With our sizable Fortune 500 corporate base and high concentration of start-up and creative sector firms, El Segundo has an entrepreneurial and highly-experienced labor force working on some of the latest, most complex and challenging programs in the world.

Top 20 Employers:

- Accenture
- Aerospace
- AT&T
- Beachbody
- Boeing
- CarsDirect
- Cetera
- Chevron
- DaVita
- Infineon
- KINECTA
- Mattel
- Northrop Grumman
- Raytheon
- Stamps.com
- Spectrum
- Storz
- TechStyle
- Teledyne Controls
III. INCENTIVES

As a full-service city with approachable staff that puts its constituents first, El Segundo is able to deliver superior business-friendly services with a proactive, personalized focus and attention to the needs of businesses and residents alike.

TAXES

El Segundo has a favorable tax structure that not only features some of the lowest business taxes in the region, but also offers unique tax credit incentives that can reduce those fees even further. Furthermore, city departments provide streamlined permitting and plan check processing that avoid delays typical in many other municipalities.

Currently, a 40% tax credit based on sales tax generated in one year is available. This credit may be used to offset up to 100% of the business license tax liability in the year after being reported.
El Segundo  $14,083
Culver City  $45,000
Los Angeles  $67,500
Santa Monica  $74,775

Annual tax for the first $15MM in receipts for companies of 100 employees and 15,000 square feet.
Utility User Tax Comparison: The following chart illustrates comparable utility user taxes among notable communities within 30 minutes of El Segundo:

<table>
<thead>
<tr>
<th>Utility Tax (Water, Gas, Electric)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Culver City</td>
</tr>
<tr>
<td>Long Beach</td>
</tr>
<tr>
<td>Santa Monica</td>
</tr>
<tr>
<td>Los Angeles</td>
</tr>
<tr>
<td>Burbank</td>
</tr>
<tr>
<td>Torrance</td>
</tr>
<tr>
<td>Redondo Beach</td>
</tr>
<tr>
<td>El Segundo</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
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</tbody>
</table>

No Property or Parking Taxes: As a no/low property tax city, El Segundo does not and has never levied its own municipal property tax. El Segundo's allocation from the County is 6.4% of $1.00 per $100.00 of assessed valuation. The City has also never levied any parking taxes.

Sales and Use Tax Credit: You may be entitled to a sales tax credit if sales tax is collected and apportioned to the City of El Segundo.

This credit is based solely on the 1% local sales and use tax allocated to the City and is calculated on the actual amount of sales and use tax received by the City. This credit may offset up to 100% of the business license tax. You may also be eligible for a use tax credit if use tax is paid to the State Board of Equalization using a Direct Pay Permit. For information on applying and establishing a Direct Pay Permit, contact the Business Services Manager at 310.524.2332.

Business Taxes: Listed below are general business license fees only. These fees will not necessarily apply to all business types. Additionally, there may also be other required permit or inspection fees depending on your business activity.

Contact the Business License Department at 310.524.2317 for help in determining your exact business license tax.

General Business, Office, Retail, Wholesale, Manufacturing & Personal Service:

<table>
<thead>
<tr>
<th>Base Tax</th>
<th>First 10 employees &amp;&lt; 5,000 sq ft</th>
<th>$103.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee</td>
<td>Per employee over 10</td>
<td>$127.55</td>
</tr>
<tr>
<td>Square Footage</td>
<td>Per sq ft over 5,000</td>
<td>$0.25</td>
</tr>
<tr>
<td>Home Occupation</td>
<td>Flat fee</td>
<td>$24.55</td>
</tr>
<tr>
<td>Contractors (General)</td>
<td>Engr(A), Bldg(B), Elec(C), Plmb(C36)</td>
<td>$149.80</td>
</tr>
<tr>
<td>Contractors (Specialty)</td>
<td>All classifications (except C35)</td>
<td>$103.00</td>
</tr>
</tbody>
</table>
PERMITTING

El Segundo offers businesses a streamlined permitting process that includes a range of plan review services intended to meet our customers' expectations. Planning and Building Safety staff serve as the customer advocate; the person that assists customers in completing the development process.

In El Segundo, customers are not required to submit plans to each of the departments separately. Plans are submitted through a single point of contact, Planning and Building Safety. Several departments are involved in the plan check and approval process, but one permit is issued with approvals from all of the departments.

Along with over-the-counter and regular plan check, El Segundo offers two additional types of plan check services:

**Appointment Plan Check (APC):** This process involves scheduling an appointment to review plans with the City's development team made up of representatives of all the City departments involved in the development review process. The concept is to bring the City to the customer rather than the traditional approach of having the customer navigate through the organization by going from department to department, waiting an unknown period of time for feedback and being uncertain of the status. During the appointment, City staff benefits by being able to coordinate requirements. Customers benefit by being able to hear from all of the departments, all at once, which removes possibilities of conflicting corrections between departments, as well as being able to make necessary changes to the plans.

**Accelerated Plan Check:** This offers customers an optional expedited plan check service. The process is conducted by staff after regular business hours and requires additional fees. With accelerated plan check, staff from each of the departments completes their plan checks usually within 2 to 3 weeks.

Additionally, the City of El Segundo allows concurrent processing of planning entitlements and plan check review, which can reduce processing time by as much as 50%. Furthermore, the City provides one-day inspection service for all projects under construction and even provides night and weekend inspection service if needed for very large-scale, time-sensitive projects (additional fees may apply).
IV. COMMERCIAL REAL ESTATE

El Segundo is a well-planned, well-defined business community. There’s something for everyone – big companies, small companies, red brick, steel and glass, tall buildings, small buildings, new offices and re-use industrial. You can start small and expand, or start big and keep growing.

With attractive space, rents significantly lower than the competing West Los Angeles submarket, and a reputation for being truly business-friendly, El Segundo is well-positioned to show healthy gains in its office, industrial, and retail market sectors. A large number of key commercial real estate and investment firms also have heavily deployed resources throughout El Segundo, including CB Richard Ellis, JLL, Cushman & Wakefield, Newmark Grubb Knight Frank, Continental Development Corporation, and Mar Ventures.

Currently, El Segundo boasts more than $1 billion in recent and planned development. The new creative office spaces and campuses coming out of the ground are smart, state-of-the-art, and architectural works of art.

Retail Market Profile: There is a vibrant downtown corridor, featuring a wide array of restaurants, retail, entertainment and local arts and crafts. The most significant change to El Segundo’s retail sector has been the recent development of The Point, an $80 million shopping and dining complex located directly south of Plaza El Segundo. El Segundo’s primary retail trade area encompasses a thriving and affluent market that includes the coastal communities between Marina del Rey to the north and Palos Verdes to the south.
Office Market Profile: Continental Park, a 100-acre business center defining the South Bay's Rosecrans Corridor, developed and owned by Continental Development Corporation is home to dozens of nationally, regionally and locally prominent firms, spanning the entire economic spectrum, and is one of the largest office parks in the Metropolitan Los Angeles area. Pacific Corporate Towers, a beautiful 1.5 million square foot, 10-acre complex anchors the Tower District; eleven, at Campus El Segundo, a $100 million executive office complex featuring 210,000 sq. ft. of office space complemented by 13,500 sq. ft. of high-end retail.

Industrial Market Profile: El Segundo is a well-established aerospace manufacturing hub, and is increasingly the location of choice for biotechnology R&D and manufacturing facilities. El Segundo has become the preferred hotspot for data centers such as Equinix, T-5 Data, and 365 Main (all located east of Sepulveda Blvd) thanks to its prime location, sophisticated infrastructure, extensive fiber network, and reasonably priced commercially zoned properties. This increased infrastructure caters to the growing demand from creative office users that require large internet bandwidth as well as cloud applications.

Average Asking Rents by Submarket for Class A Office Buildings:

- Santa Monica: $5.68 per sq. ft.
- Culver City: $3.67 per sq. ft.
- West Los Angeles: $5.29 per sq. ft.
- El Segundo: $3.16 per sq. ft.
V. STATISTICS

El Segundo’s population grew steadily from the town’s inception, but spiked dramatically after World War II. With limited available space to build housing, the town’s residential population eventually leveled off at just over 16,000. That number will increase slightly with construction of new housing units that is currently underway. While many families descending from the town’s original settlers have lived in El Segundo through multiple generations, the city has seen a large influx of new residents in recent years; many of them younger, well-educated professionals. They choose El Segundo not just because they work here, but also because of the community’s excellent schools, low crime, quiet neighborhoods, city services and small town charm. Meanwhile, El Segundo’s daytime population peaks at approximately 70,000 people on a daily basis, thanks to the vast number of employees who work here.

Population:
- Workforce Population = 70,000+
- Total Residential Population = 16,578
- Families = 4,105
- Family Income (median) = $86,364
- Households = 7,410

Age (Residents):
- 22.3% under the age of 18
- 6.7% from 18 to 24
- 31.1% from 25 to 44
- 29.8% from 45 to 64
- 10.1% who are 65 years of age or older.
- Median Age: 39.2
- For every 100 females there are 108.3 males.

Educational Attainment
(Residents 18 years and over):
- High School Graduate or higher: 96.2%
- Bachelor’s Degree or higher: 49%

Ethnicity (Residents):

Climate:
As is the case for much of the Los Angeles area, the weather in El Segundo features warm summers and mild winters, with close to ideal climate conditions in spring and fall. Annual precipitation averages less than 15 inches a year. The marine layer and gentle breezes from the adjacent coast help ease hot summer temperatures and minimize smog.

Average Temperatures

<table>
<thead>
<tr>
<th>Period</th>
<th>Min</th>
<th>Mean</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan – Mar</td>
<td>46.2</td>
<td>55.3</td>
<td>64.3</td>
</tr>
<tr>
<td>Apr – Jun</td>
<td>51.9</td>
<td>59.2</td>
<td>66.5</td>
</tr>
<tr>
<td>Jul – Sep</td>
<td>62.6</td>
<td>68.8</td>
<td>74.9</td>
</tr>
<tr>
<td>Oct – Dec</td>
<td>65.8</td>
<td>65.9</td>
<td>66.0</td>
</tr>
<tr>
<td>Year</td>
<td>56.6</td>
<td>62.3</td>
<td>68.0</td>
</tr>
</tbody>
</table>

source: US Census Data, 2010
Environment:
El Segundo is not only a business-friendly city, but also environmentally conscious. We're proud to note that more than half of the water used in El Segundo is reclaimed - cleaned and recycled for use, especially in industrial applications. As far as we know, El Segundo is the only city in California that can make this claim. In a time when worldwide concern about the state of the Earth's environment is at an all-time high, these are extraordinary accomplishments.

Green Programs and Outreach:
El Segundo's commitment to reducing its carbon footprint and fostering environmental sustainability has spurred a number of innovative programs, outreach efforts and policies. Here are just some of our green achievements:

- Formed an Environmental Committee to address green goals and objectives in order to carry out El Segundo's Environmental Action Plan
- Adopted water conservation ordinances for both residential and commercial customers
- Received a Flex Your Power Award from Southern California Edison for recycling 50 percent of our water
- Received a commendation from the Water Replenishment District (for installing artificial turf at the Campus El Segundo Athletic Fields, saving two million gallons of water per year)
- Retrofitted City facilities with energy-efficient fixtures and systems
- Purchased five hybrid vehicles, two electric vehicles, one natural gas vehicle and five propane vehicles for City use
- Installed LED lights on traffic signals
- Established the online ReUseIt Network to connect community members and keep unwanted items out of landfills
- Held green building workshops in coordination with the South Bay Environmental Services Center
- Host annual Environmental Expo
- Host Community Shred Days
- Established an online carbon footprint calculator program

Follow the LEEDer:
Completed in December 2009, El Segundo's brand new state-of-the-art Fire Station 2 became the first public building in the South Bay to achieve LEED certification - the internationally recognized benchmark for the design, construction and operation of high performance green buildings. Through this and other projects, El Segundo has positioned itself as a leader in the quest for environmental responsibility and sustainability in commercial construction.

El Segundo's LEED buildings:
- Fire Station 2: Gold
- Pacific Corporate Towers: Gold
- KARL STORZ Endoskope: Silver
- Whole Foods Market: Certified

Housing:
Despite a significant nationwide housing downturn in recent years, El Segundo property values continue to rise thanks to its prime location, excellent schools and many amenities. Median residential property values are considerably higher than they were a decade ago and the community is in high demand among families. When contrasted with neighboring beach communities, El Segundo is a true value, offering some of the most affordably priced housing in the South Bay residential market.

<table>
<thead>
<tr>
<th>Housing Supply/Rented vs Owned</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total housing units</td>
<td>7,410</td>
</tr>
<tr>
<td>Owner-Occupied housing units</td>
<td>3,034</td>
</tr>
<tr>
<td>Renter-Occupied housing units</td>
<td>4,051</td>
</tr>
<tr>
<td>Homeowner vacancy rate (%)</td>
<td>0.4%</td>
</tr>
<tr>
<td>Rental vacancy rate (%)</td>
<td>4.1%</td>
</tr>
<tr>
<td>Avg household size of owner-occupied units</td>
<td>2.34%</td>
</tr>
<tr>
<td>Avg household size of renter-occupied units</td>
<td>3.02%</td>
</tr>
</tbody>
</table>
Crime & Public Safety:
El Segundo takes pride in being one of the safest cities in Southern California with the lowest crime rate of any non-gated community in the County and one of the highest numbers of police personnel per capita of any Southland city. Emergency response is lightning fast, with dispatch less than one minute following a 911 call.

In recent years, the City of El Segundo has increased its commitment to public safety by investing in its own 1040 AM radio bandwidth to broadcast emergency information, implementing a mass notification system for emergency alerts, and instituting an Area Command Program to respond to quality of life issues.

The fire department features one of the region's most advanced emergency preparedness plans.

Travel & Transportation:
Aside from its many community amenities, El Segundo is also prized for its strategic location. Businesses that locate here are just minutes away from LAX, the nation's third largest airport, a stone's throw from two major freeways, and can quickly access major bus and train lines. El Segundo is also stocked with hotels that cater to businesses, making it an ideal travel destination.

- Metro:
The Green Line, a light railway/tram that is part of the Los Angeles County Metropolitan Transit Authority’s Metro Rail subway system, conveniently runs through El Segundo with service in the heart of the city's busiest commercial sector. The Aviation/I-105 station provides free shuttle to and from Los Angeles International airport.

The line also passes through Redondo Beach, Manhattan Beach, El Segundo, Lennox, Inglewood, Watts, Lynwood, Downey and Norwalk. In September 2011, Metro certified the final EIR for the Crenshaw/LAX Transit Corridor Project, an 8.5-mile light rail line funded by Measure R dollars that will connect downtown Los Angeles and the Westside with the South Bay and LAX area, including El Segundo, while adding thousands of jobs to the region. The new line, with a completion date of 2019, will connect the Expo Line to the Green Line with six stations.

- Bus Lines:
El Segundo is serviced by the LA Metro and the Torrance bus system.

- Downtown Shuttle:
Employees on the east side of the community can enjoy lunch or shop in El Segundo's charming downtown area without getting into their cars. The City of El Segundo Lunchtime Shuttle runs every nine minutes on weekdays between 11:00 a.m. and 2:00 p.m., with stops at strategic spots in both downtown and busy commercial sectors.
EL SEGUNDO

For any questions about business development in El Segundo, please contact us or visit our website.

Barbara Voss, Economic Development Manager
City of El Segundo
bvo@elsegundo.org
(310) 524-2389
elsegundobusiness.com

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Project Overview

Metro’s Complete Streets policies provide direction on how to achieve safe access for all users of the roadway by placing a priority on non-car modes. Typically, these modes include pedestrians, bicycles and transit. The Slow Speed Network Strategy for the South Bay promotes Complete Streets goals of livability, safety, sustainability and mobility by focusing on a wider range of users of roads and sidewalks, anticipating a future in which modes such as Neighborhood Electric Vehicles, e-bikes, and other slow on-street mobility devices are widely used for transportation. These on-street slow modes have a strong symbiotic link to pedestrian activity - which is reinforced by a slow speed network strategy that considers the widest possible range of sidewalk modes, including wheelchairs, walkers, and mobility scooters.

The viability and safety of sidewalk modes needs to be supported and encouraged because, apart from providing mobility for all ages and abilities, they set a high standard for sidewalk design and maintenance crucial to successful pedestrian areas. Pedestrian areas, centered on medium to high density retail, office and other mixed uses, are fundamental to the livability of cities, and are key destinations for users of on-street slow modes. The presence of non-car slow modes on roads and in pedestrian areas, in turn, provides an all important buffer for pedestrians by disrupting the hegemony of the car.

Expanding the concept of Complete Streets with a more fine-grained and high-resolution approach means providing infrastructure for the widest possible range of vehicles that travel at or less than 25 mph.

The Slow Speed Network Strategy achieves this through a system of three interconnected networks, each at a different scale, and each reinforced by physical and digital wayfinding, making neighborhood and sub-regional destinations accessible by slow non-car modes.

In its ultimate state, the entire network is seamlessly connected and consistently distinguished from its surroundings. The network design is expressed through elements such as distinct paving, signage, landscaping, lighting, broadband connectivity, and clear and consistent branding.

To take the first steps towards this vision, the network relies on the adaptive re-use of the existing roadway network to promote integrated multi-modal transportation using primarily residential streets. The slow speed network strategy is made up of the following three interconnected sub-networks, shown below.

### Three Interconnected Networks

- Slow Zones: Local Network
- Sub-regional Network
- Slow Mode Freeways: Regional Network
Slow Mode Freeways: Regional Network

The largest scale of network uses dedicated ROWs for multi-use pathways that accommodate NEVs (Neighborhood Electric Vehicles) as well as bicycles, pedestrians and all other slow modes. These slow mode freeways on re-purposed ROWs should be imagined as a part of a future Countywide or regional multi-modal transportation and recreation network made up of other similar ROWs. In the South Bay, candidates for such facilities include existing multi-use paths under electrical corridors, a segment of the Harbor Subdivision ROW that extends south of the Green Line, and the 16-mile length of the Dominguez Channel, which could provide trans-South Bay slow mode connectivity to jobs, housing and regional amenities.

Sub-regional Network

The signed and branded routes for on-street slow modes link the Slow Zones and traverse the South Bay, forming a sub-regional Slow Mode Network. The network is made up of existing residential streets wherever possible. Residential streets, with the addition of physical and digital wayfinding, present the lowest cost, both for implementation and maintenance, of a Slow Speed Network.

Further, our Network Strategy, which builds on the Countywide Active Transportation Strategic Plan (ATSP), relies on "low stress roadways". This means that shared use facilities -- where cars, bikes, pedestrians and other slow modes share the ROW with no separating barriers or striping -- are located on roads with simultaneously the slowest moving traffic and the lowest traffic volumes. In cases where residential streets are not feasible for accessing Slow Zone pedestrian centers or other important destinations, the network is located on the next slowest streets - e.g. 30 mph streets instead of 25 mph. In these cases, a striped lane, shared between bicycles, NEVs and other slow modes, is warranted.

Because NEVs are prohibited from roads with speed limits higher than 35 mph, under the California Vehicle Code, we do not use any such roads except in rare cases where there is no alternative. On roads over 35 mph, the network would need a physically separate lane shared by NEVs, bikes and other on-street slow modes. These facilities along the edges of roads would be analogous to non-car facilities on greenways or other multi-use paths.

Slow Zones: Local Network

The smallest scale of roadway network is a series of signed and branded routes for slow modes on low speed-limit streets focused around selected pedestrian thoroughfares. These districts roughly encompassing a 1/2 mile to one mile area around pedestrian corridors are called Slow Zones. Twelve distinct Slow Zones have been identified in the sub-region. Four of the twelve areas are presented in-depth. These have mature pedestrian/retail cores and in some cases, business improvement districts. The other eight highlighted areas are referred to in our study as Lite Slow Zones. In the four in-depth case study areas the team carried out walk audits as the basis for recommendations for improvements to multi-modal pedestrian infrastructure.

A very high-standard pedestrian environment, accessible to all, is the nucleus of the Slow Zone. Geared to the full range of slow modes, the zones feature wayfinding, signage, curbside drop-off and pick-up, and offer full speed electric and NEV charging facilities. The idea is that Slow Zones are a repeatable form, with established standards and conventions distinct from their surrounding areas that will be recognizable Countywide. In general, many areas of first/last mile travel to transit stations will make good candidates to become Slow Zones, although not all Slow Zones need to be centered on transit.
Slow Mode Freeways: Regional Network
Sub-regional Network

See Appendix A: Slow speed network design methodology for more details
Slow Zones: Local Network

Selection of Slow Zones

Selection of the following Slow Zone centers and corridors included the analysis of relevant demographic, economic and mobility metrics, evaluation of future development areas and trends, and local organizational capacity and interest. Area selection also took into consideration the range of demographic patterns and land use types in the South Bay.

San Pedro

San Pedro’s past, present and future are tied to the Port of Los Angeles, which is partly in San Pedro. The area’s appealing old port-city quality is preserved thanks to the twenty-five miles separating it from downtown Los Angeles, and to its relative isolation from other cities. The historic downtown benefits from wide sidewalks, alleys, and pedestrian lighting. Housing, shops and restaurants in pre-WWII era buildings feature historic ornaments and finishes rare in the Los Angeles region. New offices and housing in the blocks surrounding the historic core indicate the area will only grow as a commercial destination. The San Pedro Public Market, the new development planned for the site of the current Ports O’ Call, promises to be a regional attraction, expanding and evolving in phases.

San Pedro’s bike infrastructure, residential streets, sidewalks and alleys lend themselves very well to non-car modes. The 2016 Mobility Plan by the City of Los Angeles picks up on this, suggesting street enhancements that encourage active modes. Building on this planning, the Slow Zone strategy fosters local connectivity and local business, and strengthens access from downtown to the San Pedro Public Market.

Artesia Boulevard, the pedestrian heart of the Slow Zone, is a mile and half boulevard of restaurants, small businesses and some auto-serving uses. Surrounding it are small blocks of attractive single and multi-family housing on very narrow streets. The neighborhood has a dense, close-knit quality that lends itself comfortably to walking and biking. There is senior housing, a small park and a range of retail amenities at the Aviation Blvd. end of the area, and the South Bay Galleria on the other end. In between, the Edison corridor ROW active transportation path intersects Artesia. A new Metro Green Line station will eventually be built on the site of a transit center planned just southwest of the Galleria. The Galleria itself will soon undergo renovation.

North Redondo

The pedestrian core of the North Redondo Slow Zone would be distinguished through improved sidewalks and new decorative crossings, signage and wayfinding. The on-street network, with slow mode infrastructure, signage and wayfinding, provides access to the Artesia Boulevard corridor by on-street slow modes, and connection to the Galleria and the Metro Green Line station. The Slow Zone concept is in keeping with the extensive analysis, projects, programs and outreach carried out in the area by the Beach Cities Health District, local advocates of community health and sustainability. It also supports the efforts of the North Redondo Beach Business Association to promote small businesses on Artesia.

El Segundo

The large commercial and employment districts on the eastern side of El Segundo, which are also the site of three Metro Green Line stations, are notably separate and entirely different in use and character from the quadrant on the city’s western edge with the City’s only housing, schools, civic functions, and main street with busy restaurants and shops. On the southern edge of this residential quadrant is a small stretch of a few blocks of undulating hills, centered on Franklin, with an intriguing mix of housing and light industrial facilities and offices popular with small businesses. The area is genuinely mixed use and less corporate than the rest of the city. With relatively modest effort, it could be a real standout in the region, functionally and aesthetically, if distinguished as a Slow Zone.

The slow speed strategy provides policy and planning direction for establishing the Slow Zone and linking it, with NEVs, e-bikes, bikes and other on-street modes, from the Main Street/Franklin mixed-use area to the employment districts and Green Line.
El Segundo Slow Zone pedestrian core walk audit results

Supports pedestrian modes?

- Yes
  - Wide, unobstructed sidewalks with smooth surfaces, dedicated pedestrian lighting, street furniture and eyes on the street.
- No
  - Pedestrian facility missing, obstructed or in state of disrepair.

- No ADA ramp
- No crosswalk
- Obstruction (e.g. tree, utility pole, etc.)
- Fatal crash location (ped/bike vs car)

The deficiencies shown above, coded in red and orange, need to be addressed to bring the El Segundo pedestrian core to a state of good repair.

Overall Performance*

- 78%
- 6%
- 7%
- 8%
- 1%

* percent of total road miles in each category

Attachment 5

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El Segundo Slow Zone pedestrian core recommendations

- Convert all alleys to green alleys.
- Improve safety for all modes at network intersections.
- Install new class III facilities.
- Enhance pedestrian environment. Narrow, cracked sidewalks and missing crosswalks create poor and unsafe walking conditions.
- Extend to Mariposa Green line station. Install class IV facility east of Sepulveda Blvd.

Sub-regional network in the El Segundo Slow Zone

- Proposed Sub-regional network:
  - Class I
  - Class IV
  - Class III
  - Proposed Slow Zone Gateways
  - Proposed NEV Charging

Attachment 5

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Implementation and Next Steps

Four pilot scenarios - the first spanning a part of Inglewood and Hawthorne, the second centered on El Camino College linking Carson to the North Redondo Transit Center, the third in San Pedro, and a fourth in El Segundo linking the old downtown to the Green Line - lend themselves to being developed into transportation projects that demonstrate the network strategy.

The pilot scenarios are fragments of the overall network, linking key destinations on the subregional network, connecting Slow Zones and slow mode freeways.

To become transportation projects the four pilots scenarios would need to be developed through these steps:

> Feasibility,
> Design alternatives, and
> Engineering and environmental review

Each of these steps will require identification of funding sources, such as Measure M dollars, that the SBCCOG and its member cities can access to fund the pilot projects.

Pilot Scenario 1:
Inglewood to Hawthorne

The terminus of the Rail to River Active Transportation Corridor, although not part of the slow speed network, would provide a link from outside the project area to the network. The western terminus of Rail to River extends towards the subregional, on-street network crossing downtown Inglewood - a Slow Zone centered around a future light rail stop. From here, the on-street network extends southward into Hawthorne, and links to the northernmost portion of the Dominguez Channel slow mode freeway, offering access to the Crenshaw Green Line Station. In a compact area, the project features all three types of slow speed network. If built, such a demonstration project would provide seamless connectivity for active modes coming from the Rail to River Corridor, and connectivity for all slow modes including NEVs through downtown Inglewood, and access to two light rail stations.

About Rail to River on Metro’s website:

“The Active Transportation Rail to River Corridor Project will convert an existing, underutilized railroad right-of-way (ROW) into a multi-purpose transportation corridor from the City of Inglewood in the western end to the City of Inglewood in the western end to the Los Angeles River in the eastern end, spanning up to 10.6 miles (depending upon the alternative path selected). Upon completion, the Active Transportation Rail to River Corridor Project will link neighborhoods, schools, and other key destinations through the heart of South Los Angeles.”

Pilot Scenario 2:
El Segundo

As in San Pedro, El Segundo’s slow speed network is linked to other cities, but through network segment links that are several miles long. For this and other reasons, it makes sense to contain a pilot project within El Segundo. A pilot project here would provide non-car access from the lively mix of uses in the area of Main Street in downtown El Segundo to the Green Line station on Mariposa and Nash streets. Employees working around the Mariposa station would be able to get to Main street in slow modes. As a non-car link for residents, visitors, employees and commuters, the project would support planning and design efforts towards a more pedestrian friendly and mixed use environment in the areas of the city now zoned exclusively as commercial.
Feasibility, Design Alternatives, Engineering and Environmental Review for Pilot Projects

The first step toward implementation for any of the pilot projects will be to identify infrastructure owners and determine who will lead pilot projects. Moving forward will require the participation of multiple agencies, and in some cases, adjoining cities. Project leads will need to establish funding sources for planning, design, funding of implementation capital, operations and maintenance.

Because continuity is essential to the network concept, maintaining consistency and continuity between jurisdictions, including as the network expands over time, will be an unavoidable challenge. The network strategy calls for a unified route for slow speeds, and will not succeed as disconnected segments.

1. Feasibility

Feasibility studies for any of the pilots will entail refinement of route planning, study of intersections and signalization, estimating costs and conducting outreach.

1a. Route Planning
   > Field-verify routes.
   > Confirm speed limits: conduct speed surveys and volume counts.
   > Verify recommended facility classes.
   > Determine planned changes, street blockages or directional closures.
   > Determine phasing and the sequence of segments.
   > Locations for wayfinding and other signage.
   > Location for parking and charging of slow modes.

1b. Intersections
   > Field verify intersection geometry and performance for crossings and turning.

1c. Signalization
   Work with cities and agencies to understand advantages of taking on the scope of more advanced signalization.

Analyze existing and required timing changes to accommodate non-car modes, including determining concept of operations for multi-modal signalization throughout the pilot project area. A camera-based sensor system, acting in concert with other sensors and types of activation, would best track the effectiveness of the pilot.

> Determine which signals would be owned and maintained by County and which by cities.
> Coordinate with agencies and local jurisdictions.
> Determine what agreements are needed to cover cost and liability.

1d. Outreach
   > Determine project constituents.
   > Discuss project with agencies, cities, institutional and local stakeholders, including in the immediate project area.

1e. Cost and Funding
   > Calculate costs and determining funding sources for design, engineering, environmental, as well as implementations, operations and maintenance.

2. Design Alternatives

Studying network alternatives will require a new layer of analysis and refinements of these steps:

> Route Planning
> Intersections
> Signalization
> Outreach
> Cost and Funding

3. Engineering and Environmental Review

Intersection improvements, streetscapes and signalization would be developed through the construction document phase and precisely coordinated with existing conditions. Some facility classes of the slow speed network would require CEQA documentation and some would not. Class III facilities will not require it, whereas Class II would have to justify an exemption, for example, if no travel lanes will be eliminated. Class IV lanes require full CEQA documentation, whereas for Class I, the specific facility may be exempt upon study.
The following are specific feasibility, design alternatives, engineering and environmental review considerations for the four pilot scenarios.

**Pilot Scenario:**
*Inglewood to Hawthorne*

> Confirm the end points of the pilot project area as the termination of the Rail to River active transportation corridor, and a specified a point along the Dominguez Channel south of SpaceX.

> Focus on edges of project area to ensure connectivity to streets outside pilot project boundaries.

> Consider connectivity to Hollywood park redevelopment, planned rail stations and Market street.

> Pay special attention to Hillcrest, Manchester, LaBrea “Y” intersection at Hillcrest and Gravelia.

> Study connection to Jack Northrup Class IV facility.

**Pilot Scenario:**
*El Segundo*

> Consider feasibility of reducing speeds on Vista del Mar and including it in the network.

> Study crossings of Sepulveda at both Maple and Mariposa.

> Consider redesigning station area at Mariposa for all modes.

> Verify route on Vista del Mar at Highland.

> Study route in light of planned changes for Raytheon site, and other planned improvements around light rail stations in the eastern half of the City.

**Pilot Scenario:**
*North Redondo Transit Center to the Carson Slow Zone*

> Study intersections including 182nd street at the 405.

> Ensure the continuity of Dominguez Channel infrastructure, especially between El Camino college and the Metro Transit Plaza/Green Line station.

> Study connection to El Camino College to Dominguez Channel.

> Study grade separations at intersections with the Dominguez Channel.

> Study all access points to the channel, including traffic control.

> Verify the width of Dominguez Channel ROW and engage all issues related to designing the network on the channel.

> Consider coordination for channel maintenance, and closure in storms.

> Anticipate environmental permitting for Dominguez Channel path.

> Study including spurs to Dominguez Hills and Harbor UCLA.

> Link pilot network to the Metro Silver Line.

**Pilot Scenario:**
*San Pedro*

> Coordinate with local Chamber of Commerce and other local initiatives.

> Coordinate with current City of LA planning and implementation, making the most of synergies with bike share.

> Ensure viable slow mode connectivity to Port o’ Call/San Pedro Public Market, requiring safe and convenient access from the level of Old Town San Pedro down to the lower level.
Accessibility clusters are defined by land-use conditions that were identified, through original local analysis, to have the greatest impact on travel behavior, as defined by vehicle miles traveled. These characteristics include net residential density (number of households per census tract) and job centrality (calculation based on the number of jobs and their distance from each tract). In general, the higher the residential density and job centrality for a given location, the less people drive to achieve their daily needs.
Displayed as Traffic Analysis Zones (TAZs) with the highest ranked active transportation variables within the SCAG region (higher scores = stronger relationship). The NMA combined score is comprised of walk accessibility, bicycle and pedestrian hazard (density of collisions/acre), NEV "friendliness" and density of short trips variables.
ESMoA: Seeing El Segundo in a new light

Added on March 9, 2017

From left, Kaia Keel, Nicole Hall, Karen Barnes, Jim Mahoney pose during the opening night of the "ELSEGUNDISSIMO" exhibition held at ESMoA on March 3, 2017 in El Segundo, California. (Photo by Ryan Miller/Capture Imaging)
Municipal Makeover

ESMoA's "Elsegundissimo" looks at ways to beautify the City of El Segundo

by Bondo Wyszpolski

You’ve heard the expression. It’s not what it is, but what it can be, and it’s a saying that can be applied to many things, painting a picture, for instance, writing a novel, or preparing for a dance recital. On a larger scale, it can apply to urban planning, and that’s sort of the impetus behind "Elsegundissimo," the latest intriguing show to open at ESMoA, the El Segundo Museum of Art.

ESMoA terms itself an art laboratory, and refers to its exhibitions as experiences. This has translated into creative endeavors that literally go beyond the usual museum or gallery setting and sometimes into the surrounding neighborhood as well (a redo of the former post office, sculptures on the beach, etc.). But, apart from decorating streetlamps over the holidays, what if the city was truly motivated to join in and, casting a wider net, to reimagine and possibly reconfigure the mundane into the whimsically inventive?
From left, Anka Roberts looks at the art during the opening night of the “ELSEGUNDISSIMO” exhibition held at ESMoA on March 3, 2017. (Photo by Ryan Miller/Capture Imaging)

From left, Brian Sweeney, Co-Founder ESMoA and Suzanne Fuentes, Mayor, City of El Segundo, during the opening night of the "ELSEGUNDISSIMO" exhibition held at ESMoA on March 3. (Photo by Ryan Miller/Capture Imaging)

One idea leads to another

Two years ago, ESMoA came up with the idea of soliciting proposals for ways to improve but mainly to enhance the visual aspect of the City of El Segundo. That is, they put the word out and then began to collect designs and models which could be presented to the city’s art and cultural commission. According to Bernhard Zuenkeler, the curator of “Elsegundissimo,” about 100 proposals were received in time to be considered for the current show, and of these about 60 were from artists. But the important thing to note right here is that the collection process is ongoing, and that someone who wasn’t aware of it before can still participate.

Regarding submissions, there can never be too many. “We believe that ideas come from ideas Zuenkeler says, “and every idea is usually built on another idea. The thing is, ideas create synergies among each other. If you have a little bit of a critical mass, then I think the chances of it going somewhere will get a lot better.”
Artist Maria Destefano during the opening night of the “ELSEGUNDISSIMO” exhibition held at ESMoA on March 3. (Photo by Ryan Miller/Capture Imaging)

If we look around the gallery, we see many possibilities for cross-fertilization. For example, one could take the designs for oddly sculpted park benches or chairs and align them with the models of inventive playground equipment and the artificial boulders that can be illuminated from within. Someone else may look at these or other combinations and say, Well, what if you add so-and-so to the mix?

Artists Jim McHugh and Prime during the opening night of the “ELSEGUNDISSIMO” exhibition held at ESMoA on March 3. (Photo by Ryan Miller/Capture Imaging)
If the city has an open mind

People who were tempted to submit proposals no doubt wondered what level of quality was expected from them, but Zuenkeler says that what he and others at ESMoA were after wasn’t perfection, per se, but rather innovation. People were told not to stress over highly refined models, although when it comes to that very few artists limit themselves, and so many of the artworks on view are gems in themselves.

Also, as the platform rather than as the judge, it hasn’t been ESMoA’s intention to critically assess the proposals. “Right now, we’ve just put up different ideas,” Zuenkeler says. “We didn’t make a pre-selection.”

But of course somebody will have to evaluate the feasibility and aesthetic of each project, so whom might that be?

Well, at first the proposals will be voted on. “We will also ask a jury to pick three of what they think are the best ideas. We are still putting the jury together, but the people who will be on the jury will be meaningful people, so that you cannot really ignore their recommendation.

From left, Perry Glorioso, Mark Harvey, James Maupin and artist Roy Kesrouani talk during the opening night of the “ELSEGUNDISSIMO” exhibition. (Photo by Ryan Miller/Capture Imaging)
“But the nice thing,” Zuenkeler continues, “is that we wanted to create not a top-down process but a bottom-up process.” What this means is that instead of ideas beginning with city officials and then filtering down to committees and experts, the committees and experts will be the ones presenting their recommendations to city officials. To put it succinctly, it begins with the artists.

In this case, the city simply needs to be open to hearing about them. Which by all accounts they are.

From left, Luke Haberman, Kelly Williams and Zoe Haberman during the opening night of the “ELSEGUNDISSIMI” exhibition. (Photo by Ryan Miller/Capture Imaging)

The start of something grand?

One can see “Elsegundissimo” as the start of a beautification project, and where many of the more modest proposals (a redecoration of benches, street signs, awnings, sidewalks, for example) could be crowdfunded. Certain proposals may be attractive, but perhaps a little ahead of their time. Most urban development proceeds in increments.
From left, Shana, Alpino, artist Vincent Alpino and young Vincent Alpino during the opening night of the “ELSEGUNDISSIMO” exhibition. (Photo by Ryan Miller/Capture Imaging)

Just as there are advocates, there always seem to be detractors.

“Of course a lot of people will probably say, We don’t want that, and we don’t want that,” Zuenkeler notes. “But I think some people will feel like, Man, this is cool.”

For all that, we’re still at the beginning. Over the next few weeks various panels and programs will take place (check back on the website), so that some of these proposals, still in nascent form today, may then emerge on a more solid footing. This is an ambitious project with perhaps unlimited growth. In other words, round and round it goes; where it stops nobody knows.

Elsegundissimo is on view through May 21 at ESMoA, 208 Main St., El Segundo. General opening hours, Friday to Sunday, 10 a.m. to 5 p.m. (424) 277-1020 or go to ESMoA.org. ER

by Bondo Wyszpolski
July 20, 2017

Desiree Portillo-Rabinov
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza, 23rd Floor
Los Angeles, CA 90012

SUBJECT: METRO TOD PLANNING GRANT APPLICATION LETTER OF SUPPORT FOR CITY OF EL SEGUNDO, EL SEGUNDO TRANSIT CORRIDOR PLAN

Dear Ms. Portillo-Rabinov:

The South Bay Cities Council of Governments (SBCCOG) is pleased to write a letter of support for the City of El Segundo’s request of TOD Planning funds from Transit Oriented Development (TOD) Planning Grant Program Round 5 for the El Segundo Transit Corridor Plan (Specific Plan). The Specific Plan will establish transit supportive planning elements for the eastern portion of the city along the Metro Green Line Light Rail Corridor. The areas around the three Green Line stations located within the city - Mariposa, El Segundo and Douglas stations - as well as the Aviation station located just outside the city boundaries at Imperial Highway, will greatly benefit from the development of a comprehensive community-driven transit supportive planning effort that will integrate local and regional land use and transportation strategies, reduce greenhouse gas emissions, improve mobility, and support and implement sustainable development principles. This comprehensive planning effort will provide the community with a detailed vision and policies and regulations that ensures quality development around the transit stations.

The planning effort will enhance the City of El Segundo and the Metro transit system by creating a regulatory system that promotes, encourages and supports transit ridership and the interface between public transportation and the surrounding communities. The development and outcomes of the Specific Plan will address all of Metro’s 10 transit supportive planning elements of: compact design; street and network connectivity; affordable housing; transit prioritization, accessibility and area design; transportation demand management; complete neighborhoods; site layout, parking layout and building design; commercial stabilization, business retention and expansion; parking management; and pedestrian & bicycle circulation.

The SBCCOG supports the City of El Segundo’s plan to thoughtfully and proactively engage the residents, employees, property and business owners, advocates, business groups, religious organizations, disadvantaged and underserved communities and all other interested parties in the planning process and outcomes of the Specific Plan. We are encouraged that the city will address the existing barriers to public transportation usage; community-specific equity concerns; regulatory and economic limitations to developing a balanced mix of land uses; affordability; public health disparities; pedestrian and cyclist connectivity and safety; the need for a high quality public realm; and other critical land use and transportation policies and programs facing our community.

LOCAL GOVERNMENTS IN ACTION
Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County

Attachment 7
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The SBCCOG fully supports the efforts of the City of El Segundo Planning Department to seek Metro TOD Planning Grant funding to support the development of a transit supportive Specific Plan for the area around the Metro Green Line stations in the City of El Segundo.

Sincerely,

Kurt Weideman, SBCCOG Chair
Mayor Pro Tem, City of Torrance

Cc: Gregg McClain, City of El Segundo
    Deborah Murphy, DMUD+P, Grant Consultant
July 26, 2017

Ms. Desiree Portillo-Rabinov
METRO
One Gateway Plaza, 23rd Floor
Los Angeles, CA 90012

Re: METRO TOD Planning Grant Application Letter of Support for the City of El Segundo
Planning Effort for El Segundo Transit Corridor Plan

Dear Ms. Portillo-Rabinov:

Continental Development Corporation (Continental) is pleased to write a letter of support for the
City of El Segundo’s request of TOD Planning funds from Transit Oriented Development (TOD)
Planning Grant Program Round 5. Continental understands that this TOD grant would provide
funding for the City’s effort to develop the El Segundo Transit Corridor Plan (Specific Plan).

Continental has been a major land owner of commercial properties in El Segundo for many
decades and supported development of the Metro Green Line from the time the project was in its
planning stage. Continental fully supports the City of El Segundo’s proposal to invest in a
planning exercise relative to transit oriented opportunities in the city. Development of a Specific
Plan that establishes transit supportive planning elements for the Metro Green Line Light Rail
Corridor, namely the areas around the three Green Line stations located within the eastern portion
of the city - Mariposa, El Segundo and Douglas stations - as well as the Aviation station located
just outside the city boundaries at Imperial Highway, will greatly benefit from the development of
a comprehensive community-driven transit supportive planning effort that will integrate local and
regional land use and transportation strategies, reduce greenhouse gas emissions, improve
mobility, and support and implement sustainable development principles.

Our organization supports the City of El Segundo’s plan to thoughtfully and proactively engage
and collaborate with all segments of the residential and business communities and all other
interested parties in the planning process and outcomes of the Specific Plan. Continental is an
active member of the City’s Economic Development Advisory Council (EDAC) which focuses
on new business attraction and business retention and expansion in the city. One of the newly
adopted focal points of the EDAC Work Plan is to utilize this same type of forward planning in
its work to enhance the economic vitality of the city. A comprehensive planning effort to provide
the community with a detailed vision that ensures quality development around transit stations will
be of great value to all segments of the community and will enhance the City of El Segundo and
the Metro transit system.
I fully support the efforts of the City of El Segundo Planning Department to seek Metro TOD Planning Grant funding to support the development of a transit supportive Specific Plan for the area around the Metro Green Line stations in the City of El Segundo.

Sincerely,

Richard C. Lundquist
President

cc: Gregg McClain, City of El Segundo
Deborah Murphy, DMUD+P, Grant Consultant
July 26, 2017

Desiree Portillo-Rabinov  
METRO  
One Gateway Plaza, 23rd Floor  
Los Angeles, CA 90012  

SUBJECT: METRO TOD PLANNING GRANT APPLICATION LETTER OF SUPPORT FOR  
CITY OF EL SEGUNDO  
EL SEGUNDO TRANSIT CORRIDOR PLAN  

Dear Ms. Portillo-Rabinov:

Federal Realty Investment Trust is pleased to write a letter of support for the City of El Segundo’s request of TOD Planning funds from Transit Oriented Development (TOD) Planning Grant Program Round 5 for the El Segundo Transit Corridor Plan (Specific Plan). The Specific Plan will establish transit supportive planning elements for the eastern portion of the city along the Metro Green Line Light Rail Corridor. The areas around the three Green Line stations located within the city - Mariposa, El Segundo and Douglas stations - as well as the Aviation station located just outside the city boundaries at Imperial Highway, will greatly benefit from the development of a comprehensive community-driven transit supportive planning effort that will integrate local and regional land use and transportation strategies, reduce greenhouse gas emissions, improve mobility, and support and implement sustainable development principles. This comprehensive planning effort will provide the community with a detailed vision and policies and regulations that ensures quality development around the transit stations.

The planning effort will enhance the City of El Segundo and the Metro transit system by creating a regulatory system that promotes, encourages and supports transit ridership and the interface between public transportation and the surrounding communities. The development and outcomes of the Specific Plan will address all of Metro’s 10 transit supportive planning elements of: compact design; street and network connectivity; affordable housing; transit prioritization, accessibility and area design; transportation demand management; complete neighborhoods; site layout, parking layout and building design; commercial stabilization, business retention and expansion; parking management; and pedestrian & bicycle circulation.
Desiree Portillo-Rabinov
METRO
One Gateway Plaza, 23rd Floor
Los Angeles, CA 90012

Our organization supports the City of El Segundo’s plan to thoughtfully and proactively engage the residents, employees, property and business owners, advocates, business groups, religious organizations, disadvantaged and underserved communities and all other interested parties in the planning process and outcomes of the Specific Plan. We are encouraged that the city will address the existing barriers to public transportation usage; community-specific equity concerns; regulatory and economic limitations to developing a balanced mix of land uses; affordability; public health disparities; pedestrian and cyclist connectivity and safety; the need for a high quality public realm; and other critical land use and transportation policies and programs facing our community.

Federal Realty Investment Trust currently owns and operates over 500,000 of premier retail, restaurant and service oriented commercial space in the City of El Segundo and we feel that alternative modes of transportation are becoming increasingly important to our customers. We laud the City’s efforts to advance initiatives to plan for the future.

I fully support the efforts of the City of El Segundo Planning Department to seek Metro TOD Planning Grant funding to support the development of a transit supportive Specific Plan for the area around the Metro Green Line stations in the City of El Segundo.

Sincerely,

Stuart MacDonald
Director of Development, Western Region
Federal Realty Investment Trust

Cc: Gregg McClain, City of El Segundo
Deborah Murphy, DMUD+P, Grant Consultant
July 25, 2017

Desiree Portillo-Rabinov
METRO
One Gateway Plaza, 23rd Floor
Los Angeles, CA 90012

SUBJECT: METRO TOD PLANNING GRANT APPLICATION LETTER OF SUPPORT FOR CITY OF EL SEGUNDO
EL SEGUNDO TRANSIT CORRIDOR PLAN

Dear Ms. Portillo-Rabinov:

The South Bay Bicycle Coalition (SBBC) is pleased to submit a letter of support for the City of El Segundo’s request of TOD Planning funds from Transit Oriented Development (TOD) Planning Grant Program Round 5 for the El Segundo Transit Corridor Plan (Specific Plan). The Specific Plan will establish transit supportive planning elements, including bicycle facilities, for the eastern portion of the city along the Metro Green Line Light Rail Corridor. The areas around the three Green Line stations located within the city - Mariposa, El Segundo and Douglas stations - as well as the Aviation station located just outside the city boundaries at Imperial Highway, will greatly benefit from the development of a comprehensive community-driven transit supportive planning effort that will integrate local and regional land use and transportation strategies, reduce greenhouse gas emissions, improve mobility, and support and implement sustainable development principles. This comprehensive planning effort will provide the community with a detailed vision and policies and regulations that ensures quality development around the transit stations.

The planning effort will enhance the City of El Segundo and the Metro transit system by creating a regulatory system that promotes, encourages and supports transit ridership and the interface between public transportation and the surrounding communities. The development and outcomes of the Specific Plan will address all of Metro’s 10 transit supportive planning elements of: compact design; street and network connectivity; affordable housing; transit prioritization, accessibility and area design; transportation demand management; complete neighborhoods; site layout, parking layout and building design; commercial stabilization, business retention and expansion; parking management; and pedestrian & bicycle circulation.

The SBBC supports the City of El Segundo’s plan to thoughtfully and proactively engage the residents, employees, property and business owners, advocates, business groups, religious organizations, disadvantaged and underserved communities and all other interested parties in the planning process and outcomes of the Specific Plan. We are encouraged that the city will address the existing barriers to public transportation usage; community-specific equity concerns; regulatory and economic limitations to developing a balanced mix of land uses; affordability; public health disparities; pedestrian and cyclist connectivity and safety; the need for a high quality public realm; and other critical land use and transportation policies and programs facing our community.
The SBBC fully supports the efforts of the City of El Segundo Planning Department to seek Metro TOD Planning Grant funding to support the development of a transit supportive Specific Plan for the area around the Metro Green Line stations in the City of El Segundo. Please do not hesitate to contact me with any questions.

Healthful best,

Andrea N. Giancoli, MPH, RD

Andrea N. Giancoli, MPH, RD
Executive Director
South Bay Bicycle Coalition
Giancoli_RD@yahoo.com
(310) 344-6648

Cc: Gregg McClain, City of El Segundo
    Deborah Murphy, DMUD+P, Grant Consultant
July 20, 2017

Desiree Portillo-Rabinov
METRO
One Gateway Plaza, 23rd Floor
Los Angeles, CA 90012

SUBJECT: METRO TOD PLANNING GRANT APPLICATION LETTER OF SUPPORT FOR CITY OF EL SEGUNDO
EL SEGUNDO TRANSIT CORRIDOR PLAN

Dear Ms. Portillo-Rabinov:

The Los Angeles Lakers, Inc. is pleased to write a letter of support for the City of El Segundo’s request of TOD Planning funds from Transit Oriented Development (TOD) Planning Grant Program Round 5 for the El Segundo Transit Corridor Plan (Specific Plan) which we have been advised will establish transit supportive planning elements for the eastern portion of the city along the Metro Green Line Light Rail Corridor.

We believe that the planning effort will enhance the City of El Segundo and the Metro transit system by creating a regulatory system that promotes, encourages and supports transit ridership and the interface between public transportation and the surrounding communities.

Our organization supports the City of El Segundo’s plan to thoughtfully and proactively engage the residents, employees, property and business owners, advocates, business groups, religious organizations, disadvantaged and underserved communities and all other interested parties in the planning process and outcomes of the Specific Plan. We are encouraged that the city will address the existing barriers to public transportation usage; community-specific equity concerns; regulatory and economic limitations to developing a balanced mix of land uses; affordability; public health disparities; pedestrian and cyclist connectivity and safety; the need for a high quality public realm; and other critical land use and transportation policies and programs facing our community.

The Lakers fully support the efforts of the City of El Segundo Planning Department to seek Metro TOD Planning Grant funding to support the development of a transit supportive Specific Plan for the area around the Metro Green Line stations in the City of El Segundo.

Sincerely,
The Los Angeles Lakers, Inc.

[Signature]

Joseph B. McCormack
CFO & Senior Vice President, Finance

Cc: Gregg McClain, City of El Segundo
Deborah Murphy, DMUD+P, Grant Consultant
## TOD Planning Grant Program: Round 5
### Summary and Preliminary Funding Recommendations

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Amount Requested</th>
<th>Project Description</th>
<th>Avg Score</th>
<th>Recommended Funding</th>
<th>Stations</th>
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<tr>
<td>El Monte*</td>
<td>$120,000</td>
<td>TIF District Feasibility and Planning Study</td>
<td>88</td>
<td>$120,000</td>
<td>El Monte Metrolink Station and El Monte Transit and Busway Station</td>
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<td>Azusa*</td>
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<td>TIF Feasibility Study for the Azusa TOD Specific Plan Area</td>
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<td>Los Angeles*</td>
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<td>Compton</td>
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<td>Compton Mixed-Use Policies: General Plan/Zoning Code Consistency</td>
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<td>$410,000</td>
<td>Metro Blue Line: Compton Station</td>
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<td>Downtown Burbank Metrolink Station TOD Specific Plan and General Update</td>
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<td>$410,000</td>
<td>Metrolink Burbank Downtown Station - Serving Antelope Valley Line/Ventura County Line</td>
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<td>El Segundo Tranist Corridor Plan</td>
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<td>$659,500</td>
<td>Metro Green Line Stations: Aviation, Mariposa, El Segundo and Douglas Stations</td>
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<td>Pico Rivera</td>
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<td>Washington &amp; Rosemead Boulevards Gold Line Eastside Extension TOD Plan</td>
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<td>Gold Line East Side Extension</td>
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<td>$580,000</td>
<td>Blue and Silver Line Stations: Slauson &amp; Fairview Heigs Stations / Crenshaw/ Slauson Transit Corridor</td>
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**Total Recommended Funding** $3,080,500

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<th>Applicant</th>
<th>Amount Requested</th>
<th>Project Description</th>
<th>Avg Score</th>
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<td>Covina Metrolink Station Local TIF Feasibility Study and Overlay Plan</td>
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<td>South Pasadena</td>
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<td>City of South Pasadena Downtown Specific Plan</td>
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<td>Gold Line Station South Pasadena Station/</td>
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**Total Requested** $5,098,570

*Tax Increment Financing Pilot Program Applications*
AGENDA DESCRIPTION:

Consideration and possible action to adopt a Resolution revising the Technology Committee Bylaws and increase the number of participants from seven (7) to eleven (11) members.
(Fiscal Impact: None)

RECOMMENDED COUNCIL ACTION:

1. Adopt a Resolution amending the Technology Committee Bylaws
2. Authorize the Technology Committee to increase their membership from seven (7) to eleven (11) and/or,
3. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

1. Draft resolution adopting revised Technology Committee Bylaws
2. Resolution No. 5018

FISCAL IMPACT: None

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<td>Account Number(s):</td>
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STRATEGIC PLAN:

Goal: 1. Optimize Impact of Technology

Objective: 2. Create effective structure for integrated focus on the technology needs of the City and its constituents

ORIGINATED BY: Charles Mallory, Information Systems Director

REVIEWED BY: Mark Hensley, City Attorney

APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:

The Technology Committee was established as an advisory group to assist City staff to identify and prioritize technology strategies and projects to improve service delivery. In order to clarify the role of the Technology Committee, revised Bylaws were created in collaboration with staff, the city attorney and the Committee itself. A few of the significant points of the revised Bylaws are as follows:
1. Clarification of the Committee’s role & responsibilities.

2. Based on the Committee’s role, members are not required to complete FPPC Form 700, the statement of Economic Interests.

3. Authorize the Technology Committee to increase their members from seven (7) to eleven (11).

Current members of the Technology Committee are as follows:

David Froemke, Chair
Paul Lanyi, Vice Chair
Lindsey Breeden, Member
Brian Hauer, Member
Chad Hahn, Member
Tori Lieberstein, Member
Tom Vanek, Member
Council Member Carol Pirsztuk, Liaison Member
Council Member Drew Boyles, Liaison Member

Based on the recommendations of the Technology Committee, Staff recommends that the City Council adopt the Technology Committee Bylaws via resolution. Adoption of the Bylaws will define the role of the committee members and allow an increase in membership.

The Technology Committee will provide additional knowledge and resources which will enhance the advice provided to the Council and staff related to technology systems, programs and projects.

The immediate goal of the Committee is to collaborate with staff and develop a comprehensive Technology and Software Selection Process (TSSP) to govern the Request for Proposals (RFP) process. This includes the selection of technology and professional services which will ultimately be used to enhance the services for the City of El Segundo’s Businesses and Residents.
RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL SEGUNDO ADOPTING THE TECHNOLOGY COMMITTEE'S BY-LAWS AND INCREASING ITS MEMBERSHIP TO ELEVEN MEMBERS

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

SECTION 1: Recitals:

A. On July 19, 2016, the City Council established a new El Segundo Technology Committee comprised of five members of the El Segundo business and residential community, and two members of the City Council, to advise the City on its technology systems;

B. On January 17, 2017, the City Council adopted Resolution No. 5018, formally establishing the Technology Committee and adopting its by-laws; at the time, the City Council also approved the increase in the Committee's membership from five to seven;

C. On February 26, 2016, the Technology Committee approved a revised set of by-laws and requests that the City Council adopt the Technology Committee’s revised by-laws; the Technology Committee is also asking for an increase in its membership from seven to 11 members;

D. The City Council desires to adopt the Technology Committee’s proposed by-laws and to increase the Committee’s membership.

SECTION 2: Adoption of By-laws. The by-laws recommended for adoption by the Committee and attached as Exhibit A are hereby adopted. Any amendments to the by-laws must be approved by the City Council.

SECTION 3: Amendment to Resolution No. 5018. Section 3 (“Number and Composition of Committee Members”) of Resolution No. 5018 is amended to reflect the increase in the Committee’s membership to 11 voting members. Section 7 (“Functions and Duties”) of Resolution No. 5018 is amended to the extent it is inconsistent with the revised purpose and role of the Committee, as described in Exhibit A. Except as modified by this resolution, all other terms included in Resolution No. 5018 remain the same and in effect.

SECTION 4: This Resolution will become effective immediately upon adoption and remain effective unless superseded by a subsequent resolution.

PASSED, APPROVED AND ADOPTED this ____ day of March, 2018.
ATTEST:

Suzanne Fuentes, Mayor

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 March, 2018, 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
EXHIBIT A

CITY OF EL SEGUNDO - TECHNOLOGY COMMITTEE
BYLAWS

ARTICLE I — NAME

The name of this organization shall be the Technology Committee, aka ITC (Information Technology Committee)

ARTICLE II — PURPOSE AND ROLE

Section I - General

The Technology Committee shall collaborate with City staff and the local information technology community to identify and prioritize technology strategies and projects that are consistent with governmental standards and improve current systems to provide the City and the public with improved technology equipment and services. The Committee is a standing committee that serves at the pleasure of the City Council.

The Committee shall make recommendations that balance the needs of all departments while taking under consideration that some short-term actions may need to be postponed due to the overarching and/or long term goals, budgetary constraints, and other priorities of the City’s IT Department.

The Committee will advise on any and all projects as requested by the City or as required per these bylaws. However, the higher purpose of the Committee is to work in conjunction with Staff on the key strategic needs of the City – balancing perceived and unrecognized needs with current projects. While the Committee may be asked to advise on tactics of IT projects, it is the fundamental purpose of the Technology Committee to understand the overarching needs of the City and collaborate with City personnel to ensure that the total needs are met, not just the project needs.

The Committee shall work with staff and shall submit an annual prioritized list of proposed projects to the City Council for consideration and potential approval. The IT Director shall first collect a list of all staff and Committee requested projects and prioritize them according to need. The Committee shall then review the Director’s list of projects and work with the Director to finalize a list to present to the City Council for approval.

Tech Comm Bylaws 02.01.18
The Committee shall work with staff to provide quarterly reports to the Council regarding the progress of the projects. The Committee shall not be responsible for managing the projects. The City Manager and IT Director shall oversee staff as set forth in their respective roles for purposes of managing projects.

With regard to projects that are anticipated to exceed $50,000, are on the annual prioritized list of projects, or will be used by the public (residents, visitors, and businesses) the Committee shall be involved in selection process identified in Section II. For sole source purchases in excess of $50,000, staff shall make a presentation to the Committee as to why the purchase qualifies as a sole source purchase. If the Committee disagrees, such will be noted in the staff report to the Council requesting approval of the purchase. For projects that are being mandated by another agency and the City is required to purchase a particular product, the staff shall make a presentation to the Committee regarding the project and product. If the Committee has concerns about the project and/or product, such concerns shall be noted in the staff report to the Council requesting authority to purchase the product.

Section II- Technology and Software Selection Process

An immediate goal of the Committee shall be to collaborate with staff and develop a broader technology and software selection process (TSSP), including template of a request for proposals form (RFP) for purposes of soliciting IT equipment and services from third party vendors and quality assurance processes. This work shall be crafted by the City and input provided by the Committee. The RFP shall include without limitation, functional requirements, technical requirements, vendor history, maintenance services, integration requirements, and a request for warranty information. The process shall identify the City staff positions to be involved in the process and also include developing a timeline for noticing proposals, for vendors to submit proposals, for staff to evaluate proposals (including demonstrations), and for staff to provide a recommendation to Council.

The process will also provide a list of success criteria and a functional requirement scorecard for evaluating proposals. A potential list of viable proposers shall be identified and information explaining if they did not submit a proposal, why not. The requirements for the TSSP in this Section are not exhaustive as it is intended that the Committee and staff will identify other components to include in the process. The Committee and staff shall submit the proposed TSSP process to the City Council for approval.

The Committee shall not be involved in the drafting of specific proposals or in the ranking, selection, or recommendation to Council of vendors. However, before proceeding to issue a request for proposal, a subcommittee of the Committee shall review the request for proposal and provide input with regard to whether it meets the City’s request for proposals requirements.

Members of the subcommittee shall not create a quorum. This subcommittee shall also conduct a criteria success ranking of the vendor that staff is recommending to Council that involves a

Tech Comm Bylaws 02.01.18
proposed purchase. This criteria success ranking information shall be included in the staff report provided to the Council with regard to the recommended award of contract.

ARTICLE III — QUALIFICATIONS

Members of the Technology Committee shall represent a cross section of the community including both residents and local industry representatives who have expert knowledge in technology, and general technological practices.

ARTICLE IV — MEMBERSHIP

The Technology Committee shall be composed of eleven (11) voting members and two (2) members of the City Council to serve as liaison, nonvoting members; all of whom shall be appointed by the Council.
• Section I — Selection of members
  o The City of El Segundo shall advertise and solicit applications to fill any vacant position that might occur. After the application period has closed, the Chair, two (2) members of the Technology Committee and the IT Director shall review the applications with the sole purpose of making a recommendation for selection to the Mayor and members of the City Council. The Council shall interview the recommended all candidates and the City Council shall make the final selection and appointments.

Section II — Term of Office

The term for each voting member of the Technology Committee is four (4) years. However, the initial terms of 5 of the members shall only be two (2) years so that the terms shall be staggered to promote the stability of the Committee. The Committee is a standing advisory committee that serves at the pleasure of the City Council (see Article VI Section III Duties of the Technology Committee Members).

• Section III — Compensation
  o Technology Committee members shall serve without compensation and shall only be reimbursed for expenses approved by the Council.

• Section IV — Removal
  o Members of the Technology Committee are expected to attend all meetings. When any member has three consecutive, or a total of 6 or more absences within a 12-month period, the member’s seat shall be deemed vacant.

**ARTICLE V — MEETINGS**

All meetings of the Committee shall be publicly noticed, open to the public and in a publicly-accessible location as required by state law.

• Section I — Regular Meetings
  o Regular meetings of the Technology Committee shall be on the 2nd Monday of every month at 6:00 pm. The Location shall be the Police Department Emergency Operations Center (E.O.C.). If the meeting falls on a holiday then is shall be held on the next day that the City is open for business.

• Section II — Special Meetings
  o Special Meetings of the Technology Committee may be held at any time upon the call of the Committee Chair, or by a majority of the voting members, or the City Council following at least forty-eight (48) hours’ notice to each Committee member. The

Tech Comm Bylaws 02.01.18
Committee Chair or a majority of the Technology Committee shall determine the time and location of the Special Meeting.

Section III — Study Sessions / Workshops / Seminars

Section IV — Quorum
  o A majority of the voting members of the Technology Committee shall constitute a quorum. A quorum is necessary for action by the Technology Committee.

Section V — Voting
  o Each voting member shall have one vote.

  • Section VI — Meeting Procedures
    o Except as otherwise provided by these Bylaws, City Council Resolutions or state law, the Technology Committee will follow the latest edition of the Robert's Rules of Order for the orderly conduct of meetings.

ARTICLE VI - OFFICERS

Officers of the Technology Committee shall be a Committee Chair and a Vice Chair who shall serve at the pleasure to the Technology Committee. Term of office shall be for one (1) year. These Officers shall be voted on at the Committee's first meeting in January. Duties of the officers shall conform to the regular parliament duties set forth by the latest edition of the Robert's Rules of Order, unless otherwise stated.

Section I — Committee Chair
  o The Committee Chair shall preside over the meetings of the Technology Committee.

Section II — Committee Vice Chair
  o During the absence, disability, or disqualification of the Committee Chair, the Committee Vice Chair shall perform all the duties and be subject to all the responsibilities of the Committee Chair. The Committee Vice Chair shall succeed the Committee Chair if he/she vacates the office before the term expires. If this occurs, a new Committee Vice Chair shall be elected at the next regular meeting.

Section III — Duties of the Technology Committee Members
  o It is intended that the Technology Committee shall serve an advisory body to the City Council. The duties of the Members are set forth in these bylaws.

Tech Comm Bylaws 02.01.18
Members of the Technology Committee shall not perform any services or work that would normally be performed by City staff or contractors. In the event a member desires to access City equipment, network or technology in order to provide advice to the City Council or the staff, such access may only be granted by the City Manager upon consultation with the City Attorney. The City has a legal obligation to limit access to personnel, tax, medical, and other information deemed confidential and sensitive.

ARTICLE VII — OFFICIAL DOCUMENTS

Section I — Minutes

- Minutes of all meetings shall be prepared and maintained with the Technology Committee records. Copies shall be distributed to each Technology Committee member, City Council member, and to the City Clerk.

Section II — Distribution of Documents

- Preparation and distribution of Technology Committee documents to the members, City Council and City Clerk shall be the responsibility of a designated staff member from the Information Services Division/Department.
- The official Technology Committee Agenda and previous meeting minutes will be available no less than 72 hours before a scheduled meeting.

ARTICLE VIII — ASSISTANCE OF STAFF

The City Manager and IT Director will work with the Technology Committee to provide information (subject to the limitations set forth in Article VI) and staff assistance as the Technology Committee may request from time to time. The staff member(s) designated by the City Manager shall attend meetings of the Technology Committee and submit such reports as
requested by the Technology Committee and as deemed necessary or desirable, subject to the City Manager in his discretion determining deadlines for providing such assistance based upon other duties that staff is performing.

ARTICLE IX — AMENDMENTS

The Committee may recommend amendments to these Bylaws. Such recommendations may be made by simple majority of the voting members at any meeting of the Technology Committee. Such amendments must be approved by the City Council.

PASSED AND ADOPTED by the Technology Committee —February 26, 2018

PASSED AND ADOPTED by the El Segundo City Council —[insert date]
RESOLUTION NO. 5018

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL SEGUNDO ESTABLISHING THE EL SEGUNDO TECHNOLOGY COMMITTEE AND ADOPTING THE COMMITTEE’S BY-LAWS

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

SECTION 1: Recitals:

A. On March 16, 1999, the City Council adopted a “Technology and Information Systems Master Plan”; the plan, in part, created an Executive Technology Review Committee, which was comprised of the City Manager, department heads, and the Information Systems Manager. The ERTC, as a standing committee, was tasked with reviewing the plan and making recommendations to the City Manager as to purchases of hardware and software systems, and prioritize projects for the Information Systems Department;

B. Over the years, this committee assisted in the evaluation, prioritization and planning of technology projects and purchases, and provided useful recommendations and offered suggestions for a “best practices” approach to implementing, using and maintaining new systems involving technology;

C. On July 19, 2016, the City Council established a new El Segundo Technology Committee which would be comprised of five members of the El Segundo business and residential community, and two members of the City Council, to advise the City on its technology systems;

D. Since July 19, 2016, the Technology Committee has met and drafted proposed by-laws; the Committee also desires to increase its membership from five to seven;

E. The City Council desires to adopt the Technology Committee’s proposed by-laws and increase its membership; in addition, the City Council desires to memorialize its prior action by adopting this resolution formally establishing the Committee.

SECTION 2: Establishment of the Committee. The City Council does hereby establish the El Segundo Technology Committee (“Committee”). The structure and action of the Committee are governed by the terms of this resolution as it may be revised from time to time. To the extent any part of the “Technology and Information Systems Master Plan,” adopted by the City Council on March 16, 1999 conflicts with this newly formed Committee, such part of the plan is hereby repealed.
RESOLUTION No. 5018
Page 2 of 3

SECTION 3: Number and Composition of Committee Members. The Committee shall have five to seven voting members appointed by the City Council to serve at the discretion of the City Council. The voting members shall be City residents or members of the City’s business community with expertise to advise the City on its technology systems. The Committee shall also be comprised of up to two members of the City Council, who shall serve as non-voting members of the Committee.

SECTION 4: Term. The voting members of the Committee shall serve a term of four years, with the exception of the initial voting members, whose terms may be shortened or lengthened so that the terms are staggered. There are no term limits for Committee members.

SECTION 5: Compensation. The members of the Committee shall not receive any compensation for their service on the Committee.

SECTION 6: Meetings. The Committee shall hold regular meetings at least twice annually.

SECTION 7: Functions and Duties.

(a) The Committee shall make recommendations to City staff and the City Council regarding the implementation of technological systems and software; advise on the development of long-term technology strategies; and recommend annual priorities as part of the City’s budget development process. Notwithstanding the foregoing, the formation of this Committee must not be construed as a limitation on the powers of the City Council or the City’s administrative staff in their supervision or authority over property or personnel under their jurisdiction.

(b) The Committee may recommend to either the City Council or the City Manager that the City hire consultants or contractors, or purchase equipment or products. However, the procurement of services, supplies and equipment must comply with the El Segundo Municipal Code and members of the Committee must abstain from participating in any matter to come before the Committee in which he or she has any direct or indirect economic interest, as required by law.

(c) The Committee is formed to engage the community for idea sharing, to develop long term strategies and to vet systems, projects and ideas related to City technologies. Members of the Committee are not expected to perform any services or work that would normally be performed by City staff or contractors. In the event a member desires to access the City’s equipment, network or technology to fulfill his or her duties as a Committee member, such access must be approved by the City Manager upon consultation with the City Attorney.

SECTION 8: Adoption of By-laws. The by-laws recommended for adoption by the Committee on January 6, 2017, and attached as Exhibit A are hereby adopted. Any amendments to the by-laws must be approved by the City Council.

SECTION 9: This Resolution will become effective immediately upon adoption and remain effective unless superseded by a subsequent resolution.
RESOLUTION No. 5018
Page 3 of 3

PASSED, APPROVED, AND ADOPTED RESOLUTION No. 5018 this 17th day of January, 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. 5018 was duly passed, approved and adopted by said City Council at a regular meeting held on the 17th day of January, 2017, approved and signed by the Mayor, and attested to by the City Clerk, by the following vote:

AYES: Mayor Fuentes, Mayor Pro Tem Boyles, Council Member Brann, Council Member Dugan, and Council Member Pirsztuk
NOES: None
ABSENT: None
ABSTAIN: None

Tracy Weaver, City Clerk

APPROVED AS TO FORM:

Mark D. Hensley, City Attorney
“EXHIBIT A”

CITY OF EL SEGUNDO - TECHNOLOGY COMMITTEE

BYLAWS

ARTICLE I – NAME
The name of this organization shall be the Technology Committee.

ARTICLE II – PURPOSE
The Technology committee shall collaborate with City staff and the local Information technology community to help formulate responsible technology strategies that are consistent with governmental standards, and to provide suggestions for a “best practices” approach to staffing and departmental organization and implementing, using and maintaining systems involving technology. This also includes actively future-proofing of systems in place and under consideration. The Committee is a standing committee that serves at the pleasure of the City Council.

It is our expressed goal to balance the needs of all departments while recognizing that some short-term actions may need to be postponed or not addressed due to the overarching goals, needs and wants of budgets and the City’s IT organization, and constructs.

The Committee is a standing advisory committee that serves at the pleasure of the City Council.

ARTICLE III – QUALIFICATIONS
Members of the Technology Committee shall represent a cross section of the community including both residents and local industry representatives who have expert knowledge in technology, and general technological practices.

ARTICLE IV – MEMBERSHIP
The Technology Committee shall be composed of seven (7) voting members appointed by the City Council.

The City Council may appoint up to two (2) members of the City Council to serve as liaison, non-voting members to the City Council.
• Section I – Selection of members
  o The City of El Segundo shall advertise and solicit applications to fill any vacant position that might occur. After the application period has closed, the Chair and two (2) members of the Technology Committee shall review the application with the sole purpose of making a recommendation for selection to the Mayor and members of the City Council. The Council may interview the recommended candidates and the City Council shall make the final selection and appointments.

• Section II – Term of Office
  o The term for each voting member of the Technology Committee is four (4) years.

• Section III – Compensation
  o Technology Committee members shall serve without compensation.

• Section IV – Removal
  o Members of the Technology Committee are expected to attend all meetings. When any member has three consecutive, or a total of 6 or more absences within a 12-month period, the Technology Committee shall forward this information to the City Council for review and possible removal of the member.

ARTICLE V – MEETINGS

All meetings of the Committee shall be publicly noticed, open to the public and in a publicly-accessible location as required by state law.

• Section I – Regular Meetings
  o Regular meetings of the Technology Committee shall be on the 1st and 3rd Thursday of every month at 6:00 pm. The Location shall be the Police Department Emergency Operations Center (E.O.C.).

• Section II – Special Meetings
  o Special Meetings of the Technology Committee may be held at any time upon the call of the Committee Chair, or by a majority of the voting members, or the City Council following at least forty-eight (48) hours’ notice to each Committee member. The Committee Chair or a majority of the Technology Committee shall determine the time and location of the Special Meeting.

• Section III – Study Sessions / Workshops / Seminars
  o The Technology Committee may be convened as a whole or as a sub-committee of the whole committee in the same manner as prescribed for the calling of a special
meeting for the purpose of holding a study session, workshop or attending a seminar provided that no official action will be taken and no quorum shall be required.

- Section IV – Quorum
  - A majority of the voting members of the Technology Committee shall constitute a quorum. A quorum is necessary for action by the Technology Committee.

- Section V – Voting
  - Each voting member shall have one vote.

- Section VI – Meeting Procedures
  - Except as otherwise provided by these Bylaws, City Council Resolutions or state law, the Technology Committee will follow the latest edition of the Robert's Rules of Order for the orderly conduct of meetings.

ARTICLE VI - OFFICERS

Officers of the Technology Committee shall be a Committee Chair and a Vice Chair who shall serve at the pleasure to the Technology Committee. Term of office shall be for one (1) year. Duties of the officers shall conform to the regular parliament duties set forth by the latest edition of the Robert's Rules of Order, unless otherwise stated.

- Section I – Committee Chair
  - The Committee Chair shall preside over the meetings of the Technology Committee.

- Section II – Committee Vice Chair
  - During the absence, disability, or disqualification of the Committee Chair, the Committee Vice Chair shall perform all the duties and be subject to all the responsibilities of the Committee Chair. The Committee Vice Chair shall succeed the Committee Chair if he/she vacates the office before the term expires. If this occurs, a new Committee Vice Chair shall be elected at the next regular meeting.

- Section III – Duties of the Technology Committee Members
  - It is intended that the Technology Committee shall serve an advisory body to the City Council. Nothing herein contained shall be construed as a limitation on the powers of the City Council or the City's administrative staff in their supervision or authority over property or personnel under their jurisdiction.
• Members of the Technology Committee are not expected to perform any services or work that would normally be performed by City staff or contractors. In the event a member desires to access City equipment, network or technology in order to provide advice to the City Council, such access may only be granted by the City Manager upon consultation with the City Attorney.

ARTICLE VII – OFFICIAL DOCUMENTS

• Section I – Minutes
  o Minutes of all meetings shall be prepared and maintained with the Technology Committee records. Copies shall be distributed to each Technology Committee member, City Council member, and to the City Clerk.

• Section II – Distribution of Documents
  o Preparation and distribution of Technology Committee documents to the members, City Council and City Clerk shall be the responsibility of a designated staff member from the Information Services Division/Department.

ARTICLE VIII – CONDUCT OF MEMBERS

• Section I – Personal
  o Technology Committee members shall make no personal commitment on behalf of the Technology Committee without the Committee’s majority approval.

• Section II – Conflict of Interest
  o Members of the Technology Committee shall abstain from participating in any matter to come before the Technology Committee in which he or she has any direct or indirect economic interest. Should a conflict of interest exist, the Technology Committee member shall remove himself/herself from discussions and abstain from voting. A yearly Conflict of Interest Statement shall be filed with the City Clerk.

ARTICLE IX – ASSISTANCE OF STAFF

The City Manager or his designee shall provide the Technology Committee with such information and staff assistance as the Technology Committee may request from time to time subject to the limitations imposed by the City Council. The staff member(s) designated by the City Manager shall attend meetings of the Technology Committee and submit such reports as
requested by the Technology Committee and as deemed necessary or desirable, subject to limitations imposed by the City Council.

ARTICLE X – AMENDMENTS

The Committee may recommend amendments to these Bylaws. Such recommendations may be made by simple majority of the voting members at any legal meeting of the Technology Committee. Such amendments must be approved by the City Council.

PASSED AND ADOPTED by the Technology Committee – January 5, 2017
PASSED AND ADOPTED by the El Segundo City Council – January 17, 2017
AGENDA DESCRIPTION:
Consideration and possible action to provide direction to staff and The Lakes RFP Task Force related to finalizing the Request for Proposals for The Lakes at El Segundo Site (400 S. Sepulveda Blvd.). (Fiscal Impact: None)

RECOMMENDED COUNCIL ACTION:
1. Provide direction to staff and The Lakes RFP Task Force to finalize the Request for Proposals for The Lakes at El Segundo Site (400 S. Sepulveda Blvd.); and/or,
2. Alternatively, discuss and take other action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

FISCAL IMPACT: None

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<td>Additional Appropriation:</td>
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<tr>
<td>Account Number(s):</td>
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STRATEGIC PLAN:
Goal: 1b  El Segundo’s engagement with the community ensures excellence
Objective: 1  The City engages in regular, intentional information gathering

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:
At the regular meeting of the City Council on February 20, 2018, City staff and consultant provided a report to City Council on the progress of The Lakes RFP Task Force and requested City Council direction on items pertaining to type of preferred deal structure, financial performance expectations, capital investment obligations, and timeline. The City Council requested that a subsequent update be provided at the March 6, 2018, City Council meeting in which the Task Force would recommend a revised timeline that would enable the working group to achieve the tasks associated with producing a comprehensive Request for Proposals document. The discussion item would also provide a status update on the progress of a 3rd party facility assessment of the Clubhouse Building at The Lakes as well as offer suggestions for the evaluation process, including scoring criteria. The Task Force met on February 26, 2018, to discuss these pending items.
Revised and Recommended Timeline

<table>
<thead>
<tr>
<th>Tuesday</th>
<th>6-Mar</th>
<th>City Council Meeting</th>
<th>Review timeline/selection process &amp; scoring criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>12-Mar</td>
<td>Task Force Meeting</td>
<td>Review revised RFP &amp; Exhibits/Clubhouse Assessment</td>
</tr>
<tr>
<td>Tuesday</td>
<td>20-Mar</td>
<td>City Council Meeting</td>
<td>Submit draft RFP for review/comments</td>
</tr>
<tr>
<td>N/A</td>
<td>3/20-4/3</td>
<td></td>
<td>City Attorney review and revisions to RFP</td>
</tr>
<tr>
<td>Monday</td>
<td>26-Mar</td>
<td>Task Force Meeting</td>
<td>Discuss distribution plan for RFP</td>
</tr>
<tr>
<td>Tuesday</td>
<td>3-Apr</td>
<td>City Council Meeting</td>
<td>Final approval of RFP</td>
</tr>
<tr>
<td>Thursday</td>
<td>5-Apr</td>
<td></td>
<td>Release RFP</td>
</tr>
<tr>
<td>Monday</td>
<td>9-Apr</td>
<td>Task Force Meeting</td>
<td>if needed</td>
</tr>
<tr>
<td>TBD</td>
<td>4/23-4/25</td>
<td></td>
<td>Mandatory site visit</td>
</tr>
<tr>
<td>TBD</td>
<td>day after</td>
<td></td>
<td>Questions due from proposers</td>
</tr>
<tr>
<td>Wednesday</td>
<td>2-May</td>
<td></td>
<td>City Responses posted</td>
</tr>
<tr>
<td>Monday</td>
<td>7-May</td>
<td>Task Force Meeting</td>
<td>if needed</td>
</tr>
<tr>
<td>Monday</td>
<td>21-May</td>
<td>Task Force Meeting</td>
<td>if needed</td>
</tr>
<tr>
<td>Thursday</td>
<td>24-May</td>
<td></td>
<td>Proposals due to City</td>
</tr>
<tr>
<td>week of</td>
<td>29-May</td>
<td></td>
<td>Evaluation of proposals and select top 3-4 bids</td>
</tr>
<tr>
<td>Monday</td>
<td>4-Jun</td>
<td>Task Force Meeting</td>
<td>Discuss and finalize top bidders; invite for interviews</td>
</tr>
<tr>
<td>Thur/Fri</td>
<td>14/15</td>
<td></td>
<td>Interviews with qualified proposers</td>
</tr>
<tr>
<td>Monday</td>
<td>18-Jun</td>
<td>Task Force Meeting</td>
<td>Formulate final selection recommendation</td>
</tr>
<tr>
<td>Tuesday</td>
<td>3-Jul</td>
<td>City Council Meeting</td>
<td>Recommendation of Preferred Proposal</td>
</tr>
<tr>
<td>Thursday</td>
<td>5-Jul</td>
<td></td>
<td>Contract Awarded, Negotiations Commence</td>
</tr>
<tr>
<td>Tuesday</td>
<td>21-Aug</td>
<td>City Council Meeting</td>
<td>Final Contract Approval</td>
</tr>
<tr>
<td>Monday</td>
<td>1-Oct</td>
<td></td>
<td>Premises Turnover/Operations Commence</td>
</tr>
</tbody>
</table>

Clubhouse Assessment
Staff has secured the services of Bob Neiwirth, of RTI Consulting Inc. and currently assisting with construction management oversight for the Aquatics Center, to conduct a field site visit and facility assessment report of the Clubhouse. The report is anticipated to be completed and submitted to the City before March 12th.

Evaluation Process and Scoring Criteria
The Lakes RFP Task Force will serve as the selection committee that will review the proposals and score them according to the identified categories and point ranges. After evaluation/scoring of all proposals, the Task Force will narrow the field to the top 3-4 bidders and invite them for interviews and presentations. Following the interviews, the Task Force will make a final recommendation of the top bidder for City Council consideration. The proposed scoring criteria is listed below:

- Financial Return to City – 0-25 points
- Experience/Capability – 0-25 points
- Comprehensive Resident/Community Involvement – 0-20 points
- Business/Operating Plan – 0-15 points
- Capital Improvement Plan – 0-15 points

The Lakes RFP Task Force respectfully requests City Council feedback on the proposed timeline and evaluation process.
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>General Fund</td>
<td>383,030.49</td>
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<tr>
<td>104</td>
<td>Traffic Safety Fund</td>
<td></td>
</tr>
<tr>
<td>106</td>
<td>State Gas Tax Fund</td>
<td></td>
</tr>
<tr>
<td>108</td>
<td>Associated Recreation Activities Fund</td>
<td></td>
</tr>
<tr>
<td>109</td>
<td>Asset Forfeiture Fund</td>
<td></td>
</tr>
<tr>
<td>111</td>
<td>Comm. Devel. Block Grant</td>
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</tr>
<tr>
<td>112</td>
<td>Prop &quot;A&quot; Transportation</td>
<td>892.01</td>
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<tr>
<td>114</td>
<td>Prop &quot;C&quot; Transportation</td>
<td>112.50</td>
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<tr>
<td>115</td>
<td>Air Quality Investment Program</td>
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<tr>
<td>116</td>
<td>Home Sound Installation Fund</td>
<td>208.93</td>
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<tr>
<td>117</td>
<td>HERS Home Mitigation Fund</td>
<td>0</td>
</tr>
<tr>
<td>118</td>
<td>TDA Article 3 - SB 121 Bikeway Fund</td>
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<tr>
<td>119</td>
<td>MTA Grant</td>
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<tr>
<td>121</td>
<td>FEMA</td>
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<tr>
<td>120</td>
<td>C.O.P.S. Fund</td>
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<tr>
<td>122</td>
<td>L.A.W.A. Fund</td>
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<td>123</td>
<td>PSAP Property Tax Public Safety</td>
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<tr>
<td>202</td>
<td>Assessment District #72</td>
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<tr>
<td>301</td>
<td>Capital Improvement Fund</td>
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<td>302</td>
<td>Infrastructure Replacement Fund</td>
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<td>405</td>
<td>Facilities Maintenance</td>
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<td>501</td>
<td>Water Utility Fund</td>
<td>6,214.60</td>
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<td>502</td>
<td>Wastewater Fund</td>
<td>5,314.50</td>
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<td>503</td>
<td>Golf Course Fund</td>
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<td>601</td>
<td>Equipment Replacement</td>
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<td>602</td>
<td>Liability Insurance</td>
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<td>603</td>
<td>Workers Comp. Reserve/Insurance</td>
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<td>701</td>
<td>Retired Emp. Insurance</td>
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<td>702</td>
<td>Expendable Trust Fund - Developer Fees</td>
<td>188.47</td>
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<td>703</td>
<td>Expendable Trust Fund - Other</td>
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<td>708</td>
<td>Outside Services Trust</td>
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<td></td>
<td><strong>Total Warrants</strong></td>
<td>463,722.11</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 as to the accuracy of the Demand and the availability of fund for payment thereon.  
For Approval: Regular checks held for City council authorization to release.

**CODES:**

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

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 expense reimbursements, various refunds, contract employee services consistent with current contractual agreements, instances where prompt payment discounts can be obtained 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:** 2-26-18

**CITY MANAGER**  
**DATE:** 2-26-18

**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**
**2/12/18 THROUGH 2/25/18**

<table>
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<th>Date</th>
<th>Payee</th>
<th>Amount</th>
<th>Description</th>
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<td>2/12/2018</td>
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<td>Federal 941 Deposit</td>
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<td>Employment Development</td>
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<td>State PIT Withholding</td>
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<td>2/12/2018</td>
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<td>2,612.59</td>
<td>EFT Child support payment</td>
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<td>2/13/2018</td>
<td>Cal Pers (Holiday Pay)</td>
<td>8,349.75</td>
<td>EFT Retirement Safety-Fire-PEPRA New 25020</td>
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<td>Cal Pers</td>
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<td>2/14/2018</td>
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<td>Weekly claims</td>
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<td>2/16/2018</td>
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<td>Lane Donovan Golf Pte</td>
<td>21,126.91</td>
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<td>2/5/2018-2/11/2018</td>
<td>Workers Comp Activity</td>
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<td>2/5/2018-2/11/2018</td>
<td>Liability Trust - Claims</td>
<td>1,576.10</td>
<td>Claim checks issued</td>
</tr>
<tr>
<td>2/12/2018-2/18/2018</td>
<td>Liability Trust - Claims</td>
<td>3,500.00</td>
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<td>2/5/2018-2/11/2018</td>
<td>Retiree Health Insurance</td>
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<td>Health Reimbursement checks issued</td>
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<tr>
<td>2/12/2018-2/18/2018</td>
<td>Retiree Health Insurance</td>
<td>0.00</td>
<td>Health Reimbursement checks issued</td>
</tr>
</tbody>
</table>

**DATE OF RATIFICATION: 2/23/18**
**TOTAL PAYMENTS BY WIRE:**

3,338,521.26

Certified as to the accuracy of the wire transfers by:

Deputy City Treasurer II

Director of Finance

City Manager

Information on actual expenditures is available in the City Treasurer’s Office of the City of El Segundo.

P:\City Treasurer\Wire Transfers\Wire Transfers 10-01-17 to 9-30-18
SPECIAL MEETING OF THE EL SEGUNDO CITY COUNCIL  
TUESDAY, FEBRUARY 20, 2018 – 6:45 PM  
(CLOSED SESSION)

6:45 P.M. SESSION

CALL TO ORDER – Mayor Fuentes at 6:45 PM

ROLL CALL

Mayor Fuentes - Present
Mayor Pro Tem Boyles - Present
Council Member Dugan - Present
Council Member Brann - Absent
Council Member Pirsztk - Present

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

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): -1- matter

1. Martin Whitehead v. City of El Segundo WCAB No. ADJ11048959

ADJOURNMENT at 6:56 PM

Tracy Weaver, City Clerk
MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, FEBRUARY 20, 2018 - 5:00 PM
CLOSED SESSION CANCELLED

REGULAR MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, FEBRUARY 20, 2018 - 7:00 P.M.

7:00 P.M. SESSION

CALL TO ORDER- Mayor Fuentes at 7:00 PM

INVOCATION – Pastor Lee Carlile, United Methodist Church

PLEDGE OF ALLEGIANCE – Mayor Pro Tem Boyles

PRESENTATIONS

a) Presentation by Crista Binder, City Treasurer and Dino Marsocci, Deputy City Treasurer II regarding the Treasury’s Quarterly Investment Portfolio Report.

b) Proclamation read by Council Member Dugan, proclaiming February 18-24, 2018 as Discover Engineer’s Week, presented to Dan Nieman, Manager of Corporate Responsibility and Reina Villanueva, Technical Services Project Manager with Northrop Grumman.

c) Presentation by Lt. Carlos Mendoza, Chuck Balo, Director and Rigoberto Garcia, Assistant Director of LA IMPACT (Los Angeles – Interagency*Metropolitan*Police*Apprehension*Crime*Task Force) regarding an overview of the program.

ROLL CALL

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

PUBLIC COMMUNICATIONS – (Related to City Business Only – 2 minute limit per person, 30 minute limit total)
Mo Dali, resident, spoke regarding the closing of Campus El Segundo during the day. Linda Cohen, Marketing Director of South Bay Music Association, invited the community to two upcoming events; Comedy Night, Feb. 24, doors open at 5:30 PM and ES Concert Band performance on March 3 at 7:00 PM. Both events will take place in the Performing Arts Center at the High School.
Ryan Baldino, resident, commented on item #C3.
Ron Swanson, resident, commented on item #C3.
Lindsey Breeden, resident, commented on item #C3.
Mike Rotolo, resident, commented on item #C3
Lee Davis, resident, commented on item #C3
Lance Ralls, resident, commented on item #C3
Michelle Keldorf, resident, commented on item #C3
John Gutt, resident, commented on item #C3
Chris Bussey, resident, commented on item #C3
Josh Alpert, resident, commented on item #C3
Chris Pimentel, resident, commented on item #C3
Rich Long, resident, commented on item #C3

CITY COUNCIL COMMENTS – (Related to Public Communications)
Mayor Pro Tem Boyles and Mayor Fuentes commented on the El Segundo Campus soccer field.

A. PROCEDURAL MOTIONS

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

MOTION by Mayor Pro Tem Boyles, SECONDED by Council Member Dugan to read all ordinances and resolutions on the agenda by title only. MOTION PASSED BY UNANIMOUS VOICE VOTE. 4/0

B. SPECIAL ORDERS OF BUSINESS (PUBLIC HEARING)

1. Consideration and possible action to open the Public Hearing and receive testimony concerning adopting a Resolution approving fee increase for Golf Course and Driving Range at The Lakes at El Segundo (400 S. Sepulveda Blvd.) as recommended by the Golf Course Subcommittee and Recreation and Parks Commission.
   (Fiscal Impact: Estimated Annual Revenue Increase of $65,000-$70,000 to Golf Course Enterprise Fund)

Mayor Fuentes stated this was the time and place to open the Public Hearing and receive testimony concerning adopting a Resolution approving fee increase for Golf Course and Driving Range at The Lakes at El Segundo (400 S. Sepulveda Blvd.) as recommended by the Golf Course Subcommittee and Recreation and Parks Commission.

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

Meredith Petit, Recreation and Parks Director, gave a presentation and answered Council questions on the item.

Public comment:
Marie Smith, resident, commented on the proposed rate increases; suggested a greater increase on rounds of golf and suggested lowering the junior fees.

MOTION by Council Member Dugan, SECONDED by Council Member Pirsztuk to close the public hearing. MOTION PASSED BY UNANIMOUS VOICE VOTE. 4/0

Council Discussion

Council consensus to table the proposed fees discussion and allow the Golf Course Sub Committee to further review the fees.

Mark Hensley, City Attorney, stated the Public Hearing will continue to the regular March 20, 2018 City Council Meeting.

C. UNFINISHED BUSINESS

2. Consideration and possible action to receive the quarterly update of the Capital Improvement Program.
   (Fiscal Impact: $0)

Greg Carpenter, City Manager, introduced the item.

Ken Berkman, Public Works Director, gave a presentation.

Council Discussion

Council consensus to receive and file the FY 17/18 1st Quarter Update on the Capital Improvement Program.

Recessed at 8:32 PM

Reconvened at 8:41 PM

D. REPORTS OF COMMITTEES, COMMISSIONS AND BOARDS
3. Consideration and possible action to provide direction to staff and The Lakes RFP Task Force related to finalizing the Request for Proposals for The Lakes at El Segundo Site (400 S. Sepulveda Blvd.).

(Fiscal Impact: None)

Greg Carpenter, City Manager, introduced the item.

Meredith Petit, Recreation and Parks Director, gave a presentation.

Carol Beck, CDB Golf Properties, reported on the item and answered Council questions.

Council Member Mike Dugan gave a presentation regarding his view of the Golf Course finances.

Council consensus directed staff, CDB Golf Properties, Carol Beck and the Task Force to "cast a wide net," conduct the capital study and attach to the RFP, revise the timeline and allow Council to weigh in on the criteria ranking determined by the Task Force before the final RFP goes out to bid. The item will be brought back to the March 6, 2018 regular City Council Meeting for further discussion and direction.

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.

4. Approve Warrant Numbers 3019913 through 3020098 and 9000244 through 9000280 on Register No. 9 in the total amount of $578,933.20 and Wire Transfers from 1/29/18 through 2/11/18 in the total amount of $867,896.75. Ratified Payroll and Employee Benefit checks; checks released early due to contracts or agreement; emergency disbursements and/or adjustments; and wire transfers.

5. Approve Regular City Council Meeting Minutes of February 6, 2018.

6. Authorize the City Manager to transfer $9,838 of funds from the General Plan Maintenance reserve to the Planning and Building Safety Department's Fiscal Year FY 2017/18 "professional/technical service charges" budget category.

(Fiscal Impact: $9,838.00)
7. Authorize City Manager to execute an agreement amendment no. 4810F, in a form approved by the City Attorney, regarding approval of an amendment to the Robert Half International, Inc. (dba Accountemps) agreement number 4810 for temporary staffing in the Finance Department.  
(Fiscal Impact: $200,000.00)

8. Adopt Resolution No. 5075 adopting the Environmental Committee By-Laws.  
(Fiscal Impact: None)

(Fiscal Impact: None)

MOTION by Mayor Pro Tem Boyles, SECONDED by Council Member Brann approving Consent Agenda items 4, 5, 6, 7, 8 and 9. MOTION PASSED BY UNANIMOUS VOICE VOTE. 4/0

F. NEW BUSINESS

G. REPORTS – CITY MANAGER – The Employee Service Luncheon took place on February 15, 2018 and it was a success.

H. REPORTS – CITY ATTORNEY – Commented on current Housing Bills and Sacramento’s desire for regional housing. Mr. Hensley suggested the City keep a close eye on Sacramento’s progress on this matter.

I. REPORTS – CITY CLERK – None

J. REPORTS – CITY TREASURER – Presentation at beginning of Meeting

K. REPORTS – CITY COUNCIL MEMBERS

Council Member Brann – Absent

Council Member Pirsztuk – Invited the community to attend the Battle of the Badges event on March 25, 2018 at the Laker’s facility.

Council Member Dugan – Passed

Mayor Pro Tem Boyles – Gave a shout out to his U14 AYSO Girls All-Star soccer team, who have qualified to compete in the Riverside tournament in March.
Mayor Fuentes – Attended the Aquatic’s Subcommittee meeting, attended the joint Aerospace hearing featuring State Senator’s Ben Allen and Scott Wilk, attended the Government & Military Affairs Chamber meeting, attended Ribbon Cutting for Modern Dentistry, attended a Disaster Council meeting, attended the South Bay Aerospace Alliance meeting, mentioned the South Bay Lakers were dedicating a basketball hoop to Fire Station #2 and mentioned the ESMS is a School to Watch and the ceremony is March 26, 2018

PUBLIC COMMUNICATIONS – (Related to City Business Only – 5 minute limit per person, 30 minute limit total)
Melissa McCaverty, resident, commented on item #C3.
Lee Davis, resident, commented on item #C3
Lance Ralls, resident, commented on item #C3
Julie Stolnak, resident, not in favor of selling The Lakes property and would like the 4 stars on our current City seal to stay on a new seal/logo the City designs. The stars represent the 4 fallen officers from our Police Department.

MEMORIALS – NONE

ADJOURNMENT at 10:23 PM

Tracy Weaver, City Clerk
AGENDA DESCRIPTION:
Consideration and possible action to accept as complete the Fire Station #1 Kitchen Improvement Project. Project No. PW 17-06. (Fiscal Impact: $138,200)

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 the adopted budget
Amount Budgeted: $138,270
Additional Appropriation: N/A
Account Number(s): $100,700 from 301-400-8201-8707 (Fire Dept. Upgrades)
$25,000 from 001-400-3203-4101 (Paramedic Salaries Full Time)
$12,570 from 405-400-0000-6215 (Facilities Repairs & Maintenance)

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
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:
Kitchen improvements were identified as one of the top priorities among various Fire Department upgrades. The funding for this project was originally included in the FY 2015-16 budget and was carried over to the FY 2016-17 budget as part of the ongoing projects.
On February 7, 2017, City Council awarded a construction contract to Ayus & Co, Inc. (Ayus) in the amount of $125,700 to complete the work and authorized an additional $12,570 for construction related contingencies.

Construction began on May 11, 2017; however, by the end of May it became clear that the Contractor was not performing the work as required by the contract documents. On August 15, 2017 and in coordination with the City Attorney’s Office, staff returned to City Council with a Resolution to replace Ayus with Cinbad Industry, Inc. (Cinbad). Council authorized the award of a construction contract to Cinbad for the remaining balance of $112,900; issuance of a final payment to Ayus in the amount of $12,800 for the work completed; and the same $12,570 as a construction contingency.

Construction resumed on October 1, 2017 and was completed by Cinbad on January 18, 2018.

A final inspection was conducted and it was determined that the project was completed per the plans and specifications and to the satisfaction of the Public Works Department. Change orders with Cinbad provided for repairs related to material changes, increase in tile work area, additional electrical work, additional light installation, and various miscellaneous repairs.

Staff respectfully recommends that City Council accept the work performed by Cinbad Industry, 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>
<th>Amount</th>
<th>Description</th>
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<td>Ayus &amp; Co, Inc. Contract Amount</td>
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<td>$112,900.00</td>
<td>Cinbad Industry, Inc. Contract Amount</td>
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<td>+ $12,500.00</td>
<td>Change Orders</td>
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<tr>
<td><strong>$138,200.00</strong></td>
<td><strong>Subtotal</strong></td>
</tr>
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</table>

See Before and After Pictures in the next page.
NOTICE OF COMPLETION OF CONSTRUCTION PROJECT

Project Name: Fire Station #1 Men's Bathroom Improvement Project

Project No.: PW 17-06 Contract No. 5389

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 January 18, 2018. The work done was: FS#1 Kitchen Improvements

6. On March 6, 2018, 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: Cinbad Industry, 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: Improvements (remodel) of the kitchen 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 award a standard Public Works Contract to Ocean Blue Environmental Services, Inc. for Catch Basin Connector Pipe Screen (CPS) Improvement, Project No. PW 17-39. (Fiscal Impact: $65,700)

RECOMMENDED COUNCIL ACTION:
1. Award a standard Public Works Contract in a form approved by the City Attorney to Ocean Blue Environmental Services, Inc. in the amount of $52,576 for Catch Basin Connector Pipe Screen (CPS) Improvement, Project No. PW 17-39, and authorize an additional $13,124 for construction related contingencies; or

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

ATTACHED SUPPORTING DOCUMENTS:
Map of Project Area

FISCAL IMPACT: $65,700

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<th>Amount Budgeted</th>
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<tr>
<td>Additional Appropriation</td>
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<tr>
<td>Account Number(s)</td>
<td>001-400-4302-6206 (Storm Drain Contractual Services) &amp; 001-400-4302-6215 (Storm Drain Repairs &amp; Maintenance)</td>
</tr>
</tbody>
</table>

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

ORIGINATED BY: John Gilmour, Senior Engineering Associate
REVIEWED BY: Ken Berkman, Public Works Director
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:
On January 16, 2018, City Council adopted the plans and specifications for Catch Basin Connector Pipe Screen (CPS) Improvement, Project No. PW 17-39, and authorized staff to advertise the project for receipt of construction bids. This is year three of the City’s 5-year plan of installing certified full capture devices on catch basins throughout the City to achieve 100% trash loading reduction by 2020 as required by the Santa Monica Bay Nearshore and Offshore Debris Maximum Daily Limit.
On February 6, 2018, the City Clerk received and opened three (3) bids as follows:

1. DownStream Services, Inc. $90,486
2. United Storm Water, Inc. $66,490
3. Ocean Blue Environmental Services, Inc. $52,576

The lowest responsive and responsible bidder was Ocean Blue Environmental Services, Inc. Staff checked references and the contractor’s license status and found no issues. Ocean Blue has satisfactorily completed similar projects for other public agencies, as well as the City’s own catch basin screen construction project last year.

Ocean Blue provided a cost-effective price for the scope of work compared to the budgeted amount. Staff will monitor the project budget and performance of the Contractor during construction to verify satisfactory work is completed and determine if the City should take advantage of the favorable bid costs to further advance this multi-year compliance program’s work. Staff will return to Council with this request if it is determined to be in the best interest of the City.

Staff respectfully recommends City Council award a standard Public Works Contract in a form approved by the City Attorney to Ocean Blue Environmental Services, Inc. in the amount of $52,576 for Catch Basin Connector Pipe Screen (CPS) Improvement, Project No. PW 17-39, and authorize an additional $13,124 for construction related contingencies.
AGENDA DESCRIPTION:

Consideration and possible action to adopt a Resolution approving the Plans and Specifications for Main Street Bollards, Project No. PW 18-08. (Fiscal Impact: To be determined.)

RECOMMENDED COUNCIL ACTION:

1. Adopt the attached Resolution approving the Plans and Specification for Main Street Bollards, Project No. PW 18-08.
2. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:

Resolution

FISCAL IMPACT: Included in Adopted FY 2017-18 Budget

Amount Budgeted: $70,000
Additional Appropriation: N/A
Account Number(s): 301-400-8203-8908 (Retractable Bollards-Main St)

STRATEGIC PLAN:

Goal: 2 Support Community Safety and Preparedness
Objective: (a) The City has a proactive approach to public safety, preparedness and crime that is outcome focused.

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

ORIGINATED BY: Orlando Rodriguez, Senior Civil Engineer
REVIEWED BY: Ken Berkman, Public Works Director
Bill Whalen, Police Chief
APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:

The El Segundo Farmer’s Market is held every Thursday on Main Street between Holly and Grand Avenues from 3:00pm to 7:00pm. At 1:00pm, Recreation & Parks Department staff begin the process of closing Main Street to traffic, adjusting the traffic signals to flashing red, and allow vendors to set up their booths. The current method being used by City staff to block oncoming traffic to the Farmer’s Market area consists of setting up wooden barricades and parking City vehicles at Main Street’s intersections with Grand and Holly Avenues.
Although there have been no incidences using the current method to block off Main Street to oncoming traffic, there are gaps that can allow a vehicle to subsequently bypass the wooden barricades and City vehicles and enter the Farmer’s Market area.

Unfortunately, over the past several years, there have been notable instances of vehicles being driven into crowds purposely or by accident, causing injuries and deaths. While there is no intelligence to suggest this will occur in El Segundo, it’s important for the City to be cognizant of these issues and proactively take measures to prevent them. To that end, the current Capital Improvement Program identified the Main Street Bollard Project as one of the top priority projects to be completed this fiscal year.

The Project includes the following improvements, per the plans and specifications:

- Installation of concrete foundations for the bollard embedment sleeves with locks
- Installation of 6-inch diameter removable bollards

The removable bollards will be installed curb-to-curb on Main Street just north of Fire Station #1’s driveway and just south of the southerly crosswalk at Holly Avenue, thus protecting any patrons attending the Farmer’s Market. Furthermore, the proposed locations for the new removable bollards will not conflict with an emergency vehicle entering or exiting the Fire Station during Farmer’s Market hours.

Staff met with the Downtown Committee on February 8th to present the project and discuss any possible impacts to the downtown area. The Downtown Committee provided positive feedback on the project and ultimately gave their approval.

Staff respectfully recommends City Council adopt the attached Resolution approving the Plans and Specifications and authorize advertising for bids. The schedule for the project is estimated as follows:

- Advertise for bids: March 2018
- Construction Contract Award by City Council: April 2018
- Construction Start: May 2018
- Construction End: June 2018
RESOLUTION NO. __

A RESOLUTION APPROVING THE DESIGN AND PLANS FOR THE MAIN STREET BOLLARDS PROJECT. PURSUANT TO GOVERNMENT CODE SECTION 830.6 AND ESTABLISHING A PROJECT PAYMENT ACCOUNT.

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

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

A. The City Engineer prepared specifications and plans for PW 18-08, the Main Street Bollards (the "Project"). These plans are complete. Bidding for construction of the Project may begin;

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

SECTION 2: Design Immunity; Authorization.

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

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

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

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

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

SECTION 3: Project Payment Account. For purposes of the Contract Documents administering the Project, the City Council directs the City Manager, or designee, to establish a fund containing sufficient monies from the current fiscal year budget to pay for the Project ("Project Payment Account") following receipt of construction bids. The Project Payment Account will be the sole source of funds available for the Contract Sum, as defined in the Contract Document administering the Project.

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

SECTION 5: This Resolution will become effective immediately upon adoption.
PASSED AND ADOPTED this 6th day of March, 2018.

Suzanne Fuentes, Mayor

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

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

AGENDA DESCRIPTION:
Consideration and possible action to accept as complete the Fire Station and Police Station Roof Replacement Project, Project No. PW 15-18 located at 314 Main Street and 348 Main Street, El Segundo, CA 90245. (Fiscal Impact: $870,917.82)

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: $600,000.00 for Police Building Roof Repairs
$333,000.00 for Fire Station 1 Upgrades
Additional Appropriation: No
Account Number(s): 301-400-8201-8513 (Police Department Roof)
301-400-8201-8707 (Fire Department Upgrades)

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

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

BACKGROUND AND DISCUSSION:
On September 6, 2017, City Council awarded a Public Works contract to Letner Roofing Co. (Letner) for the Fire Station #1 Roof Replacement Project in the amount of $806,000, with contingency of $60,000 to complete the Fire Station #1 roof, and issued a $533,000 change order deduction to delete the Police Station from the scope, due to higher than anticipated cost (available budget was $400,000).

Construction of the Fire Station Project began on April 24, 2017 and was completed by Letner on August 5, 2017.
Given the high bid, staff brought forward a request for $200,000 of additional funding for the Police Station Roof Replacement Project at the May 16, 2017 Mid-Year Budget Review meeting, which City Council approved. On June 6, 2017, City Council approved a change order with Letner for the Project in the amount of $533,000 and authorized an additional $67,000 for construction related contingencies.

Construction of the Police Station Project began on August 31, 2017 and was completed by Letner on January 17, 2018.

Final inspections of the work were performed and it was determined that the projects were completed per the plans and specifications and to the satisfaction of the Public Works Department. Change orders were necessary for repairs and/or replacement of metal pans, roofing insulation, plumbing associated with the roof drains, skylights, and miscellaneous roof repairs.

The remaining $62,082.18 of unspent budget will be disencumbered and returned to the General Fund.

Staff respectfully recommends that City Council accept the work performed by Letner Roofing Co. 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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<th>Amount</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>$273,000.00</td>
<td>Letner Roofing Co. Contract Amount (Fire Station)</td>
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<tr>
<td>$533,000.00</td>
<td>Letner Roofing Co. Contract Amount (Police Station)</td>
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<tr>
<td>+ $64,917.82</td>
<td>Change Orders</td>
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<tr>
<td><strong>$870,917.82</strong></td>
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<tr>
<td>$333,000.00</td>
<td>Budgeted Amount (Fire Department, 301-400-8201-8707)</td>
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<tr>
<td>$600,000.00</td>
<td>Budgeted Amount (Police Department, 301-400-8201-8708)</td>
</tr>
<tr>
<td>−$870,917.82</td>
<td>Total Funds Spent</td>
</tr>
<tr>
<td><strong>$62,082.18</strong></td>
<td><strong>Unspent Budgeted Amount Returned to the General Fund</strong></td>
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</table>

See Before and After Pictures on the next page.
NOTICE OF COMPLETION OF CONSTRUCTION PROJECT

Project Name: Fire and Police Station Roof Replacement Project

Project No. : PW 15-18 Contract No. 5196

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 August 5, 2017. The work done was: Fire Station #1 Roof Replacement

6. A work of improvement on the property hereinafter described was field reviewed by the City Engineer on January 18, 2018. The work done was: Police Station Roof Replacement

7. On March 6, 2018, 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.

8. The name of the Contractor for such work of improvement was: Letner Roofing Co.

9. 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: Fire and Police Station Roof Replacement Project in the City of El Segundo.

10. The street address of said property is: 314 Main Street and 348 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