



RANCHO PALOS VERDES

**MEMORANDUM**

**TO: RANCHO PALOS VERDES CITY COUNCIL**  
**FROM: CITY MANAGER**  **for CL**  
**DATE: MAY 15, 2013**  
**SUBJECT: ADMINISTRATIVE REPORT NO. 13-19**

**I. CITY MANAGER AND DEPARTMENT REPORTS (See Attachments)**

- **CITY MANAGER – PAGE 5**
  - Welcome to the New Human Resources Manager
  - Peninsula Regional Law Enforcement Crime Stats
- **FINANCE & IT – No report this week**
- **PUBLIC WORKS – PAGE 18**
  - San Ramon Canyon Update
  - Construction Update on Residential Streets
  - EDCO's Spring Brush Clearing Completed
  - Solid Waste Subcommittee Meeting
  - Household Hazardous Waste (HHW) Roundup Successful
- **COMMUNITY DEVELOPMENT – PAGE 21**
  - North Spur Trail Project
  - MTA Congestion Mitigation Fee Program
  - Planning Commission Follow-Up Agenda
  - Applications of Note
- **RECREATION & PARKS – PAGE 55**
  - Goats and Kids and Fun
  - Kiwanis Club REACHes Out to City
  - Park Events

**II. CORRESPONDENCE AND INFORMATION RECEIVED (See Attachments)**

- A. Tentative Agendas – PAGE 58**
- B. Channel 33 Programming Schedule – PAGE 61**
- C. Channel 35 Programming Schedule – PAGE 62**
- D. Crime Report – PAGE 63**
- E. Miscellaneous – None this week**

# May 2013

| Sun   | Mon  | Tue   | Wed  | Thu   | Fri | Sat   |
|---|--|---|--|---|-----|---|
|   |  |   | 1  | 2   | 3   | 4   |
| 5<br><i>6:00 pm - "Forty &amp; Fabulous" - RPV 40th Anniversary Gala @ Terranea</i> | 6<br><i>7:30 am—Mayor's Breakfast @ Coco's (Brooks/Duhovic) → Re-scheduled</i> | 7<br><i>7:00 pm—City Council Meeting @ Hesse Park</i>         | 8<br><i>7:00 pm—FAC—Community Room</i><br><br><i>7:00 pm—Solid Waste Committee Meeting @ Hesse Park—Fireside Room (Duhovic/Campbell)</i> | 9<br><i>8:00 am—Regional Law Enforcement Meeting @ RH City Hall (Brooks/Misetich)</i><br><br><i>7:00 pm—Vector Control Board Meeting - Culver City (Brooks)</i> | 10  | 11<br><i>9:00 am—3:00 pm—HHW/E-Waste Roundup @ City Hall Maintenance Yard</i><br><br><i>11:00 am—12:00 pm—Meet the Goats @ PVIC</i> |
| 12  | 13<br><i>7:30 am—Mayor's Breakfast @ Coco's (Brooks/Duhovic)</i>               | 14<br><i>7:00 pm—Planning Commission Meeting @ Hesse Park</i> | 15<br><i>12:00 pm—Mayor's Lunch @ The Depot ((Brooks)</i><br><br><i>1:30 pm—Sanitation District Meeting (Brooks)</i>                     | 16<br><i>7:00 pm—EPC Meeting @ Hesse Park (Beauty &amp; the Beast Presentation)</i>   | 17  | 18  |
|   |  |   |  | <i>CCCA 54th Municipal Seminar—Indian Wells, CA (Brooks, Campbell, Knight, Misetich, Lehr)</i>  |     |   |
| 19  | 20   | 21<br><i>7:00 pm—City Council Meeting @ Hesse Park</i>        | 22   | 23  | 24  | 25  |
| 26  | 27<br><i>Memorial Day Holiday—City Hall Closed</i>                             | 28<br><i>7:00 pm—Planning Commission Meeting @ Hesse Park</i> | 29<br><i>7:00 pm—Storm Drain Oversight Committee Meeting—Community Room</i>  | 30  | 31  |   |

# June 2013

| Sun | Mon  | Tue  | Wed   | Thu   | Fri | Sat   |
|-----|--|--|---|---|-----|---|
|     |  |  |   |   |     | 1<br><br>8:30 am—Adj. City Council Meeting @ PVIC |
| 2   | 3<br><br>7:30 am—Mayor's Breakfast @ Coco's (Brooks/Campbell)      | 4<br><br>7:00 pm—City Council Meeting @ Hesse Park         | 5   | 6   | 7   | 8   |
| 9   | 10   | 11<br><br>7:00 pm—Planning Commission Meeting @ Hesse Park | 12  | 13  | 14  | 15  |
| 16  | 17   | 18<br><br>7:00 pm—City Council Meeting @ Hesse Park        | 19<br><br>12:00 pm—Mayor's Lunch @ The Depot (Brooks)<br><br>1:30 pm—Sanitation District Meeting (Brooks) | 20<br><br>7:00 pm—Emergency Preparedness Committee—Community Room | 21  | 22  |
| 23  | 24<br><br>7:00 pm—Traffic Safety Committee Meeting—Community Room— | 25<br><br>7:00 pm—Planning Commission Meeting @ Hesse Park | 26  | 27  | 28  | 29  |
| 30  |  |  |   |   |     |   |

# July 2013

| Sun              | Mon  | Tue   | Wed   | Thu  | Fri              | Sat              |
|------------------|--|---|---|--|------------------|------------------|
|                  | <p><i>1</i></p> <p><i>7:30 am—Mayor's Breakfast @ Coco's (Brooks/Knight)</i></p>       | <p><i>2</i></p> <p><i>7:00 pm—City Council Meeting @ Hesse Park</i></p>         | <p><i>3</i></p>   | <p><i>4</i></p> <p><i>11:00 am—5:00 pm 4th of July Celebration @ Upper Point Vicente Park (City Hall Closed)</i></p> | <p><i>5</i></p>  | <p><i>6</i></p>  |
| <p><i>7</i></p>  | <p><i>8</i></p>  | <p><i>9</i></p> <p><i>7:00 pm—Planning Commission Meeting @ Hesse Park</i></p>  | <p><i>10</i></p>  | <p><i>11</i></p>   | <p><i>12</i></p> | <p><i>13</i></p> |
| <p><i>14</i></p> | <p><i>15</i></p>   | <p><i>16</i></p> <p><i>6:00 pm—City Council Meeting @ Hesse Park</i></p>        | <p><i>17</i></p> <p><i>12:00 pm—Mayor's Lunch @ The Depot (Brooks)</i></p> <p><i>1:30 pm—Sanitation District Meeting (Brooks)</i></p> | <p><i>18</i></p> <p><i>7:00 pm—Emergency Preparedness Committee—Community Room</i></p>                               | <p><i>19</i></p> | <p><i>20</i></p> |
| <p><i>21</i></p> | <p><i>22</i></p> <p><i>7:00 pm—Traffic Safety Committee Meeting—Community Room</i></p> | <p><i>23</i></p> <p><i>7:00 pm—Planning Commission Meeting @ Hesse Park</i></p> | <p><i>24</i></p> <p><i>7:00 pm—FAC—Community Room</i></p>   | <p><i>25</i></p>   | <p><i>26</i></p> | <p><i>27</i></p> |
| <p><i>28</i></p> | <p><i>29</i></p>   | <p><i>30</i></p>  | <p><i>31</i></p>  |  |                  |                  |



**MEMORANDUM**

**TO: HONORABLE MAYOR AND CITY COUNCIL**  
**FROM: CAROLYN LEHR, CITY MANAGER** <sup>CP</sup> for CL  
**DATE: MAY 15, 2013**  
**SUBJECT: WEEKLY ADMINISTRATIVE REPORT**

**WELCOME TO THE NEW HUMAN RESOURCES MANAGER!**

I am pleased to welcome Sean M. Robinson to the City of Rancho Palos Verdes as the new Human Resources Manager, a position he has held with the City on an interim basis since January 2013. Sean comes to us with over 16 years of experience in Human Resources/ Labor Relations Management. Sean most recently worked for the San Diego Superior Court in the Human Resources Department and Finance Department. Prior to that, Sean worked for the County of San Diego in the Human Resources Department, Classification and Compensation Division.

Sean's duties with the City of Rancho Palos Verdes will include Recruitment/ Selection, Classification/Compensation Management, Employee Relations, Training and Employee Development, Labor Law Compliance, Benefits and Retirement Administration, Workers Compensation/Safety, Risk Management and Performance Management. Sean holds a Bachelor's Degree in Public Administration from San Diego State University and has taught human resources/labor relations studies for graduate classes as well as for professional organizations. Sean continues his professional growth by sitting on the Board of Director's for the National Public Employer Labor Relations Association (NPELRA) and the Public Employer Labor Relations Association of California (PELRAC).

**PENINSULA REGIONAL LAW ENFORCEMENT CRIME STATISTICS**

Attached for the Council's information are pertinent excerpts from the statistics presented at the Peninsula Regional Law Enforcement Committee meeting held on May 9, 2013. The data presented is for the first quarter of 2013 (January through March).

Of note, it was reported at the meeting that the Volunteers on Patrol (VOP) program at the Lomita Sheriff's Station has grown from 35 to 79 members over the last year. This

recent growth has been attributed to the City's support and request for additional neighborhood patrols as a pro-active deterrent to crime.

Attachments:

Part 1 Crime

Law enforcement agencies across the county use the FBI's Uniform Crime Reporting (UCR) system to collect and report crime statistics. Part 1 crimes consist of the eight most serious offenses including homicide, rape, robbery, aggravated assault, burglary, larceny theft, motor vehicle theft and arson.

Although Part 1 crime was down 8% compared to the first quarter of 2012, there was an increase in robberies and residential burglaries. While crime is cyclical and tends to increase as the weather warms up, the Sheriff's Department advises that the best way to curb a significant spike in crime is to educate the community on crime trends and to encourage crime prevention measures; and for law enforcement to make quality arrests in the impacted area. Last year was a prime example: a spike in crime occurred early in the year, followed by several significant arrests, which resulted in a decrease in crime during the summer months.

Part 2 Crime

Part 2 crimes include 22 categories of offenses ranging from simple assaults to vagrancy.

Traffic Statistics

Please note that the "Traffic Enforcement Index" is a ratio of the number of hazardous traffic citations issued to the number of injury collisions. An index higher than 20 is considered to be good.

Sheriff Response Time Performance

The Sheriff's goals for response times are under 7 minutes for Emergency Calls, under 20 minutes for Immediate Calls and under 1 hour for Routine Calls.

In February 2013, there was a call on Dauntless Drive with a 32 minute response time. Apparently, the responding unit arrived within 8 minutes of the call, but then had mechanical difficulty at the location, which required a second unit to respond in its place. The clock continued to run on the first responding unit, which resulted in the long response time that was reported.

Ambulance Response Statistics

The ambulance company's goal for response times is 90% under 9 minutes.

## 2013 Part I – 1st Quarter Comparison Rancho Palos Verdes

|                           | 2013       | 2012       | Change     | % Change   |
|---------------------------|------------|------------|------------|------------|
| Homicide                  | 0          | 0          | 0          | 0%         |
| Rape                      | 0          | 1          | -1         | 0%         |
| Robbery                   | 5          | 1          | 4          | 400%       |
| Aggravated Assault        | 6          | 7          | -1         | -14%       |
| Burglary, Residence       | 33         | 29         | 4          | 14%        |
| Burglary, Other Structure | 13         | 14         | -1         | -7%        |
| Vehicle Burglary          | 21         | 24         | -3         | -13%       |
| Theft from Vehicle        | 14         | 23         | -9         | -39%       |
| Other Larceny / Theft     | 35         | 36         | -1         | -3%        |
| Grand Theft Auto          | 6          | 7          | -1         | -14%       |
| Arson                     | 0          | 2          | -2         | -100%      |
| <b>TOTAL</b>              | <b>133</b> | <b>144</b> | <b>-11</b> | <b>-8%</b> |

# Part II Crime Activity Comparison

## Rancho Palos Verdes

### 1st QUARTER

|                              | 2013       | 2012       | 2011      |
|------------------------------|------------|------------|-----------|
| Forgery                      | 6          | 1          | 10        |
| Fraud/Identity Theft         | 47         | 59         | 25        |
| Sex Offense, Felony          | 0          | 1          | 4         |
| Sex Offense, Misdemeanor     | 0          | 2          | 2         |
| Non-Aggravated Assault       | 7          | 6          | 7         |
| Weapon Laws                  | 2          | 0          | 1         |
| Offenses Against Family      | 1          | 3          | 2         |
| Liquor Laws                  | 0          | 0          | 0         |
| Drunk-Alcohol/Drugs          | 1          | 3          | 1         |
| Disorderly Conduct           | 2          | 9          | 5         |
| Vagrancy                     | 0          | 0          | 0         |
| Gambling                     | 0          | 0          | 0         |
| Drunk Driving-Vehicle/Boat   | 3          | 3          | 7         |
| Vandalism (Non-graffiti)     | 19         | 18         | 17        |
| Vandalism (Graffiti)         | 4          | 3          | 6         |
| Receiving Stolen Property    | 0          | 1          | 0         |
| Federal Offenses w/out money | 1          | 0          | 0         |
| Federal Offenses with money  | 3          | 0          | 1         |
| Felonies, Miscellaneous      | 4          | 4          | 4         |
| Misdemeanors, Miscellaneous  | 3          | 5          | 1         |
| <b>TOTAL CRIME</b>           | <b>103</b> | <b>118</b> | <b>93</b> |

### DEPUTY GENERATED ARRESTS

|                        |           |           |           |
|------------------------|-----------|-----------|-----------|
| Narcotics              | 2         | 6         | 11        |
| Vehicle & Boating Laws | 12        | 6         | 10        |
| Warrants               | 10        | 7         | 17        |
| <b>TOTAL ARRESTS</b>   | <b>24</b> | <b>19</b> | <b>38</b> |

# RANCHO PALOS VERDES TRAFFIC STATS

|                   | 2011 |     |     |         | 2012 |     |     |         | 2013 |     |     |         |
|-------------------|------|-----|-----|---------|------|-----|-----|---------|------|-----|-----|---------|
|                   | Jan  | Feb | Mar | Average | Jan  | Feb | Mar | Average | Jan  | Feb | Mar | Average |
| Total Collisions  | 19   | 15  | 15  | 16      | 21   | 15  | 23  | 20      | 15   | 25  | 13  | 18      |
| Injury Collisions | 11   | 6   | 9   | 9       | 7    | 6   | 10  | 8       | 6    | 8   | 5   | 6       |
| Enforcement Index | 44   | 66  | 51  | 53      | 23   | 27  | 19  | 23      | 32   | 18  | 25  | 25      |
| Hazardous Cites   | 480  | 394 | 453 | 442     | 158  | 163 | 191 | 171     | 191  | 145 | 147 | 161     |
| Non-Haz Cites     | 27   | 24  | 21  | 24      | 16   | 18  | 14  | 16      | 32   | 16  | 19  | 22      |
| Parking Cites     | 79   | 34  | 29  | 47      | 16   | 17  | 16  | 49      | 12   | 7   | 3   | 7       |
| DUI Arrests       | 3    | 2   | 2   | 2       | 1    | 0   | 4   | 2       | 1    | 2   | 0   | 1       |
| DUI Collisions    | 2    | 2   | 1   | 1.6     | 0    | 0   | 2   | 0.7     | 1    | 1   | 0   | 0.7     |
| Fatal Collisions  | 0    | 0   | 0   | 0       | 0    | 0   | 0   | 0       | 1    | 0   | 0   | .33     |

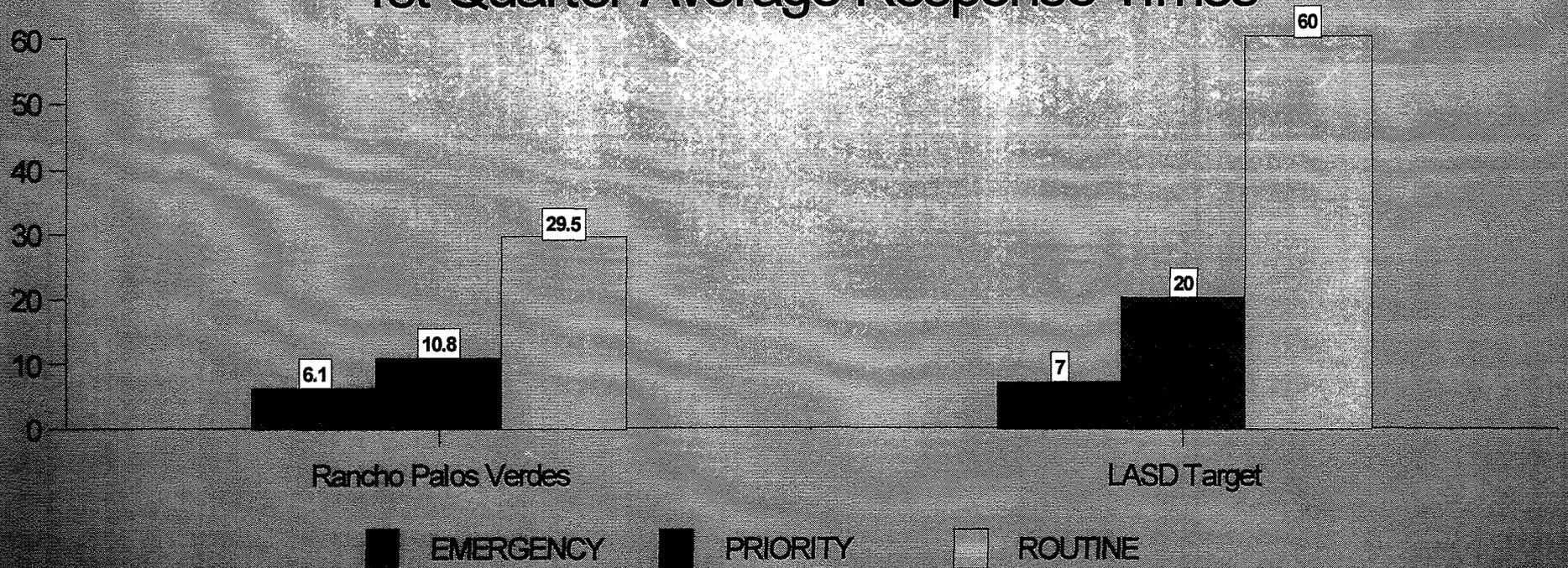
\*Traffic Enforcement Index: Haz.Cites + DUI Arrests / Fatal + Injury Collisions (20:1)

**1st Quarter Comparison**

# Rancho Palos Verdes



## 1st Quarter Average Response Times



# Rancho Palos Verdes Emergent call Response 1st Quarter page 1

## RPV January 2013 - March 2013

| DATE  | LOCATION               | TYPE OF CALL         | ENTRY | ENROUTE | ARRIVAL | RESP TIME MIN | TAG |
|-------|------------------------|----------------------|-------|---------|---------|---------------|-----|
| 01/03 | LOMO DR                | MEDICAL RESCUE       | 1926  | 1928    | 1931    | 5             | 170 |
| 01/04 | RAVENSPUR DR           | FAMILY DISTURBANCE   | 1059  | 1100    | 1105    | 6             | 55  |
| 01/04 | HAWTHORNE/SAN NICHOLAS | TRAFFIC ACCIDENT     | 1228  | 1229    | 1232    | 4             | 62  |
| 01/04 | PEACOCK RIDGE RD       | MEDICAL RESCUE       | 1925  | 1927    | 1929    | 4             | 136 |
| 01/05 | PACKET RD              | MEDICAL RESCUE       | 1408  | 1408    | 1411    | 3             | 68  |
| 01/05 | WAUKESHA PL            | MEDICAL RESCUE       | 0916  | 0917    | 0919    | 3             | 42  |
| 01/07 | AVENIDA APPRENDA       | MEDICAL RESCUE       | 1330  | 1332    | 1333    | 3             | 77  |
| 01/08 | PV DR SOUTH            | MEDICAL RESCUE       | 2304  | 2305    | 2315    | 11            | 171 |
| 01/11 | BARKENTINE RD/PV DR S  | TRAFFIC ACCIDENT     | 1921  | 1923    | 1927    | 6             | 155 |
| 01/11 | MUSTANG RD             | STRUCTURE FIRE       | 2233  | 2234    | 2238    | 5             | 174 |
| 01/12 | VIA SONOMA             | POSS STRUCTURE FIRE  | 1108  | 1109    | 1119    | 11            | 62  |
| 01/13 | FAIRCOVE DR            | MEDICAL RESCUE       | 0911  | 0912    | 0918    | 7             | 40  |
| 01/14 | HAWTHORNE/PV DR N      | AUTO FIRE            | 0809  | 0810    | 0810    | 1             | 44  |
| 01/14 | LEAH CI                | DOMESTIC DISTURBANCE | 1523  | 1524    | 1532    | 9             | 108 |
| 01/15 | ELMBRIDGE DR           | MEDICAL RESCUE       | 1147  | 1148    | 1151    | 4             | 65  |
| 01/16 | HEROIC DR              | MEDICAL RESCUE       | 1105  | 1107    | 1114    | 9             | 67  |
| 01/18 | PACIFICA DR            | ROBBERY              | 1138  | 1139    | 1145    | 7             | 66  |
| 01/18 | MELA LN                | POSS STRUCTURE FIRE  | 1826  | 1828    | 1836    | 10            | 119 |
| 01/18 | DUPRE/HAWTHORNE BL     | TRAFFIC ACCIDENT     | 2122  | 2122    | 2125    | 3             | 136 |
| 01/19 | WESTERN AV             | STRUCTURE FIRE       | 0051  | 0052    | 0054    | 3             | 4   |
| 01/19 | HIGHRIDGE RD           | ASSAULT/ROAD RAGE    | 1825  | 1826    | 1828    | 3             | 88  |
| 01/19 | TERRANEA WAY           | FIRE                 | 2119  | 2122    | 2126    | 7             | 108 |
| 01/20 | TERRANEA WAY           | MISSING PERSON       | 1006  | 1007    | 1022    | 16            | 32  |

# Rancho Palos Verdes Emergent call Response 1st Quarter page 2

|       |                           |                      |      |      |      |   |     |
|-------|---------------------------|----------------------|------|------|------|---|-----|
| 01/21 | BAYEND DR                 | MEDICAL RESCUE       | 2015 | 2018 | 2023 | 8 | 151 |
| 01/22 | HAZELRIDGE DR             | BURG TO RESD         | 0916 | 0918 | 921  | 5 | 46  |
| 01/24 | WESTERN AV                | BUSINESS DISTURBANCE | 0819 | 0821 | 0825 | 6 | 53  |
| 01/25 | HILLTOP CI                | DOMESTIC DISTURBANCE | 1100 | 1101 | 1105 | 5 | 59  |
| 01/27 | MT SAWTOOTH DR            | GARAGE FIRE          | 2320 | 2321 | 2327 | 7 | 146 |
| 01/28 | PV DR E/PV DR S           | MALE DOWN/MEDICAL    | 1335 | 1336 | 1344 | 9 | 112 |
| 01/28 | COVERIDGE DR              | MEDICAL RESCUE       | 2052 | 2052 | 2058 | 6 | 198 |
| 01/28 | BRAIDWOOD DR              | POSS OVERDOSE        | 2143 | 2146 | 2149 | 6 | 202 |
| 01/29 | PURPLE RIDGE DR           | MEDICAL RESCUE       | 0705 | 0706 | 0714 | 9 | 44  |
| 01/31 | VIA COLINITA              | POSS BURG TO RESD    | 0843 | 0844 | 0847 | 4 | 80  |
| 01/31 | TARRASA DR                | MEDICAL RESCUE       | 0958 | 0100 | 1003 | 5 | 89  |
| 01/31 | HAWTHORNE/PV DR S         | MEDICAL RESCUE       | 1249 | 1250 | 1251 | 2 | 111 |
| 02/01 | WESTERN AV                | SPOUSAL ASSAULT      | 1334 | 1335 | 1335 | 1 | 87  |
| 02/01 | CRESTWOOD/WESTERN AV      | TRAFFIC ACCIDENT     | 1705 | 1706 | 1714 | 9 | 122 |
| 02/01 | WESTERN AV                | TRAFFIC ACCIDENT     | 1801 | 1802 | 1803 | 2 | 130 |
| 02/02 | CRESTRIDGE RD             | BURG TO VEH          | 0703 | 0704 | 0705 | 2 | 37  |
| 02/03 | AVENIDA FELICIANO         | MEDICAL RESCUE       | 0939 | 0940 | 0942 | 3 | 56  |
| 02/04 | TRAILRIDERS/EDDINGHILL DR | MALE DOWN/MEDICAL    | 2040 | 2041 | 2042 | 2 | 126 |
| 02/07 | ENROSE AV                 | FAMILY DISTURBANCE   | 2111 | 2112 | 2116 | 5 | 98  |
| 02/08 | DELASONDE DR/WESTERN A    | SUSPICIOUS PERSON    | 0035 | 0036 | 0037 | 2 | 4   |
| 02/08 | RUE LE CHARLENE           | MEDICAL RESCUE       | 1507 | 1508 | 1511 | 4 | 41  |
| 02/09 | WESTERN AV                | TRAFFIC ACCIDENT     | 1457 | 1458 | 1503 | 6 | 49  |
| 02/09 | HAWTHORNE/HIGHRIDGE       | TRAFFIC ACCIDENT     | 2024 | 2025 | 2025 | 1 | 80  |
| 02/10 | GOLDEN MEADOW DR          | TRAFFIC ACCIDENT     | 1240 | 1240 | 1245 | 5 | 37  |
| 02/11 | TOSCANINI DR              | FAMILY DISTURBANCE   | 2126 | 2127 | 2127 | 1 | 87  |

# Rancho Palos Verdes Emergent call Response 1st Quarter page 3

|       |                      |                    |      |      |      |    |     |
|-------|----------------------|--------------------|------|------|------|----|-----|
| 02/12 | PV DR NORTH          | TRAFFIC ACCIDENT   | 1257 | 1301 | 1308 | 11 | 30  |
| 02/12 | TRUDIE DR            | MEDICAL RESCUE     | 1458 | 1500 | 1505 | 7  | 42  |
| 02/12 | PV DR SOUTH          | ROBBERY            | 1634 | 1636 | 1638 | 4  | 52  |
| 02/13 | KNOLLVIEW DR         | BURG TO RESD       | 1529 | 1531 | 1534 | 5  | 73  |
| 02/14 | DOVERRIDGE DR        | MEDICAL RESCUE     | 1400 | 1402 | 1408 | 8  | 100 |
| 02/14 | WESTERN AV           | ASSAULT/BATTERY    | 1735 | 1736 | 1739 | 4  | 150 |
| 02/15 | MIRALESTE/PV DR E    | TRAFFIC ACCIDENT   | 2206 | 2207 | 2212 | 6  | 145 |
| 02/16 | LADERA LINDA PARK    | ATTEMPT KIDNAPPING | 1330 | 1331 | 1337 | 7  | 66  |
| 02/17 | WHITEHORN DR         | ATTEMPT SUICIDE    | 1456 | 1459 | 1505 | 9  | 86  |
| 02/18 | SAN RAMON DR         | FAMILY DISTURBANCE | 1034 | 1034 | 1039 | 5  | 77  |
| 02/18 | PONTEVEDRA DR        | ATTEMPT SUICIDE    | 1618 | 1620 | 1622 | 4  | 125 |
| 02/19 | LOFTY GROVE DR       | MEDICAL RESCUE     | 1444 | 1446 | 1458 | 14 | 111 |
| 02/20 | GOLDEN MEADOW DR     | TRASH FIRE         | 1945 | 1946 | 1951 | 6  | 147 |
| 02/23 | WARNICK RD           | MEDICAL RESCUE     | 0905 | 0907 | 0909 | 4  | 42  |
| 02/23 | AVENIDA APPRENDA     | ATTEMPT SUICIDE    | 1912 | 1913 | 1919 | 7  | 96  |
| 02/23 | SHOREWOOD RD         | BATTERY/ASSAULT    | 2336 | 2337 | 2339 | 3  | 122 |
| 02/24 | CAYUSE LN            | POSS FIRE          | 1336 | 1338 | 1342 | 6  | 77  |
| 02/26 | GENERAL ST           | MEDICAL RESCUE     | 1545 | 1545 | 1547 | 2  | 115 |
| 02/28 | BALCKHORSE/HAWTHORNE | TRAFFIC ACCIDENT   | 1041 | 1042 | 1044 | 3  | 62  |
| 02/28 | VERDE RIDGE RD       | TRAFFIC ACCIDENT   | 1452 | 1453 | 1501 | 9  | 112 |
| 03/01 | HAWTHORNE/RHONE DR   | TRAFFIC ACCIDENT   | 1755 | 1756 | 1802 | 7  | 112 |
| 03/03 | OCEAN TERRACE DR     | MEDICAL RESCUE     | 0918 | 0918 | 0922 | 4  | 28  |
| 03/03 | MIRALESTE DR         | TRAFFIC ACCIDENT   | 1006 | 1007 | 1010 | 4  | 33  |
| 03/10 | HIGHRIDGE RD         | POSS OVERDOSE      | 2215 | 2216 | 2223 | 8  | 97  |
| 03/11 | RADBROOK CT          | FAMILY DISTURBANCE | 2038 | 2040 | 2042 | 4  | 144 |

# Rancho Palos Verdes Emergent call Response 1st Quarter page 4

|       |                        |                       |      |      |      |    |     |
|-------|------------------------|-----------------------|------|------|------|----|-----|
| 03/13 | EDDINGHILL/HAWTHORNE   | TRAFFIC ACCIDENT      | 1045 | 1046 | 1054 | 9  | 52  |
| 03/15 | GREEN HILLS/WESTERN AV | TRAFFIC ACCIDENT      | 1634 | 1636 | 1640 | 6  | 108 |
| 03/17 | SEA GATE DR            | MEDICAL RESCUE        | 2112 | 2113 | 2119 | 7  | 97  |
| 03/17 | VIA COLINITA           | FAMILY DISTURBANCE    | 2116 | 2116 | 2121 | 5  | 98  |
| 03/17 | HAWTHORNE BP/PV DR W   | ATTEMPT SUICIDE       | 2344 | 2345 | 2355 | 11 | 110 |
| 03/19 | BRONCO DR              | POSS BURG             | 1129 | 1129 | 1130 | 1  | 78  |
| 03/20 | DELASONDE DR/WESTERN A | TRAFFIC ACCIDENT      | 0646 | 0647 | 0652 | 6  | 40  |
| 03/20 | BRONCO DR              | STOLEN VEHICLE        | 0839 | 0840 | 0846 | 7  | 53  |
| 03/21 | ENROSE AV              | MEDICAL RESCUE        | 1011 | 1012 | 1020 | 9  | 54  |
| 03/22 | COLT RD                | MEDICAL RESCUE        | 0710 | 0711 | 0717 | 7  | 25  |
| 03/23 | RAVENSPUR DR           | MEDICAL RESCUE        | 1116 | 1117 | 1125 | 9  | 54  |
| 03/24 | PV DR SOUTH            | MEDICAL RESCUE        | 1917 | 1918 | 1921 | 4  | 113 |
| 03/25 | VIA BORICA             | POSS BURG TO RESD     | 1447 | 1500 | 1501 | 4  | 134 |
| 03/27 | HEADLAND DR/PV DR E    | POSS TRAFFIC ACCIDENT | 1155 | 1156 | 1200 | 5  | 77  |
| 03/28 | VERDE RIDGE RD         | MEDICAL RESCUE        | 2137 | 2137 | 2141 | 4  | 190 |
| 03/29 | COOLHEIGHTS            | TRAFFIC ACCIDENT      | 1020 | 1021 | 1026 | 6  | 38  |
| 03/30 | PV DR SOUTH            | TRAFFIC ACCIDENT      | 1350 | 1350 | 1351 | 1  | 77  |



# Westmed/McCormick Ambulance

## Rancho Palos Verdes

January 2013

| Date Period     | 1-5    | 6-12   | 13-19  | 20-26  | 27-31  |        |       |
|-----------------|--------|--------|--------|--------|--------|--------|-------|
| Response Period | Week 1 | Week 2 | Week 3 | Week 4 | Week 5 | Week 6 | Total |
| 0:00 to 8:59    | 31     | 44     | 47     | 46     | 28     |        | 196   |
| 9:00 to 14:59   | 5      | 10     | 5      | 3      | 3      |        | 26    |
| 15:00 +         | 0      | 0      | 0      | 0      | 0      |        | 0     |

|                        | Week 1 | Week2 | Week3 | Week4 | Week 5 | Week 6 | Total |
|------------------------|--------|-------|-------|-------|--------|--------|-------|
| <b>Total Responses</b> | 36     | 54    | 52    | 49    | 31     | 0      | 222   |
| <b>Total On Time</b>   | 31     | 44    | 47    | 46    | 28     | 0      | 196   |
| <b>Total Late</b>      | 5      | 10    | 5     | 3     | 3      | 0      | 26    |

**Total Compliance: 88.3%**



# Westmed/McCormick Ambulance

## Rancho Palos Verdes

February 2013

| Date Period     | 1-2    | 3-9    | 10-16  | 17-23  | 24-28  |        | Total |
|-----------------|--------|--------|--------|--------|--------|--------|-------|
| Response Period | Week 1 | Week 2 | Week 3 | Week 4 | Week 5 | Week 6 |       |
| 0:00 to 8:59    | 14     | 39     | 38     | 32     | 30     |        | 153   |
| 9:00 to 14:59   | 3      | 5      | 7      | 2      | 6      |        | 23    |
| 15:00 +         | 0      | 0      | 1      | 0      | 0      |        | 1     |

|                 | Week 1 | Week2 | Week3 | Week4 | Week 5 | Week 6 | Total |
|-----------------|--------|-------|-------|-------|--------|--------|-------|
| Total Responses | 17     | 44    | 46    | 34    | 36     | 0      | 177   |
| Total On Time   | 14     | 39    | 38    | 32    | 30     | 0      | 153   |
| Total Late      | 3      | 5     | 8     | 2     | 6      | 0      | 24    |

**Total Compliance: 86.4%**



# Westmed/McCormick Ambulance

## Rancho Palos Verdes

March 2013

| Date Period     | 1-2    | 3-9    | 10-16  | 17-23  | 24-30  | 31     |       |
|-----------------|--------|--------|--------|--------|--------|--------|-------|
| Response Period | Week 1 | Week 2 | Week 3 | Week 4 | Week 5 | Week 6 | Total |
| 0:00 to 8:59    | 13     | 29     | 37     | 51     | 32     | 6      | 168   |
| 9:00 to 14:59   | 1      | 8      | 3      | 6      | 10     | 1      | 29    |
| 15:00 +         | 0      | 0      | 0      | 0      | 0      | 0      | 0     |

Total Responses  
Total On Time  
Total Late

| Week 1 | Week2 | Week3 | Week4 | Week 5 | Week 6 | Total |
|--------|-------|-------|-------|--------|--------|-------|
| 14     | 37    | 40    | 57    | 42     | 7      | 197   |
| 13     | 29    | 37    | 51    | 32     | 6      | 168   |
| 1      | 8     | 3     | 6     | 10     | 1      | 29    |

**Total Compliance: 85.3%**

  
CITY OF RANCHO PALOS VERDES

**TO: CAROLYN LEHR, CITY MANAGER**  
**FROM: LES M. JONES II, INTERIM DIRECTOR OF PUBLIC WORKS**  
**DATE: MAY 15, 2013**  
**SUBJECT: WEEKLY ADMINISTRATIVE REPORT**



**SAN RAMON CANYON PROJECT UPDATE**

Work in the canyon is continuing in preparation for the filling of a segment of the canyon where the inlet structure is located. This will create a platform for the installation of the 36 caissons that will form the backbone of the inlet structure.

The contractor has begun work on a second area of operation by constructing an access off Palos Verdes Drive South, which will enable him to move construction equipment and materials into the area below the road, where the majority of the project activities will take place. The creation of this access, will minimize the need to access that area through the Palos Verdes Mobile Home Park in San Pedro, which will help to ease the impact of the project on that community.

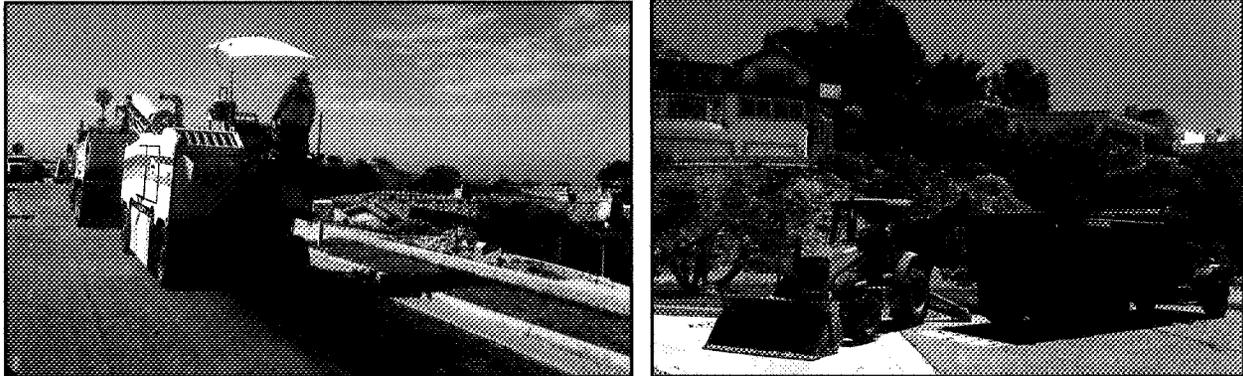


The K-rail traffic controls PVDS / 25<sup>th</sup> Street right at the City border with Los Angeles should have minimal impact on traffic during rush hours, as work activities at the road is restricted to "off-peak" times. Pedestrian access through the area is somewhat restricted and should be avoided for the next several months if possible.

Although the project is well underway, it is not yet in full swing. Additional resources will be brought onto the project in the coming weeks when work on the tunnel sections is started.

**CONSTRUCTION UPDATE ON PHASE I OF THE FY11-12 RESIDENTIAL STREETS IMPROVEMENT PROJECT, AREAS 3 AND 5**

Localized asphalt concrete repairs continued this week at several locations in Area 5. Concrete repairs are also being performed this week in Area 5, including various locations on Cartier Dr., Marne Dr., Rhone Dr., Sattes Dr., and Vallon Dr.



**Localized Asphalt Concrete Repair on Via Victoria and Concrete Repair at the Intersection of Cartier and Chartres**

**EDCO’S SPRING BRUSH CLEARING COMPLETED**

EDCO completed the bi-annual Citywide brush clearing event. A total of 32.70 tons of green waste was collected during five Saturdays.

| Regular Trash Day | Brush Clearing Date<br>2013 | Tonnage Collected |
|-------------------|-----------------------------|-------------------|
| Monday Route      | Saturday, April 6           | 7.13 tons         |
| Tuesday Route     | Saturday, April 13          | 6.24 tons         |
| Wednesday Route   | Saturday, April 20          | 3.02 tons         |
| Thursday Route    | Saturday, April 27          | 14.05 tons        |
| Friday Route      | Saturday, May 4             | 2.26 tons         |
|                   | <b>Total</b>                | <b>32.70 Tons</b> |

**SOLID WASTE SUBCOMMITTEE MEETING**

Staff held a Solid Waste Subcommittee meeting with MPT Duhovic and Councilman Campbell on Wednesday May 8, 2013 at Hesse Park- Fireside Room. At that meeting EDCO and UWS’s requested FY 13-14 rate adjustments were discussed. Representatives from EDCO and UWS were present and answered questions. A public hearing to consider these rate adjustments is tentatively scheduled for June 4, 2013.

## HOUSEHOLD HAZARDOUS WASTE (HHW) ROUNDUP SUCCESSFUL

The City held its annual HHW/E-waste roundup on Saturday, May 11<sup>th</sup>. The event served approximately 1,135 households. Below is a summary of items collected:

| ITEM                       | QUANTITY/ WEIGHT             |
|----------------------------|------------------------------|
| Motor Oil                  | 175 Gallons                  |
| Antifreeze                 | 40 Gallons                   |
| Paint                      | 2,975 Gallons                |
| Sharps/medical needles     | 400 Pounds                   |
| Dry Cell Batteries         | 2,060 Pounds                 |
| Oil Filters                | 100 Pounds                   |
| Car Batteries              | 29 Batteries                 |
| CRTs (TVs, monitors, etc.) | 120 CRT Units (7,110 pounds) |
| Misc. Haz Waste            | 2,100 Gallons (65 drums)     |
| Misc. E-Waste              | 13,500 Pounds                |

Staff appreciates the County Sanitation Districts assistance with the roundup event.



**TO:** Carolyn Lehr, City Manager  
**FROM:** Joel Rojas, Community Development Director   
**DATE:** May 15, 2013  
**SUBJECT:** Weekly Administrative Report

**North Spur Trail Project at Alta Vicente Reserve**

On Saturday, June 1<sup>st</sup> and Saturday, June 8<sup>th</sup>, the PVPLC will oversee an Eagle Scout project in the Alta Vicente Reserve portion of the City's Nature Preserve. The project primarily involves cutting back overgrown vegetation to delineate the trail path of the North Spur Trail which begins next to City Hall (see attached exhibit). Approximately 30-50 scouts will be participating in this Eagle Scout project. The staging area will be at the City Hall parking lot and the cul-de-sac adjacent to St. Paul's Lutheran Church.

**MTA Congestion Mitigation Fee Program**

As the City Council is aware, the City, along with other L.A. County local jurisdictions is annually required to demonstrate compliance with the MTA's Congestion Management Program (CMP). A few years ago, the MTA began studying the concept of instituting a traffic mitigation fee to address regional congestion. The City was notified that MTA recently completed its Congestion Mitigation Fee Program development work plan and found that a fee program is feasible, provides effective mitigation and new source of funding with local control, and complies with statutory requirements of the CMP and the California Mitigation Fee Act.

According to the attached MTA Report, the Congestion Mitigation Fee is proposed as a one-time fee (proposed minimum of \$200 per trip generation, resulting in approximately \$1,876 per single-family residence) which would be applied to all new development across all land uses and would be paid to the local jurisdiction at the time it issues a building permit. Local jurisdictions would need to adopt an ordinance to assess/collect the fees, select projects and build them. None of the fee revenue would go to MTA. This pool would be allocated to construct local eligible projects, such as bicycle/pedestrian improvements that provide accessibility to bus/rail transit, signal synchronization, transit stop improvements, arterial enhancements etc.

At this time, MTA is ready to present their findings to their Planning & Programming Committee with the recommendation to adopt the Congestion Mitigation Fee Program as the Countywide Deficiency Plan of the Los Angeles County CMP. Although originally

**Community Development Department  
Weekly Administrative Report  
May 15, 2013  
Page # 2**

scheduled to be heard in May 2013, the proposal will no longer be presented at that meeting. Once the meeting date has been finalized, MTA will inform the local jurisdictions. If the Mitigation fee Program is adopted by the MTA, it appears that it will be at least 2 years before local jurisdictions will have to start collecting the fee.

**Planning Commission Follow-Up Agenda**

Attached is the follow-up agenda from the Planning Commission meeting on May 14, 2013.

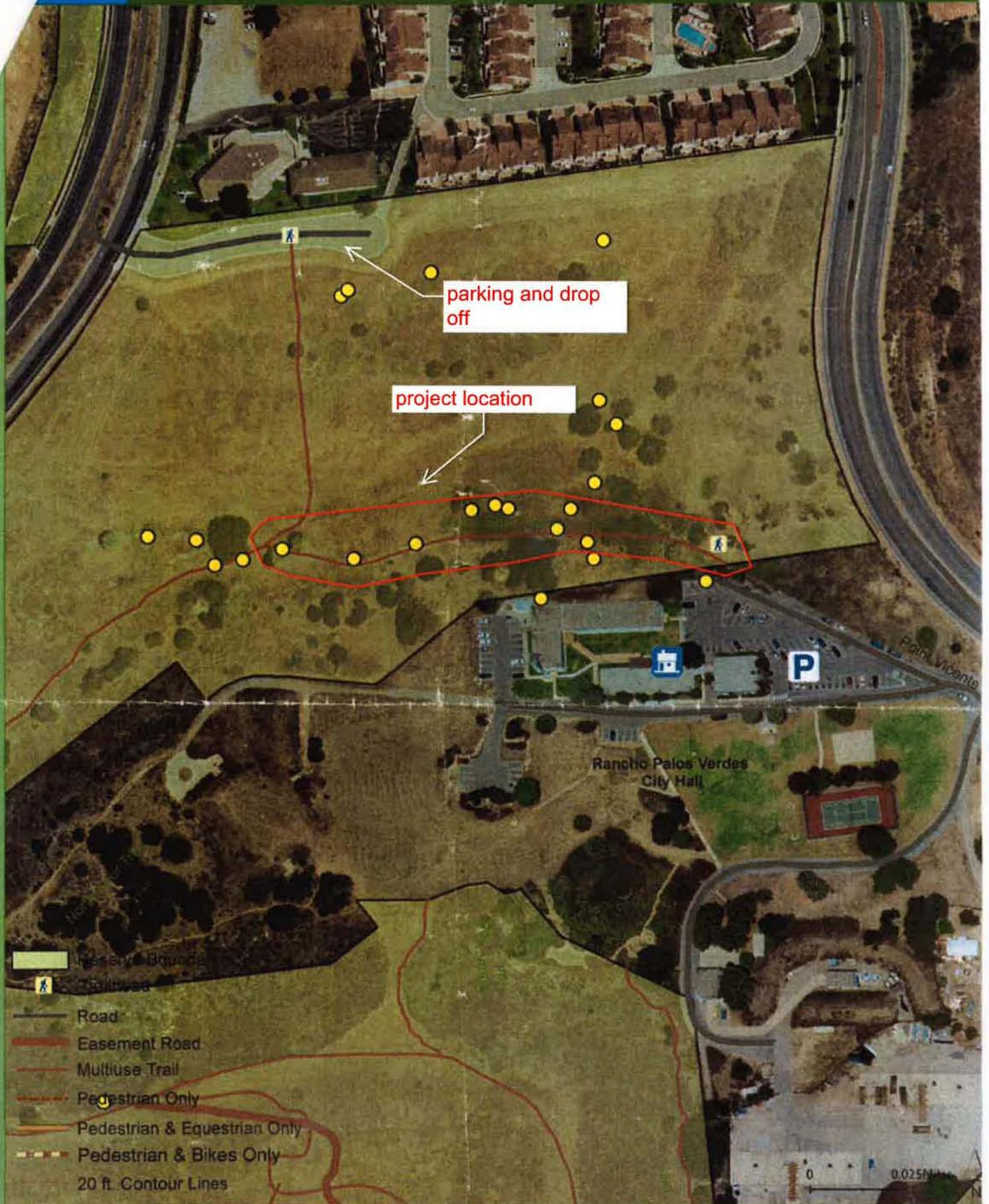
**Applications of Note**

Attached is a table with a summary of the applications of note that were submitted to the department between Wednesday, May 8th, 2013 and Tuesday, May 14th, 2013.

**Attachments**

- North Spur Trail Project Exhibit
- Draft Congestion Mitigation Fee Board Report
- Approved minutes of April 23<sup>rd</sup>, 2013 (under separate cover)
- Follow-up Agenda from May 14<sup>th</sup>, 2013 PC meeting
- Applications of Note

# Alta Vicente Reserve Palos Verdes Nature Preserve





**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

311-922-2000 for  
metro.net

**15**

**PLANNING AND PROGRAMMING COMMITTEE  
MAY 15, 2013**

**SUBJECT: CONGESTION MANAGEMENT PROGRAM - CONGESTION  
MITIGATION FEE STUDY**

**ACTION: ADOPT CONGESTION MITIGATION FEE PROGRAM**

**RECOMMENDATION**

- A. Adopt the Congestion Mitigation Fee Program as the Countywide Deficiency Plan of the Los Angeles County Congestion Management Program;
- B. Adopt a \$200 fee-per-trip as the countywide minimum fee-per-trip level for local compliance with the CMP Deficiency Plan;
- C. Approve Resolution adopting the Congestion Mitigation Fee Program as the Countywide Congestion Management Program Deficiency Plan (Attachment A);
- D. Authorize staff to work with local jurisdictions and the business community to prepare for local implementation of the Congestion Mitigation Fee Program within the next two years. Staff will continue dialogue with business community to address business community concerns, including through legislative change if necessary; and
- E. Receive and File Congestion Mitigation Fee Study –Pilot Nexus Study Reports for the eight pilot nexus studies and Congestion Mitigation Fee Study Nexus Analysis Methodology.

**ISSUE**

We have completed a 10-year effort of working with local jurisdictions, their subregions, and the business and development community to explore how to best meet state mandated Congestion Management Program (CMP) Deficiency Plan requirements for local jurisdictions to mitigate the impact of new development. After exploring a wide range of alternatives, the Board directed staff in 2003 to explore the feasibility of a Congestion Mitigation Fee to meet this requirement.

Over 300 meetings with subregions, local jurisdictions and the business community in a variety of forums have been conducted. We completed an extensive Congestion Mitigation Fee Program development work plan, including various technical documents,

describing how the fee would work. The fee concept has been tested “on the ground” by working with each of eight Los Angeles County subregions in developing the subregional nexus pilot studies. As a result of this extensive effort, we found that the Congestion Mitigation Fee Program is feasible, provides effective mitigation and a new source of funding with local control, and complies with statutory requirements of the CMP and the California Mitigation Fee Act. Board approval of the Program is needed as well as authorization to assist cities in preparing for fee program implementation within the next two years.

## **DISCUSSION**

### **Legislative Background**

In 1990, state voters approved Proposition 111, which increased the State gas tax from 9 cents a gallon to 18 cents a gallon. The CMP (Government Code 65089 et. al.) was enacted as companion legislation to Proposition 111 to link local/regional transportation, land use and air quality decisions. A Congestion Management Agency for each county was designated by local jurisdictions and has statutory oversight authority over CMP development, adoption, and local implementation. If local jurisdictions are not in compliance with their CMP implementation responsibilities, the 9 cent gas tax increase provided by Proposition 111 can be withheld. In Los Angeles County, local jurisdictions receive approximately \$83 million a year in Proposition 111 revenues (also known as Section 2105 revenues).

A significant CMP statutory requirement is the local jurisdiction's responsibility to develop a Deficiency Plan when level of service standards on the CMP highway system drop below level of service E or worsen at level of service F. A Deficiency Plan must either (1) fully mitigate the level of service degradation or (2) “measurably improve” mobility and air quality. The definition of “measurable improvement” is the responsibility of the Congestion Management Agency.

The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) first created a parallel federal Congestion Management System requirement, which has been continued in subsequent federal reauthorization legislation. Since that time, MTA has used its CMP to assist the Southern California Association of Governments (SCAG) in meeting federal congestion management requirements. Our CMP is reviewed by the Federal Highway Administration (FHWA) as a component of SCAG's triennial planning certification process. Over the last several years, FHWA has made congestion management a federal priority for regional agencies nationwide.

### **Initial Deficiency Plan Development**

In Los Angeles County, MTA was unanimously designated as the Congestion Management Agency in 1990 by all local jurisdictions. The initial CMP was developed in monthly consultation with a Policy Advisory Committee (PAC) representing local jurisdictions, regional agencies, and the environmental and business community. The tradition of broad consultation with all interested stakeholders continues to this day.

Given the significant level of congestion experienced on our highways and roadways (i.e., Caltrans designates four levels of Level of Service F), the Deficiency Plan was a focal point of our CMP development. Given the complex travel patterns both between cities and across the county, a countywide Deficiency Plan approach was necessary. This avoided the impossibility of a local jurisdiction needing to prepare local Deficiency Plans and negotiating mitigation projects with all other jurisdictions across the county.

**Debit-Credit Deficiency Plan.** The initial Countywide Deficiency Plan approach developed for the County of Los Angeles CMP was the "Debit-Credit" approach. MTA, in consultation with the CMP PAC, developed guidelines for local jurisdictions to quantify the impacts of new development across different land uses (debits) and to quantify the mobility benefit of a menu of transportation mitigation strategies (credits). Eligible projects were similar to the current Call for Projects categories (arterials, system management, transit, TDM, etc.), and could be implemented either on or off the designated CMP highway system. Local jurisdictions annually submitted their Deficiency Plan (known as a Local Implementation Report), and remained in compliance with the CMP by maintaining a positive credit-debit balance.

**Debit-Credit Reconsidered.** After a decade, a number of jurisdictions began to express concerns with the effectiveness and fairness of the Debit-Credit approach. In fact, we found that about 25% of Los Angeles jurisdictions were at risk of not being able to maintain a positive credit balance over the next several years, which would result in non-compliance and the loss of State gas tax funds. This raised an equity issue, as small, built out cities were the most at-risk of non-compliance and had less opportunity to generate credits than larger, high growth cities. Given that the Debit-Credit approach did not generate new project revenue, many cities also considered the approach a paper exercise that did not lead to meaningful mitigation.

After reconvening the CMP PAC and considering 14 Deficiency Plan alternatives, the Board directed staff through the 2003 Short Range Transportation Plan to conduct a study to evaluate the feasibility of implementing a countywide Congestion Mitigation Fee program as a replacement to the Debit-Credit approach. The Board also directed the suspension of Deficiency Plan requirements for local jurisdictions to maintain a positive credit balance while the Congestion Mitigation Fee Study was underway.

The decision to study the fee was bolstered by the fact that countywide and local transportation mitigation fees were not new. Throughout the State, 14 counties (more than 25% of counties Statewide) have transportation fee programs in place. This includes five adjacent counties: Western Riverside, San Bernardino, Orange, Kern, and San Diego. Within Los Angeles County, there are 22 jurisdictions that have their own local transportation mitigation fees (approximately 25% of Los Angeles County jurisdictions).

## Congestion Mitigation Fee Program Proposal

The Congestion Mitigation Fee is proposed as a one-time fee generally applied to all new development across all land uses and is paid at the time a local jurisdiction issues a building permit. The proposed fee program establishes a countywide minimum fee-per-trip based on trip generation rates for different land uses. Each local jurisdiction may then determine its specific fee-per-trip by developing its transportation project list that addresses expected growth and then determine the amount of the transportation project cost that must be funded with its mitigation fee revenue. This process provides a fee amount at or above the countywide minimum sufficient to generate revenues needed to fund the portion of the local jurisdiction's project costs. Each of the subregional nexus analyses also determines a maximum fee amount for all jurisdictions within each subregion. A local jurisdiction may opt to go above the countywide minimum as long as it does not exceed its respective subregional maximum. Once each local jurisdiction has determined its unique fee-per-trip, it would apply that amount to trip generation rates for new land use developments and develop a fee schedule by land use type.

At the core of the proposed Congestion Mitigation Fee Program is local control. Local jurisdictions would be responsible for collecting the mitigation fee, selecting the projects, and building them. Eligible projects are local projects with a regional benefit, similar to our Call for Projects (see Attachment B). At the present time, 22 jurisdictions have an existing mitigation fee program, and they would receive credit against the minimum Congestion Mitigation Fee for eligible projects. If the credits that jurisdictions receive meet or exceed the minimum Congestion Mitigation Fee level, those jurisdictions will have met their Congestion Mitigation Fee responsibility through their local fee program. For the remaining 66 local jurisdictions, the Congestion Mitigation Fee program would not only create a new source of revenue for capital funding of new transportation capacity, this new source of local funds would provide leverage for regional, state, and federal matching funds.

None of the Congestion Mitigation Fee revenue collected by a jurisdiction would go to the MTA. The proposed Congestion Mitigation Fee Program also honors the Guiding Principles that the Board adopted in April 2007 to address the relationship between local jurisdictions and MTA (See Attachment C). Key among these principles is that MTA will not reduce other regional funds it provides to jurisdictions (i.e., the Call for Projects) if the Congestion Mitigation Fee Program is adopted.

In order for local jurisdictions to implement the proposed fee program, the Board, acting as the Congestion Management Agency, would adopt the Congestion Mitigation Fee Program as the CMP Deficiency Plan and local jurisdictions would adopt their local ordinance. Upon Board adoption, we will work with jurisdictions and the business community to prepare technical implementation guidelines. Jurisdictions will also review and finalize their fee transportation project list and we will update the subregional nexus studies. We will work with local jurisdictions to develop and adopt fee ordinances within the next two years. Jurisdictions can begin implementing their fee program as soon as their local ordinance is adopted.

## Subregional Pilot Nexus Studies

**Statutory Requirement for Mitigation Fees.** Nexus studies are required for mitigation fee programs by the California Mitigation Fee Act (AB 1600) to demonstrate that there is a reasonable relationship between the proposed fee, the cost of the public transportation facilities, the intended use of the fee revenue, and congestion reduction. The eight Subregional Pilot Nexus Studies evaluated how the Congestion Mitigation Fee pays for transportation improvements that relate to the impact of new development on the transportation system. Also, state law prohibits mitigation fees to be used to mitigate existing deficiencies on the transportation network. As a result, the Congestion Mitigation Fee was structured to mitigate only the impacts of new development.

**Subregional Pilot Nexus Study Development.** During the last three years, we have worked with local jurisdictions and their respective Councils of Governments (COGs) and subregional agencies on eight Subregional Pilot Nexus Studies, which are now complete. Additionally, at the request of jurisdictions and the business community, economic analysis studies were completed for each nexus study to determine the economic impact of the fee program.

In preparation for the Pilot Nexus Studies, the consultant team developed a mitigation fee computer analytical tool to graphically plot proposed projects and calculate mobility benefits, costs, and mitigation fee-per-trip amounts. At the request of the Gateway Cities COG, this tool was modified to also calculate greenhouse gas reductions. This was to inform local jurisdictions that they could implement various Congestion Mitigation Fee projects that also have a benefit in meeting greenhouse gas reductions required by SB 375.

More than 300 meetings were carried out with individual jurisdictions, COGs, MTA Technical Advisory Committee, and the business and development community to obtain their input in conducting the subregional nexus studies. This process offered jurisdictions, COGs, and other stakeholders the opportunity to explore the feasibility of a Congestion Mitigation Fee program and to determine its effectiveness of mitigating the impact of new growth on the transportation network, both for individual jurisdictions and subregions. In addition, the work done in each subregion provided the opportunity for jurisdictions to collaborate their planning efforts across jurisdictional boundaries.

It is important to note that the business community has been involved in the CMP development forum since the first CMP Policy Advisory Committee guided the development of the first CMP in the early 1990s. In regard to the development of the Congestion Mitigation Fee, four members of the business community were represented on a 21 member PAC that met from December 2000 to June 2002, and which studied 14 alternative approaches to the CMP Debit-Credit Deficiency Plan. After this extensive effort, the Board directed staff in 2003 to explore the feasibility of a Congestion Mitigation Fee to meet the CMP Deficiency Plan requirement. Again, upon adoption of the 2004 CMP, staff was directed by the Board to focus exclusively on the Congestion Mitigation Fee. Beginning in October 2006, the PAC was

reconvened and met through October 2007. This discussion guided the framework of the Congestion Mitigation Fee. This PAC contained 40 stakeholders including 21 representatives from the business community. This framework was integrated into the Congestion Mitigation Fee Feasibility Study and adopted by the Board in September 2008. As we continued to develop the Study, we have had over 16 meetings with representatives of the business community since late 2009. These meetings have included quarterly meetings with business representatives to present the progress of our work effort, a technical workshop with business community consultants to review the nexus methodology (no comments were received as a result of workshop), and most recently we have met with representatives of the BizFed Transportation Committee. Attachment D summarizes the issues that we have received from BizFed and our response.

As part of the Pilot Nexus Study process, jurisdictions and other stakeholders requested that an economic impact analysis be conducted on the impacts of implementing a Congestion Mitigation Fee Program. The results of this economic impact analysis have provided a better understanding of the impacts and benefits of enacting a Congestion Mitigation Fee prior to proceeding with program implementation. These studies showed that the Congestion Mitigation Fee has not only a mobility benefit in each subregion, but a positive impact on the economy and jobs in each subregion.

The subregional pilot nexus studies were conducted based on travel demand modeling analysis. The study evaluated future congestion with and without a subregion's project list and also compared future conditions in contrast to current conditions. The key performance measure evaluated in this study is change in annual vehicle-hours-of-delay (VHD). The methodology demonstrated that the nexus test was met in each subregion, as the subregional mitigation fee projects reduced future VHD. The model runs also demonstrated that the projects were not reducing VHD lower than the existing congestion level, thereby not mitigating existing deficiencies. This methodology is similar to that used in other countywide nexus studies, and has most recently been successfully applied in the countywide fee adopted in San Diego County. It should also be noted that VHD is consistent with performance measures being actively considered by FHWA to measure performance for MAP-21.

The Pilot Nexus Studies demonstrate that growth in the County of Los Angeles over the next 20 years is expected to result in a two-fold increase in VHD, or congestion, on a roadway network that is already operating near or at capacity. To address this projected impact, jurisdictions identified 1,700 transportation projects with a cost of \$5.1 billion, of which 700 projects could be evaluated quantitatively. Also, building all of these transportation projects over the next 20 years could generate up to \$2.9 billion in new transportation funding that could be used to leverage other funding. It is important to note that the pilot studies reflect a need based process. If the Board approved a \$200 countywide minimum fee-per-trip amount, the Congestion Mitigation Fee would be projected to generate up to \$767 million over the next 20 years countywide.

The Pilot Nexus Studies resulted in minimum subregional fee-per-trip levels ranging from \$200 - \$1,000. Based on these results, we are recommending a countywide minimum fee-per-trip of \$200 as this level can be implemented by all subregions. Attachment E summarizes the results of the Pilot Nexus Studies. For examples of how this fee-per-trip level would affect individual land-use categories, see Attachment F. Attachment G is a compilation of all Pilot Nexus Studies and Attachment H documents the technical methodology used for the Nexus Study. Finally, Attachment I is the compilation of all Subregional Economic Analysis Reports for each Pilot Nexus Study.

**Pilot Nexus Study Conclusions.** The Pilot Nexus Studies resulted in the following conclusions:

- The Congestion Mitigation Fee proposal is feasible, meets statutory requirements of the CMP by providing “measurable improvement”, shown in VHD reduction.
- The Congestion Mitigation Fee Program meets the nexus test of the California Mitigation Fee Act and demonstrates that it does not improve VHD to the point that it is mitigating existing deficiencies.
- The Congestion Mitigation Fee can be implemented countywide, as various diverse jurisdictions across the county successfully demonstrated.
- Based on minimum fee ranges of \$200 - \$1,000 fee-per-trip amounts across subregions, a countywide minimum fee-per-trip amount of \$200 is feasible.
- If all the projects from the Pilot Nexus Studies were built:
  - A reduction of approximately 25 million vehicle-hours-of-delay (VHD) would be demonstrated based on the transportation projects that could be modeled.
  - A 6 percent – 38 percent reduction in VHD would be achieved in various subregions over the next twenty years.
  - The Congestion Mitigation Fee Program could generate a countywide net economic benefit of about 60,200 jobs, \$11.2 billion in economic output, and more than \$3.7 billion in disposable income.
- If adopted, a \$200 countywide minimum fee-per-trip amount would generate about \$767 million over twenty years countywide. Specific congestion reductions and economic benefits would be calculated based on the final local transportation project list.
- The Pilot Nexus Study was also beneficial as a forum for cities to work together in identifying mobility. Through this effort, local jurisdictions identified:
  - Individual projects that benefit multiple cities
  - Corridor improvement strategies for multi-jurisdictional participation
  - Sub-area needs and sub-area strategies for multiple jurisdictions

- The Congestion Mitigation Fee Program can be a mechanism and an opportunity to implement local land use visions:
  - Many eligible Congestion Mitigation Fee projects also have a greenhouse gas benefit that helps work toward SB 375 goals.
  - The mitigation fee concept can and has been used by local jurisdictions to implement general plans and help jurisdictions achieve their vision of future growth.

### **DETERMINATION OF SAFETY IMPACT**

The Congestion Mitigation Fee Program will not have any adverse safety impacts for our employees and patrons.

### **FINANCIAL IMPACT**

Upon Board approval of the FY14 Budget, the necessary \$850,000 in Cost Center 4220, Project Number 405544, Task Number 01 will be available to assist cities with the next phase of the Congestion Mitigation Fee Program – Implementation Guidelines, Nexus Study Update, and Local Ordinance Adoption. Since this is a multi-year contract, the cost center manager and Executive Director of Countywide Planning will be accountable for budgeting the cost in future years.

### **Impact to Budget**

The source of funds for this project is Proposition C 25% Streets and Highway funds. These funds are not eligible for bus and rail operating and capital expenditures. No other source of funds was considered for this activity. The Congestion Mitigation Fee program is not anticipated to increase future transit operating costs.

### **ALTERNATIVES CONSIDERED**

The Board could decide not to adopt the countywide Congestion Mitigation Fee Program. If not adopted, MTA would need to develop an alternative Deficiency Plan approach that meets CMP statutory requirements. Alternatives would need to be developed in consultation with local jurisdictions and the development community and could include updating the local mitigation share under the Debit-Credit system or requiring jurisdiction specific Deficiency Plans. Updating the Debit-Credit system is not recommended as we anticipate the local mitigation responsibility will be higher. Jurisdiction specific mitigation plans are not recommended as staff time for both local jurisdictions and MTA staff could be prohibitive, and the process could delay local land use development approvals.

## NEXT STEPS

If the Congestion Mitigation Fee Program were adopted, we would work with local jurisdictions to implement the fee program within the next two years. The activities that would be conducted during this phase include the following:

- Develop Fee Implementation Guidelines in consultation with local jurisdictions and the business community to address technical implementation issues necessary for local jurisdictions to implement the Congestion Mitigation Fee Program. This document would be brought to the MTA Board for action.
- Work with local jurisdictions to finalize their fee transportation project lists once the minimum fee-per-trip level has been adopted. Update subregional nexus plans based on final local transportation project lists.
- Work with local jurisdictions to draft a fee ordinance and assist them with local fee ordinance adoption.

Members of the business community have expressed their opposition to the Congestion Mitigation Fee. They have noted their view that the CMP is outdated in light of changes in land use practice and in relation to state greenhouse gas legislation. We will track any recommendations by the business community proposing CMP legislative reform and will report to the Board on any legislation that is introduced. As the Congestion Management Agency, we have a statutory responsibility to implement existing CMP law and to ensure that local jurisdictions meet their legal obligations. As such, we will proceed in working with jurisdictions on fee implementation responsibilities, including developing implementation guidelines, finalizing local transportation project lists, and updating subregional nexus studies. We will, however, work with the business community to address their concerns, including considering CMP statutory change as appropriate.

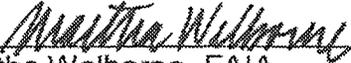
Upon Board approval, we will return within 60 days with a modification to the existing firm fixed-price contract to conduct the tasks to implement the Congestion Mitigation Fee Program as described above.

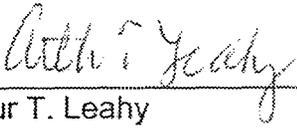
## ATTACHMENTS

- A. Resolution of the Los Angeles County Metropolitan Transportation Authority Regarding the Adoption of Congestion Mitigation Fee Program As the Countywide Congestion Management Program Deficiency Plan
- B. Congestion Mitigation Fee Program Transportation Projects Category Description
- C. Congestion Mitigation Fee Program Guiding Principles
- D. Summary of BizFed Issues and MTA Response
- E. Congestion Mitigation Fee Pilot Nexus Study Results Summary by Subregion
- F. Minimum Level of Compliance Fee-per-Trip by Land Use Examples

- G. Congestion Mitigation Fee Study – Pilot Nexus Study Reports (attached under separate cover and on website at [http://www.metro.net/projects/congestion\\_mgmt\\_pgm/](http://www.metro.net/projects/congestion_mgmt_pgm/))
- H. Congestion Mitigation Fee Study Nexus Analysis Methodology (attached under separate cover and on website at [http://www.metro.net/projects/congestion\\_mgmt\\_pgm/](http://www.metro.net/projects/congestion_mgmt_pgm/))
- I. Congestion Mitigation Fee Study Subregional Economic Analysis Reports (attached under separate cover and on website at [http://www.metro.net/projects/congestion\\_mgmt\\_pgm/](http://www.metro.net/projects/congestion_mgmt_pgm/))

Prepared by: Robert Cáliz, Project Manager, (213) 922-5644  
Stacy Alameida, Project Manager (213) 922-7414  
Heather Hills, Deputy Executive Officer, (213) 922-2821  
Brad McAllester, Executive Officer, (213) 922-2814

  
\_\_\_\_\_  
Martha Welborne, FAIA  
Executive Director Countywide Planning

  
\_\_\_\_\_  
Arthur T. Leahy  
Chief Executive Officer

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY REGARDING THE ADOPTION OF  
CONGESTION MITIGATION FEE PROGRAM AS THE COUNTYWIDE  
CONGESTION MANAGEMENT PROGRAM DEFICIENCY PLAN

**WHEREAS**, Los Angeles County Metropolitan Transportation Authority (“MTA”) has completed a ten-year effort of working with local jurisdictions, their subregions, and the business development community to explore how to best meet state mandated Congestion Management Program (“CMP”) Deficiency Plan requirements for local jurisdictions to mitigate the impact of new development,

**WHEREAS**, after exploring a wide range of alternatives, the MTA Board of Directors directed staff to explore the feasibility of a Congestion Mitigation Fee to meet CMP Deficiency Plan requirements,

**WHEREAS**, MTA has conducted over 300 meetings, completed an extensive Congestion Mitigation Fee Program development work plan, developed various technical documents for implementation of the fee, and tested the fee concept by working with each of eight Los Angeles County sub-regions in developing subregional nexus pilot studies,

**WHEREAS**, at its regularly scheduled and noticed public meeting on May 23, 2013, notice of which was provided in accordance with California Government Code sections 6062a and 66018, the MTA Board of Directors considered the Staff Report, all materials presented in connection therewith, and all public comments presented at said meeting, and

**WHEREAS**, as a result of this extensive effort, MTA has found that the Congestion Mitigation Fee Program is feasible, provides effective mitigation and a new source of funding with local control, and complies with the statutory requirements of the CMP and the California Mitigation Fee Act,

NOW, THEREFORE, be it resolved, determined and ordered by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority as follows:

Section 1. The Congestion Mitigation Fee Program is hereby approved and adopted as the Countywide Deficiency Plan of the Los Angeles County CMP. MTA staff will work with local jurisdictions and the business community to prepare for local implementation of the Congestion Mitigation Fee Program within the next two years.

Section 2. The purpose of the implementation of the Congestion Mitigation Fee Program is to address the impact that projected growth in the County of Los Angeles will have on regional congestion through funding locally identified

transportation projects that will have regional impacts and mitigate regional congestion.

Section 3. The fees collected under the Congestion Mitigation Fee Program ("Development Fees") would be a one-time fee generally applied to all new development across all land uses, paid at the time a local jurisdiction issues a building permit. The Congestion Mitigation Fee Program establishes a minimum \$200 fee-per-trip based on trip generation rates for different land uses.

Section 4. MTA will work with local jurisdictions to adopt local ordinances implementing the Congestion Mitigation Fee Program within the next two years.

Section 5. MTA hereby determines that there is a fair and reasonable relationship between the use of the Development Fees that will be imposed under the Congestion Mitigation Fee Program and the type of development projects on which the Development Fees are imposed. This determination is based on the findings and determinations in the Congestion Mitigation Fee Study and eight Sub-Regional Pilot Nexus Studies attached as exhibits to the Staff Report, upon all other materials presented in connection therewith, and all public comments presented at the aforementioned May 23, 2013 Board meeting. The facts on which said findings are based on those set forth in said Congestion Mitigation Fee Study and eight Sub-Regional Pilot Nexus Studies.

Section 6. MTA hereby determines that there is a fair and reasonable relationship between the need for the public facilities to be constructed with the proceeds of the Development Fees that will be imposed under the Congestion Mitigation Fee Program and the type of development projects on which the Development Fees are imposed. This determination is based on the findings and determinations in the Congestion Mitigation Fee Study and eight Sub-Regional Pilot Nexus Studies attached as exhibits to the Staff Report, upon all other materials presented in connection therewith, and all public comments presented at the aforementioned May 23, 2013 Board meeting. The facts on which said findings are based on those set forth in said Congestion Mitigation Fee Study and eight Sub-Regional Pilot Nexus Studies.

Section 7. MTA hereby determines that there is a fair and reasonable relationship between the amount of Development Fees that will be imposed under the Congestion Mitigation Fee Program, including without limitation the minimum \$200 fee-per-trip, and the total estimated cost of the public facilities to be constructed with the proceeds of the Development Fees. This determination is based on the findings and determinations in the Congestion Mitigation Fee Study and eight Sub-Regional Pilot Nexus Studies attached as exhibits to the Staff Report, upon all other materials presented in connection therewith, and all public comments presented at the aforementioned May 23, 2013 Board meeting. The facts on which said findings are based on those set forth in said Congestion Mitigation Fee Study and eight Sub-Regional Pilot Nexus Studies.

Section 8. This Resolution shall become effective immediately upon adoption.

Adopted this \_\_\_\_ day of May 2013 by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority.

#### CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on \_\_\_\_\_.

Michele Jackson  
Metro Board Secretary

Date:

(Seal)

## Congestion Mitigation Fee Program Transportation Projects Category Description

A variety of transportation projects were identified during the Pilot Nexus Study process. For projects to be eligible for the Congestion Mitigation Program, they must be able to demonstrate they improve the capacity of the transportation system and consist of capital improvement projects. Ongoing operational and maintenance projects are not eligible under this program. The following provide a summary of the transportation project categories that were identified by jurisdictions:

- Bicycle and pedestrian improvements that provide accessibility to bus and rail transit and that were developed in a systemic and multi-modal manner.
- Signal synchronization, bus speed improvements, bottleneck intersection improvements, traffic control and monitoring systems, and Intelligent Transportation Systems.
- Bus and rail transit capital and/or construction of transit stations and centers, park and ride lots, commuter rail stations, transit stop improvements and transit vehicle purchases.
- Regional arterial enhancements such as arterial widening, bottleneck intersection improvements, closure of gaps in the arterial system, on-ramps and off-ramps to freeways, grade separations, and interchange improvements.
- Other projects determined on a case-by-case basis.

## Congestion Mitigation Fee Program

### Guiding Principles

Adopted in April 2007 by MTA Board

- **Fees should be structured to mitigate congestion from new development without discouraging economic development.** One of the key elements of this program is to respect the diverse economic development programs and initiatives within each jurisdiction to ensure the fee program supports economic development to the fullest extent possible.
- **Fees are to augment other regional funds, not replace or redirect them.** The intent of the Congestion Mitigation Fee program is not to shift regional resources or regional responsibility, but rather to help local jurisdictions mitigate the regional impacts of new development by increasing funding options that can generate needed revenue.
- **Local jurisdictions identify local projects with regional benefit consistent with agreed upon guidelines.** Local jurisdictions identify local projects with regional benefit that will conform to agreed upon policies and proposed Program Guidelines.
- **Local jurisdictions adopt, collect, and administer congestion mitigation fees.** Local jurisdictions are responsible for adopting a fee program authorizing them to collect the congestion mitigation fee, and also retaining the congestion mitigation fee revenues in their own accounts. This uses the same local processes that local jurisdictions use to collect other impact fees and minimizes the administrative burden to local staff. In addition, local jurisdictions have the flexibility to administer the program locally or sub-regionally in a manner agreed to by the local jurisdictions that are collecting the funds. Thus, this principle guarantees that all congestion mitigation fee revenue will be returned to the source.
- **Local jurisdictions build projects (or local jurisdictions may choose to participate in multi-jurisdictional or regional projects, if mutually desired).** Local jurisdictions are responsible for building projects that they identify in their local ordinance. Local jurisdictions may also choose to participate in contributing to regional transportation projects that are constructed by others.
- **Local jurisdictions with existing fee programs receive dollar-for-dollar credit for local projects with a regional benefit consistent with agreed upon guidelines.** Local jurisdictions that have existing local traffic mitigation fees would receive credit for transportation projects in their fee program that are also part of the regional mitigation program. This would ensure no double counting. Funds collected by local fee programs would not be affected.

- Fees should be structured to support transit-oriented development, and to exempt mixed use and high-density residential development within ¼ mile of rail stations consistent with CMP statute. Per state of California Government Code (Section 65089.4) the fee shall exclude high-density residential and mixed-use development within ¼ mile of a fixed rail passenger station.
- The program will be developed in a manner to encourage certainty and predictability among local jurisdictions, business, environmental and development communities. A principle of the Congestion Mitigation Fee program will be to simplify the environmental review process, whenever possible, by promoting a structured approach to dealing with future traffic. This Guiding Principle is not intended to reduce or limit a local jurisdiction's entitlement authority in the project development/approval process.

## Summary of BizFed Issues and MTA Response

### Issue I. Is CMP still relevant?

**MTA response:** The Congestion Management Program (CMP) is still mandated by State statute and implemented by numerous Congestion Management Agencies across the State. The need to mitigate the impact of local land use decisions, which is the heart of the CMP, is still relevant and the use of mitigation fees to address mitigation is relevant. Mitigation fees have been implemented in 22 jurisdictions in Los Angeles County, including those such as Santa Monica who have endorsed "smart growth" and other state-of-the-art integrated land use strategies. Further, all the counties adjacent to Los Angeles County currently have Congestion Mitigation Fee programs in place and a total of 14 counties around the State have transportation mitigation fees.

Congestion management has been an emerging federal priority for regional agencies, such as SCAG, over the last several years. FHWA conducted a workshop in Los Angeles and around the country to stress the importance of congestion management programs. SCAG uses the Los Angeles CMP as a component of its federally required congestion management program.

### **Will TODs and infill housing projects have to pay the fee?**

**MTA Response:** CMP statute exempts certain developments within ¼ mile of a rail station as well as low and very low income housing. The California Mitigation Fee Act also allows for reduced traffic impact fees for other types of housing projects located within ½ mile of a transit station. On-going research may provide the basis for technical adjustments to mitigation requirements for infill and TOD projects. This will be considered in the development of Congestion Mitigation Fee implementation guidelines, if the fee is adopted.

### Issue II. Has MTA Staff adequately explored other alternatives?

**MTA Response:** We have explored 14 alternatives to the CMP Debit-Credit system with the CMP PAC over a 2 year period. This PAC included four members of the business community. Additionally, staff presented to the MTA Board in 2004 various alternatives to a congestion mitigation fee, including county sales tax increases, freight container fees, bonding mechanisms, state and federal gas tax increases, fees per oil barrel, and motor vehicle fees. Of those options, the Board directed us to explore the feasibility of a congestion mitigation fee to specifically meet the requirements of the CMP.

**Issue III. Is MTA operating on an outdated premise regarding the need for a fee? With new regulations and fees, will a fee be economically damaging?**

**MTA Response:** Fees have been very prevalent since the passage of Proposition 13 and countywide fees are common. At the request of the business community and local jurisdictions, MTA conducted a sub-regional economic analysis for each subregional Pilot Nexus Study. The economic analysis for each subregion shows that the Congestion Mitigation Fee is not economically damaging. Rather, it shows that the Congestion Mitigation Fee results in economic growth and more jobs. Specifically, over the next 20 years, the implementation of the subregional fee programs would result in 25 million hours of delay reduced, the creation of 60,200 jobs, and \$11.2 billion in additional economic activity.

**While Metro indicates “dollar for dollar credit” for local fee programs, have fee projects been deliberately selected to avoid duplication (e.g., Pasadena)?**

**MTA Response:** Local jurisdictions that have local mitigation fees have provided us with their local ordinance projects for the Subregional Pilot Nexus Studies. We are not aware of any city that has avoided local ordinance projects. Our review of Pasadena’s project list indicates that Pasadena submitted projects from their adopted local ordinance. The assertion that cities have deliberately selected projects to avoid duplication is incorrect.

**Issue IV. The effort to establish a fee began before adoption of Measure R, the Metro LRTP, SCAG’s RTP/SCS and the 2012 AQMD, and America’s Fast Forward.**

**MTA Response:** The Congestion Mitigation Fee complements all of these programs, and actually works to implement components of the RTP and AQMP. The Congestion Mitigation Fee Feasibility Study is discussed in the 2009 LRTP. All projects funded through the fee (arterial, TDM, transit and active transportation) are called for in the adopted RTP. The RTP also calls out the need for new innovative funding sources, such as mitigation fees. The language of SB 375 that established standards for RTP/SCSs also identifies programs to construct local streets and roads, as well as active transportation. We note that as a general rule, those communities that have embraced smart growth/sustainable community principles have already implemented traffic mitigation fees as part of their comprehensive toolbox, e.g., Santa Monica.

**Is the fee requirement superseded by passage of Measure R?**

**MTA Response:** The CMP Deficiency Plan is statutorily required of cities when CMP performance standards are not met. It should be noted when the CMP was passed, the State gas tax was increased by 9 cents, Proposition A existed, and Proposition C just passed. The 30 Year Plan was the countywide plan at the time of CMP adoption and was the basis for the CMP deficiency analysis. This plan had a larger transit and highway regional program than Measure R. Yet the modeling analysis demonstrated that land use growth outpaced this ambitious transportation plan and that the statutory

Deficiency Plan requirement was triggered. Likewise, Measure R does not fully mitigate CMP deficiencies and avoid the Deficiency Plan requirement.

**Issue V. Will the fee harm our economy?**

**MTA Response:** Traffic congestion is a major impediment to further economic growth in Los Angeles County and the region. Our economic analysis studies demonstrate that the fee program provides a mobility benefit that will result in a benefit to the economy and increase jobs. Over the next twenty years, 60,800 jobs will be created and \$11.2 billion in economic activity will result from the fee.

**Issue VI. Is the Vehicle Hours of Delay (VHD) metric based on the Texas Transportation Institute work and is it appropriate?**

**MTA Response:** VHD is a commonly used performance measure in countywide mitigation fee studies. It was not derived from the Texas Transportation Institute Urban Mobility Report. The measure was used because it has been successfully applied to other countywide mitigation fee studies. For example, the SANDAG Regional Transportation Congestion Improvement Plan uses VHD as its primary nexus metric. SANDAG's fee was successfully adopted recently using this measure. This performance measure is consistent with MAP-21 and with performance measures under consideration nationwide to implement MAP-21. It should also be noted that during the nexus workshop we held for business community consultants, the VHD measure was not refuted by the business community's consultants.

**Issue VII. Does the fee dilute and undermine the goal of developing a regional transportation system?**

**MTA Response:** The Congestion Mitigation Fee methodology focuses on developing projects based on a subregional network that is complementary to and integrated with the CMP network and the regional transportation system. The proposed fee program recognizes that the regional system is neither designed to nor capable of handling the demands placed on it, without considering its interaction with the subregional system which often serves as a relief valve.

The Congestion Mitigation Fee further supports the regional system by leading the effort to quantify the benefits of active transportation projects which are called for by SB 375. The MTA Board has directed staff to develop a bicycle model to quantify the regional benefit of bicycle projects. Through this effort, MTA is serving as a national leader and developing state-of-the-art modeling tools.

**Issue VIII. Program takes backward approach to planning, specifically:**

**Needs to have targets to reach regional compliance.**

**MTA Response:** The CMP is based on highway level of service standards of Level of Service E, or F if it was at F in the CMP base year analysis. If these standards had been achieved, the requirement for a Deficiency Plan would not have been triggered.

**Does fee program allow cities to propose whatever they want?**

**MTA Response:** In accordance with CMP statute, cities are responsible for proposing mitigation strategies consistent with MTA guidance. As such, cities choose from an eligible project list and have undergone a nexus process with us to determine projects based on anticipated growth.

**Various concerns regarding population growth and relationship to development.**

**MTA Response:** The nexus methodology forecasts growth over the next twenty years based on the SCAG Regional Growth Forecast. In developing the regional forecast, SCAG had an extensive effort to work with cities to ensure the forecast reflected local growth. Additionally, the Congestion Mitigation Fee Analysis Tool developed for this study converted population growth into land use growth and these assumptions were checked by the city as a way of validating the regional forecast. The regional forecast is a reasonable method of measuring growth, is commonly used in nexus studies and mitigation analysis, and meets the requirements of the Mitigation Fee Act.

**Will the Fee produce funding needed and will additional funding be needed?**

**MTA Response:** Cities will have the opportunity to balance the amount of the fees with the number of projects to be funded by revising their project lists based on the adopted minimum fee amount, as well as the opportunity to consider leveraging the fee with other funding.

**Issue IX. Do all projects need to be on the CMP network; are cities submitting "wish lists"?**

**MTA Response:** CMP statute does not require Deficiency Plan projects to be on the CMP system. For twenty years, the current Debit-Credit approach has specifically provided credit for projects not on the CMP system.

Through the Sub-regional Nexus Pilot Studies, extensive coordination occurred between MTA and local jurisdictions to assess expected growth and the mitigation strategies that best address that growth. It was also an opportunity for jurisdictions to work together on multi-jurisdictional corridors or to consider projects that benefit more than one city.

**Issue X. How has MTA coordinated with the business community?**

**MTA Response:** It is important to note that the business community has been involved in the CMP development forum since the first CMP Policy Advisory Committee guided the development of the first CMP in the early 1990s. In regard to the development of the Congestion Mitigation Fee, four members of the business community were represented on a 21 member Policy Advisory Committee (PAC) that met from December 2000 to June 2002, and which studied 14 alternative approaches to the CMP Debit-Credit Deficiency Plan. After this extensive effort, the Board directed staff in 2003 to explore the feasibility of a Congestion Mitigation Fee to meet the CMP Deficiency Plan requirement. Again, upon adoption of the 2004 CMP, staff was directed by the Board to focus exclusively on the Congestion Mitigation Fee. Beginning in October 2006, the PAC was reconvened and met through October 2007, and which guided the framework of the Congestion Mitigation Fee. This PAC contained 40 stakeholders including 21 representatives from the business community. This framework was integrated into the Congestion Mitigation Fee Feasibility Study and adopted by the Board in September 2008. As we continued to develop the Study, we have had 16 meetings with representatives of the business community since late 2009. These meetings have included quarterly meetings with business representatives to present the progress of our work effort, a technical workshop with business community consultants to review the nexus methodology (no comments were received as a result of workshop), and most recently we have met with representatives of the BizFed Transportation Committee.

**Issue XI. Fee program fails to clearly identify lead oversight agency.**

**MTA Response:** Under CMP statute, MTA is designated the Congestion Management Agency for Los Angeles County to exercise oversight authority for establishing guidance, for auditing compliance, and for determining annually whether jurisdictions are properly implementing the program. CMP statute also provides the responsibility to cities to select their projects. The mitigation fee program improves on this by providing opportunities for multi-jurisdictional or subregional coordination as well.

**Congestion Mitigation Fee Pilot Nexus Study Results Summary by Subregion**

| Subregion               | Fee-per-Trip   |  | Vehicle-Hours-of-Delay (VHD) (Congestion) Reduction (1) | Economic Impact/Benefits of Congestion Mitigation Fee Program (1) |              |                              |
|-------------------------|--|--|---|---|--------------|------------------------------|
|                         | Fee-Per-Trip of All Nexus Projects (2) (NOT the recommended fee-per-trip amount) | Minimum Sub-regional Fee-per-Trip Amount |   | Percent VHD Reduction 2010-2030                                   | Jobs Created | Economic Output (\$Millions) |
| Arroyo Verdugo (3)      | \$590  | \$400                                    | 6%  | 600   | \$100        | \$30                         |
| City of Los Angeles (4) | \$1,322  | \$400                                    | 9%  | 18,500  | \$3,500      | \$1,100                      |
| Gateway Cities          | \$1,113  | \$200                                    | 15%   | 11,400  | \$2,400      | \$700                        |
| Las Virgenes Malibu     | \$1,044  | \$1,000                                  | 17%   | 2,400   | \$500        | \$200                        |
| North L.A. County       | \$1,238  | \$500                                    | 19%   | 2,100   | \$400        | \$100                        |
| San Gabriel Valley      | \$1,048  | \$200                                    | 16%   | 9,900   | \$2,200      | \$700                        |
| South Bay Cities        | \$1,649  | \$300                                    | 38%   | 14,200  | \$2,400      | \$800                        |
| Westside Cities (3)     | \$2,243  | \$400                                    | 7%  | 1,700   | \$300        | \$100                        |

(1) Vehicles-hours-of-delay (congestion) reduction and economic impact/benefits are based on building all projects that could be modeled from the Nexus Project List. Does not include non-motorized projects.

(2) Illustrates the maximum fee that could hypothetically be charged if fee fully funds all nexus projects submitted – this is not the staff recommendation

(3) Results do not include the City of Los Angeles

(4) Includes City of San Fernando

**Minimum Level of Compliance Fee-per-Trip by Land Use Examples**

| <b>Land Use Category</b>                | <b>Trip Generation Rate<br/>Average Daily Trips</b> | <b>Minimum Level<br/>Of Compliance<br/>Fee-per-Trip</b> | <b>Congestion<br/>Mitigation Fee<br/>Amount</b> |
|---|---|---|---|
| Single Family Home                      | 9.38  | \$200   | \$1,876 / home                                  |
| Multi-Family Unit                       | 5.75  | \$200   | \$1,150 / unit                                  |
| Retail Center (per 1,000 sq. ft.)       | 14.58   | \$200   | \$2.91 / sq. ft.                                |
| Office (per 1,000 sq. ft.)              | 11.32   | \$200   | \$2.26 / sq. ft.                                |
| Industrial (per 1,000 sq. ft.)          | 7.16  | \$200   | \$1.43 / sq. ft.                                |
| High Cube Warehouse (per 1,000 sq. ft.) | 1.48  | \$200   | \$.30 / sq. ft.                                 |
| Hotel/Motel (per room)                  | 12.32   | \$200   | \$2,464 / room                                  |

**Congestion Mitigation Fee Study – Pilot Nexus Study Reports**

**(Attached Under Separate Cover)**

**Congestion Mitigation Fee Study – Nexus Analysis Methodology**  
**(Attached Under Separate Cover)**

**Congestion Mitigation Fee Study – Subregional Economic Analysis Reports  
(Attached Under Separate Cover)**



## FOLLOW-UP AGENDA

**RANCHO PALOS VERDES PLANNING COMMISSION  
TUESDAY, MAY 14, 2013  
FRED HESSE COMMUNITY PARK, 29301 HAWTHORNE BOULEVARD**

**REGULAR MEETING  
7:00 P.M.**

---

### SCHEDULING NOTES

*REQUESTS TO SPEAK ON AN ITEM MUST BE SUBMITTED TO THE COMMUNITY DEVELOPMENT DIRECTOR PRIOR TO THE COMPLETION OF THE REMARKS OF THE FIRST SPEAKER ON THE ITEM. NO REQUEST FORMS WILL BE ACCEPTED AFTER THAT TIME.*

*PURSUANT TO ADOPTED PLANNING COMMISSION PROCEDURE, UNLESS THE PLANNING COMMISSION AGREES TO SUSPEND ITS RULES, NO NEW BUSINESS WILL BE HEARD AFTER 11:00 P.M. AND NO ITEM WILL BE HEARD PAST MIDNIGHT. ANY ITEMS NOT HEARD BECAUSE OF THE TIME LIMITS WILL BE AUTOMATICALLY CONTINUED TO THE NEXT COMMISSION AGENDA.*

**NEXT P.C. RESOLUTION NO. 2013-10**

---

**CALL TO ORDER: 7:03 PM**

**FLAG SALUTE: LED BY JOEY BACON FROM BOY SCOUT TROOP 128**

**ROLL CALL: VICE CHAIRMAN LEON, COMMISSIONERS TETREALT, GERSTNER, NELSON, AND TOMBLIN WERE PRESENT. COMMISSIONER LEWIS EXCUSED ABSENT. CHAIRMAN EMENHISER ARRIVED AFTER COMMUNICATIONS.**

**APPROVAL OF AGENDA: APPROVED AS PRESENTED**

**COMMUNICATIONS: NONE**

**City Council Items: DIRECTOR ROJAS REPORTED THAT AT THE FORTHCOMING, MAY 21<sup>ST</sup> CITY COUNCIL MEETING, THE COUNCIL WILL CONSIDER THE PLANNING COMMISSION'S RECOMMENDATION ON THE PROPOSED CRESTRIDGE SENIOR CONDO PROJECT.**

**Staff: DISTRIBUTED ONE (1) ITEM OF LATE CORRESPONDENCE ON ITEM # 2, AND SIX (6) ITEMS OF LATE CORRESPONDENCE ON ITEM # 4.**

**Commission: NONE**

COMMENTS FROM THE AUDIENCE (regarding non-agenda items): **NONE**

CONSENT CALENDAR: **NONE**

PUBLIC HEARINGS:

1. **ZONE TEXT AMENDMENT – FENCES, WALLS AND HEDGES:** City/Citywide (AH)

**Request:** A Code Amendment to revise RPVMC Section 17.76.030 (Fences, Walls and Hedges) to require new fences, walls and hedges within specified setbacks be subject to a Fence, Wall and Hedge Permit, thereby affording view protection from said fences, walls and hedges to more property owners, as well as minor clean-up amendments to Section 17.76.030 to clarify combination hedge heights and applicability of a Minor Exception Permit for fences.

**ACTION: APPROVED CODE AMENDMENT LANGUAGE PROPOSED BY STAFF, RECOMMENDED THAT THE PERMIT FEE BE SUBSIDIZED AND CONTINUED THE PUBLIC HEARING TO MAY 28<sup>TH</sup>, 2013, TO ALLOW STAFF TO BRING BACK A RESOLUTION (6-0).**

2. **ZONE TEXT AMENDMENT – ARTERIAL FENCES AND WALLS:** City/Citywide (AH)

**Request:** A Code Amendment to amend RPVMC Section 17.76.030(E) to require consistency between walls or fences that are being repaired or replaced and the pre-existing wall or fence.

**ACTION: APPROVED STAFF RECOMMENDED LANGUAGE EXCEPT THAT CHAIN LINK CAN ONLY BE REPLACED WITH ALTERNATE BARRIER TO BE SELECTED BY THE CITY, AND TRACTS SHOULD BE ALLOWED TO PROPOSE AN UPDATED PERMITTER FENCE / WALL PLAN, AND RECOMMENDED THAT THE CITY COUNCIL PURSUE A CITY PLAN TO FACILITATE THE INSTALLATION OF LANDSCAPING AND IRRIGATION ALONG THE PRIVATE ARTERIAL WALLS (6-0).**

3. **GENERAL PLAN UPDATE – “DRAFT” LAND USE CHANGE TO ADD THE OPEN SPACE PRESERVE DESIGNATION TO THE TRUMP NATIONAL PROJECT SITE:**  
City (GP/SK)

**Request:** A request to add the Open Space Preserve land use designation to portions of the Trump National project site.

**ACTION: APPROVED STAFF RECOMMENDATION TO THE GENERAL PLAN LAND USE MAP TO ADD THE OPEN SPACE PRESERVE LAND DESIGNATION OVER PORTIONS OF THE TRUMP NATIONAL PROJECT SITE (5-1), WITH COMMISSIONER NELSON DISSENTING.**

4. GENERAL PLAN UPDATE – “DRAFT” CHANGES TO ADD THE URBAN OVERLAY CONTROL DISTRICT OVER SPECIFIC PROPERTIES IN THE COASTAL ZONE: City (GP/SK)

Request: A request to add the Urban Overlay Control District over specific properties in the Coastal Zone.

**ACTION: DENIED STAFF’S RECOMMENDATION TO ADD THE URBAN OVERLAY CONTROL DISTRICT OVER FIVE SPECIFIC PROPERTIES IN THE COASTAL ZONE (4-2), WITH COMMISSIONER GERSTNER AND VICE CHAIRMAN LEON DISSENTING.**

NEW BUSINESS:

NONE

5. APPROVAL OF MINUTES:

**ACTION: APPROVED AS PRESENTED (3-0-3), WITH CHAIRMAN EMENHISER, COMMISSIONER’S TETREULT AND TOMBLIN ABSTAINING, SINCE THEY WERE ABSENT FROM THE MEETING.**

ITEMS TO BE PLACED ON FUTURE AGENDAS:

6. PRE-AGENDA FOR THE MEETING ON MAY 28, 2013

**ACTION: ACCEPTED AS PRESENTED (6-0)**

ADJOURNMENT: 9:45 PM

The next meeting is scheduled for May 28, 2013

---

**Americans with Disabilities Act:** In compliance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Community Development Director at 310 544-5228 at least 48 hours prior to the meeting.

**Notes:**

1. Staff reports are available for inspection at City Hall, 30940 Hawthorne Boulevard during regular business hours, 7:30 A.M. to 5:30 P.M. Monday – Thursday and 7:30 A.M. to 4:30 P.M. on Friday. The agenda and staff reports can also be viewed at Hesse Community Park, 29301 Hawthorne Boulevard during the Planning Commission meeting.
2. Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection at the front counter of the Planning Division lobby at City Hall, which is located at 30940 Hawthorne Boulevard, Rancho Palos Verdes during normal business hours as stated in the paragraph above.
3. You can also view the agenda and staff reports at the City’s website [www.palosverdes.com/RPV](http://www.palosverdes.com/RPV).
4. Written materials, including emails, submitted to the City are public records and may be posted on the City’s website. In addition, City meetings may be televised and may be accessed through the City’s website. Accordingly, you may wish to omit personal information from your oral presentation or written materials as they may become part of the public record regarding an agenda item.



## Applications of Note as of May 15, 2013

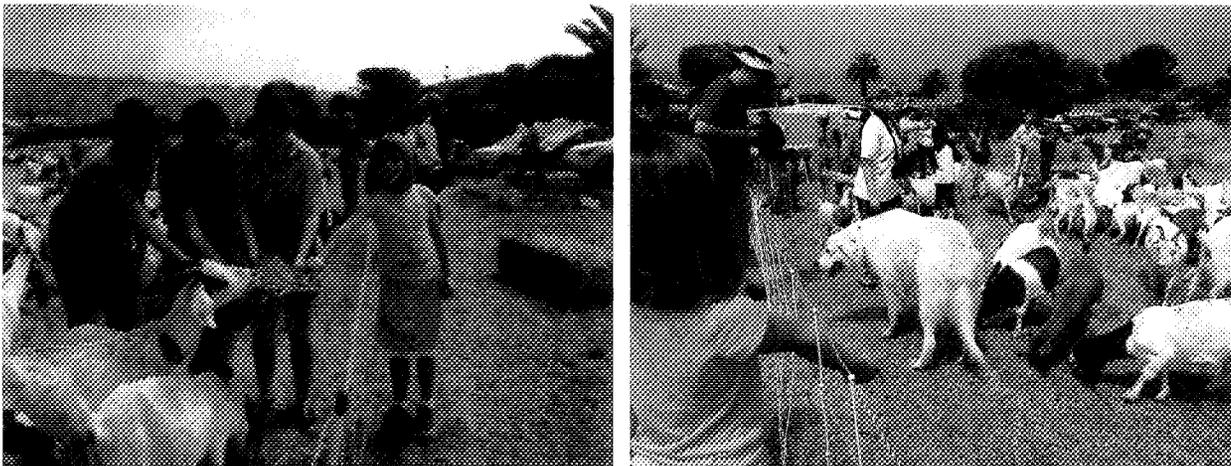
| <b>Case No.</b>                              | <b>Owner</b>                  | <b>Street Address</b>                    | <b>Project Description</b>   | <b>Submitted</b> |
|--|-------------------------------|--|--|------------------|
| <b>VRP2013-00017</b>                         | PAPADAKIS, N E & MARIA A      | 3228 PARKHURST DR                        | View Preservation Permit regarding foliage located at 30611 Lucania Dr. (Solaro) and 30619 Lucania Dr. (Russo) | 5/14/2013        |
| <i>View Preservation Permit</i>              |                               |  |  |                  |
| <b>ZON2013-00184</b>                         | V H PROPERTY CORP             | 1 TRUMP NATIONAL DR<br>(TRUMP CLUBHOUSE) | Special Use Permit for the 5th Annual Trump National Wine and Beer Festival                                    | 5/9/2013         |
| <i>Special Use Permit</i>                    |                               |  |  |                  |
| <b>ZON2013-00186</b>                         | JHANGIANI, RAJAN G & SHWETA R | 30500 VIA LA CRESTA                      | Enclosure of an existing 240 square foot covered patio.  | 5/13/2013        |
| <i>Site Plan Review<br/>Foliage Analysis</i> |                               |  |  |                  |
| <b>ZON2013-00187</b>                         | KASSE, ROBERT O & LORRAINE R  | 6021 MOSSBANK DR                         | 562SF addition to the rear   | 5/13/2013        |
| <i>Site Plan Review<br/>Foliage Analysis</i> |                               |  |  |                  |

T:\Forms\Applications of Note.rpt

**MEMORANDUM**

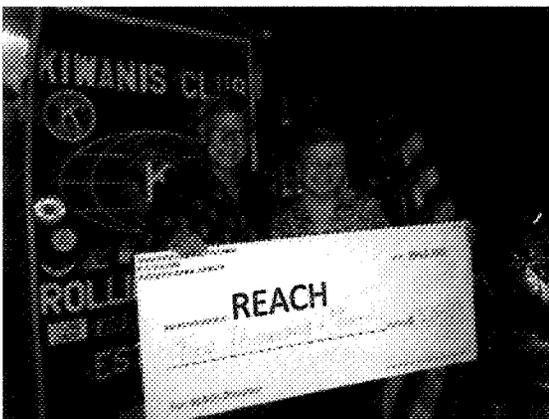
**TO:** CAROLYN LEHR, CITY MANAGER  
**FROM:** CAROLYNN PETRU, DEPUTY CITY MANAGER / INTERIM DIRECTOR,  
RECREATION AND PARKS   
**DATE:** MAY 15, 2013  
**SUBJECT:** ADMINISTRATIVE REPORT

**Goats and Kids and Fun, Oh My!**



Approximately 180 children and adults attended the City's Meet the Goats event last Saturday, May 11<sup>th</sup> at the Point Vicente Interpretive Center. This free event provides visitors the opportunity to see these animals up close and personal, in a relaxed setting. The City utilizes goats as part of its fuel modification program to reduce the fire hazard on City-owned property. A special thanks to the Public Works Department for working with Recreation and Parks to offer this fun event!

**Kiwanis Club REACHes Out to City**



The Kiwanis Club of Rolling Hills Estates presented a \$2,000 check to the City's REACH Program Coordinator on Tuesday, May 7<sup>th</sup>. This generous gift to the City is part of the proceeds from last year's Half Marathon, which is the Club's major fundraiser. This monetary donation will be used to offset City expenses related to REACH, the City's recreation program for teens and adults with developmental disabilities.

## **Fred Hesse Jr. Community Park**

### Recreation Class Rentals (May 13<sup>th</sup>- May 19<sup>th</sup>)

- Parent and Infant Music Class (Fireside Room): Monday
- Aerobic Dance Lite Classes (McTaggart Hall): Monday, Wednesday
- Kuk Sool Martial Arts Classes (Fireside Room): Monday, Wednesday
- Suika Mommy & Me Classes (Activity Room, Fireside Room): Monday, Wednesday, Friday
- Duplicate Bridge Classes (Activity Room): Monday, Friday
- Bones for Life Class (McTaggart Hall): Tuesday
- Mommy and Me Classes (Activity Room): Tuesday, Thursday
- Tai Chi Chuan Class (McTaggart Hall): Saturday
- Basics of Fine Arts Class (Activity Room): Saturday
- Amateur Radio Class (Fireside Room): Saturday

### Community Groups/Private Rentals/City Programs (May 13<sup>th</sup>- May 19<sup>th</sup>)

- AAUW Meeting (Fireside Room): Tuesday
- Peninsula Seniors Weekly Lecture (McTaggart Hall): Wednesday
- Peninsula Seniors Mah Jong Class (Fireside Room): Wednesday
- PV Amateur Radio Club Meeting (Fireside Room): Wednesday
- RPV Seniors Bridge Club (McTaggart Hall): Thursday
- US Youth Volleyball League Practice and Games (Soccer Field): Thursday, Saturday
- Private Rental (Fireside Room): Friday
- Private Rental (McTaggart Hall): Saturday
- Private Rental (Fireside Room): Saturday
- Silver Spur Little League Practice (Baseball Field): Saturday
- Non-Profit Group Meeting (Fireside Room): Sunday
- Cub Scout Meeting (Activity Room): Sunday
- Private Rental (McTaggart Hall): Sunday

## **Ladera Linda Community Center**

### Recreation Class Rentals (May 13<sup>th</sup>- May 19<sup>th</sup>)

- Adult Tap Dance Class (Multipurpose Room): Tuesday
- Mommy and Me Class (Room C): Wednesday
- Parent and Me Music Class (Room J): Saturday

### Community Groups/Private Rentals/City Programs (May 13<sup>th</sup>- May 19<sup>th</sup>)

- Las Candalistas Meeting (Room J): Wednesday
- Private Rental (Multipurpose Room): Saturday

## **Point Vicente Interpretive Center**

### Facility Use

On Saturday evening, May 18<sup>th</sup> the Amphitheatre, Sunset Room, and Patio have been rented for a wedding ceremony and reception. Approximately 150 guests are expected to attend.

On Sunday evening, May 19<sup>th</sup>, the Amphitheatre, Sunset Room, and Patio have been rented for a wedding ceremony and reception. Approximately 85 guests are expected to attend.

## Los Serenos Docent-Led Hikes and Tours

On Monday, May 13<sup>th</sup>, fifty 6<sup>th</sup> grade students from Palos Verdes Intermediate School enjoyed a docent-led hike in the Forrestal Nature Reserve. These hikes are part of the 6<sup>th</sup> Grade Program, which focuses on geology, developed by Los Serenos docents in coordination with PVPUSD educators. Before heading out on the trail, the students stopped by the newly renovated Discovery Room at Ladera Linda, where they had a chance to view the many new exhibits.

On Wednesday, May 15<sup>th</sup>, sixty 6<sup>th</sup> grade students from Miraleste Intermediate School took part in a docent-led hike in the Forrestal Nature Reserve, with a visit to the Discovery Room first.

On Thursday morning, May 16<sup>th</sup>, sixty 6<sup>th</sup> grade students from Miraleste Intermediate School will visit the newly re-opened Discovery Room, followed by a docent-led hike in the Forrestal Nature Reserve.

On Saturday morning, May 18<sup>th</sup>, Los Serenos docents will lead a public hike in the Forrestal Nature Reserve, focusing on the local sage scrub habitat and geology. These two-hour hikes are free and open to the public, and no reservations are required. Participants should wear comfortable walking shoes, bring bottled water, and wear sunscreen and a hat. This hike is rated moderate.

## Robert E. Ryan Community Park

Recreation Class Rentals (May 13<sup>th</sup>- May 19<sup>th</sup>)

- Super Soccer Stars Youth Classes (Grass Field): Tuesday, Saturday

Community Groups/Private Rentals/City Programs (May 13<sup>th</sup>- May 19<sup>th</sup>)

- Pony League Practice (Baseball Field): Tuesday, Thursday, Friday

## REACH Program

REACH participants met at Hesse Park on Monday evening, May 13<sup>th</sup> to make some homemade green stone soup and garlic bread, followed by some games.

On Saturday, May 18<sup>th</sup>, REACH staff and participants will pick up some sandwiches at Subway, then head to Cabrillo Marine Aquarium for an aquatic adventure.

## TENTATIVE AGENDAS

**Note:** Time Estimates include 30 mins. for the first section of the agenda (Mayor's Announcements, etc. through the Consent Calendar) and 15 mins. for the last section (Future Agenda Items through Adjournment).

### June 1, 2013, Saturday 8:00 a.m. – (2 hrs 40 mins) – Adj. Regular Meeting

#### **Regular Business**

Proposed San Ramon Infrastructure Funding Plan (45 mins)  
Draft 2013 Capital Improvement Plan (30 mins)  
Draft 2013 Five-Year Financial Model (15 mins)  
Banking RFP (30 mins)  
Palos Verdes Peninsula Land Conservancy's Volunteer Trail Watch Program (30 mins)

### June 4, 2013 - (Time Est. – 2 hrs 10 mins)

#### **Closed Session:**

**Mayor's Announcements:** Update from Lomita Station Capt. Bolin, LA County Sheriff's Dept.;  
Overview of Opportunities & Restrictions on City Contracting for Staff

#### **City Manager Report:**

#### **New Business:**

#### **Consent**

Border Issues Status Report  
Award AB 939 Consultant Contract  
Renewal of Contract for City Geologist  
Renewal of Contract for Building and Safety Consultants  
Renewal of Contract for View Restoration Mediator  
Renewal of Contract for City Biologist  
Adoption of Resolutions - November 5, 2013 General Municipal Election  
Approval of MOA for Machado Lake Trash Screen Project  
Award Prof. Services Contract for Storm Water Quality Consultant  
RFP for Selection of Independent Auditors  
Award Prof. Services Contract-Hawthorne Blvd. Traffic Signal Synchronization Project

#### **Public Hearings**

EDCO Rate Adjustment FY 13-14 (20 mins)  
UWS Rate Adjustment FY 13-14 (10 mins)

#### **Regular Business**

Beacon Award Resolution (10 mins)  
Options for Reinstating the Equestrian Committee (30 mins)  
Adoption of City of RPV Accessibility Self-Evaluation and Transition Plan (15 mins)

### June 18, 2013 - (Time Est. – 3 hrs)

#### **Closed Session:**

**Mayor's Announcements:**

**City Manager Report:**

**New Business:**

**Consent**

Extension of Prof. Services Contract for HIP Administration  
Extension of Prof. Services Contract for CDBG Administration  
Annual Appropriation Limit for FY 13-14  
Investment Policy for FY 13-14  
Award of Contract for City Arborist  
Award Pavement Striping Maintenance Contract

**Public Hearings**

Adoption of Annual Budget (30 mins)  
Landscape & Lighting Maintenance District Engineer's Report (10 mins)  
Abalone Cove Sewer System Engineer's Report (15 mins)

**Regular Business**

2013 Five-Year Capital Improvement Plan (20 mins)  
2013 Five-Year Financial Model (10 mins)  
Sheriff's Contract (15 mins)  
Agreement with Tyler for Financial Software (15 mins)  
Review of Western Avenue Vision Plan (20 mins)

**July 2, 2013 - (Time Est. -)**

**Closed Session:**

**Mayor's Announcements:**

**City Manager Report:**

**New Business:**

**Consent**

**Public Hearings**

**Regular Business**

**July 16, 2013 - (Time Est. - 1 hr 30 mins)**

**Closed Session:**

**Study Session:**

**Mayor's Announcements:**

**City Manager Report:**

## **New Business:**

### **Consent**

Storm Drain User Fee (15 mins)

### **Public Hearings**

### **Regular Business**

Civic Center Master Plan Status Report (30 mins)

## **Future Agenda Items (Identified at Council Meetings)**

**July 3, 2012** – Consideration of Implementation of a Wireless Master Plan (Campbell) [Pending receipt of memorandum from Councilman.]

**August 21, 2012** – Fraud, Waste and Abuse Hotline (Duhovic) [Pending receipt of memorandum from Mayor Pro Tem.]

City Maintenance Yard – View, Location and Safety Issues (Campbell) [Pending receipt of memorandum from Councilman.]

**November 20, 2012** – Compensation Value Model for Senior Management (Misetich) [Pending receipt of memorandum from Councilman.]

**March 19, 2013** – Explore outreach program to residents to incorporate 100% participation in Neighborhood Watch Program (Misetich) [Pending receipt of memorandum from Councilman.]

**April 2, 2013** - Transparency regarding Labor Negotiations (Campbell) [Pending receipt of memorandum from Councilman.]

Revisit Policy regarding Naming of Public Facilities and establish a protocol for acknowledging the passing of former City officials, civic leaders, and military personnel (Campbell) [Pending receipt of memorandum from Councilman.]

Review standards that apply to City street trees in the Miraleste area (Brooks) [Pending receipt of memorandum from Mayor.]

Revisiting the Skateboarding Ordinance (Brooks) [Pending receipt of memorandum from Mayor.]

**April 30, 2013** – Council Allocations & Expense Reimbursement (Brooks) [Pending receipt of memorandum from Mayor.]

## **Future Agenda Items Agendized or Otherwise Being Addressed**



## RPVTV Channel 33 Programming Schedule Guide

Sign up for the RPV ListServ to get the updated program guide sent right to your inbox!

Week of 05/15/13 - 05/21/13  
Wednesday through Tuesday

|                     |  |                     |   |
|---------------------|--|---------------------|---|
| 6:00 AM - 6:30 AM   | Peninsula Fitness with Dede Daniels - "Core on the Floor"        | 3:30 PM - 4:00 PM   | Playing the Field - Local Sports Update   |
| 6:30 AM - 7:00 AM   | Cardio Strength Stretch - Moderate to Rigorous Exercise Routines | 4:00 PM - 4:30 PM   | RPV City Talk - May 2013 Update with - Mayor Susan Brooks                         |
| 7:00 AM - 7:30 AM   | RPV City Talk - May 2013 Update with - Mayor Susan Brooks        | 4:30 PM - 5:00 PM   | RPV City Talk - Coyote Safety   |
| 7:30 AM - 8:00 AM   | RPV City Talk - Coyote Safety                                    | 5:00 PM - 5:30 PM   | Sit and Be Fit - Low Impact Fitness   |
| 8:00 AM - 8:30 AM   | Playing the Field - Local Sports Update                          | 5:30 PM - 6:00 PM   | Cardio Strength Stretch - Moderate to Rigorous Exercise Routines                  |
| 8:30 AM - 9:00 AM   | Playing the Field - Local Sports Update                          | 6:00 PM - 6:30 PM   | Peninsula Fitness with Dede Daniels - "Core on the Floor"                         |
| 09:00 AM - 9:30 AM  | USC Programming Impact Episode #71                               | 6:30 PM - 7:00 PM   | Cardio Strength Stretch - Moderate to Rigorous Exercise Routines                  |
| 9:30 AM - 10:00 AM  | USC Programming Impact Episode #72                               | 7:00 PM - 7:30 PM   | Peninsula Seniors: Travel Air History, Dick Smith                                 |
| 10:00 AM - 10:30AM  | Peninsula Symphonic Winds - Shades of Blue                       | 7:30 PM - 8:00 PM   | Peninsula Seniors (continued)   |
| 10:30 AM - 11:00 AM | Peninsula Symphonic Winds - Shades of Blue                       | 8:00 PM - 8:30 PM   | USC Programming Impact Episode #71  |
| 11:00 AM - 11:30 AM | Peninsula Symphonic Winds - Shades of Blue                       | 8:30 PM - 9:00 PM   | USC Programming Impact Episode #72  |
| 11:30 AM - 12:00 PM | Peninsula Symphonic Winds - Shades of Blue                       | 9:00 PM - 9:30 PM   | RPV City Talk - May 2013 Update with - Mayor Susan Brooks                         |
| 12:00 PM - 12:30 PM | Peninsula Seniors: Greystone Mansion - Concours d'Elegance 2012  | 9:30 PM - 10:00 PM  | RPV City Talk - Coyote Safety   |
| 12:30 PM - 1:00 PM  | Peninsula Seniors (continued)                                    | 10:00 PM - 10:30 PM | The City of Rancho Palos Verdes Planning Commission Meeting Recorded May 14, 2013 |
| 1:00 PM - 1:30PM    | RPV City Talk - May 2013 Update with - Mayor Susan Brooks        | 10:30 PM - 11:00 PM | The City of Rancho Palos Verdes Planning Commission Meeting Recorded May 14, 2013 |
| 1:30 PM - 2:00 PM   | RPV City Talk - Coyote Safety                                    | 11:00 PM - 11:30 PM | The City of Rancho Palos Verdes Planning Commission Meeting Recorded May 14, 2013 |
| 2:00 PM - 2:30 PM   | USC Programming Impact Episode #71                               | 11:30 PM - 12:00 AM | The City of Rancho Palos Verdes Planning Commission Meeting Recorded May 14, 2013 |
| 2:30 PM - 3:00 PM   | USC Programming Impact Episode #72                               | 12:00 AM - 1:00 AM  | Community Announcements   |
| 3:00 PM - 3:30 PM   | Playing the Field - Local Sports Update                          | 1:00 AM - 6:00 AM   | Community Announcements   |



**PVPTV35 Programming Schedule Guide**  
**Week of 05/20/2013 to 05/26/2013**

**Monday, May 20**

**3:00PM**

**Palos Verdes Library Dist.**

**6:00PM**

**PVP Coordinating Council**

**7:00PM**

**PVPUSD Board Meeting**

**Tuesday, May 21**

**7:00PM**

**City of RPV City Council Meeting - Live**

**Wednesday, May 22**

**7:30PM**

**City of PVE City Council Meeting 05/14/13**

**Thursday, May 23**

**Friday, May 24**

**6:00PM**

**PVP Land Conservancy Nature Walk**

**7:00PM**

**City of RPV City Council Meeting 05/21/13**

**Saturday, May 25**

**10:00AM**

**City of PVE Planning Commission 05/21/13**

**7:00PM**

**City of RPV Planning Commission 05/14/13**

**Sunday, May 26**

**7:00PM**

**City of RPV City Council Meeting 05/21/13**

**LOS ANGELES COUNTY SHERIFF'S DEPARTMENT- LOMITA STATION  
REPORTED CRIMES & ARRESTS BETWEEN 5/5/2013 - 5/11/2013**

**LOMITA:**

| CRIME  | FILE #   | RD   | DATE            | TIME      | LOCATION              | METHOD OF ENTRY                        | LOSS  | ADDITIONAL INFORMATION   |
|--|----------|------|-----------------|-----------|-----------------------|--|---|--|
| GRAND THEFT (AUTO)   | 13-01626 | 1712 | 5/4/13          | 0235      | 24800 BLK OAK ST      | UNK                                    | 1990 BLK NISSAN 240SX   | SUSPECT(S) UNKNOWN   |
| GRAND THEFT (AUTO)   | 13-01652 | 1712 | 5/6/13          | 1245-1315 | 2000 BLK 255TH ST     | UNK                                    | 1988 SIL TOYOTA EXT CAB P/U   | 1 SUSPECT ARRESTED, SUSPECT MW OUTSTANDING   |
| BURGLARY (VEHICLE)   | 13-01672 | 1713 | 5/6/13-5/7/13   | 1800-0500 | 25800 BLK VIANA AV    | FRONT DRIVER'S DOOR LOCK DAMAGED/PRIED | "SONY" STEREO, "APPLE" IPHONE   | SUSPECT(S) UNKNOWN   |
| GRAND THEFT (UNLOCKED VEHICLE)   | 13-01681 | 1711 | 5/8/13          | 1236      | 2300 BLK LOMITA BL    | UNLOCKED VEHICLE                       | BLK BACKPACK CONTAINING (2) "DELL" LAPTOPS, (3) HARD DRIVES, CDL, CHECKBOOK   | SUSPECT1: MW/30's/502-503/BRO SEMI LONG CURLY HAIR/MISSING A FINGER ON RIGHT HAND PARKED NEXT TO VICT VEH AND TOOK PROPERTY. SUSP VEH LIGHT BLU 4-DR OLDSMOBILE. |
| BURGLARY (RESIDENTIAL)   | 13-01688 | 1713 | 5/9/13          | 0720      | 26200 BLK REGENT AV   | REAR WINDOW TO BACK DOOR BROKEN        | UNK   | SUSPECT: MB/20/510-600/165lbs/BLK HAIR   |
| GRAND THEFT  | 13-01699 | 1713 | 5/5/13-5/9/13   | 1500-1900 | 26000 BLK CYPRESS ST  | N/A                                    | MOTORCYCLE SEAT, (2) MOTORCYCLE SIDE BAGS, (2) MOTORCYCLE EXTENTIONS, (2) MOTORCYCLE SIDE PANELS, (2) APINE AMP "606", (4) SPEAKERS, CRASHBAR | SUSPECT(S) UNKNOWN. LOSS PARTS WERE REMOVED FROM A HARLEY DAVIDSON MOTORCYCLE.   |
| GRAND THEFT (AUTO)/CARJACKING/ASSAULT WITH DEADLY WEAPON (VEHICLE)                 | 13-01712 | 1714 | 5/10/13         | 2313      | 1800 BLK PCH          | UNK                                    | 2008 WHI 2-DR FORD FOCUS  | SUSPECT: FH/25-30/508/200lbs/WRG PINK HOODIE/BLK CAPRI PANTS PUSHED VICT TO THE GROUND AND STOLE HER VEH.  |
| PETTY THEFT (UNLOCKED VEHICLE)   | 13-01720 | 1712 | 5/10/13-5/11/13 | 2330-1000 | 24800 BLK ESHELMAN AV | UNLOCKED VEHICLE                       | MOTORCYCLE JACKET, MOTORCYCLE HELMET, \$80  | SUSPECT(S) UNKNOWN   |
| GRAND THEFT (AUTO)   | 13-01727 | 1710 | 5/11/13         | 1300      | 2100 BLK 245TH ST     | UNK                                    | 2003 BLK CHEVY SILVERADO 2500HD P/U   | SUSPECT(S) UNKNOWN   |
| GRAND THEFT (AUTO)   | 13-01738 | 1714 | 5/10/13-5/11/13 | 2000-1230 | 1900 BLK PCH          | UNK                                    | 2011 SIL 4-DR CHEVY CRUZE   | SUSPECT(S) UNKNOWN   |
| <b>ARRESTS: BATTERY-1, DOMESTIC VIOLENCE-2, VANDALISM-1, VEHICLE THEFT (GTA)-1</b> |          |      |                 |           |                       |  |   |  |

**RANCHO PALOS VERDES:**

| CRIME                          | FILE #   | RD   | DATE          | TIME      | LOCATION               | METHOD OF ENTRY  | LOSS                                | ADDITIONAL INFORMATION |
|--------------------------------|----------|------|---------------|-----------|------------------------|------------------|-------------------------------------|------------------------|
| PETTY THEFT (UNLOCKED VEHICLE) | 13-01650 | 1740 | 5/4/13-5/6/13 | 1830-0757 | 32700 BLK COASTSITE DR | UNLOCKED VEHICLE | WOMEN'S BRO PERScription SUNGLASSES | SUSPECT(S) UNKNOWN     |

|                                     |          |      |                 |           |                         |  |   |                    |
|-------------------------------------|----------|------|-----------------|-----------|-------------------------|--|---|--------------------|
| PETTY THEFT                         | 13-01651 | 1740 | 5/2/13-5/6/13   | 1930-0830 | 6600 BLK BEACHVIEW DR   | UNLOCKED VEHICLE   | SPARK PLUGS, SCANNER CASE, OIL DIFFUSOR   | SUSPECT(S) UNKNOWN |
| BURGLARY (RESIDENTIAL)              | 13-01671 | 1745 | 5/6/13-5/7/13   | 1830-1100 | ROCKINGHORSE RD         | UNK  | "WHIRLPOOL" WHI STACKABLE WASHER, "WHIRLPOOL" WHI STACKABLE DRYER   | SUSPECT(S) UNKNOWN |
| PETTY THEFT (VEHICLE)               | 13-01673 | 1740 | 5/3/13-5/5/13   | 1500-1500 | 6600 BLK BEACHVIEW DR   | UNK  | "GARMIN" GPS CHARGER, (2)<br>"IPHONE" CHARGERS, (2)<br>"BLACKBERRY" CHARGERS  | SUSPECT(S) UNKNOWN |
| PETTY THEFT (UNLOCKED VEHICLE)      | 13-01685 | 1745 | 5/5/13-5/6/13   | 2130-0530 | 2600 BLK CORAL RIDGE RD | UNLOCKED VEHICLE   | "PEAVEY" WOOD GUITAR & CASE, "KORG" TUNER, SET OF 12 GUITAR PICKS, "MEL BAY GRADE ONE" BOOK, CASES OF MISC CD'S, "FOSTER GRANT" SUNGLASSES, "WILSON" TENNIS RACKETS | SUSPECT(S) UNKNOWN |
| BURGLARY (VEHICLE)                  | 13-01692 | 1735 | 4/22/13-5/6/13  | 1000-2000 | 6500 BLK OCEAN CREST    | DRIVER SIDE WINDOW HAD STREAKS INDICATING PRY TOOL TO UNLOCK VEHICLE | NOTHING TAKEN   | SUSPECT(S) UNKNOWN |
| GRAND THEFT (AUTO)                  | 13-01701 | 1737 | 5/9/13-5/10/13  | 1830-0630 | 7300 BLK VIA LORADO     | UNK  | 2006 SIL GMC YUKON SUV  | SUSPECT(S) UNKNOWN |
| PETTY THEFT                         | 13-01706 | 1738 | 5/9/13          | 0230-0325 | TERRANEA WAY            | N/A  | "GALAXY NEXUS 4" SMARTPHONE, ID, ROOM KEY   | SUSPECT(S) UNKNOWN |
| PETTY THEFT                         | 13-01707 | 1738 | 5/9/13          | 0000-0030 | TERRANEA WAY            | N/A  | MEN'S BURGUNDY DINNER JACKET, "RAYBAN" MEN'S SUNGLASSES   | SUSPECT(S) UNKNOWN |
| GRAND THEFT/IDENTITY THEFT          | 13-01717 | 1732 | 4/24/13-5/10/13 | 0000-2359 | 29500 BLK QUAILWOOD DR  | N/A  | "TOSHIBA" LAPTOP COMPUTER   | NAMED SUSPECT      |
| BURGLARY (RESIDENTIAL)              | 13-01721 | 1735 | 5/11/13         | 2035-2135 | 7000 BLK CLOVERCLIFF DR | WINDOW SCREEN REMOVED AND WINDOW PRIED OPEN                          | SAFE, "SMITH AND WESSON" FIREARM 38 CALIBUR, FIREARM 32 CALIBUR,  | SUSPECT(S) UNKNOWN |
| <b>ARRESTS: DOMESTIC VIOLENCE-1</b> |          |      |                 |           |                         |  |   |                    |

**ROLLING HILLS:**

| CRIME                       | FILE # | RD | DATE | TIME | LOCATION | METHOD OF ENTRY | LOSS | ADDITIONAL INFORMATION |
|-----------------------------|--------|----|------|------|----------|-----------------|------|------------------------|
| NO CRIME DURING THIS TIME   |        |    |      |      |          |                 |      |                        |
| NO ARRESTS DURING THIS TIME |        |    |      |      |          |                 |      |                        |

**ROLLING HILLS ESTATES:**

| CRIME      | FILE #   | RD   | DATE   | TIME      | LOCATION                 | METHOD OF ENTRY | LOSS              | ADDITIONAL INFORMATION |
|------------|----------|------|--------|-----------|--------------------------|-----------------|-------------------|------------------------|
| PETTY THET | 13-01654 | 1724 | 5/6/13 | 1445-1650 | 27100 BLK SILVER SPUR RD | N/A             | "APPLE" IPHONE 4S | SUSPECT(S) UNKNOWN     |

|                                      |          |      |                   |               |                           |                  |   |                            |
|--------------------------------------|----------|------|-------------------|---------------|---------------------------|------------------|---|----------------------------|
| PETTY THEFT<br>(UNLOCKED<br>VEHICLE) | 13-01661 | 1720 | 5/6/13-<br>5/7/13 | 2000-<br>0820 | 5000 BLK FOXPOINT<br>LN   | UNLOCKED VEHICLE | IPHONE & "NIKE" CASE, CDL,<br>"RUCA" BRO WALLET, 12 VOLT<br>CONVERTER | SUSPECT(S) UNKNOWN         |
| PETTY THEFT                          | 13-01665 | 1724 | 5/7/13            | 1358          | 800 BLK SILVER SPUR<br>RD | N/A              | "PATRON" ALCOHOL ORANGE<br>BOX & YELLOW BOX                           | SUSPECT: MW/25-30/BLN HAIR |
| <b>NO ARRESTS DURING THIS TIME</b>   |          |      |                   |               |                           |                  |   |                            |

**SAN PEDRO:**

| CRIME                              | FILE # | RD | DATE | TIME | LOCATION | METHOD OF ENTRY | LOSS | ADDITIONAL INFORMATION |
|------------------------------------|--------|----|------|------|----------|-----------------|------|------------------------|
| NO CRIME DURING THIS TIME          |        |    |      |      |          |                 |      |                        |
| <b>NO ARRESTS DURING THIS TIME</b> |        |    |      |      |          |                 |      |                        |

**WESTFIELD:**

| CRIME                              | FILE # | RD | DATE | TIME | LOCATION | METHOD OF ENTRY | LOSS | ADDITIONAL INFORMATION |
|------------------------------------|--------|----|------|------|----------|-----------------|------|------------------------|
| NO CRIME DURING THIS TIME          |        |    |      |      |          |                 |      |                        |
| <b>NO ARRESTS DURING THIS TIME</b> |        |    |      |      |          |                 |      |                        |