



SOUTH GATE CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, September 14, 2021 at 6:30 p.m.

**SOUTH GATE COUNCIL CHAMBERS OR
TELECONFERENCE
DIAL-IN-NUMBER: 1 (669) 900-6833**

MEETING ID: 812 9494 4290

<https://us02web.zoom.us/j/81294944290>

I. Call To Order/Roll Call With Invocation & Pledge

CALL TO ORDER	Al Rios, Mayor
INVOCATION	Pastor Abner Lima, Community of Hope Church
PLEDGE OF ALLEGIANCE	Steve Costley, Acting Director of Parks & Recreation
ROLL CALL	Carmen Avalos, City Clerk

II. City Officials

MAYOR

Al Rios

CITY CLERK

Carmen Avalos

VICE MAYOR

Maria del Pilar Avalos

CITY TREASURER

Gregory Martinez

COUNCIL MEMBERS

Maria Davila

Denise Diaz

INTERIM CITY MANAGER

Chris Jeffers

III. Meeting Compensation Disclosure

Pursuant to Government Code Section 54952.3: Disclosure of compensation for meeting attendance by City Council Members is \$650 monthly regardless of the amount of meetings.

IV. Proclamations, Certificates, Introductions And Ceremonial Actions

1. Proclamation Declaring September 20-24, 2021 As National GEAR UP Week.

The City Council will issue a Proclamation declaring September 20 through 24, 2021, as National GEAR UP Week in the City of South Gate. (ADMIN)

Documents:

[ITEM 1 REPORT 09142021.PDF](#)

2. Receive And File Presentation On The Cultural Arts Center Project By The Rivers And Mountains Conservancy

The City Council will receive and file an update on the plans for the new SELA Cultural Arts Center in South Gate. The presentation update will be made by the lead agency, Rivers and Mountains Conservancy. (PARKS)

Documents:

[ITEM 2 REPORT 09142021.PDF](#)

3. Certificates Of Appreciation For The Police Officer Recipients Of The 2018 & 2019 Highway Patrol 10851 Award

The City Council will present: (PD)

a. Certificates of Appreciation to Police Officers James Hugar, Daniel Melendrez, Nicolas Vasquez, Albert Rodriguez, Anthony Reyes, Edward Huffman, Antonio Mendez, Rafael Vega, Adam Cook, Andre Sanchez, Sam Houx, Arturo Macias, and Mariela Herrera, in recognition of receiving the California Highway Patrol 10851 Award for combating automobile thefts; and

b. A California Highway Patrol representative will present the 10851 award pins to the recipients

Documents:

[ITEM 3 REPORT 09142021.PDF](#)

V. Public Hearings

4. Resolution Approving The Consolidated Annual Performance And Evaluation Report For FY 2020-21

The City Council will conduct a Public Hearing to consider: (CD)

a. Adopting a **Resolution** _____ receiving and approving Program Year 2020-2021 Consolidated Annual Performance and Evaluation Report (CAPER); and

b. Authorizing the City Manager, or designee, to submit to HUD the City's FY 2020-2021 CAPER.

Documents:

[ITEM 4 REPORT 09142021.PDF](#)

5. Continuing Ordinance Approving Specific Plan Amendment 21-25 For CUP No 843

The City Council will open the Public Hearing, take public testimony, and continue the Public Hearing to September 28, 2021. (CD)

Documents:

[ITEM 5 REPORT 09142021.PDF](#)

VI. Comments From The Audience

During this time, members of the public and staff may address the City Council regarding any items within the subject matter jurisdiction of the City Council. Comments from the audience will be limited to five (5) minutes per speaker; unless authorized by the Mayor, the time limit may not be extended by utilizing another member's time. There will be no debate or action on items not listed on the agenda unless authorized by law.

Note: The City Council desires to provide all members of the public with the opportunity to address the Council. Nevertheless, obscene language, comments intended to disrupt or interfere with the progress of the meeting or slanderous comments will not be tolerated and may result in ejection and/or may constitute a violation of South Gate Municipal Code Section 1.04.110.

VII. Reports And Comments From City Officials

During this time, members of the City Council will report on matters pertaining to their service on various intergovernmental boards and commissions as a representative of the City pursuant to Assembly Bill 1234. City Council Members will also have an opportunity to comment on matters not on the agenda.

Following the City Council Members, reports and comments will be heard by the City Clerk, City Treasurer, City Manager and Department Heads.

VIII. Consent Calendar Items

Agenda Items **6, 7, 8, 9, 11, 12, 13 and 14** are consent Calendar Items.

All items including Ordinances, Resolutions and Contracts, may be approved by adoption of the Consent Calendar, individually and collectively by one (1) motion. There will be no separate discussion of these items unless Members of the City Council, the public, or staff request that specific items be removed from the Consent Calendar for separate discussion and action.

Any Motion to introduce or adopt an Ordinance on the Consent Calendar shall be: (1) a motion to waive the reading of the Ordinance and introduce the Ordinance or (2) a motion to waive the reading of the Ordinance and adopt the Ordinance, as appropriate.

6. Resolution Declaring 4909 Mason Street (APN 6216-032-900) As Surplus Property

The City Council will consider: (CD)

- a. Adopting a **Resolution** _____ declaring 4909 Mason Street as surplus property: and
- b. Directing the City Manager to follow disposition procedures set forth in the Surplus Land Act ("Act").

Documents:

[ITEM 6 REPORT 09142021.PDF](#)

7. Resolution Amending Resolution No. 6454 Creating Principal Civil Engineer Position; Approving Job Specification; Adjusting Salary For Deputy City Engineer And Update Corresponding Salary Pay Tables

The City Council will consider: (ADMIN SVCS)

- a. Adopting a **Resolution** _____ amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to create the position of Principal Civil Engineer, to approve the corresponding job specification and to update the appropriate salary pay table; and
- b. Adopting a **Resolution** _____ amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to approve a salary increase to the Deputy City Engineer position of 3.8%, to create a proper separation from the proposed Principal Civil Engineer salary and update the appropriate salary pay table.

Documents:

[ITEM 7 REPORT 09142021.PDF](#)

8. Side Letter Agreements With Police Management Association And Division Management Association

The City Council will consider: (ADMIN SVCS)

- a. Approving **Side Letter of Agreement (Contract No. _____)** with the South Gate Police Management Association regarding accrued unused vacation, holiday compensatory time-off leaves;
- b. Approving **Side Letter of Agreement (Contract No. _____)** with the South Gate Division Management Association regarding accrued unused vacation, holiday and administrative leaves; and
- c. Authorizing the Mayor to execute the Side Letters of Agreements in a form acceptable to the City Attorney.

Documents:

[ITEM 8 REPORT 09142021.PDF](#)

9. Amending Capital Improvement Program Adding Atlantic Avenue Traffic Signing And Striping Modifications (City Project No. 687-ST) And Approving Allocation Of Funds

The City Council will consider: (PW)

- a. Amending the Capital Improvement Program to add the Atlantic Avenue Traffic Signing and Striping Modifications, City Project No. 687-ST, which is necessary to reconfigure the northbound traffic lanes and parking restrictions to change traffic circulation and increase on-street parking capacity; and
- b. Transferring \$30,000 in Proposition C Funds from Account No. 311-790-31-9565 (Capital Projects Fund- Long Beach Complete Streets) to Account No. 311-790-31-9219 (Capital Projects Fund- Atlantic Ave Parking Modifications) to allocate funding for, and fully fund the Atlantic Avenue Traffic Signing and Striping Modifications, City Project No. 687-ST.

Documents:

[ITEM 9 REPORT 09142021.PDF](#)

10. Item Was Removed From The Agenda

11. Amendment No. 1 To Contract No. 2020-65-CC With Kimley-

Horn And Associates, Inc., For Traffic Engineering Services

The City Council will consider: (PW)

- a. Approving Amendment No. 1 to Contract No. 2020-65-CC with Kimley-Horn and Associates, Inc., to provide traffic engineering and staff augmentation services on a month-to-month basis, up to December 14, 2022, for an amount not to exceed \$27,000; and
- b. Authorizing the Mayor to execute Amendment No. 1 to Contract No. 2020-65-CC in a form acceptable to the City Attorney.

Documents:

[ITEM 11 REPORT 09142021.PDF](#)

12. Agreement With Axon Enterprise, Inc., For Body Worn Cameras For Sworn Police Officers

The City Council will consider: (PD)

- a. Approving recommended **Agreement (Contract No. _____)** with Axon Enterprise, Inc., for body cameras and accessories for sworn police officers; and
- b. Approving purchase order with Axon Enterprise, Inc., for the implementation of the Police Body Worn Camera Program.

Documents:

[ITEM 12 REPORT 09142021.PDF](#)

13. Investment Report For The Quarter Ending June 30, 2021

The City Council will consider receiving and filing the Quarterly Investment Report for the quarter ended June 30, 2021. (ADMIN SVCS)

Documents:

[ITEM 13 REPORT 09142021.PDF](#)

14. Minutes

The City Council will consider: (CLERK)

- a. Approving the Joint Special City Council, Housing Authority, Successor Agency to the Community Development Commission of June 24, 2021;
- b. Approving the Special and Regular Meeting minutes of August 10, 2021; and
- c. Approving the Special and Regular Meeting minutes of August 24, 2021.

Documents:

[ITEM 14 REPORT 09142021.PDF](#)

IX. Reports, Recommendations And Requests

15. Agreement With BlueViolet For Telephone System Upgrade Procurement And Implementation Service

The City Council will consider: (ADMIN SVCS)

- a. Approving a **Purchase Services Agreement (Contract No. _____)** and the issuance of any related Purchase Order to BlueViolet Networks, in the amount of \$155,024.94, for the purchase of a replacement telephone system, telephones, licensing, one year of maintenance and the necessary design, implementation and training services;
- b. Appropriating as part of the FY 2021-22 budget, the sum of \$155,024.94 from the unrestricted fund balance in the American Rescue Plan fund (50%), Water fund (25%), and the Refuse fund (25%) to fund the purchases; and
- c. Authorizing the Mayor to execute the Agreement (Attachment A) in a form acceptable to the City Attorney.

Documents:

[ITEM 15 REPORT 09142021.PDF](#)

16. Citywide Parking Study, City Project No. 590-RPT

The City Council will consider: (PW)

- a. Receiving and filing a presentation of the Citywide Parking Study; and
- b. Approving the Citywide Parking Study and its Priority Tool Kit.

Documents:

[ITEM 16 REPORT 09142021.PDF](#)

17. Warrant Register For September 14, 2021

The City Council will consider: (ADMIN SVCS)

- a. Approving Check No. 93439 from August 10, 2021; and
- b. Approving the Warrant Register for September 14, 2021

Total of Checks : \$4,140,848.01

Voids: \$ (20,451.94)
Total of Payroll Deductions \$ (745,620.20)
Grand Total: \$3,374,775.87
Cancellations: 92563, 93185, 93359, 93360, 93584, 93647, 93847
Documents:

[ITEM 17A REPORT 09142021.PDF](#)
[ITEM 17B REPORT 09142021.PDF](#)

X. Adjournment

I, Carmen Avalos, City Clerk, certify that a true and correct copy of the foregoing Meeting Agenda was posted September 8, 2021 at 11:40 a.m. as required by law.

Carmen Avalos, CMC

City Clerk

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office

8650 California Avenue, South Gate, California 90280
(323) 563-9510 * fax (323) 563-5411 * www.cityofsouthgate.org

In compliance with the American with Disabilities Act, if you need special assistance to participate in the City Council Meetings, please contact the Office of the City Clerk.

Notification 48 hours prior to the City Council Meeting will enable the City to make reasonable arrangements to assure accessibility.

SEP 07 2021

10:45 pm


City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of September 14, 2021

Originating Department: Administration

Management Assistant: 
Giselle Mares

Interim City Manager: 
Chris Jeffers

SUBJECT: PROCLAMATION DECLARING THE WEEK OF SEPTEMBER 20, 2021 AS NATIONAL GEAR UP WEEK

PURPOSE: To declare September 20 through 24, 2021, as National GEAR UP Week.

RECOMMENDED ACTION: The City Council will issue a Proclamation declaring September 20 through 24, 2021, as National GEAR UP Week in the City of South Gate.

FISCAL IMPACT: None.

ANALYSIS: For nearly two decades, the Gaining Early Awareness and Readiness for Undergraduate Programs (GEAR UP) grant has been providing low-income, minority, and disadvantaged students with the support and resources they need to go to college despite the challenges they may face in their communities. GEAR UP 4 LA currently works with South High School and serves approximately 1,000 9th and 10th grade students.

BACKGROUND: GEAR UP 4 LA is a federally funded program that works with the same cohort of students from the time they're in middle school all the way through their first year of college. Aside from working with students, GEAR UP 4 LA also works with parents by providing free workshops and field trips to college campuses across Southern California.

The City Council encourages citizens to recognize the hard work and dedication of the program and celebrate the success of the students during National GEAR UP Week.

ATTACHMENTS: Proclamation

City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring September 20 through 24, 2021 as National GEAR UP Week

WHEREAS, the Gaining Early Awareness and Readiness for Undergraduate Programs (GEAR UP) is a federally funded, competitive grant program designed to increase the number of low-income students who are prepared to enter and succeed in postsecondary education; and

WHEREAS, GEAR UP serves low-income, minority, and disadvantaged students and their families from underserved communities who might be the first person in their family to go to college; and

WHEREAS, GEAR UP provides six- or seven-year grants to states or partnerships to deliver support and resources to students and their families, starting no later than the 7th grade (middle school), through high school and onward to fulfill their dreams of attaining a postsecondary education; and

WHEREAS, GEAR UP includes interventions such as tutoring, mentoring, rigorous academic preparation, financial education and college scholarships to improve access to higher education for low income, minority, and disadvantaged first-generation students and their families; and

WHEREAS, GEAR UP 4 LA currently serves 1,000 students in 9th and 10th grade at South Gate Senior High; and

WHEREAS, the week of September 20, 2021, has been declared National GEAR UP Week;

NOW, THEREFORE, be it proclaimed on this 14th day of September 2021, that **I, Al Rios, Mayor of the City of South Gate**, on behalf of the City Council and citizens, do hereby proclaim September 20 through 24, 2021, as National GEAR UP Week in the City of South Gate and encourage citizens to become aware of this college access program in the community.

Mayor Al Rios


City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 14, 2021

Originating Department: Parks & Recreation

Interim Director: 
Steve Costley

Interim City Manager: 
Chris Jeffers

SUBJECT: PRESENTATION UPDATE ON THE PROPOSED SELA CULTURAL ARTS CENTER IN SOUTH GATE

PURPOSE: This item was requested by the City Council at the July 27, 2021, meeting. To provide an update on the plans for the new SELA Cultural Arts Center in South Gate. The presentation update will be made by the lead agency, Rivers and Mountains Conservancy (“RMC”).

RECOMMENDED ACTION: Receive and File

FISCAL IMPACT: None

ANALYSIS: Executive Director of the RMC, Mark Stanley, will provide the City Council with an update on the progress of plans for the proposed SELA Cultural Arts Center that will be built in South Gate. The project is part of the Lower LA River Revitalization Plan.

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of September 14, 2021

Originating Department: Police

Interim Department Director: Darren Arakawa Interim City Manager: Chris Jeffers

SUBJECT: RECOGNITION OF SOUTH GATE POLICE OFFICER RECIPIENTS OF THE CALIFORNIA HIGHWAY PATROL 10851 AWARD

PURPOSE: To acknowledge the efforts of South Gate Police Officers for combating automobile theft.

RECOMMENDED ACTIONS:

- a. Mayor Al Rios will present Certificates of Appreciation to Police Officers James Hugar, Daniel Melendrez, Nicolas Vasquez, Albert Rodriguez, Anthony Reyes, Edward Huffman, Antonio Mendez, Rafael Vega, Adam Cook, Andre Sanchez, Sam Houx, Arturo Macias, and Mariela Herrera, in recognition of receiving the California Highway Patrol 10851 Award for combating automobile thefts; and
- b. A California Highway Patrol representative will present the 10851 award pins to the recipients.

FISCAL IMPACT: None.

ANALYSIS: The California Highway Patrol 10851 Award is given to Police Officers in the State of California who meet the established rigorous statewide criteria in combating automobile theft. Due to the Covid-19 pandemic, in-person City Council meetings were suspended from April 2020 until July 2021; therefore, the presentation of the 2018 and 2019 awards were delayed until the awards could be presented in-person. No South Gate Police Officers met the criteria for the 10851 Award in 2020.

BACKGROUND: In 2018, the following 10 South Gate Police Officers qualified to receive this prestigious award:

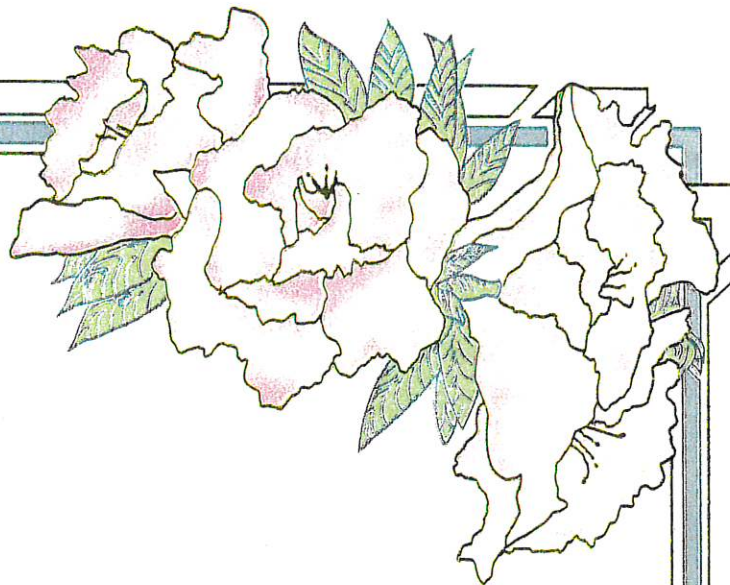
<u>Police Officer:</u>	<u>Arrests Made:</u>	<u>Recovered Stolen Vehicles:</u>
James Hugar	3	25
Daniel Melendrez	5	18
Nicholas Vasquez	3	14
Albert Rodriguez	4	17
Anthony Reyes	8	8
Edward Huffman	6	6
Antonio Mendez	8	8
Adam Cook	6	6
Rafael Vega	12	12
Andre Sanchez	6	6

In 2019, the following 7 South Gate Police Officers qualified to receive this prestigious award:

Police Officer:	Arrests Made:	Recovered Stolen Vehicles:
Nicholas Vasquez	3	21
Anthony Reyes	7	7
Rafael Vega	12	12
Andre Sanchez	6	6
Arturo Macias	6	6
Mariela Herrera	6	6
Sam Houx	3	13

ATTACHMENT: Certificates of Appreciation

City of South Gate



CERTIFICATE OF APPRECIATION

*Presented by the South Gate
City Council on behalf of the
citizens of South Gate to:*

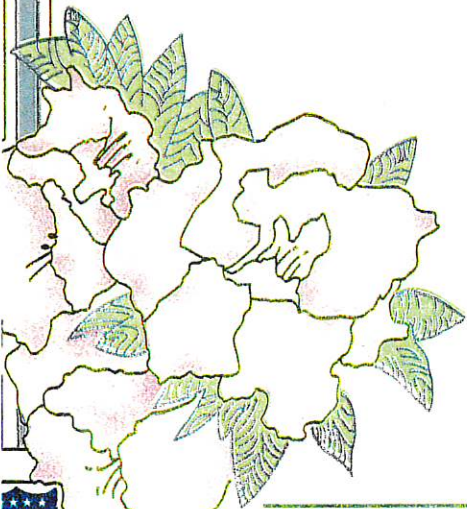
Police Officer Arturo Macias

*In recognition of receiving the
California Highway Patrol 10851 Award
for recovering 6 stolen vehicles and
making 6 stolen vehicle arrests
in the year 2019*

Al Rios, Mayor

September 12, 2021

The Azalea City



CITY MANAGER'S OFFICE

SEP 02 2021
11:30 A.M.

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of September 14, 2021
Originating Department: Community Development

Interim Department Director:  Interim City Manager: 
Grace Martin Chris Jeffers

SUBJECT: RESOLUTION APPROVING THE CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT FOR PROGRAM YEAR 2020-2021 AND AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO SUBMIT TO HUD

PURPOSE: The Department of Housing and Urban Development (HUD) requires Entitlement Cities to complete a Consolidated Annual Performance and Evaluation Report (CAPER) every year. The attached Resolution and CAPER meet this federal requirement by describing how grant funds received from HUD were expended and identifying the goals that were accomplished during the program year 2020-2021.

RECOMMENDED ACTION: Following the conclusion of the Public Hearing:
a. Adopt the Resolution receiving and approving Program Year 2020-2021 Consolidated Annual Performance and Evaluation Report (CAPER); and
b. Authorize the City Manager, or designee, to submit to HUD the City's FY 2020-2021 CAPER.

FISCAL IMPACT: There is no fiscal impact to the General Fund.

NOTICING REQUIREMENTS: Advertising and notification of the Public Hearing was conducted in compliance with the Municipal Code Section 11.50.020 (Public Hearing Notification) and was published in the South Gate Press newspaper on August 19, 2021. A copy of the draft CAPER was made available on the City's website, in the Community Development Department page for the 15 day public review period. The review period began on August 31, 2021 and ended on September 14, 2021.

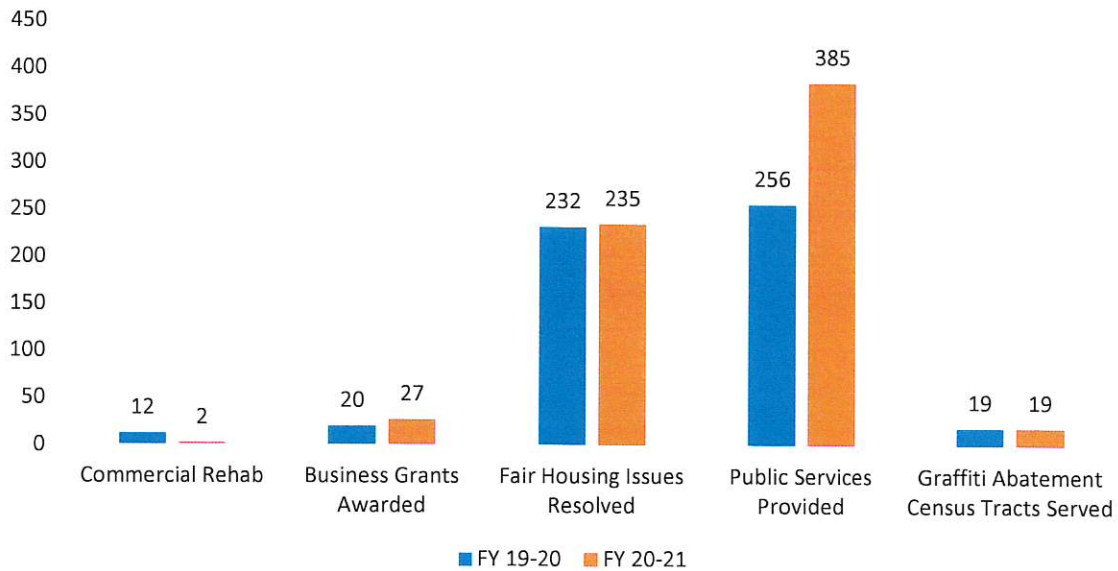
ANALYSIS: The City, as a direct recipient of HUD federal funds, is required to submit a CAPER report to HUD. This report presents a summary of resources made available during the program year, accomplishments based on priorities established by the Consolidated Plan, and an assessment of the City's annual performance.

The CAPER reports the accomplishments of CDBG-funded programs. Summarized below is a list of accomplishments from July 1, 2020 to June 30, 2021:

CDBG: The City of South Gate received an allocation of \$1,486,924 in CDBG funds in FY 2020-21. An additional \$936,861 was available as carryover funds, for a total of \$2,423,785 of CDBG funds. The total CDBG funds expended were \$793,477.17. Accomplishments included:

- Assisted **2** business with commercial rehabilitation.
- Assisted **27** business with Business Assistance grants.
- **235** tenant/landlord issues were resolved via the Fair Housing Foundation.
- **385** persons were assisted via public services with CDBG funds.
- **19** census tracts, which included over 54,000 residents, benefited from graffiti abatement services.
- **7,043** graffiti abatement cases were resolved.

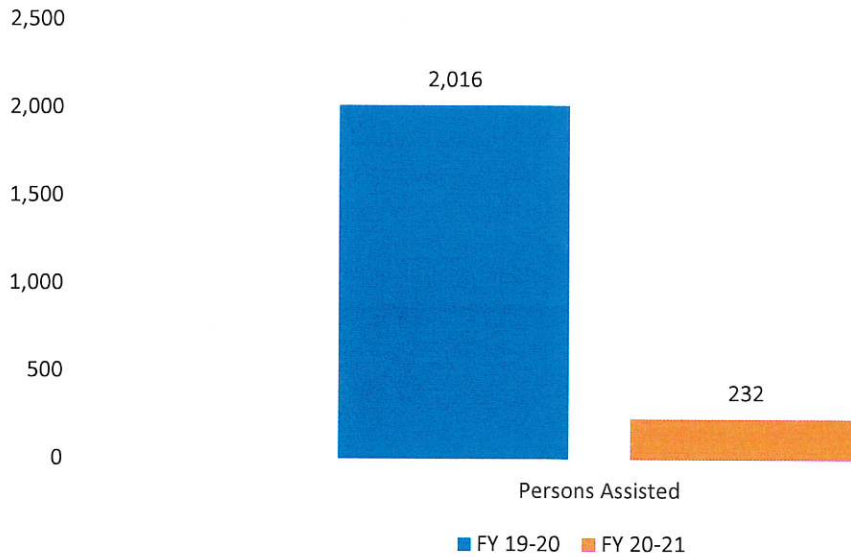
FY 19-20 & FY 20-21 CDBG Comparison



CDBG-CV: The City also received \$1,738,226 in supplemental CDBG Coronavirus (CDBG-CV) funding to help prepare, prevent, and respond to the COVID 19 pandemic. The City amended their 2019-2020 Annual Action Plan to allocate funds to programs and activities throughout the City to help struggling residents in the community. The total CDBG-CV funds expended thus far is \$407,916.90. Funds are still in the process of being utilized. Below is a summary of the accomplishments thus far.

- **232** persons were assisted via public services with CDBG-CV funds

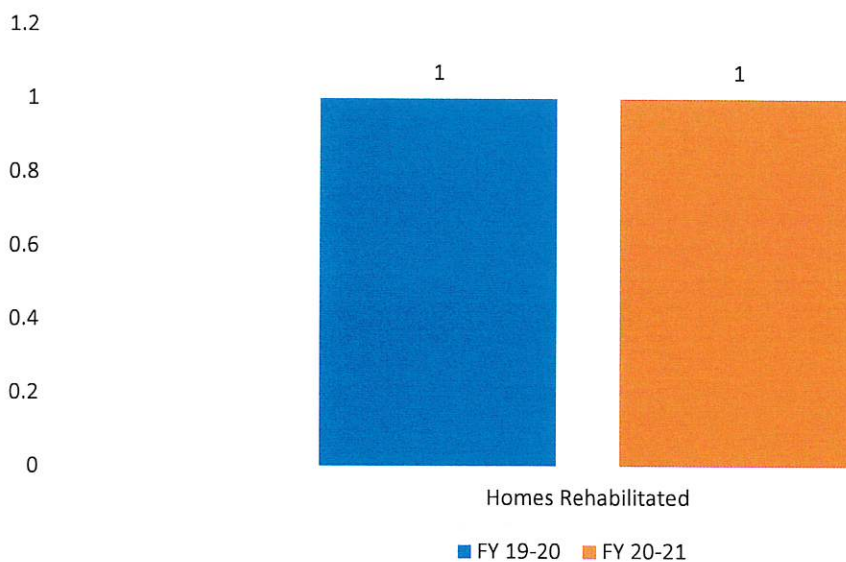
FY 19-20 & FY 20-21 CDBG-CV Comparison



HOME: The City received \$664,750 of HOME funds in FY 2020-2021. An additional \$1,128,255.67 was available as carryover funds for a total of \$1,793,005.67 in HOME funds. The City expended \$37,893.67 in HOME funds for the administration of the program.

- Rehabilitated 1 housing unit via the Home Rehabilitation Program

FY 19-20 & FY 20-21 HOME Comparison



BACKGROUND: Each year, the City of South Gate is required to provide a report to the United States Department of Housing and Urban Development (HUD) on its performance in meeting the

objectives of the approved Consolidated Plan and its Annual Action Plan. This report is called the Consolidated Annual Performance and Evaluation Report (“CAPER”). Included in the CAPER is information about community development and housing activities. The report documents the City’s use of federally funded Community Development Block Grant (CDBG) activities, programs, and funds for the recently completed fiscal year.

- ATTACHMENTS:**
- A. Proposed Resolution
 - B. Proposed CAPER (Exhibit “A”)
 - C. Public Hearing Notice

RESOLUTION NO. ____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, RECEIVING AND APPROVING THE 2020-2021 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) AND AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO SUBMIT TO THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

WHEREAS, the City of South Gate (the “City”) has applied and received Community Development Block Grant (CDBG) and HOME Program funds from the Government of the United States under Title I of the Housing and Community Development Act of 1974;

WHEREAS, the U.S. Department of Housing and Urban Development (HUD) is the federal agency that promulgates regulations and oversees the administration of the CDBG and HOME Program;

WHEREAS, HUD requires that entitlement jurisdictions complete an annual evaluation of their grants programs through a report known as the Consolidated Annual Performance and Evaluation Report (CAPER);

WHEREAS, City staff published a public notice announcing the availability of the CAPER and the 15-day public comment period for the report in the South Gate Press newspaper on August 19, 2021, and is now closed; and

WHEREAS, on September 14, 2021, the City Council held a duly noticed public hearing to consider the program year 2020-2021 CAPER, attached hereto as Exhibit “A.”

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby declare that the above recitals are true and correct and incorporated herein by reference.

SECTION 2. The City Council hereby authorizes the City Manager, or designee, to submit the CAPER to HUD.

SECTION 3. The City Council hereby allows staff to make minor technical modifications and/or necessary corrections to the CAPER as required by HUD.

SECTION 4. The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED, and ADOPTED on this **14th** day of **September 2021**.


CITY OF SOUTH GATE:

Al Rios, Mayor

ATTEST:

Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

EXHIBIT A



City of
**South
Gate™**

Consolidated Annual Performance Evaluation Report

CAPER

FY 2020-2021

Community Development Department

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Attachments 1: Proof of Publication

CR-05 - Goals and Outcomes

**Progress the jurisdiction has made in carrying out its strategic plan and its action plan.
91.520(a)**

For the 2020-2021 Program Year, the City of South Gate (City) received Community Development Block Grant Program (CDBG) funds and Home Investment Partnerships Program (HOME) funds to facilitate accomplishing the goals set by the U.S. Department of Housing and Urban Development (HUD).

As part of the application and allocation process for these federal funds, the City must prepare and submit the Consolidated Annual Performance and Evaluation Report (CAPER). This report presents a summary of resources made available during the program year, accomplishments based on priorities established by the Consolidated Plan and documented in the 2020-2021 Annual Action Plan, and an assessment of the City's annual performance toward meeting its five-year goals. This document represents the first year of reporting of the 2020-2025 Five-Year Consolidated Plan.

The City's mission is to enhance the quality of life for all its residents by maximizing the use of available resources to assure the availability of safe, decent, and affordable housing. This report reviews how the City achieved its housing goals by providing rehabilitation loans to South Gate homeowners using HOME funds. In addition, how the goals of the non-housing priorities of public service programs were met. All CDBG funds except for Planning/Administration, were used for activities that benefited low-and-moderate-income persons.

Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Accomplishments-ANNUAL ACTION PLAN- FY 2020-2021

Goal	Category	Source	Expected Program Year 20-21	Actual Program Year 20-21	Percent Completed
Administration	Administration	CDBG: \$273,204 HOME: \$166,061	1	1	100%
Commercial Rehabilitation	Businesses Assisted	CDBG: \$200,000	14 Businesses	2	14%
Fair Housing	Public Service	CDBG: \$24,000	270 Households	235	87%
Housing	Homeowner Housing Rehabilitated	CDBG: \$100,000 HOME: \$1,626,945	6 Housing Units	1	33%
Infrastructure and Public Facility	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	CDBG: \$140,000	2000 Persons Assisted	7043	352%
Public Services	Provide Public Services Programs	CDBG: \$1,169,081	574 Persons Assisted	385	67%
Economic Development	Job Creation	CDBG: \$457,000	70 Businesses Assisted	27	39%
Economic Development	Job Creation	CDBG: \$135,000	35 Persons Assisted	17	49%

Table 1 - Accomplishments – Program Year & Strategic Plan to Date

**Accomplishments- CDBG-CV
To Date**

Goal	Category	Expected Program Year 20-21	Actual Program Year 20-21	Percent Completed
CV Administration	Administration	N/A	N/A	100%
Public Services	Provide Public Services Programs	290 Persons Assisted	232	80%
Economic Development	Business Assistance	15 Businesses	0	0

Table 2 - Accomplishments – CDBG-CV Program Year & Strategic Plan to Date

Assess how the jurisdiction's use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.

The City continued to address its underserved populations' needs by promoting its housing and public service programs. The Priority Needs Summary Table, contained in the 2020-2025 Consolidated Plan, prioritized the preservation of the supply of affordable housing, equal access to housing opportunities, providing public services for low-income residents, improvement of infrastructure and public facilities, commercial rehabilitation, and economic development. Additionally, City Council assesses high needs in the City and makes recommendations, with consideration given to available resources, objectives outlined in the Consolidated Plan.

The 2020-2021 Action Plan was reflective of the 2020-2025 Consolidated Plan, representing incremental steps toward accomplishing the Five-Year Consolidated Plan goals. Program Year 2020-2021 was the first year of the 2020-2025 Consolidated Plan. The CDBG and HOME funded Programs continued to meet the needs of the South Gate community of seniors, youth, homeless, and low- to moderate-income families, and other special needs populations. All CDBG funds except for planning/administration were used to benefit low- and moderate-income persons. All the City's CDBG funds were used exclusively for one or more of the three national objectives.

South Gate received a total of a total of \$1,738,226 of supplemental CDBG-Coronavirus (CDBG-CV) funds to use to prepare, prevent, and respond to the Coronavirus pandemic (COVID-19). The City chose to amend their 2019-2020 Annual Action Plan to program their CDBG-CV funds. CDBG-CV activities are currently in progress and funds are expected to be fully expended by the end of Year 2022. Table 2 above reports on the accomplishments of CDBG-CV funds thus far.

CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted). 91.520(a)

	CDBG	HOME
White	1194	1
Black or African American	16	0
Asian	2	0
American Indian or American Native	3	0
Native Hawaiian or Other Pacific Islander	1	0
Other-Multi-Racial	222	0
Total	1438	1
Hispanic	699	1
Not Hispanic	739	

Table 3 – Table of assistance to racial and ethnic populations by source of funds

Narrative

CDBG

For FY 2020-2021, the City's Public Service programs comprised of various nonprofits, community-based police protection, and programs that provided public service activities to low- and moderate- income-eligible households.

Public Service program data outlined in Table 3 included both CDBG and CDBG-CV activities carried out in Program Year 2020-2021. The City provided assistance to 10 unduplicated homeless via the Salvation Army Bell Shelter, mentorship opportunities for 8 youth via the Police Explorers, provided 56 participants with employment opportunities via the Long Beach Conservation Corporation, provided family violence prevention education to 120 individuals, and emergency rental and utility assistance for 20 households via Helpline Youth Counseling. Compator provided mental health services to 53 participants, in addition to mental health services, Compator also provided rental assistance to 23

households. Public services also provided food to 91 South Gate residents experiencing food insecurities, and helped 4 disabled residents access much needed equipment via the Southern California Rehabilitation Services. The City also assisted 1 low-moderate income family with home modifications.

As previously explained, the City amended their 2019-2020 Annual Action Plan to program CDBG-CV funds to multiple public services throughout the City, including providing rental assistance, employment opportunities, mental health, food insecurity, and domestic violence prevention & education. Thus far, Helpline Youth Counseling provided rental assistance to an additional 53 South Gate residents with CDBG-CV funds who were at risk of becoming homeless due to financial hardships caused by the pandemic. CDBG-CV funds have also assisted 20 individuals with family violence prevention education and provided food to 149 seniors thus far. Additional programs were funded with CDBG-CV funds to respond to the immediate need created by the pandemic, these programs are still operating and will be reported on the next CAPER.

HOME

During FY 20-21, one homeowner was assisted under the City's Homeowner Housing Rehabilitation Program. Four additional households are currently in various stages of the program and will be reported on the next CAPER.

CR-15 - Resources and Investments 91.520(a)

Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	public - federal	\$2,423,785	\$793,477.17
HOME	public - federal	\$1,793,005.67	\$37,893.67

Table 4 - Resources Made Available

Narrative

For Program Year 2020-2021, the City received \$1,486,924 in Community Development Block Grant (CDBG) and \$664,750 in HOME Investment Partnership funds (HOME). The City did not receipt any program income for Program Year 2020-2021, however, the City did carryover \$936,861 of CDBG and \$1,128,255.67 of HOME funds from previous years.

During Program Year 2020-2021 South Gate received a total of a total of \$1,738,226 of supplemental CDBG-Coronavirus (CDBG-CV) funds to use to prepare and prevent the spread of COVID-19. The City chose to amend their 2019-2020 Annual Action Plan to program their CDBG-CV funds. A majority of CDBG-CV activities are still in progress and funds are expected to be fully expended by the end of Year 2022. Currently, the City has expended a total of \$407,916.90 of CDBG-CV funds thus far.

Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description
Citywide	100%	100%	

Table 5 – Identify the geographic distribution and location of investments

Narrative

To address the needs of all residents and expand its impact, the City does not focus on specific geographic areas, instead they distribute its CDBG and HOME funded investments Citywide. CDBG funded supportive services are designed to meet CDBG national objectives with a focus on benefiting low and moderate-income persons.

Leveraging

Explain how federal funds leveraged additional resources (private, state, and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.

Leveraged Resources

The following other Federal and Non-Federal funding sources were used to leverage funds allocated to activities: General Funds; Gas Tax; Water Funds; Sewer Funds; Metropolitan Transit Authority Funds; Measure R Funds; Housing Choice Voucher Funds (HCV).

The City of South Gate utilized its General Fund to leverage CDBG funds for Code Enforcement and Graffiti Abatement Programs. The City uses gas tax, water funds, sewer funds, and other resources to address public infrastructure needs. In addition to these sources, public service subrecipients used private and other funds to leverage the City's CDBG Program funds.

HOME Match

As a recipient of HOME funds, the City is required to make non-Federal financial contributions to projects that qualify as affordable housing under the HOME Program. Annually, the match contributions must total a minimum of 25% of the HOME funds expended from the City's HOME entitlement amount (less administration costs), unless the City has received a reduction in the match requirement.

The HOME statute provides for a reduction of the matching contribution requirement under two criteria for fiscal and severe fiscal distress for local PJs:

- 1) Family poverty rate, and/or
- 2) Per capita income (PCI)

When a local jurisdiction meets one of the distress criteria, it is determined to be in fiscal distress and receives a 50 percent reduction of the match. If a local jurisdiction satisfies both distress criteria, it is determined to be in severe fiscal distress and receives a 100 percent reduction of the match. The City of South Gate meets both distress criteria and, therefore, receives a 100 percent reduction of the match.

During FY 20-21, HOME Funds were used for a Homeowner Housing Rehabilitation Program. No other funds were used to leverage this activity.

Fiscal Year Summary – HOME Match	
1. Excess match from prior Federal fiscal year	0
2. Match contributed during current Federal fiscal year	0
3. Total match available for current Federal fiscal year (Line 1 plus Line 2)	0
4. Match liability for current Federal fiscal year	0
5. Excess match carried over to next Federal fiscal year (Line 3 minus Line 4)	0

Table 6 – Fiscal Year Summary - HOME Match Report

Match Contribution for the Federal Fiscal Year								
Project No. or Other ID	Date of Contribution	Cash (non-Federal sources)	Foregone Taxes, Fees, Charges	Appraised Land/Real Property	Required Infrastructure	Site Preparation, Construction Materials, Donated labor	Bond Financing	Total Match
None	0	0	0	0	0	0	0	0

Table 7 – Match Contribution for the Federal Fiscal Year

HOME MBE/WBE report

Program Income – Enter the program amounts for the reporting period				
Balance on hand at beginning of reporting period	Amount received during reporting period	Total amount expended during reporting period	Amount expended for TBRA	Balance on hand at end of reporting period
\$	\$	\$	\$	\$
0	\$0	\$0	\$0	\$0

Table 8 – Program Income

Minority Business Enterprises and Women Business Enterprises – Indicate the number and dollar value of contracts for HOME projects completed during the reporting period						
	Total	Minority Business Enterprises				White Non-Hispanic
		Alaskan Native or American Indian	Asian or Pacific Islander	Black Non-Hispanic	Hispanic	
Contracts						
Dollar Amount	0	0	0	0	0	0
Number	0	0	0	0	0	0
Sub-Contracts						
Number	0	0	0	0	0	0
Dollar Amount	0	0	0	0	0	0
	Total	Women Business Enterprises	Male			
Contracts						
Dollar Amount	0	0	0			
Number	0	0	0			
Sub-Contracts						
Number	0	0	0			
Dollar Amount	0	0	0			

Table 9 - Minority Business and Women Business Enterprises

Minority Owners of Rental Property – Indicate the number of HOME assisted rental property owners and the total amount of HOME funds in these rental properties assisted						
	Total	Minority Property Owners				White Non-Hispanic
		Alaskan Native or American Indian	Asian or Pacific Islander	Black Non-Hispanic	Hispanic	
Number	0	0	0	0	0	0
Dollar Amount	0	0	0	0	0	0

Table 10 – Minority Owners of Rental Property

Relocation and Real Property Acquisition – Indicate the number of persons displaced, the cost of relocation payments, the number of parcels acquired, and the cost of acquisition						
Parcels Acquired		0		0		
Businesses Displaced		0		0		
Nonprofit Organizations Displaced		0		0		
Households Temporarily Relocated, not Displaced		0		0		
Households Displaced	Total	Minority Property Enterprises				White Non-Hispanic
		Alaskan Native or American Indian	Asian or Pacific Islander	Black Non-Hispanic	Hispanic	
Number	0	0	0	0	0	0
Cost	0	0	0	0	0	0

Table 2 -- Relocation and Real Property Acquisition

CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	6	0
Number of Special-Needs households to be provided affordable housing units	0	0
Total	6	0

Table 3 – Number of Households

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	6	1
Number of households supported through Acquisition of Existing Units	0	0
Total	6	1

Table 4 – Number of Households Supported

Discuss the difference between goals and outcomes and problems encountered in meeting these goals.

The City allocated HOME funds for a Home Rehabilitation Program. This Program is for income-qualified applicants, offering a zero percent interest deferred loan for improvements to their property and to bring their dwelling up to code.

During program year 2020-2021, the City's Home Rehabilitation Program completed one (1) carryover project from program year 2019-2020, other projects were qualified during the program year but were carried over into the new program year.

The City of South Gate offered the following programs during the 2020 Program Year:

- Home Rehabilitation Program – A HOME funded program that offers deferred loans to income-qualified residents.
- Section 8 Housing Choice Voucher (HCV) Program – The South Gate Housing Authority administers the Housing Choice Voucher Program providing rental assistance to very-low-income families, the disabled, and the elderly for them to access affordable decent, safe, and sanitary housing in the City of South Gate's private sector.

The City amended their 2019 Annual Action Plan to program and fund their CDBG-CV allocation. The City programed funds to prepare and respond to the coronavirus pandemic. CDBG-CV activities are currently in progress and funds are expected to be exhausted by end of year 2022.

Discuss how these outcomes will impact future annual action plans.

Outcomes of the prior 5-year report period impact future Annual Action Plans as they assess the City's success in meeting established goals and outcomes. Over the 2020-2021 reporting period, the City was able to complete one rehabilitating project. As the City continues to develop future annual action plans, it will assess the goals set, the type of indicators it chooses, and troubleshoot challenges to meeting the goals.

The City is continuing its marketing of the Program through community newsletter articles, flyers, and joint Code Enforcement and Residential Rehabilitation efforts. This Program addresses the City's priority of the preservation and rehabilitation of existing housing stock.

Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.

Number of Households Served	CDBG Actual	HOME Actual
Extremely Low-income	410	
Low-income	207	1
Moderate-income	143	
Total	760	1

Table 5 – Number of Households Served

Narrative Information

CDBG Program:

As stated in the 2020-2021 Annual Action Plan, the City's Public Service programs comprise of various private nonprofits, community-based police protection, and educational programs that provide public service activities to low- and moderate- income-eligible households.

Public Service program data reported in table 5 includes both CDBG and CDBG-CV activities that provided assistance to the homeless, family violence prevention education to families, police explorers mentoring to youth, and assisting low-moderate income families. The actual annual accomplishments achieved does not include Graffiti Abatement, which focuses on area-based accomplishments and are reported under other goals. These Public Service providers are categorized under the National Objective of activities benefiting low- and moderate-income persons in eligible areas.

HOME Program: During PY 2020-21, one (1) homeowner unit was assisted through the City's Homeowner Improvement Program.

"WORST-CASE NEEDS": Worst case housing needs are defined as low-income renter households who pay more than half their income for rent, live in seriously substandard housing, or have been involuntarily displaced. The City of South Gate served the worst-case needs in FY 2020-21 by providing the following:

More than 50% of rent: The Housing Choice Voucher rental assistance Program provided housing payment assistance to those qualifying households who paid more than 50% of their income for housing. CDBG funds were utilized through various agencies to assist with food and other support services.

Substandard Housing: The Housing Choice Voucher rental assistance program ensured that substandard housing met HQS Standards, State Standards, and/or local rehabilitation standards for decent housing.

Involuntarily Displaced: During the reporting period, there was no voluntary or involuntary displacement through the City's Federal Entitlement Programs.

CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City of South Gate plans, coordinates, and organizes strategies to assist the City's homeless population in collaboration with other public and private organizations. The County of Los Angeles, through the Los Angeles Homeless Services Authority (LAHSA), has the primary responsibility for providing regional homeless services. Individuals and families who do not qualify as South Gate residents are referred to People Assisting the Homeless (PATH) for screening and services intake.

The South Gate Police Department, in cooperation with the Salvation Army Bell Shelter, operates a homeless outreach program that consists of a mobile outreach team. Police Department Liaison and personnel from the Bell Shelter coordinate street outreach efforts by vehicle and on foot. Street outreach, case management, and referrals are provided to homeless families and individuals through this Program. Homeless clients are guided in identifying barriers to overcoming homelessness and developing a plan to address these challenges. The team then assists clients at a highly supportive level to address those needs, including accessing mainstream services, increasing income, developing self-determination, and accessing shelter and housing. The City allocates some of its CDBG, as well as CDBG-CV, funds towards the Salvation Army Bell Shelter.

Addressing the emergency shelter and transitional housing needs of homeless persons

The Salvation Army Bell Shelter provides both emergency shelter and temporary shelter to people experiencing homelessness. The shelter provides case management and other homelessness services. Homeless clients are guided in identifying barriers to overcoming homelessness and assisted in developing a plan to overcome these barriers. The team then assists clients at a highly supportive level to address those needs, including accessing mainstream services, increasing income, and developing self-determination. During the 2020-2021 program year, the City participated quarterly in the Southern California Council of Governments (SCAG) committee meetings comprised of LAHSA, Helpline Youth Counseling, and other local stakeholders and homeless advocates to receive updates and information on the current needs of their clients.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

The City of South Gate partners and coordinates with local nonprofit agencies, churches, and subrecipient agencies to assist the City's vulnerable populations, especially those at risk of becoming homeless. The City of South Gate's homeless prevention plan includes assisting those discharged from public institutions, health facilities, foster care.

The City provides Family Violence Prevention and Education Programs as well as Helpline Youth Counseling services to assist low-to-moderate income residents who are at risk or experiencing homelessness. Helpline Youth Counseling assists low-to-moderate income households with homeless prevention activities, such as case managements and Rapid-Re-Housing. The City also works with Compator, which provides counseling, mentoring, and substance use disorder educational services to the City's youth who are at risk of substance abuse.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

To assist people experiencing chronic homelessness, the City collaborates with local and county agencies, including law enforcement, social services, mental health, public health, and community services. Efforts to assist the chronic homeless include street outreach for initial contact, referral to PATH or Salvation Army Bell Shelter for case management, homelessness services, and ultimately partnering with property owners to help people who are homeless in locating permanent housing. The City also collaborates with Helpline Youth Counseling to assist low-to-moderate income households with homeless prevention activities, such as case managements and Rapid-Re-Housing. In addition, Compator provides mental health counseling, mentoring, and substance abuse education to members of the community including the youth and young adults.

CR-30 - Public Housing 91.220(h); 91.320(j)

Actions taken to address the needs of public housing

The City does not administer public housing programs.

Actions taken to encourage public housing residents to become more involved in management and participate in homeownership

The City does not administer public housing programs.

Actions taken to provide assistance to troubled PHAs

The City does not administer public housing programs.

CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)

The City continues to pursue the following course of action to eliminate any negative effects that may result from public policies:

- Maintain dialogue with developers, residents, and nonprofit organizations involved in housing projects to assist South Gate in making the best planning, infrastructure, and development decisions.
- Continue to work toward increasing public awareness and acceptance of the need for affordable housing throughout the City
- Research housing programs and determine feasibility with consideration of the current housing market and funding for programs
- Develop and update the City's affordable housing plan

Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)

The City of South Gate continues to expend CDBG funds on various activities that meet underserved needs. These programs provided new or expanded accessibility, affordability, sustainability to decent housing, improved public facilities, and a suitable living environment for low-income persons. Such programs include housing rehabilitation programs, rental assistance, health, public services, and fair housing services.

To address the continuing needs of the underserved community, the City promotes its housing and community service programs citywide in both English and Spanish using the Chamber of Commerce, local newspapers, city newsletter, City website, and community events to promote all services and programs to low-income residents of South Gate.

During the 2020 program year, the City provided CDBG funds to several social service organizations and City departments that addressed the underserved needs of the homeless, battered families, disabled individuals, youth, and senior citizens.

Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)

Lead-based paint hazard education is distributed through various City efforts which include, Section 8 Housing Choice Voucher (HCV) inspections, distribution of pamphlets (E.g., *Protect Your Family From Lead In Your Home*), among other pamphlets and announcements, on the City Website. All CDBG, HOME, and HCV funded housing programs and projects have incorporated lead-based paint hazard reduction efforts such as conducting inspections and assessments on all properties built before January 1st, 1978 to test for lead. When units test positive for lead, certified contractors are hired for remediation and abatement of the lead.

In program year 2020-2021, actions to evaluate and reduce the number of housing units containing lead-based paint hazards continued in the one (1) property completed using HOME funds for rehabilitation.

These efforts will ultimately increase the inventory of lead-safe housing available to extremely low-income and moderate-income families.

Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)

The City did the following during FY 2020-21 to reduce the number of poverty-level families:

- Funded public service programs that assist extremely low and low -income persons, including but not limited to food insecurity programs, free or low-price health services programs, emergency rental and utility assistance, and job search workshops and assistance.

The City also addressed these needs by providing a work training program with the Long Beach Conservation Corps.

Actions taken to develop institutional structure. 91.220(k); 91.320(j)

The City's concerted effort to eliminate institutional gaps and enhance coordination of programs includes the City and nonprofits working closely with other governmental entities to determine households' critical needs based on limited resources and expanding demand for services. The City continues its outreach efforts through public meetings and public hearings with the Citizens Advisory Committee to solicit public comments on the distribution of CDBG funds.

CDBG funds were used to support several City-sponsored and nonprofit public service programs, and HOME funds were used to assist South Gate homeowners in making needed improvements to their homes.

As part of its grant administration, the City monitors its subrecipients' performance in meeting both resident needs and program and CDBG compliance.

The City will continue to fund the Fair Housing Foundation to promote, educate, and enforce fair housing in the community.

The City will continue to coordinate and share ideas with residents, affordable housing providers, other local government entities, and social service agencies to maximize planned activities' effectiveness. The City will also continue to coordinate services, as appropriate, with surrounding HUD entitlement communities.

The City encourages intra- and inter-departmental discussions to identify effective service delivery options and ideas. Within the Community Development Department, staff conducts regular monthly meetings to discuss projects and programs. Through daily contact and working relations, staff continue to implement programs and services, provide sufficient financial resources, and track concerns. This process allows easy access to tracking building activities, housing conditions, code requirements, zoning, and other demographic data.

Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)

The City has developed an inventory of public and private housing, health, and social services agencies. The City regularly updates the inventory and maintains a point of contact for each agency. Additionally, the City obtains the agency-specific 5-Year Consolidated and Annual Action Plans and maintains these plans in a resource binder to facilitate coordination in future program years.

Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)

HUD regulations require that the City prepare an Analysis of Impediments to Fair Housing choice (AI) every five years. In 2020 the City updated its AI; it includes the City's *Fair Housing Action Plan*, which outlines the City's actions to eliminate ameliorate impediments to fair housing issues and choice. As part of its *Fair Housing Action Plan*, the City identified the following actions to overcome the effects of impediments identified:

- Continue to work with housing providers to build housing in areas near jobs, commercial amenities, public facilities, and public transit.
- Continue to work with housing providers to avoid concentrating affordable housing in any one area of the City.
- Continue to implement revitalization plans in older, lower income neighborhoods.
- Continue to proactively address affordable housing at risk of losing rent restrictions by engaging local HUD field office, property owners, and local housing providers.
- Continue to work with the Rancho Southeast Association of Realtors to educate their members about their responsibilities and rights under Fair Housing Law.
- Continue CDBG funding for Legal Services of FHF to implement the City's Fair Housing Program to educate tenants, landlords and the general public.
- Continue to promote the education of the general public on the issue of fair housing.
- Work with FHF to update information related to fair housing for the community.
- Continue to gather data for the ongoing process of updating this document and monitoring the fair housing situation in South Gate.

CR-40 - Monitoring 91.220 and 91.230

Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

At the beginning of the program year, City staff meets with all CDBG and HOME funded project managers to discuss the reporting requirements and the monitoring. Every quarter, program providers are required to provide progress reports, which are reviewed for progress and compliance.

During the year, a site review is held with all the program providers. An entrance interview is held with key representatives to review the program's purpose, scope, objectives, and goals. During the review, HUD required records and information is reviewed and/or collected. The review ends with an exit conference to present preliminary results of the monitoring, this provides an opportunity to discuss program compliance and reporting concerns. At this point the program provider can also share steps being taken to address areas of non-compliance or non-performance. Formal notification of the monitoring review results is sent to the program provider, which creates a permanent written record, an outline of any concerns and/or findings, and sets deadlines for a written response and corrective actions. The Monitor is responsible for providing technical assistance to ensure that the programs are productive and in compliance with federal regulations. Staff continuously monitors programs and activities to comply with city, state, and federal regulations and policies with a focus on:

- Financial Standards and Procedures – Community Development staff and the City's accounting division work closely to ensure funds drawn through IDIS are used for authorized activities on approved projects. Activity agreements, expense documentation, and approvals must be in place before funds are expended.
- Environmental Standards and Procedures – All projects and individual activities requiring environmental reviews per HUD regulations are completed before funding approval. Staff completed the appropriate Environmental Reviews for all CDBG and HOME programs.
- Labor Standards and Procedures – Labor standards are monitored by Community Development, and Public Works staff and outside consultants. Labor requirements are included in all bid documents and reviewed again during the pre-construction meeting.

Citizen Participation Plan 91.105(d); 91.115(d)

Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.

The City has ensured that it has complied with its HUD-approved Citizen Participation Plan. This plan ensures that the City provides the public with sufficient notice and opportunities to review and comment on actions affecting the City's Consolidated Plan, Annual Action Plans, and CAPERs.

The City publishes a Notice of Public Hearing and a 15-day comment period to receive comments on the CAPER in the *South Gate Press* on August 19, 2021. To ensure that all City residents had the opportunity to make comments, the Notice included the date and time of the hearing, availability of the CAPER for review, the timeframe of the comment period, and details on how to submit their comment(s). The comment period commenced on August 31, 2021 and ended on September 14, 2021; the public hearing was held on September 14, 2021.

Public Comments Received

TBD

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

In response to the immediate need created by the pandemic, during the 2020-2021 reporting period, the City added additional public services program to support its residents and support them in meeting unexpected needs created by the pandemic.

The City received a total of \$1,738,226 CDBG-CV funds. CDBG-CV funds were allocated towards programs to respond to the immediate need created by the pandemic, including food distribution, rental and utility payment assistance, and homeless services through the Salvation Army Bell Shelter. However, these programs are still operating and funds are expected to be exhausted by year 2022. The City will report on these programs during the next year CAPER.

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

Not applicable the City does not have any BEDI grants

CR-50 - HOME 91.520(d)

Include the results of on-site inspections of affordable rental housing assisted under the Program to determine compliance with housing codes and other applicable regulations

**Provide an assessment of the jurisdiction's affirmative marketing actions for HOME units.
92.351(b)**

For all HOME funded rental projects, the City has obtained, reviewed, and approved Marketing Plans and Tenant Leases for compliance with HOME Program regulations.

Refer to IDIS reports to describe the amount and use of program income for projects, including the number of projects and owner and tenant characteristics

There was no program income reported for FY 2020-2021 for CDBG or HOME programs.

Attachments

Proof of Publication

3731 WILSHIRE BLVD STE 840, LOS ANGELES, CA 90015
Telephone (323) 556-5720 / Fax (213) 834-0584

Office of the
South Gate City Clerk
AUG 19 2021
FILED

Carmen Avalos
CITY OF SOUTH GATE /CITY CLERK
8650 CALIFORNIA AVE
SOUTH GATE, CA - 90280

PRE#: 3498324

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:
CAPER Notice

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SOUTH GATE PRESS, a newspaper published in the English language in the city of SOUTH GATE, county of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 04/19/1929, Case No. 273415. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

08/19/2021

Executed on: 08/19/2021
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature



PUBLIC NOTICE CITY OF SOUTH GATE CITY COUNCIL

NOTICE OF PUBLIC HEARING

Hearing Date: Tuesday, September 14, 2021
Time: 6:30 p.m. or as soon thereafter as the matter may be heard

Place: On-Line - Members of the public wishing to observe the meeting may join through a Call-in Conference. For the updated Dial-in Number and Conference Code for the September 14th City Council meeting please visit the City's website at www.cityofsouthgate.org/AgendaCenter.

In Person - Members of the public may also attend the City Council meeting in the City Hall Council Chambers at 8650 California Ave, South Gate, CA 90280, on September 14, 2021, at 6:30 p.m.

Description: The City of South Gate (City) hereby notifies the general public of a public hearing on September 14, 2021, to receive public comment on the Consolidated Annual Performance and Evaluation Report (CAPER) for the 2020-2021 Fiscal Year. The CAPER reports the City's progress in meeting the proposed Community Development Block Grant (CDBG) funded activities and projects noted in the City's 2020-2021 Action Plan, as well as its progress in carrying out the City's Consolidated Plan's five-year strategies.

Reasonable Notice: The City will publish a legal notice in a newspaper of general circulation and on the City website at least ten (10) days prior to comment period.

Public Review Comment: A fifteen-day public comment period will be provided commencing on August 31, 2021. Citizens can submit email comments in advance of the public hearing to the attention of the City Clerk.

Public Hearing: The public is invited to participate in the meeting to provide input and comments. The City encourages the participation of all citizens, including non-English speaking persons as well as persons with disabilities. Citizens can submit verbal comments to the City Council at the time of the public hearing.

Availability of Document for Public Comment: A Public Hearing regarding the draft CAPER will be held on Tuesday, September 14, 2021, at 6:30 p.m. via the City's Call-in Conference.

A copy of the Plan is on file and available for public review at the City of South Gate Community Development Department webpage beginning August 31, 2021:

<https://www.cityofsouthgate.org/180/Community-Development-Block-Grant-CDBG-P>

Invitation to be heard: All interested persons are invited to the Public Hearing to be heard. In addition, written comments may be submitted to the City Council prior to the hearing. Comments may be submitted in writing by mailing comments to City of South Gate, Community Development Department, Attn: Ana Marie LeNoue, Interim Housing Manager, 8650 California Avenue, South Gate, CA 90280, via email at alenoue@sogate.org or by calling in during the meeting. Those desiring a copy of the staff report or further information related to this project should contact:

Contact: Ana Marie LeNoue, Interim Housing Manager

Phone: 562-563-9535

E-mail: alenoue@sogate.org

Mailing Address: Community Development Department

City of South Gate

8650 California Avenue

South Gate, CA 90280-3075

Accessibility: It is the intention of the City of South Gate to comply with the Americans with Disabilities Act (ADA) in all respects. The City of

South Gate will attempt to accommodate attendees in every reasonable manner. Please contact at least 72 hours prior to the above scheduled public hearing to establish need and to determine if additional accommodation is feasible.
ESPAÑOL: Información en Español acerca de esta junta puede ser obtenida llamando al 323-863-8036 Published: August 19, 2021
8/19/21
PRE-3448324#
SOUTH GATE PRESS

SEP 07 2021
5:00pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 14, 2021

Interim Comm. Dev. Director: *William Campana*
William Campana Interim City Manager: *Chris Jeffers*
Chris Jeffers

SUBJECT: ORDINANCE FOR SPECIFIC PLAN AMENDMENT 21-25 TO APPROVE CONDITIONAL USE PERMIT NO. 843 FOR THE DEVELOPMENT OF A NEW 1,807 SQUARE FOOT DRIVE THROUGH RESTAURANT WITH MODIFIED PARKING IN THE TMU-1 ZONE OF THE TWEEDY BOULEVARD SPECIFIC PLAN AT 9854 ALAMEDA STREET

PURPOSE: To continue the Public Hearing to adopt an Ordinance for a Specific Plan Amendment and adopt a Resolution approving a Conditional Use Permit to allow a new 1,807 square foot drive through restaurant with outdoor dining, within the TMU-1 (Tweedy Mixed Use-1) Zone of the Tweedy Boulevard Specific Plan located at 9854 Alameda Street (Rail Transit Corridor) (Attachment A & B).

RECOMMENDED ACTIONS: The City Council will:
a. Open the Public Hearing, take public testimony, and continue the Public Hearing to September 28, 2021.

NOTICING REQUIREMENTS: Advertising and notification of the public hearing for the application was conducted in compliance with Chapter 11.42, Title 11 of the South Gate Municipal Code. Notice of the hearing was originally published in the *Los Angeles Wave* and mailed to surrounding property owners and occupants within 1,000 feet of the subject site on September 2, 2021 (Attachment C - Public Hearing Notice).

BACKGROUND: At the recommendation of the City Attorney, staff is requesting that this item be continued to the City Council meeting of September 28, 2021, to allow additional time to review the proposed Ordinance and Resolution.

ATTACHMENT: Public Hearing Notice

**PUBLIC NOTICE
CITY OF SOUTH GATE
CITY COUNCIL MEETING**

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City Council of the City of South Gate will hold a public hearing on the first reading of Ordinance to approve Specific Plan Amendment 21-25, and Resolution No 2021-09 to approve Conditional Use Permit No. 843

DATE OF HEARING: Tuesday, September 14, 2021

TIME OF HEARING: 7:00 pm

LOCATION OF HEARING: Members of the public wishing to observe the meeting may join through a Call-in Conference. For the updated Dial-In Number and Conference Code for the September 14th City Council meeting please visit the City's website at www.cityofsouthgate.org/AgendaCenter.

PROJECT LOCATION: The project site is located at 9854 Alameda St.

PROJECT DESCRIPTION: Request to develop a new ground up, 1,807 sq. foot fast food restaurant, Raising Cane's, with only drive thru service at a vacant site located at 9854 Alameda St.

ENVIRONMENTAL REVIEW: This project is Categorically Exempt under Class 3 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act. Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The proposed project qualifies under Class 3 Exemption since the development is for a restaurant less than 2,500 square feet.

INVITATION TO BE HEARD: All interested persons are invited to the public hearing to be heard in favor of or in opposition to the proposed project or to provide comments. In addition, written comments may be submitted to the Community Development Department prior to the hearing. If you challenge the action taken on this proposal in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this Notice, or in written correspondence delivered to the City of South Gate prior to or at the public hearing.

Those desiring a copy of the staff report or further information related to this project should contact

Contact: Eunice Im, Contract Planner
Phone: 323-563-9526
E-mail: eim@sogate.org
Mailing Address: Community Development Department
City of South Gate
8650 California Avenue
South Gate, CA 90280-3075

Grace Martin
Interim Community Development Director

ESPAÑOL

Información en Español acerca de esta junta puede ser obtenida llamando al 323-563-9529.

Published: September 2, 2021

SEP 07 2021

4:00 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 14, 2021

Originating Department: Community Development

Acting Housing Administrator: E. Soriano Interim City Manager: CJ
Erika Soriano Chris Jeffers

SUBJECT: RESOLUTION DECLARING 4909 MASON STREET, SOUTH GATE, CALIFORNIA (APN 6216-032-900) AS SURPLUS PROPERTY

PURPOSE: To adopt a Resolution declaring 4909 Mason Street, South Gate, California ("Property") as surplus property.

RECOMMENDED ACTIONS: The City Council will consider;

- a. Adopting a Resolution declaring 4909 Mason Street as surplus property: and
- b. Directing the City Manager to follow disposition procedures set forth in the Surplus Land Act ("Act").

FISCAL IMPACT: The designation of surplus property has nominal costs. Costs include staff and consultant time for preparing the required documents, transmitting the Notice of Availability, receiving and analyzing offers, and presenting recommendations to the City Council. The estimated cost of the surplus property disposition is \$3,500 and would be paid from the General Fund.

ANALYSIS: The City obtained ownership of the Property in 1967. The Property was utilized as a domestic water well facility until the well was decommissioned in 2011. The City's Water Division subsequently converted the Property into a storage facility. However, the City has now determined that the Property is no longer needed for the City's use and desires to dispose of the Property.

Under the Surplus Land Act and California Department of Housing and Community Development ("HCD's") implementing guidelines that went into effect in April of this year, public agencies are now obligated to first make properties that are not under contract available as surplus properties before entertaining other offers. In short, public agencies with properties not under a current sales contract must first designate the properties as surplus property, then provide notice of their availability to specified nonprofit housing providers and certain other entities before engaging in negotiations to dispose of the properties with any other entity.

The process for surplus property disposition entails these main actions:

1. Under the Act, once the surplus designation is made, a notice of availability is prepared and transmitted to housing sponsors and other parties as required by law.
2. Those entities have sixty (60) days to notify the City that they are interested in the property by providing a notice of intent.
3. Thereafter, the City must negotiate in good faith with any qualifying entity expressing interest in the property.
4. If the City and the qualifying entity cannot come to an agreement within ninety (90) days of the commencement of negotiations, or no qualifying entity expresses interest in the property during the sixty (60) day notice period, the City is able to market and sell the property to any entity.
5. The City is not required to sell the property to a qualifying entity for less than fair market value, but is required to negotiate with qualifying entities in "good faith." Among other things, the City is prohibited from negotiating with a potential buyer, other than a qualifying entity, until the ninety (90) day period has ended. In short, the City could enter into an agreement within the 90-day period or wait until the 90 day period lapses before proceeding with negotiations with another buyer.

The tentative disposition schedule is detailed below.

September 14, 2021 – Declare 4909 Mason Street as Surplus Property

September 15, 2021 – Distribute Notice of Availability

November 14, 2021 – Notice of Intent Due from Qualifying Entities

February 12, 2022 – Good Faith Negotiation Period Ends

The attached draft Notice of Availability is based on the HCD template and provides basic information as required HCD guidelines. Under the HCD guidelines, housing is considered an acceptable use of any surplus property regardless of its zoning designation.

BACKGROUND: The subject Property comprises approximately 13,503 square feet and is located within the City's Transit Village (TV) Zoning district. Under the current Zoning, residential is a permitted use at a maximum density of 75 units per acre. (The Draft Gateway District Specific Plan proposes the same use and density for a portion of this site and designates the remainder of the site as Open Space.) However, because the Property is located within ½ mile of an existing Major Transit Stop (located at Atlantic and Firestone), there is no maximum density limit for a 100% affordable housing project pursuant to Density Bonus Law.

The City's Water Division currently utilizes the property to store backfill material. There are also two granular activated carbon tanks on site that were previously used to treat the water well. Staff is currently evaluating options to relocate the backfill material and tanks.

The Property is adjacent to the proposed METRO West Santa Ana Branch light rail transit line. On July 20, 2021, METRO identified the subject property as a potential construction easement for the planned construction of the Firestone station and West Santa Ana Branch light rail transit line, which has been disclosed in the Draft Notice of Availability (Attachment B).

To proceed with the disposition and development of the Property, the City must declare the Property as surplus and notify affordable housing sponsors of the opportunity to purchase and develop the site. Once any offers (notices of interest) are received, the City may rank the proposals based on the objectives in the Surplus Land Act and which project proposals it may wish to offer financial assistance, if any. The Surplus Land Act does not obligate the City to sell the property for less than fair market value nor provide financial assistance to a proposal it does not favor. If the City does not receive any proposals or does not enter into an agreement with a qualifying entity, the City may dispose of the Property on the open market.

The City is responsible for property management until the Property is disposed of.

ATTACHMENTS: A. Proposed Resolution
B. Draft Notice of Availability of Surplus Property

RESOLUTION NO. ____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

**A RESOLUTION OF THE CITY OF SOUTH GATE DECLARING 4909
MASON STREET, SOUTH GATE, CALIFORNIA AS SURPLUS
PROPERTY**

WHEREAS, the City of South Gate ("City") owns and utilizes the property commonly known 4909 Mason Street, South Gate, California (APN 6216-032-900), being depicted in the Map in Exhibit "A" attached hereto and legally described in Exhibit "B" attached hereto ("Property"), for Water Division operations and storage; and

WHEREAS, the City has determined that the Property is no longer necessary for the City's use and desires to dispose of the Property for development; and

WHEREAS the Surplus Land Act (California Government Code Section 54220 through 54234) and the implementing guidelines adopted by the California Department of Housing and Community Development ("HCD") generally requires, with limited exceptions, public agencies, including cities, to offer property not under contract to nonprofit housing providers and certain other entities before the public agency disposes of the Property; and

WHEREAS the City desires to declare the Property as surplus land and direct the City Manager to comply with the notice and negotiation procedures set forth in the Surplus Land Act for disposal of the Property.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The foregoing recitals are true and correct and constitute a substantive part of this Resolution.

Section 2. For the reasons set forth in the foregoing Recitals, 4909 Mason Street, South Gate, California is hereby declared as surplus land pursuant to the Surplus Land Act.

Section 3. The City Manager is authorized and directed to follow the notice and negotiations procedures set forth in the Surplus Land Act for the disposition of the property commonly known as 4909 Mason Street, South Gate, California.

APPROVED AND ADOPTED this 14th day of September 2021.

CITY OF SOUTH GATE

Al Rios, Mayor

ATTEST:

Carmen Avalos, City Clerk

(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

EXHIBIT "A"

MAP OF SUBJECT PROPERTY
4909 MASON STREET, SOUTH GATE

(APN 6216-032-900)

[follows this page]



EXHIBIT "B"

LEGAL DESCRIPTION

4909 Mason Street Property

The Land referred to herein below is situated in the City of South Gate, County of Los Angeles, State of California, and is described as follows:

CLEMENTS TRACT LOT COM AT MOST E COR OF LOT B TR # 180 TH S 41°50' W 90.02 FT
WITH A UNIFORM DEPTH OF 150 FT S 46°22' E PART OF ADAM CLEMENTS 35.81 AC
ALLOT

For conveyancing purposes only: APN 6216-032-900

Notice of Availability/Offer to Sell Surplus Property
4909 Mason Street, South Gate
City of South Gate

September 15, 2021

To All Interested Parties:

As required by Government Code Section 54220 of the State of California, the City of South Gate ("City") is providing notification that the City intends to sell surplus property located at 4909 Mason Street ("Property") in the City of South Gate. The City declared the Property surplus on September 14, 2021.

A map showing the location of the Property is presented in Attachment 2.

About the Subject Property

The subject Property is a +/-13,503 sf (per LA County Assessor map) lot (APN 6216-032-900) located north of Mason Street and east of Neville Avenue. The Property is also adjacent to the Union Pacific Railroad and proposed METRO West Santa Ana Branch light rail transit line. On July 20, 2021, METRO identified the subject property as a potential construction easement for the planned construction of the Firestone station and West Santa Ana Branch light rail transit line. The remainder of the block is made up of commercial uses.

The Property is currently located within the Transit Village (TV) Zoning District. The Property is also located within the proposed Gateway District Specific Plan ("Specific Plan") area, which is expected to be adopted in late 2021. Zoning designations within the Specific Plan would supersede the City's zoning designation if adopted. If the Specific Plan is adopted as proposed, a portion of the Property would be within the Transit Village (TV) Zoning District and the remaining portion of the Property would be located within the Open Space (OS) Zoning District.

Responding to this Notice of Availability

Entities proposing to submit a letter of interest are advised to review the requirements set forth in the Surplus Land Act (Government Code Section 54220-54234).

In accordance with Government Code Section 54222, an interested party has sixty (60) days from the date this offer was sent via certified mail or electronic mail to notify the City of its interest in acquiring the Property. However, this offer shall not obligate the City to sell the Property to an interested party. Instead, the City would enter into at least ninety (90) days of negotiations with an interested party pursuant to Government Code Section 54223. If no agreement is reached on sales price and terms, the City may market the Property to the general public.

As required by Government Code Section 54227, if the City receives more than one letter of interest during this 60-day period, it will give first priority to entities proposing to develop housing where at least 25 percent of the units will be affordable to lower income households. If more than one such proposal is received, priority will be given to the proposal with the greatest number of affordable units. If more than one proposal specifies the same number of affordable units, priority will be given to the proposal that has the lowest average affordability level.

In the event any party is interested in purchasing the property, each interested party must provide a Notice of Interest in writing to the City no later than sixty (60) days of the date of this Notice of Availability.

Following receipt of all Notices of Interest, the City will review and engage in good faith negotiations for a period of not less than ninety (90) days.

SUBMITTAL REQUIREMENTS (IMPORTANT)

The Notice of Interest in acquiring the Property shall be received (not postmarked) no later than 5:00 pm Sunday, November 14, 2021. An interested party may send the Notice of Interest by email or regular mail by way of the United States Postal Service. If by regular mail, we suggest that an interested party send it via certified mail with return receipt requested. However, the City is not responsible for delays in mail delivery so please plan accordingly to ensure that submittals are received before the deadline to be considered. The Notice of Interest should contain at a minimum, the name of the entity interested in purchasing the Property, proposed use, proposed purchase price, and terms and conditions to closing. The Notice of Interest shall be addressed to:

Alex Lawrence, RSG, Inc.
17872 Gillette Avenue, Suite 350, Irvine, CA 92614
alawrence@webrsg.com

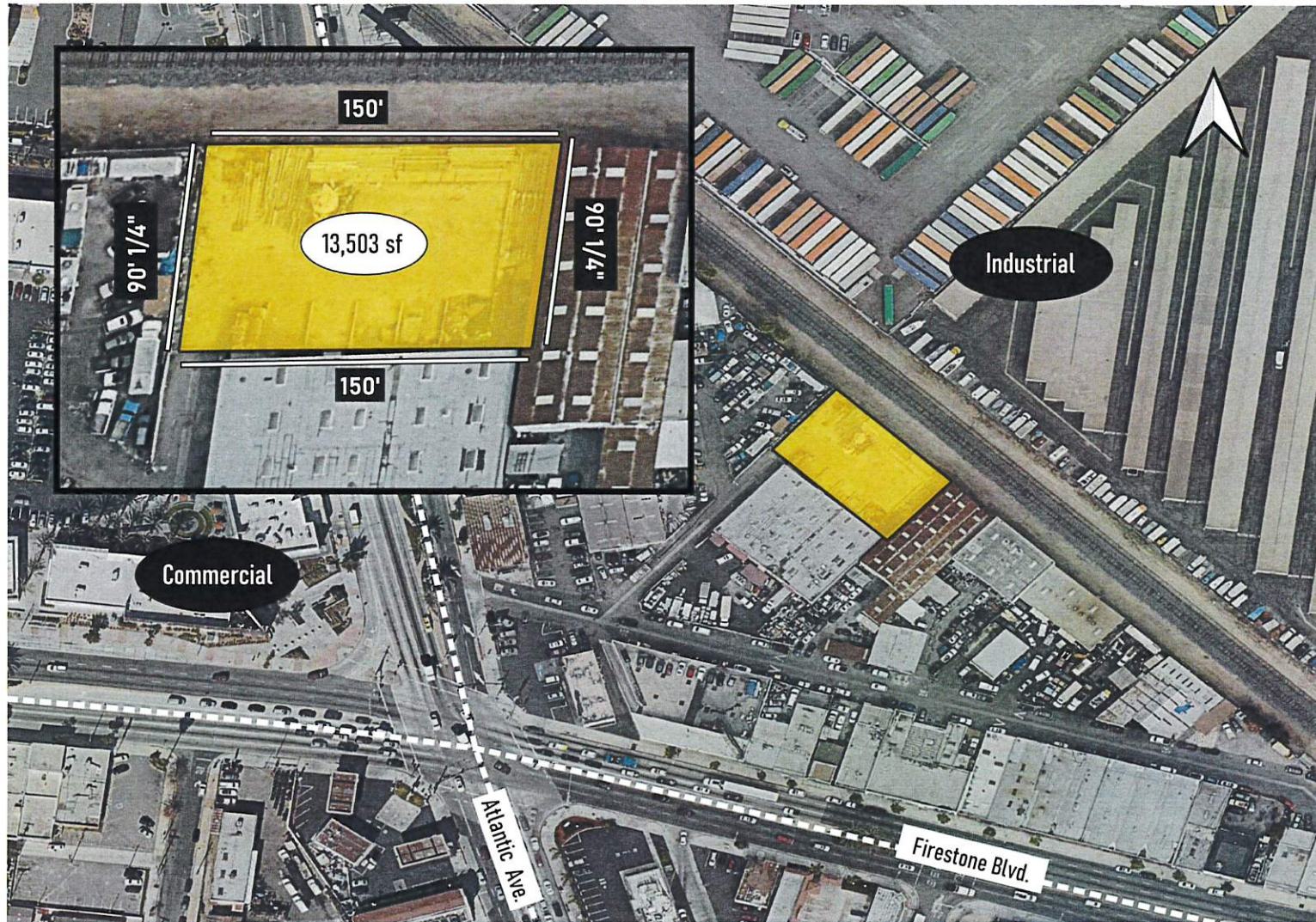
If you have any questions, please contact Alex Lawrence at alawrence@webrsg.com or (714)316-2104.

Attachment 1: Property Summary Sheet

South Gate City Notice of Availability of Surplus Land (September 2021) Property Summary Sheet	
Address	4909 Mason Street, South Gate, CA 90280
County	County of Los Angeles
APNs	6216-032-900
Lot Size	+/- 0.31 acres; 13,503 sq. ft.
Improvements	There are no buildings on the Property. However, there is a brick chimney-like structure.
Building Size	N/A
Zoning	Transit Village
General Plan Designation	Gateway District - Sub Area 2
Density	Min: 30 du/acre Maximum: 75 du/acre Maximum with Density Bonus: No maximum ¹
Existing Use	City Water Division Storage
Legal Description	See Attachment 3
Due Diligence	Former water well facility; Water well was decommissioned in 2011. The Property is adjacent to the proposed West Santa Ana Branch light rail transit line. On July 20, 2021, METRO identified the subject property as a potential construction easement for the planned construction of the Firestone station and West Santa Ana Branch light rail transit line.
Minimum Asking Price	The City would expect fair market value for the Property. The City requests that interested parties provide justification for the offered purchase price.
Value and Date of Most Recent Appraisal	N/A; The City has not commissioned an appraisal.

1. Density bonus will be granted based on proposed affordability and use.

Attachment 2: Property Map



Attachment 3: Legal Description

4909 Mason Street Property

The Land referred to herein below is situated in the City of South Gate, County of Los Angeles, State of California, and is described as follows:

CLEMENTS TRACT LOT COM AT MOST E COR OF LOT B TR # 180 TH S 41 ϕ 50' W 90.02 FT WITH A UNIFORM DEPTH OF 150 FT S 46 ϕ 22' E PART OF ADAM CLEMENTS 35.81 AC ALLOT

For conveyancing purposes only: APN 6216-032-900

CITY MANAGER'S OFFICE

SEP 07 2021

12:30pm

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 14, 2021

Originating Department: Administrative Services

Interim Department Director:

Kingsley Okereke

Interim City Manager:

Chris Jeffers

SUBJECT: RESOLUTION AMENDING RESOLUTION NO. 6454 (SALARY RESOLUTION AND POSITION CLASSIFICATION PLAN) TO CREATE THE PRINCIPAL CIVIL ENGINEER POSITION IN THE PUBLIC WORKS DEPARTMENT, APPROVE THE CORRESPONDING JOB SPECIFICATION, ADJUST THE SALARY FOR THE DEPUTY CITY ENGINEER POSITION AND UPDATE THE APPROPRIATE SALARY PAY TABLES

PURPOSE: As a part of the Fiscal Year 2021/22 Operating Budget, the City Council approved reorganizing the Public Works Department, Engineering Division by creating and budgeting three Principal Civil Engineer positions. It is now necessary to approve the job specification and update the appropriate salary pay tables.

RECOMMENDED ACTION: The City Council will consider:

- a. Adopt Resolution amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to create the position of Principal Civil Engineer, to approve the corresponding job specification and to update the appropriate salary pay table; and
- b. Adopt Resolution amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to approve a salary increase to the Deputy City Engineer position of 3.8%, to create a proper separation from the proposed Principal Civil Engineer salary and update the appropriate salary pay table.

FISCAL IMPACT: The Fiscal Year 2021/22 budget included funding for the Principal Engineer position and for the salary adjustment of the Deputy City Engineer position.

ALIGNMENT WITH COUNCIL GOALS: The Principal Civil Engineer positions meets the City Council's goal for "Continuing Infrastructure Improvements." Principal Civil Engineers will have primary responsibility in the delivery of capital projects.

ANALYSIS: None.

BACKGROUND: As a part of the adopted Fiscal Year 2021/2022 Operating Budget, the City Council approved a reorganization of the Engineering Division to provide for the capital project management resources to meet the demand over the next five years. The primary aspect of the reorganization is the creation of the Principal Civil Engineer position. Three such positions were created and budgeted for \$558,000. As such \$696,000 in costs were eliminated which included eliminating a Senior Civil Engineer

(\$153,000) and eliminating \$543,000 in contract services. The net result was a \$138,000 savings to the City.

Principal Civil Engineers will perform and oversee highly complex public works civil engineering projects including those related to transportation, municipal facilities, water and environmental engineering. More importantly, Principal Civil Engineers will be assigned roles and responsibility focused on implementing the City's 5-Year Capital Improvements Program.

The Principal Senior Civil Engineer position is a classification higher than the Senior Civil Engineer, and a direct report to the Deputy City Engineer or Assistant City Manager/Director of Public Works. The salary is recommended to be 8% higher than that of the Senior Civil Engineer. It is also recommended to be 8% lower than the salary of the Deputy City Engineer position. This will require applying a 4.46% increase to the salary for the Deputy City Engineer position. The table below provides the summary of the salaries.

Position	Current Salary		Proposed Salary		Increase
	Step A	Step E	Step A	Step E	
Deputy City Engineer	\$122,268	\$148,608	\$127,723	\$155,247	4.46%
Principal Civil Engineer	N/A		\$118,261	\$143,748	None
Senior Civil Engineer	\$109,512	\$133,116	N/A		None

In the budget, the salaries of the Principal Civil Engineer positions are funded as follows:

Position	General Funds	CIP Funds	Water Funds	Gas Tax
Principal Civil Engineer	75%			25%
Principal Civil Engineer		100%		
Principal Civil Engineer			100%	

The Public Works Department collaborated with the Human Resources Division to develop the job specification for the position of Principal Civil Engineer. Professional and Mid-Management Association (PMMA) Board Members reviewed the proposed job specification and provided input for its development.

ATTACHMENT: Proposed Resolution (with new job specification & updated pay tables)

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, AMENDING RESOLUTION NO. 6454 (SALARY RESOLUTION AND POSITION CLASSIFICATION PLAN) TO CREATE THE PRINCIPAL CIVIL ENGINEER POSITION IN THE PUBLIC WORKS DEPARTMENT, APPROVE THE CORRESPONDING JOB SPECIFICATION, ADJUST THE SALARY FOR THE DEPUTY CITY ENGINEER POSITION AND UPDATE THE APPROPRIATE SALARY PAY TABLES

WHEREAS, the City must, from time to time, add or otherwise adjust job classifications, job specifications and/or compensation in the Salary Resolution and Position Classification Plan in order to satisfy the changing needs and demands of the workforce and to more closely match the tasks which need to be performed by employees in the City's various departments; and

WHEREAS, the City desires to create the position of Principal Civil Engineer and corresponding job specification in the Public Works Department, as detailed in the proposed Class Specifications & Attributes, attached hereto as Exhibit "A"; and

WHEREAS, the City, in consultation with the Human Resources Division and key personnel in the Public Works Department, have determined that it is proper to create the position of Principal Civil Engineer and job specification; and

WHEREAS, the City, in consultation with the Human Resources Division and key personnel in the Public Works Department, have determined that it is proper to increase the salary of the Deputy City Engineer position by 3.8%, to create a proper separation from the proposed Principal Civil Engineer Salary;

[Remainder of page left blank intentionally]

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby approves and adopts the proposed amendment to the City's Salary Resolution and Position Classification Plan to create the position of Principal Civil Engineer for the Public Works Department.

SECTION 2. The City Council hereby approves and adopts the proposed job specification for the Principal Civil Engineer position, attached hereto as Exhibit "A".

SECTION 3. The City Council hereby approves and adopts the proposed updated Professional and Mid-Management Association (PMMA) Salary Pay Table, effective September 14, 2021, attached hereto as Exhibit "B".

SECTION 4. The City Council hereby approves and adopts the proposed updated Division Management Association (DMA) Salary Pay Table, effective September 14, 2021, attached hereto as Exhibit "C".

SECTION 5. The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED and ADOPTED this 14th day of September 2021.

CITY OF SOUTH GATE:


By: _____
Al Rios, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk

(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

City of South Gate
CLASS SPECIFICATIONS AND ATTRIBUTES

PRINCIPAL CIVIL ENGINEER

DESCRIPTION

Under direction of the Director of Public Works or the Deputy City Engineer, supervises major functions of a section in the Public Works Department, Engineering Division, in performing the planning, design and construction of the City's Capital Improvement Program, Office Engineering or Environmental Engineering; performs Engineering Division duties as assigned.

CLASS CHARACTERISTICS

The Principal Civil Engineer is the advanced journey and supervisory class in the professional level engineering series. Incumbents have responsibility for the highly complex and large engineering projects and supervising staff in the delivery of public works projects. May act as the Deputy City Engineer, as assigned.

SUPERVISION RECEIVED

Works under the general supervision of the Director of Public Works or Deputy City Engineer.

SUPERVISION EXERCISED

Exercises supervision over senior level or lower level engineering staff.

ESSENTIAL FUNCTIONS

The following functions are typical for this classification. The incumbent may not perform all of the listed functions and/or may be required to perform additional or different functions from those set forth below to address business needs and changing business practices.

Principal Civil Engineer (Section Manager)

Manages the planning, environmental, design and construction, of highly complex public works projects in a wide variety of civil engineering works such as streets and highways, bridges, street lighting, municipal parks, structures and buildings, storm drains and sanitary sewers.

Collaborates with regional transportation agencies such as the California of Transportation (Caltrans) and the Los Angeles Metropolitan Transportation Authority (LA Metro), for the implementation of local and regional projects, transportation policies and programs. Participates in regional activities such as Streets and Highways Committee and Strategic Transportation Plan.

Principal Civil Engineer (Water Resources Section Manager)

Manages the planning, environmental, design and construction, of highly complex public works projects in the areas of water resources and environmental engineering including but not limited to potable water systems, storm drains, storm water quality, flood control, sanitary sewers and waste water. Collaborates with the Water Manager of the Field Operations Division to assess and review the operation of the water system. Identifies technical issues and develops capital projects to address them.

Collaborates with Federal, State and regional water agencies such as the Environmental Protection Agency, Division of Drinking Water, Los Angeles County Sanitation District, and Water Replenishment District, for the implementation of capital projects, water policies and programs. Participates in regional activities such as the Southeast Water Coalition and Central Basin Water Association. Stays abreast of the latest legislative bills and collaborates with the Director of Public Works as necessary.

Manages the City's water rights program. Oversees preparation of periodic reports to Federal and State, County and local agencies. Leases water rights when necessary.

Provide support to the Field Operations, Water Division in complex administrative tasks that require technical expertise such as communications with and submittal of reports to regulatory agencies; preparing Requests for Proposals to procure services; and developing staff reports and presentations.

Principal Civil Engineer (Section Manager and Water Resources Section Manager)

Manages and supervises lower level engineering staff assigned to the respective areas of work, in the delivery of public works projects in a wide variety of civil engineering work. Supports staff in the organization of project budgets and schedules and provides guidance for the delivery of projects on time and within budget. Provides guidance, decision-making, and training to staff in all aspects of project implementation and contact services. Provides plans check and specifications to ensure quality and technically sound projects. Assumes personal responsibility for ensuring the duties of the position are performed in a safe, efficient manner.

Procures, manages and administers contract services necessary for planning, designing and constructing public works projects or preparing reports. Prepares Requests for Proposals as necessary. Supervises the preparation of engineering designs, specifications and engineering estimates. Establishes project budgets and schedules for their delivery. Prepares project feasibility studies and work related technical research, reports and correspondence.

Reviews private development projects. Prepares conditions of approval. Coordinates with developers as necessary. Review related technical documents and reports.

Coordinates with Federal, State, County, regulatory and grant agencies as necessary for the delivery of capital projects.

Manage engineering programs and projects as assigned including but not limited to regional projects, environmental programs, storm water management, engineering administration, Industrial Waste Discharge Plancheck and Permitting, development review, plan check and permitting, construction inspection, franchise agreement, technical studies and assessment districts.

Researches grant programs and prepares, or secures consultant services to prepare grant applications.

Supervises, trains and evaluates subordinate personnel; assists in the selection of employees; recommends discipline when necessary.

Prepares reports, recommendations and correspondence on current and proposed projects; makes presentations to City Council, community groups and the general public regarding construction projects.

Appear as an expert witness involving litigation on engineering-related matters.

May be assigned any of the duties of the Senior Civil Engineer as necessary to support the functions of the Engineering Division.

QUALIFICATIONS

Training and Experience

Any combination of education and/or experience that has provided the knowledge, skills, and abilities necessary. A typical way of obtaining the knowledge and abilities would be any combination equivalent to graduation from an accredited college or university with a Bachelor's degree in civil engineering or related field and fifteen (15) years of responsible civil engineering experience in the design and construction of 6

complex public works projects. A minimum of five (5) years of experience in the position of Senior Civil Engineer or a higher classification is required, as is a minimum of four (4) years in a supervisory position. Registration as a Professional Civil Engineer in the State of California is required. Possession of or ability to obtain a California Class C driver's license and a satisfactory driving record is required.

The Principal Civil Engineer (CIP Section Manager) shall have a minimum of 10 years of experience working for a local agency. Principal Civil Engineer (Water CIP Section Manager) shall have a minimum of 10 years of experience working for a water utility company, water district and/or a local agency's water engineering or utilities division.

Knowledge, Skills, and Abilities

Knowledge of: State, Federal and locally applicable statutes, policies, standards, ordinances and regulations related to civil engineering practices of public agencies; municipal public works administration; principles of planning, controlling, and organizing activities of a major civil engineering section; engineering design and analysis; traffic engineering; construction contract law; principles of cost accounting; supervisory techniques; public speaking techniques; and budget preparation and administration practices; public works construction methods, design and materials; and principles and practices of personnel management and supervision.

Ability to: Provide highly complex civil engineering services to the City; analyze problems and prepare written and oral reports; understand and carry out complex oral and written instructions; resolve technical issues in design and construction; supervise the work of others; select and maintain advanced filing systems; analyze and solve difficult engineering problems by arriving at valid conclusions; communicate effectively in English both orally and in writing; effectively present issues and recommendations before the City Council; supervise and maintain effective working relationships.

PHYSICAL DEMANDS AND WORK ENVIRONMENT

The physical demands and work environment described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job, the employee is frequently required to sit and talk or hear. The employee is occasionally required to walk; use hands to finger, handle, or feel objects, tools, or controls; and reach with hands and arms. The employee must occasionally lift and/or move up to 25 pounds. Specific vision abilities required by this job include close vision and the ability to adjust focus. The noise level in the work environment is usually quiet in the office and moderately loud when outdoors. Incumbents are not substantially exposed to adverse environmental conditions.

PRINCIPAL CIVIL ENGINEER
Created, 9/14/2021

Salary Pay Table
South Gate Professional and Mid-Management Employees
Effective 09-14-2021

Exempt Classifications		Step A	Step B	Step C	Step D	Step E
609	RECREATION SUPERVISOR	5,655	5,938	6,235	6,547	6,874
613	CUSTOMER SERVICE SUPERVISOR	5,982	6,282	6,596	6,925	7,272
615	CODE ENFORCEMENT SUPERVISOR	6,082	6,386	6,705	7,040	7,392
621	SENIOR ACCOUNTANT	6,827	7,168	7,527	7,903	8,298
623	SENIOR PLANNER	7,028	7,379	7,748	8,135	8,542
626	EQUIP. MAINTENANCE SUPERINTENDENT	7,333	7,700	8,085	8,489	8,913
626	SENIOR FINANCIAL ANALYST	7,333	7,700	8,085	8,489	8,913
629	ELECTRIC & GEN MAINT SUPERINTENDENT	8,288	8,702	9,138	9,594	10,074
629	STREET & SEWER SUPERINTENDENT	8,288	8,702	9,138	9,594	10,074
630	WATER DIVISION MANAGER	9,294	9,758	10,246	10,759	11,297
631	SENIOR CIVIL ENGINEER	9,126	9,583	10,062	10,565	11,093
632	PRINCIPAL CIVIL ENGINEER	9,856	10,349	10,866	11,410	11,980

Non-Exempt Classifications		Step A	Step B	Step C	Step D	Step E
601	ADMINISTRATIVE ASSISTANT	4,804	5,044	5,296	5,561	5,839
601	ASSISTANT PLANNER	4,804	5,044	5,296	5,561	5,839
601	MANAGEMENT ASSISTANT	4,804	5,044	5,296	5,561	5,839
606	HOUSING & GRANTS ANALYST	5,099	5,354	5,621	5,902	6,197
610	MANAGEMENT ANALYST	5,732	6,018	6,319	6,635	6,967
610	ADMINISTRATIVE ANALYST	5,732	6,018	6,319	6,635	6,967
610	ADMINISTRATIVE SERVICES COORDINATOR	5,732	6,018	6,319	6,635	6,967
610	BUDGET & PAYROLL ANALYST	5,732	6,018	6,319	6,635	6,967
611	TRAINING SPECIALIST	5,760	6,048	6,351	6,668	7,002
612	CRIME ANALYST	5,801	6,091	6,396	6,716	7,052
613	PURCHASING SUPERVISOR	5,982	6,282	6,596	6,925	7,272
615	ASSISTANT ENGINEER	6,082	6,386	6,705	7,040	7,392
619	SENIOR ADMINISTRATIVE ANALYST	6,631	6,963	7,311	7,676	8,060
622	ASSOCIATE ENGINEER	6,976	7,325	7,691	8,075	8,479
624	TECHNICAL SERVICES MANAGER	7,098	7,453	7,826	8,217	8,628
625	INFORMATION SYSTEMS ADMINISTRATOR	7,098	7,453	7,826	8,217	8,628
632	FAMILY VIOLENCE PROGRAM COORDINATOR	6,498	6,823	7,164	7,522	7,898
851	EXECUTIVE ASSISTANT TO POLICE CHIEF	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT TO CITY ATTY (CONF)	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT (CONF)	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT TO CITY MGR (CONF)	5,898	6,192	6,502	6,827	7,168

Exempt Classification (Pending Further Analysis)		Step A	Step B	Step C	Step D	Step E
602	ECONOMIC DEVELOPMENT SPECIALIST	4,922	5,168	5,426	5,698	5,982
614	ACCOUNTANT	6,043	6,345	6,663	6,996	7,346
617	POLICE RECORDS MANAGER	6,505	6,830	7,171	7,530	7,906
623	SENIOR ECONOMIC DEVELOPMENT SPECIALIST	7,028	7,379	7,748	8,135	8,542
628	SENIOR ENGINEER	8,014	8,415	8,836	9,278	9,742
633	CITY TRAFFIC ENGINEER	9,583	10,062	10,565	11,093	11,648

Salary Pay Table
Pay Plan Category F - South Gate Division Management Association (Unclassified)
Effective 09-14-2021

		Step A	Step B	Step C	Step D	Step E
650	BUILDING OFFICIAL	9,433	9,904	10,400	10,919	11,465
650	ECONOMIC DEVELOPMENT MANAGER	9,433	9,904	10,400	10,919	11,465
650	DEPUTY DIRECTOR OF ADMIN SERV/HR & RM	9,433	9,904	10,400	10,919	11,465
650	DEPUTY DIRECTOR OF ADMIN SERV/FINANCE	9,433	9,904	10,400	10,919	11,465
652	HOUSING ADMINISTRATOR	8,372	8,790	9,230	9,691	10,176
654	CODE ENFORCEMENT MANAGER	8,245	8,657	9,090	9,545	10,022
655	DEPUTY DIRECTOR OF PARKS & RECREATION	7,382	7,751	8,138	8,545	8,972
655	PARKS SUPERINTENDENT	7,382	7,751	8,138	8,545	8,972
659	DEPUTY CITY ENGINEER	10,189	10,698	11,233	11,794	12,384
659	DEPUTY CITY ENGINEER	10,644	11,176	11,734	12,321	12,937

SEP 02 2021

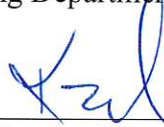
5:30pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 14, 2021
Originating Department: Administrative Services

Interim Department Director:


Kingsley Okereke

Interim City Manager:


Chris Jeffers

SUBJECT: SIDE LETTERS OF AGREEMENTS WITH THE SOUTH GATE POLICE MANAGEMENT ASSOCIATION AND THE SOUTH GATE DIVISION MANAGEMENT ASSOCIATION

PURPOSE: To approve Side Letters of Agreements with the South Gate Police Management Association (SGPMA) and the South Gate Division Management Association (SGDMA) documenting a recently-negotiated change regarding accrued unused leaves.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Approving Side Letter of Agreement with the South Gate Police Management Association regarding accrued unused vacation, holiday compensatory time-off leaves;
- b. Approving Side Letter of Agreement with the South Gate Division Management Association regarding accrued unused vacation, holiday and administrative leaves; and
- c. Authorizing the Mayor to execute the Side Letters of Agreements in a form acceptable to the City Attorney.

FISCAL IMPACT: The exact fiscal impact is unknown as we do not know who will choose to use the time off or cash out.

ANALYSIS: None.

BACKGROUND: As a result of the Coronavirus Disease 2019 (COVID-19) Pandemic, the City allowed the represented employees to exceed certain paid leave caps established by their respective Memorandums of Understanding (“MOU”). The City’s representatives and the SGPMA, and SGDMA have successfully met and conferred in good faith to negotiate these Side Letters of Agreements.

Per this Side Letter of Agreement, SGPMA members may use accrued, unused vacation time to reduce the amount accrued to below four hundred (400) hours by September 30, 2021. Any amount of accrued, unused vacation time above four hundred (400) hours after September 30, 2021, shall be cashed out at the employee’s regular rate of pay. Any amount of accrued, unused

holiday leave may be used by June 30, 2021. All accrued unused holiday leave that is not used by June 30, 2021, shall be cashed out at the employee's regular rate of pay and returned to zero.

Per the SGPMA Side Letter of Agreement, compensatory time off shall be accrued at time and one-half (1.5) the number of overtime hours worked and may be accrued to a maximum of four hundred and eighty (480) hours.

After September 30, 2021, the City and SGPMA will return to the language in the appropriate MOU between the parties. This will result in the cap limit being adhered to within the MOU. The employees will have used their time, with the consent of the Chief of Police or his/her designee, prior to reaching their leave cap accrual. Should the employees not use the time prior to them reaching the stated cap on accrual, they will cease to accrue any additional time until they bring the specific leave bank below the cap or, if permitted, cash out any excess at the particular time stated in the MOU.

Per this Side Letter of Agreement, SGDMA members may use accrued unused vacation time to reduce the amount accrued to below three hundred (300) hours by September 30, 2021. Any amount of accrued unused vacation time above three hundred (300) hours after September 30, 2021, shall be cashed out at the employee's regular rate of pay. All accrued unused holiday leave that was not used by June 30, 2021, shall be cashed out at the employee's regular rate of pay and returned to zero consistent with prior years, so that on July 1st the new bank of one hundred thirty (130) hours is all that is carried forward.

Per this Side Letter of Agreement, SGDMA members may use accrued unused administrative leave to reduce the amount accrued to below one hundred sixty (160) hours by September 30, 2021. Association represented employees may use accrued unused special administrative leave to reduce the amount accrued to below eighty (80) hours by September 30, 2021. Any amount of accrued unused special administrative leave above eighty (80) hours after September 30, 2021, shall be cashed out at the employee's regular rate of pay.

ATTACHMENTS: A. Proposed Side Letter of Agreement with SGPMA
B. Proposed Side Letter of Agreement with SGDMA

**SIDE LETTER OF AGREEMENT
BETWEEN THE CITY OF SOUTH GATE AND
THE SOUTH GATE POLICE MANAGEMENT ASSOCIATION
PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 3505.1**

This Side Letter of Agreement (“Agreement”) is made and entered into on August 27, 2021, by and between the City of South Gate, a municipal corporation (“City”), and the South Gate Police Management Association, an employee organization (the “Association” or “SGPMA”). City and Association/SGPMA are sometimes hereinafter collectively referred to as the “Parties.”

RECITALS

WHEREAS, the City has recognized and continues to recognize the Association as the duly recognized employee organization for its members employed by the City in an employee unit as defined in Section 8.2.2 of the City’s Employer-Employee Relations Resolution (“Resolution No. 4508”) of the City Council as, All employees within the classifications of Sergeants, Lieutenants and Captains in the Police Department;

WHEREAS, the City and Association previously entered into a Memorandum of Understanding dated January 12, 2006, for the period July 1, 2005 through June 30, 2008 (“SGPMA MOU 2005-2008”), which set forth the wages, hours and other terms and conditions of employment for employees represented by the Association;

WHEREAS, on December 12, 2017, the City and Association entered into an Amended and Restated Tentative Agreement for a Successor Memorandum of Understanding (“ARTA”) which provided that all terms and conditions of the SGPMA MOU 2005-2008, including any amendments thereto, and Side Letter Agreements, shall be maintained unless expressly modified or changed by the ARTA or until the successor 2017-2020 MOU is approved accepted and adopted by the City Council;

WHEREAS, as a result of the novel coronavirus (COVID-19) pandemic, the City allowed the Association represented employees to exceed certain paid leave caps established by the SGPMA MOU 2005-2008 and subsequent labor contracts between the Parties;

WHEREAS, the City’s Representatives and the Association have successfully met and conferred in good faith to negotiate this Agreement, pursuant to both the Meyers-Milias-Brown Act (“MMBA”) (Government Code Sections 3500-3511) and Resolution No. 4508 and have jointly prepared and executed this Agreement;

WHEREAS, the Parties seek to have this Agreement memorialize their understanding regarding the equitable restoration of paid leave caps as set forth herein; and

WHEREAS, this Agreement shall not become effective until ratified by the Association and accepted, approved, and adopted by the South Gate City Council per California Government Code Section 3505.1.

NOW, THEREFORE, and in consideration for the promises, waivers and releases contained herein, the Parties agree as follows:

TERMS

1. All of the recitals listed above are material provisions of this Agreement and are deemed true and correct by the Parties and incorporated herein by this reference.
2. Members may use accrued unused vacation time to reduce the amount accrued to below four hundred (400) hours by September 30, 2021.
3. Any amount of accrued unused vacation time above four hundred (400) hours after September 30, 2021 shall be cashed out at the employee's regular rate of pay. Any possible raise that was or is negotiated or implemented as part of any successor MOU effective July 1, 2021 or later shall not apply to the cash-out amount or pay rate used for the cash-out amount.
4. Compensatory time off shall be accrued at time and one-half (1.5) the number of overtime hours worked and may be accrued to a maximum of four hundred and eighty (480) hours.
5. All accrued unused holiday leave that was not used by June 30, 2021 shall be cashed out at the employee's regular rate of pay and returned to zero consistent with prior years, so that on July 1st the new bank of 120 hours is all that is carried forward. Any possible raise that was or is negotiated or implemented as part of any successor MOU shall not apply to the cash-out amount or pay rate used for the cash-out amount.
6. This Side Letter Agreement supersedes any prior agreements between the City and the Association relative to bringing represented employees within the leave caps established by prior labor contracts.
7. This Side Letter Agreement is of no force or effect unless and until ratified by the Association and accepted, approved, and adopted by the South Gate City Council per California Government Code Section 3505.1.

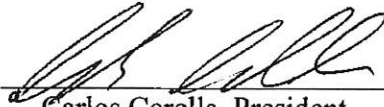
(Remainder of this page left blank intentionally)

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

**SOUTH GATE POLICE
MANAGEMENT ASSOCIATION:**

By: _____
Al Rios, Mayor

By:  _____
Carlos Corella, President

Dated: _____

Dated: 09-07-2021


ATTESTED:

By: _____
Carmen Avalos, City Clerk
(SEAL)

By:  _____
Manuel Arana, Treasurer

Dated: 09-07-21

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

**SIDE LETTER OF AGREEMENT
BETWEEN THE CITY OF SOUTH GATE AND
THE SOUTH GATE DIVISION MANAGEMENT ASSOCIATION
REGARDING LEAVE BALANCES PURSUANT TO
CALIFORNIA GOVERNMENT CODE SECTION 3505.1**

This Side Letter of Agreement (“Agreement”) is made and entered into on August 31, 2021, by and between the City of South Gate, a municipal corporation (“City”), and the South Gate Division Management Association, an employee organization (the “Association” or “SGDMA”). City and Association/SGDMA are sometimes hereinafter collectively referred to as the “Parties.”

RECITALS

WHEREAS, the City has recognized and continues to recognize the Association as the duly recognized employee organization for its members employed by the City in an employee unit as defined in Section 8.2.2 of the City’s Employer-Employee Relations Resolution (“Resolution No. 4508”) of the City Council as, all employees within the Pay Plan F (Unclassified Division Management Employees);

WHEREAS, the City and Association previously entered into a Memorandum of Understanding and an Amendment No. 1 thereto which both expired June 30, 2017 (collectively the “SGDMA MOU 2014-17”), and which set forth the wages, hours and other terms and conditions of employment for employees represented by the Association;

WHEREAS, on December 19, 2017, the City and Association entered into a Tentative Agreement for a Successor Memorandum of Understanding (“TA”), approved by City Council on January 9, 2018, which provided that all terms and conditions of the SGPMA MOU 2014-17, including any amendments thereto, shall be maintained unless expressly modified or changed by the TA or until the successor SGDMA MOU 2017-20 is approved accepted and adopted by the City Council;

WHEREAS, as a result of the novel coronavirus (COVID-19) pandemic, the City allowed the Association represented employees to exceed certain paid leave caps established by the SGDMA MOU 2014-17 and subsequent labor contracts between the Parties;

WHEREAS, the City’s Representatives and the Association have successfully met and conferred in good faith to negotiate this Agreement, pursuant to both the Meyers-Milias-Brown Act (“MMBA”) (Government Code Sections 3500-3511) and Resolution No. 4508 and have jointly prepared and executed this Agreement;

WHEREAS, the Parties seek to have this Agreement memorialize their understanding regarding the equitable restoration of paid leave caps as set forth herein; and

WHEREAS, this Agreement shall not become effective until ratified by the Association and accepted, approved, and adopted by the South Gate City Council per California Government Code Section 3505.1.

NOW, THEREFORE, and in consideration for the promises, waivers and releases contained herein, the Parties agree as follows:

TERMS

1. All of the recitals listed above are material provisions of this Agreement and are deemed true and correct by the Parties and incorporated herein by this reference.
2. Association represented employees may use accrued unused vacation time to reduce the amount accrued to below three hundred (300) hours by September 30, 2021.
3. Any amount of accrued unused vacation time above three hundred (300) hours after September 30, 2021 shall be cashed out at the employee's regular rate of pay. Any possible raise that was or is negotiated or implemented as part of any successor MOU effective July 1, 2021 or later shall not apply to the cash-out amount or pay rate used for the cash-out amount. After September 30, 2021, no vacation leave shall accrue beyond the established three hundred (300) hour limit until the leave balance falls below that limit. DMA represented employees shall still retain the right to cash-out up to forty (40) hours vacation leave annually.
4. All accrued unused holiday leave that was not used by June 30, 2021 shall be cashed out at the employee's regular rate of pay and returned to zero consistent with prior years, so that on July 1st the new bank of one hundred thirty (130) hours is all that is carried forward. Any possible raise that was or is negotiated or implemented as part of any successor MOU shall not apply to the cash-out amount or pay rate used for the cash-out amount.
5. Association represented employees may use accrued unused administrative leave to reduce the amount accrued to below one hundred sixty (160) hours by September 30, 2021.
6. Any amount of accrued unused administrative leave above one hundred sixty (160) hours after September 30, 2021 shall be cashed out at the employee's regular rate of pay. Any possible raise that was or is negotiated or implemented as part of any successor MOU effective July 1, 2021 or later shall not apply to the cash-out amount or pay rate used for the cash-out amount. After September 30, 2021, no administrative leave shall accrue beyond the established one hundred sixty (160) limit until the leave balance falls below

that limit. DMA represented employees shall still retain the right to cash-out up to eighty (80) hours administrative leave annually.

7. Association represented employees may use accrued unused special administrative leave to reduce the amount accrued to below eighty (80) hours by September 30, 2021.
8. Any amount of accrued unused special administrative leave above eighty (80) hours after September 30, 2021 shall be cashed out at the employee's regular rate of pay. Any possible raise that was or is negotiated or implemented as part of any successor MOU effective July 1, 2021 or later shall not apply to the cash-out amount or pay rate used for the cash-out amount. After September 30, 2021, no special administrative leave shall accrue beyond the established eighty (80) limit until the leave balance falls below that limit and no leave shall carry-over from year to year such that no new leave accrues beyond the amount to bring the employee to eighty (80) hours.
9. This Side Letter Agreement supersedes any prior agreements between the City and the Association relative to bringing represented employees within the leave caps established by prior labor contracts.
10. This Side Letter Agreement is of no force or effect unless and until ratified by the Association and accepted, approved, and adopted by the South Gate City Council per California Government Code Section 3505.1.

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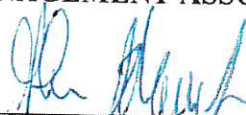
IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

Dated: _____

**SOUTH GATE DIVISION
MANAGEMENT ASSOCIATION:**

By:  _____
Glenn Massey, President

Dated: 9/7/21

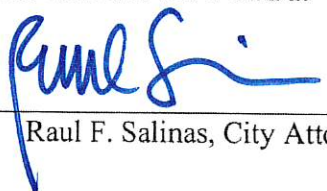
By:  _____
Kim Sao, Vice-President

Dated: 9/7/21

ATTESTED:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

CITY MANAGER'S OFFICE

City of South Gate

CITY COUNCIL

SEP 02 2021

5:20pm

AGENDA BILL

For the Regular Meeting of: September 14, 2021

Originating Department: Public Works

Department Director:

[Signature]
Arturo Cervantes

Interim City Manager:

[Signature]
Chris Jeffers

SUBJECT: AMENDMENT OF THE CAPITAL IMPROVEMENT PROGRAM AND FUNDING ALLOCATION FOR THE ATLANTIC AVENUE TRAFFIC SIGNING AND STRIPING MODIFICATIONS, CITY PROJECT NO. 687-ST

PURPOSE: To amend the Capital Improvement Program to add, and allocate funding for, the Atlantic Avenue Traffic Signing and Striping Modifications Project. The project is a proposal to reconfigure the northbound traffic lanes and parking restrictions on the east side of Atlantic Avenue, at Firestone Boulevard, to change traffic circulation and increase on-street parking capacity.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Amending the Capital Improvement Program to add the Atlantic Avenue Traffic Signing and Striping Modifications, City Project No. 687-ST, which is necessary to reconfigure the northbound traffic lanes and parking restrictions to change traffic circulation and increase on-street parking capacity; and
- b. Transfer \$30,000 in Proposition C Funds from Account No. 311-790-31-9565 (Capital Projects Fund- Long Beach Complete Streets) to Account No. 311-790-31-9219 (Capital Projects Fund- Atlantic Ave Parking Modifications) to allocate funding for, and fully fund the Atlantic Avenue Traffic Signing and Striping Modifications, City Project No. 687-ST.

FISCAL IMPACT: There is no impact to the General Fund. It is necessary to transfer \$30,000 in Proposition C Funds from Account No. 311-790-31-9565 (Capital Projects Fund- Long Beach Complete Streets) to Account No. 311-790-31-9219 (Capital Projects Fund-Atlantic Ave Parking Modifications) to allocate funding for, and fully fund the Atlantic Avenue Traffic Signing and Striping Modifications Project.

ANALYSIS: On May 20, 2021, the City received a request to review parking conditions along Atlantic Avenue, north of Firestone Boulevard, to evaluate if additional on-street parking can be provided after the owner of Rocket Fitness expressed concern about the parking restrictions around his business at 8600 Atlantic Avenue. A traffic study was prepared to assess the request. It required the review of the northbound lane configuration on Atlantic Avenue, from Firestone Boulevard to Salt Lake/Patata Street intersection. Currently, Atlantic Avenue has three striped northbound traffic lanes within that segment. Parking is prohibited during peak hour traffic which is from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. The study found that seven additional on-street parking spaces can be added by changing the design of the outer travel lane, parking restrictions and traffic signage.

The needed changes can be performed under the Capital Improvement Program by adding the Atlantic Avenue Traffic Signing and Striping Modifications Project. This project has a budget requirement of \$30,000 which includes design, construction, and staff time.

BACKGROUND: The Fiscal Year 2021/22 Capital Improvement Program (CIP) has a budget of over \$80 Million for capital projects. The City adds capital projects and funding annually to the CIP, or as the need arises. The City Council grants staff the authority to implement capital projects by adding them to, and appropriating funding in the CIP. As such, the CIP must be amended to add the Atlantic Avenue Traffic Signing and Striping Modifications, City Project No. 687-ST and to appropriate the \$30,000 budget.

The Atlantic Avenue Traffic Signing and Striping Modifications Project will change traffic circulation and parking conditions on Atlantic Avenue, from Firestone Boulevard to the Salt Lake/Patata Street intersection. Parking restrictions will be modified to add seven on-street parking spaces and to eliminate the 6:00 a.m. to 9:00 p.m. morning peak hour restrictions. Traffic circulation will be modified by adding turning prohibitions on Atlantic Avenue, at Firestone Boulevard, and by eliminating the existing lane merger.

The required modifications include replacing a traffic signal pole and adding "black-out" right turn signs, and sign and striping modifications for the outside through lane.

The proposed \$30,000 budget will fund construction costs which are estimated at \$27,500 and labor and materials which are estimated at \$2,500.

Construction is anticipated to begin in late September or early October of 2021 and be completed within 30 days.

ATTACHMENT: Traffic Study dated July 28, 2021

JL:lc

**DEPARTMENT OF PUBLIC WORKS
DRAFT INTEROFFICE MEMORANDUM**

DATE: July 28, 2021

TO: Arturo Cervantes P.E., Assistant City Manager/Director of Public Works

FROM: Jose Loera T.E., City Traffic Engineer
Matt Stewart P.E., Assistant Traffic Engineer

SUBJECT: **Atlantic Avenue – Lane Reduction Review**

The Department of Public Works received a request to review parking conditions along Atlantic Ave, north of Firestone Boulevard, to evaluate if additional on-street parking can be provided, after the owner of Rocket Fitness expressed concern about the parking restrictions around his business at 8600 Atlantic Avenue. Such requires the review of the northbound lane configuration along Atlantic Ave, north of Firestone Boulevard. Currently, Atlantic Avenue has three striped northbound lanes from just south of Firestone Boulevard to the north City Limit, which is just south of Salt Lake Avenue/Patata Street. Parking is allowed in the northbound curb side lane during off-peak hours but is restricted from 6-9 AM and from 3-6 PM.

This memo provides a review of the existing lane configuration along Atlantic Avenue north of Firestone Boulevard and discusses possible modifications to increase on-street parking supply.

Field Review

Atlantic Avenue is a north-south primary arterial. South of Firestone Boulevard, Atlantic has a right-of-way width of 100' and a curb-to-curb width of 74'. There are two northbound travel lanes, two southbound travel lanes, a raised median with left turns at most intersections, and on-street parking allowed on both sides of the street. Between Firestone Boulevard and the north City limit, the right-of-way varies between 100' and 140', while the curb-to-curb width varies between 74' and 110'. There are 2-4 southbound travel lanes with dedicated turn pockets at all signalized intersections. There are 3 northbound travel lanes with dedicated left turn pockets at the Azalea traffic signal.

Field surveys were conducted on Wednesday, May 19, during the AM, MD, and PM peak periods and on Wednesday, May 26, during the AM peak period. Field surveys were conducted at various times of day to observe traffic and parking conditions.

On-Street Parking (Atlantic, east side, between Firestone Boulevard and UPRR crossing)

- There are 8 existing legal parking spaces
 - 3 spaces marked by green curb paint (limited to 20 minutes)
 - 5 spaces with no time restrictions
 - Parking is restricted by presence of fire hydrants at three locations, but curb is not painted red at two of the locations

- Parking occupancy is high throughout the day. On May 19, the following parking occupancies were observed in Zones 1-3. Refer to conceptual plans for Alternative 1 and 2.
 - 9:05 AM: **13 cars (163% occupancy)**
 - Zone 1: 3/3 plus 1 car blocking driveway (133%)
 - Zone 2: 2/2 plus 2 cars in front of fire hydrant (200%)
 - Zone 3: 3/3 plus 2 cars in the red zone (166%)
 - 5:45 PM: **16-17 cars (200-213% occupancy)**
 - Zone 1: 3/3 plus 1 car in front of fire hydrant (133%)
 - Zone 2: 2/2 plus 2 cars parked in front of fire hydrant (200%)
 - Zone 3: 3/3 plus 5-6 cars in the red zone (266%-300%)
- Posted signs indicate parking restrictions along the east side of Atlantic Avenue for the hours of 6-9 AM and 3-6 PM. During these hours, the curb side lane is used as a travel lane to accommodate the additional northbound traffic during the peak periods.
- Dozens of vehicles were observed to be parked on the east side of Atlantic Avenue during the restricted parking periods (6-9 AM and 3-6 PM). There was no evidence of parking enforcement (by ticketing or towing).
- Throughout the day, several vehicles were observed to be parked in red zones, where parking is not allowed at any time of the day.
- Vehicles were observed to park in green parking zones for longer than the 20-minute periods that parking is allowed.

Traffic Operations

- Motorists seeking to make the northbound through movement from the intersection of Atlantic/Firestone typically used the number 1 and number 2 travel lanes. Few motorists were observed to make the northbound through movement from the number 3 travel lane and most of the ones that did proceed to make a northbound right-turn at Mason Street.
- During peak periods when northbound travel was restricted to two lanes (due to parked vehicles in the number 3 lane), the northbound queue at Atlantic/Azalea backed up approximately 400' to Mason Street.
- Traffic volumes continue to be impacted by the ongoing COVID-19 pandemic. Traffic volumes during the field visits may be 10-15% lower than typical traffic volumes in the area.

Off-Street Parking

- There is a parking lot behind the Rocket Fitness building that appears to be shared with a couple other businesses. Based on an aerial review of the site, there appear to be 20-25 marked parking spaces, mostly in tandem format. It is not clear how many parking spaces are assigned to each tenant.
- During the field visit on May 19, 2021, more than 50 vehicles appeared to be stored in a stacked-parking configuration. There did not appear to be any space in the parking lot reserved for parking of personal vehicles.

Project Alternatives

Four project alternatives were developed for consideration. The project alternatives were developed to maximize on-street parking capacity along the east side of the 8600-block of Atlantic Avenue while minimizing impact on traffic operations.

- Alternative 1
 - Reduce number of northbound travel lanes on Atlantic Avenue from 3 lanes to 2 lanes from Firestone Boulevard to the UPRR railroad crossing.
 - Increases on-street parking supply along east side of Atlantic between Firestone and UPRR railroad crossing (Parking Zones 1, 2, and 3) from 8 to 15 spaces.
 - Remove existing red curb paint in Parking Zone 3. Retain red curb for 15' north of existing fire hydrant (fire hydrant red curb clearance zone). Removal of red curb would allow for addition of 6 parking spaces in Parking Zone 3.
 - Reduce the fire hydrant red curb clearance zone from 15' to 10' by adopting a City ordinance or resolution. Reduction of red curb clearance zone from 15' to 10' would allow for the installation of one additional parking space (7 total new spaces).
 - Remove 20-minute time restriction from three existing parking spaces marked by green curb.
 - Parking for all 15 parking spaces shall be restricted to 2-hour parking between 9 AM-6 PM, except Sundays.
- Alternative 2
 - Convert number 3 northbound travel lane to a peak-hour travel lane (from Firestone Boulevard to UPRR crossing). Install "Right Turn Only" blank-out sign at northeast and southeast corner of the intersection of Atlantic Avenue and Firestone Boulevard. Blank-out sign would be activated during non-peak hours. During off-peak hours, parking would be allowed along east side of Atlantic Avenue.
 - Increases on-street parking supply along east side of Atlantic between Firestone and UPRR railroad crossing (Parking Zones 1, 2, and 3) from 8 to 15 spaces (off-peak hours only).
 - Remove existing red curb paint in Parking Zone 3. Retain red curb for 15' north of existing fire hydrant (fire hydrant red curb clearance zone). Removal of red curb would allow for addition of 6 parking spaces in Parking Zone 3 (*off-peak hours only*)
 - Reduce the fire hydrant red curb clearance zone from 15' to 10' by adopting a City ordinance or resolution. Reduction of red curb clearance zone from 15' to 10' would allow for the installation of one additional parking space (7 total new spaces) (*off-peak hours only*).
 - Remove 20-minute time restriction from three existing parking spaces marked by green curb.
 - Parking for all 15 parking spaces shall be restricted to 2-hour parking between 9 AM-6 PM, except Sundays
 - Alternative 2A – Parking would be restricted between 6-9 AM and 3-6 PM.
 - Alternative 2B – Parking would be restricted between 3-6 PM.

- Alternative 2C – Parking would be restricted between 6-9 AM.

A comparison of project features for Alternative 1, 2, 2A, and 2B is shown in **Table 1**.

Table 1 – Alternative Comparison

			Alternative				
			Existing	1	2A	2B	2C
Northbound Travel Lanes - Peak Hours			3	3	2		
Northbound Travel Lanes - Off-Peak Hours			2	3	3		
Designated Peak Hour Parking Restriction			6-9 AM 3-6 PM	N/A	6-9 AM 3-6 PM	3-6 PM	6-9 AM
# On-Street Parking Spaces	M-F	12:00-6:00	8	15	15	15	15
		6:00-9:00	0	15	0	15	0
		9:00-3:00	8	15	15	15	15
		3:00-6:00	0	15	0	0	15
		6:00-11:59	8	15	15	15	15
	Sat	12:00-11:59	8	15	15	15	15
	Sun	12:00-11:59	8	15	15	15	15
Reduce fire hydrant red curb clearance zone ¹			No	Yes	Yes		

¹ Fire hydrant red curb clearance zone would be reduced from 15' to 10' by adopting a City ordinance or resolution.

Proposed signing, striping, and traffic signal modifications for Alternatives 1 and 2 are shown on **Figure 1** and **Figure 2**.

Operations Analysis

The three traffic signals along Atlantic Avenue between Firestone Boulevard are located within close proximity and are synchronized due to the Union Pacific Railroad (UPRR) crossings. There are two at-grade railroad crossings of Atlantic Avenue within the corridor. The following three traffic signals were analyzed to determine the impact of implementing Alternative 1 during the AM and PM peak hours.

1. Atlantic Avenue and Firestone Boulevard
2. Atlantic Avenue and Azalea Driveway
3. Atlantic Avenue and Salt Lake Avenue/Patata Street

The operational analysis was conducted using Synchro, version 10. Traffic counts were collected at the intersections of Atlantic and Salt Lake/Patata, and Atlantic and Firestone on November 19,

2019. Traffic volumes at the intersection of Atlantic and Azalea Shopping Center Driveway were estimated using volume balancing techniques.

Intersection delay and Level of Service (LOS) were calculated using Highway Capacity Manual (HCM), 6th Edition methodology.

The results of the analysis are shown in **Table 2** below.

Table 2 – LOS Comparison for Alternatives

Intersection			Jurisdiction	Peak Hour	Alternative									
					Existing No Parking 6-9 AM 3-6 PM		1 Parking OK		2A No Parking 6-9 AM 3-6 PM		2B No Parking 3-6 PM		2C No Parking 6-9 AM	
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Atlantic	Firestone	South Gate	AM	58.9	E	60.6	E	58.9	E	60.6	E	58.9	E
				PM	50.8	D	50.9	D	50.8	D	50.8	D	50.9	D
2	Atlantic	Azalea	South Gate	AM	6.4	A	13.9	B	6.4	A	13.9	B	6.4	A
				PM	10.4	B	20.7	C	10.4	B	10.4	B	20.7	C
3	Atlantic	Salt Lake/ Patata	Cudahy	AM	40.6	D	49.6	D	40.6	D	49.6	D	40.6	D
				PM	47.0	D	56.3	E	47.0	D	47.0	D	56.3	E

As is shown in **Table 2**, implementation of Alternative 1 would cause the level of service to degrade from LOS D to LOS E during the PM peak hour at the intersection of Atlantic Avenue and Salt Lake Avenue/Patata Street. Implementation of Alternative 2A would not impact signal operations during the AM and PM peak periods when the third northbound lane would be retained. Implementation of Alternative 2B would cause some degradation in delay during the AM Peak hour while implementation of Alternative 2C would cause the level of service to degrade from LOS D to LOS E during the PM peak hour at the intersection of Atlantic and Salt Lake Avenue/Patata Street.

The City’s Mobility Element contains the policy that the City desires to maintain a maximum Level of Service D at signalized intersections throughout the City, except that Level of Service E may be permitted in the following circumstances:

- Intersections at, or adjacent to, freeway ramps
- Intersections of Boulevards (Primary Arterials) with other Boulevards
- Intersections on Truck Routes
- Intersections at or adjacent to designated Major Commercial Districts (Community College, Civic Center, Gateway, El Paseo, Rayo Industrial, El Portal, South Gate Triangle)

Since Atlantic is a designated truck route, LOS E may be acceptable at the intersection of Atlantic and Salt Lake/Patata.

Future Changes

The northeast corner of the intersection of Atlantic Avenue and Firestone Boulevard is slated for redevelopment by Los Angeles County Metropolitan Transportation Authority (Metro) as part of the West Santa Ana Light Rail Branch transit project. The site will be used as a Metro station and for mixed-use development. The redevelopment will cause significant changes to traffic operations in the vicinity. The West Santa Ana Branch is proposed to have a grade separated crossing of Atlantic Avenue.

Alternative Comparison

- Existing (No-Build)
 - Parking restricted during peak hours (6-9 AM and 3-6 PM)
- Alternative 1
 - Pro: Increase off-peak parking supply from 8 to 15 spaces (24 hours per day)
 - Pro: Increase peak-hour parking supply from 0 to 15 spaces
 - Pro: Business friendly
 - Con: Increase in delay to motorists during peak hours due to reduction in northbound travel lanes from 3 to 2. Delay would increase at Atlantic/Azalea (7.5 seconds in AM peak and 10.3 seconds in PM peak) and at Atlantic/Patata (9 seconds in AM peak, 9.3 seconds in PM peak). The LOS would degrade from LOS D to LOS E at Atlantic/Patata during the PM peak, which may be considered acceptable according to the City Mobility Element.
- Alternative 2A
 - Pro: Increase off-peak parking supply from 8 to 15 spaces (18 hours per day)
 - Pro: No increase in delay to motorists during peak hours
 - Con: Implementing this alternative would eliminate the merge zone for northbound motorists in the number 3 lane. This is a typical condition for peak-hour parking restricted roadways in the City, including Firestone Boulevard. Enforcement of peak hour parking restrictions is recommended.
- Alternative 2B
 - Pro: Increase off-peak parking supply from 8 to 15 spaces (21 hours per day)
 - Pro: No increase in delay to motorists during PM peak hour
 - Con: Increase in delay to motorists during AM peak hour due to reduction in northbound travel lanes from 3 to 2. Delay would increase at Atlantic/Azalea (7.5 seconds in AM peak) and at Atlantic/Patata (9 seconds in AM peak).
 - Con: Implementing this alternative would eliminate the merge zone for northbound motorists in the number 3 lane. This is a typical condition for peak-hour parking restricted roadways in the City, including Firestone Boulevard. Enforcement of peak hour parking restrictions is recommended.
- Alternative 2C
 - Pro: Increase off-peak parking supply from 8 to 15 spaces (21 hours per day)
 - Pro: No increase in delay to motorists during AM peak hours.
 - Con: Increase in delay to motorists during PM peak hour due to reduction in northbound travel lanes from 3 to 2. Delay would increase at Atlantic/Azalea (10.3 seconds in PM peak) and at Atlantic/Patata (9.3 seconds in PM peak).

- o Con: Implementing this alternative would eliminate the merge zone for northbound motorists in the number 3 lane. This is a typical condition for peak-hour parking restricted roadways in the City, including Firestone Boulevard. Enforcement of peak hour parking restrictions is recommended.

The cost estimate for Alternatives 1 and 2 is shown in Table 3.

Table 3 – Cost Estimate Comparison for Alternatives

Item Description	Unit	Unit Price	Alternative 1		Alternative 2	
			Est. Quantity	Amount	Est. Quantity	Cost
Design						
Plan Design	EA	Var		\$500		\$3,000
Materials						
Remove thermoplastic pavement marker	SF	\$ 4.00	200	\$ 800.00	60	\$ 240.00
Remove painted striping	LF	\$ 2.00	800	\$ 1,600.00		\$ -
Remove and salvage sign and post	EA	\$ 150.00	5	\$ 750.00	2	\$ 300.00
Remove curb paint	LF	\$ 1.25	100	\$ 125.00	100	\$ 125.00
Install 8" thermoplastic stripe	LF	\$ 4.25	125	\$ 531.25		\$ -
Install thermoplastic pavement marker	EA	\$ 500.00	2	\$ 1,000.00		\$ -
Furnish and install R3-5(R) blank out sign	EA	\$ 3,500.00		\$ -	2	\$ 7,000.00
Furnish and install traffic signal wiring	LS	\$ 1,000.00		\$ -	1	\$ 1,000.00
Furnish and install traffic signal pole and signal equipment	LS	\$ 12,600.00		\$ -	1	\$ 12,600.00
Remove and salvage traffic signal pole and signal equipment	LS	\$ 3,000.00		\$ -	1	\$ 3,000.00
Subtotal				\$ 5,300.00		\$ 27,300.00
Contingency (10%)				\$ 500.00		\$ 2,700.00
Total				\$ 5,800.00		\$ 30,000.00

Recommendations

In order to maximize the parking capacity and minimize peak-hour delay to motorists, city staff recommends implementing Alternative 2A. Alternative 2A would increase on-street parking

supply in the study area from 8 to 15 spaces and not reduce the number of the travel lanes during peak hours (currently identified as 6-9 AM and 3-6 PM). Due to the elimination of the merge zone for the #3 lane, consistent enforcement of peak hour parking restrictions should be performed. Alternative 2B is recommended as a 2nd choice. It is estimated that it would take approximately 3 months to implement Alternative 2A or 2B.

Due to the on-going impact of the COVID-19 pandemic and the resulting restrictions on travel patterns, the City may want to consider waiting until traffic volumes return to typical levels before making any changes. When traffic counts return to typical levels and schools are in session, updated traffic counts should be collected to assess the impact of Alternative 1 on intersection level of service. Furthermore, 24-hour average daily traffic counts should be collected to confirm whether 6-9 AM and 3-6 PM are the appropriate hours of peak-hour parking restrictions. It is also recommended that the northbound lane configuration be reassessed prior to opening of the West Santa Ana Branch light rail station.

In the short-term, the following measure is recommended to increase parking supply for customers of 8600 Atlantic Avenue:

- Business owner shall provide the code-required number of parking spaces in the off-street parking lot for 8600 Atlantic Avenue.8

CITY MANAGER'S OFFICE

SEP 02 2021
5:20 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 14, 2021

Originating Department: Public Works

Department Director:

AK
Arturo Cervantes

Interim City Manager:

CJ
Chris Jeffers

SUBJECT: AMENDMENT NO. 1 TO CONTRACT NO. 2020-65-CC WITH KIMLEY-HORN AND ASSOCIATES, INC., FOR TRAFFIC ENGINEERING SERVICES

PURPOSE: Kimley-Horn and Associates, Inc., provides traffic engineering services to the Engineering Division one day a week, under Contract No. 2020-65-CC. Amendment No. 1 is needed to extend the term of the contract through December 14, 2022, on a month-to-month basis, to provide additional time to secure a new contract through a competitive procurement process.

RECOMMENDED ACTION: The City Council will consider:

- a. Approving Amendment No. 1 to Contract No. 2020-65-CC with Kimley-Horn and Associates, Inc., to provide traffic engineering and staff augmentation services on a month-to-month basis, up to December 14, 2022, for an amount not to exceed \$27,000; and
- b. Authorizing the Mayor to execute Amendment No. 1 to Contract No. 2020-65-CC in a form acceptable to the City Attorney.

FISCAL IMPACT: There is no impact to the General Fund. Amendment No. 1 to Contract No. 2020-65-CC is for an amount not to exceed \$27,000 and is recommended to be funded as summarized below. Measure R Funds are budgeted for these services in the Fiscal Year 2021/22 Operating Budget under Account No. 224-780-31-6101 (Measure R - Professional Services). Development Fees and Encroachment Permit Fees will fund the services under this contract that are for specific development projects.

Agreement Term	Measure R	Development Fees	Encroachment Permit Fees	Total
Year 1	\$75,000	\$15,000	\$15,000	\$105,000
Amendment No. 1 for 3 Months	\$17,000	\$5,000	\$5,000	\$27,000
Total	\$92,000	\$20,000	\$20,000	\$132,000

ANALYSIS: The Public Works Department, Engineering Division utilizes the services of Kimley-Horn and Associates, Inc., (Kimley-Horn) to meet the demand for traffic engineer services of traffic service requests, Capital Improvement Program project reviews, development reviews, encroachment permit reviews and other functions. The term of Contract No. 2020-65-CC was for one year, and it ended on July 28, 2021. Staff is in the process of procuring a new contract through a competitive bid process. A Request for Proposal (RFP) was issued to the as-needed engineering service consultants and no proposals were received by the City. Staff is in the process of re-issuing the RFP. In the meantime, the Engineering Division needs traffic engineering support. Amendment No. 1 extends Kimley-Horn's services through December 14, 2021, on a month-to-month basis, to provide additional time to complete the RFP process.

BACKGROUND: The City operates an extensive roadway network that provides the general public access to local and regional facilities. With approximately 125 miles of roadway, millions of vehicle trips are experienced in the City, annually. The General Plan, Mobility Element has several goals for the roadway network such as: reducing traffic congestion, improving mobility, safety, and improving transit as well as the bike network. The Public Works Department uses traffic engineering staff and consultants to accomplish these goals. The Department also uses traffic engineers to plan, design and construct traffic signal systems, signage, and road markings, in a manner that meets federal, state, and local laws. As such, the services provided by Kimley-Horn are integral to the Engineering Division.

On July 28, 2020, the City Council approved Contract No. 2020-65-CC with Kimley-Horn for a not to exceed amount of \$105,000. Services entailed providing an engineer to work at City Hall one day a week, to provide support in reviews of: traffic service requests, Capital Improvement Program projects, private development, encroachment permit reviews and other traffic engineering functions. The term of Contract No. 2020-65-CC ended on July 28, 2021.

Amendment No. 1 is proposed to extend the term of Contract No. 2020-65-CC retroactively from July 28, 2021 to December 14, 2021, on a month-to-month basis, for up to an amount of \$27,000. Amendment No. 1 provides for a continuance of the same services inclusive of the service in City Hall one day a week. As a note, Kimley-Horn has not provided traffic engineering services since July 28, 2021, thus no expenses were incurred after the contract term expired.

The proposed \$27,000 will provides the services necessary to keep up with the engineering review demand. Of this amount, \$10,000 is necessary to service development projects and encroachment permits. The demand for development reviews and encroachment permit reviews fluctuates. The budget would provide the resources to complete the necessary reviews, in a timely fashion, particularly when demand is high. Service will be charged based on need on an hourly rate.

Staff is in the process of procuring a new contract through the RFP process. That process is anticipated to be completed at the end of September 2021, and a new contract is planned to be awarded in December 2021. Kimley-Horn's services will be necessary until a new contract is awarded.

Traffic engineering services are essential. They provide support and expertise and accelerate development reviews, City comments, and response times. The City is currently working with various developers which require attentiveness and adequate response times. The staff augmentation services by the Traffic Engineer would allow for better response time to traffic and development requests.

- ATTACHMENT:**
- A. Proposed Amendment No. 1
 - B. Proposal to Amendment No. 1
 - C. Contract No. 2020-65-CC

AM:lc

**AMENDMENT NO. 1 TO CONTRACT NO. 2020-65-CC
FOR TRAFFIC ENGINEERING AND STAFF AUGMENTATION SERVICES
BETWEEN THE CITY OF SOUTH GATE AND KIMLEY-HORN AND ASSOCIATES,
INC.**

This Amendment No. 1 to Contract No. 2020-65-CC for Traffic Engineering and Staff Augmentation Services ("Amendment No. 1"), is made and entered into on September 14, 2021, by and between the City of South Gate, a municipal corporation ("City"), and Kimley-Horn and Associates, Inc., a California corporation ("Contractor"). City and Contractor are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS:

WHEREAS, on July 28, 2020, the City Council approved Contract No. 2020-65-CC with Contractor ("Agreement") for as-needed traffic engineering and staff augmentative services for a one-year term through and including July 28, 2021, in a not-to-exceed amount of One Hundred Five Thousand Dollars (\$105,000);

WHEREAS, the City and Consultant desire to execute Amendment No. 1 extending the term of the Agreement retroactively effective from to July 28, 2021, through and including December 14, 2021, in an amount not to exceed Twenty-Seven Thousand Dollars (\$27,000), for services identified in Exhibit "A" attached hereto, under the terms and conditions of the Agreement, bringing the aggregate total of the Agreement, and Amendment No. 1 to a total sum of One Hundred Thirty-Two Thousand Dollars (\$132,000).

NOW, THEREFORE, THE PARTIES HEREBY AGREE AS FOLLOWS:

1. TERM OF AGREEMENT.

The term of the Agreement shall be extended retroactively effective from July 28, 2021, through and including December 14, 2021, unless otherwise expressly extended and agreed to by both Parties in writing, or terminated by either Party as provided in the Agreement.

2. COMPENSATION.

The amount of compensation paid by City to Contractor for the work identified in Exhibit "A" shall not exceed **Twenty-Seven Thousand Dollars (\$27,000)**.

3. EFFECT OF AMENDMENTS.

Except as expressly amended herein, all other terms and conditions of Agreement shall remain in full force and effect. Without limiting the generality of the foregoing, Agreement shall remain unchanged during the term of Agreement as extended by Section 1 above. Furthermore, City reserves the right to augment or reduce the scope of work as City deems necessary.

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 1 to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

Dated: _____

ATTEST:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

**KIMLEY-HORN AND ASSOCIATES,
INC.:**

By: _____
Sri Chakravarthy, P.E., T.E.
Principal-In-Charge

Dated: _____



Rate Schedule
As-Needed Staff Augmentation Services – Traffic Engineering
 Effective through June 30, 2022

<u>Classification</u>	<u>Billing Rate per Hour*</u>
Sri Chakravarthy, Principal	\$250
Sowmya Chandrasekhar, Assistant Traffic Engineer	\$230
Roxannabelle Perfecto, Project Engineer	\$190
Matt Stewart, Project Engineer	\$165
Sr. Professional II	\$260 to \$310
Sr. Professional I	\$200 to \$275
Professional	\$160 to \$200
Sr. Technical Support	\$120 to \$180
Technical Support	\$95 to \$120
Support Staff	\$80 to \$110

*Rates will be escalated yearly on July 1st, beginning July 1, 2022

Other Direct Costs: Outside Printing/Reproduction, Delivery Services/USPS, Misc. Field Equipment/Supplies, and Travel Expenses will be billed at actual cost. Mileage will be billed at the Federal Rate.

Office Expenses: 5% will be applied to labor fees to cover direct expenses, such as in-house duplicating and blueprinting, local mileage, telephone/mobile calls, electronic messaging, postage, and word processing.

**AGREEMENT FOR PROFESSIONAL SERVICES FOR TRAFFIC
ENGINEERING AND STAFF AUGMENTATION SERVICES BETWEEN THE
CITY OF SOUTH GATE AND KIMLEY-HORN AND ASSOCIATES, INC.**

This Agreement for Professional Services for traffic engineering and staff augmentation services ("Agreement"), is made and entered into on July 28, 2020, by and between the City of South Gate, a municipal corporation ("City"), and Kimley-Horn and Associates, Inc., North Carolina, Corporation Number C0168406 ("Consultant"). The City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS

WHEREAS, City desires to retain Consultant to perform Professional Services for traffic engineering and staff augmentation services, as provided herein; and

WHEREAS, Consultant warrants to City that it has the requisite skills, knowledge, qualifications, manpower and expertise to perform properly and timely the Professional Services under this Agreement; and

WHEREAS, based on such representation, City desires to contract with Consultant to perform Professional Services described in the Proposal attached hereto as Exhibit "A."

NOW, THEREFORE, THE PARTIES HEREBY AGREE AS FOLLOWS:

1. PARTIES TO THE AGREEMENT.

The parties to the Agreement are:

- A. Owner: The City of South Gate, a municipal corporation, having its principal office at 8650 California Avenue, South Gate, California 90280.
- B. Consultant: Kimley-Horn and Associates, Inc.
660 South Figueroa Street, Suite 2050
Los Angeles, CA 90017

2. REPRESENTATIVES OF THE PARTIES AND SERVICE OF NOTICES.

The representatives of the parties who are primarily responsible for the administration of this Agreement, and to whom formal notices, demands and communications shall be given, are as follows:

- A. The principal representative of the City shall be:

Arturo Cervantes, P.E.
Assistant City Manager / Director of Public Works
Public Works Department
City of South Gate
8650 California Avenue
South Gate, CA 90280

- B. The principal representative of the Consultant shall be:

Sri Chakravarthy, P.E., T.E.
Principal-in-Charge
Kimley-Horn and Associates, Inc.
660 South Figueroa Street, Suite 2050
Los Angeles, CA 90017

- C. Formal notices, demands and communications to be given hereunder by either party shall be made in writing and may be affected by personal delivery or by mail.
- D. If the name of the principal representative designated to receive the notices, demands or communications, or the address of such person, is changed, written notice shall be given within five (5) working days of said change.

3. SCOPE OF WORK.

The City hereby engages Consultant, and the Consultant accepts such engagement, to perform the Professional Services ("Work") identified on Exhibit "A" hereto. The locations at which such Work is to be performed ("City Facilities") are also identified on Exhibit "A" hereto. The Work shall include all the terms and conditions of Consultant's proposal dated March 5, 2020 ("Proposal"), which shall be attached as part of Exhibit "A" and which is incorporated herein by this reference; provided, however, that to the extent the Proposal conflicts with anything else in this Agreement, the terms of this Agreement shall control.

4. DATA PROVIDED TO CONSULTANT.

City shall provide to Consultant, without charge, all data, including reports, records, maps and other information, now in the City's possession, which may facilitate the timely performance of the work described in Exhibit "A".

5. INDEPENDENT CONSULTANT.

This Agreement is by and between City and Consultant and is not intended, nor shall it be construed, to create the relationship of agency, servant, employee, partnership, joint venture or association, as between City and Consultant.

- A. Consultant shall be an independent contractor and shall have no power to incur any debt or obligation for or on behalf of City. Neither City nor any of its officers or employees shall have any control over the conduct of Consultant, or any of

Consultant's employees, except as herein set forth, and Consultant expressly warrants not to, at any time or in any manner represent that it, or any of its agents, servants or employees, are in any manner employees of City, it being directly understood that Consultant is and shall at all times remain to City a wholly independent contractor and Consultant's obligations to City are solely such as are prescribed by this Agreement.

6. INDEMNIFICATION OF CALPERS DETERMINATION.

In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under the Agreement claims or is determined by a court of competent jurisdiction or CalPERS to be eligible for enrollment in CalPERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

7. CONSULTANT'S PERSONNEL.

- A. All services required under this Agreement will be performed by Consultant, or under Consultant's direct supervision, and all personnel shall possess the qualifications, permits and licenses required by State and local law to perform such services, including, without limitation, a City of South Gate business license as required by the South Gate Municipal Code.
- B. Consultant shall be solely responsible for the satisfactory work performance of all personnel engaged in performing services required by this Agreement, and compliance with all reasonable performance standards established by City.
- C. Consultant shall be responsible for payment of all employees' and subcontractor's wages and benefits, and shall comply with all requirements pertaining to employer's liability, workers' compensation, unemployment insurance, and Social Security.
- D. Consultant shall indemnify and hold harmless the City and all other related entities, officers, employees, and representatives, from any liability, damages, claims, costs and expenses of any nature arising from alleged violations of personnel practices, or of any negligent acts or omissions by Consultant in connection with the work performed arising from this Agreement.

8. COMPENSATION.

- A. The total amount of this Agreement shall not exceed the sum of **One Hundred Five Thousand Dollars (\$105,000)**. City shall pay Consultant for its professional services rendered and reasonable costs incurred pursuant to this Agreement. No additional compensation shall be paid for any other expenses incurred unless first approved by the City Manager. Consultant's fees and charges for the work and

services performed shall in no event exceed those set forth in Exhibit "B" attached hereto and made a part hereof. Notwithstanding anything to the contrary in the proposal, invoices will be processed for payment and paid subject to approval by Director of Public Works and City Council within forty-five (45) days from date of receipt by Director of Public Works.

- B. Consultant shall be required to attend meetings as necessary in the delivery of the projects. Travel time between the Consultant's office and the meeting location shall not be billable; however, mileage will be. Consultant may request an exemption on a case by case basis, which shall be subject to City approval.

9. INDEMNITY AND INSURANCE.

- A. Consultant agrees to indemnify, defend and hold harmless City and/or any other City agency, including other employees, officers and representatives, for/from any and all claims or actions of any kind asserted against City and/or any other City agency arising out of Consultant's (including Consultant's employees, representatives, products and subcontractors) negligent performance under this Agreement, excepting only such claims or actions which may arise out of sole or active negligence of City and/or any other City agency, or any third parties not acting on behalf of, at the direction of, or under the control of Consultant. Consultant will deliver to City a certificate of insurance evidencing professional liability insurance coverage in an amount not less than \$1,000,000.

- B. (1) The Consultant, at its expense, shall maintain in effect at all times during the performance of work under this Agreement not less than the following coverage and limits of insurance, which shall be maintained with insurers listed "A" or better in the Best's Insurance Guide and authorized to do business in the State of California.

- (a) Workers' Compensation and Employer's Liability

- Workers' Compensation-coverage as required by law.
- Employer's Liability-limits of at least \$1,000,000 per occurrence.

- (b) Comprehensive General Liability

- Combined Single Limit-\$1,000,000.

The automobile and comprehensive general liability policies may be combined in a single policy with a combined single limit of \$1,000,000. All of the Consultant's policies shall contain an endorsement providing that written notice shall be given to City at least thirty (30) calendar days prior to termination, cancellation or reduction of coverage in the policy.

- (2) Policies providing for bodily injury and property damage coverage shall contain the following:
 - (a) An endorsement extending coverage to City as an additional insured, in the same manner as the named insured, as respects liability arising out of the performance of any work under the Agreement. Such insurance shall be primary insurance as respects the interest of City, and any other insurance maintained by City shall be considered excess coverage and not contributing insurance with the insurance required hereunder.
 - (b) "Severability of Interest" clause.
 - (c) Provision or endorsement stating that such insurance, subject to all of its other terms and conditions, applies to the liability assumed by Consultant under the Agreement, including without limitation that set forth in Section 9.A.
- (3) Promptly on execution of this Agreement and prior to commencement of any work Consultant shall deliver to City copies of all required policies and endorsements to the required policies.
- (4) The requirements as to the types and limits of insurance to be maintained by the Consultant are not intended to and shall not in any manner limit or qualify Consultant's liabilities and obligations under this Agreement.
- (5) Any policy or policies of insurance that Consultant elects to carry as insurance against loss or damage to its equipment and tools or other personal property used in the performance of this Agreement shall include a provision waiving the insurer's right of subrogation against the City.

10. TERMINATION FOR CONVENIENCE.

The City may terminate this Agreement at any time without cause by giving fifteen (15) days written notice to Consultant of such termination and specifying the effective date thereof. In that event, all finished or unfinished documents and other materials shall, at the option of City, become its property. If this Agreement is terminated by City as provided herein, Consultant will be paid a total amount equal to its costs as of the termination date, plus ten percent (10%) of that amount for profit. In no event shall the amount payable upon termination exceed the total maximum compensation provided for in this Agreement.

11. TERMINATION FOR CAUSE.

A. The City may, by written notice to Consultant, terminate the whole or any part of this Agreement in any of the following circumstances:

- (1) If Consultant fails to perform the services required by this Agreement within the time specified herein or any authorized extension thereof; or
 - (2) If Consultant fails to perform the services called for by this Agreement or so fails to make progress as to endanger performance of this Agreement in accordance with its terms, and in either of these circumstances does not correct such failure within a period of ten (10) days (or such longer period as City may authorize in writing) after receipt of notice from City specifying such failure.
- B. In the event City terminates this Agreement in whole or in part as provided above in paragraph A of this Section 11, City may procure, upon such terms and in such manner as it may deem appropriate, services similar to those terminated.
- C. If this Agreement is terminated as provided above in paragraph A, City may require Consultant to provide all finished or unfinished documents, data, studies, drawings, maps, photographs, reports, etc., prepared by Consultant. Upon such termination, Consultant shall be paid an amount equal to the value of the work performed. In ascertaining the value of the work performed up to the date of termination, consideration shall be given to both completed work and work in progress, to complete and incomplete drawings, and to other documents whether delivered to City or in possession of Consultant, and to authorized reimbursement expenses.
- D. If, after notice of termination of the Agreement under the provisions of this Section 11, it is determined, for any reason, that Consultant was not in default, or that the default was excusable, then the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to Section 10.

12. NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY.

- A. In the performance of this Agreement, Consultant shall not discriminate against any employee, subcontractor, or applicant for employment because of race, creed, gender, gender identity (including gender expression), color, religion, ancestry, sexual orientation, national origin, disability, age, marital status, family/parental status, or veteran/military status, in the performance of its services and duties pursuant to this Agreement and will comply with all applicable laws, ordinances and codes of the Federal, State, and County and City governments. Consultant will take affirmative action to ensure that subcontractors and applicants are employed, and that employees are treated during employment without regard to their race, color, religion, ancestry, sex, national origin, handicap or age. Consultant will take affirmative action to ensure that all employment practices,

including those of any subcontractors retained by Consultant to perform services under this Agreement, are free from such discrimination. Such employment practices include but are not limited to hiring, upgrading, demotion, transfer, recruitment, recruitment advertising, layoff, termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

- B. The provisions of subsection A above shall be included in all solicitations or advertisements placed by or on behalf of Consultant for personnel to perform any services under this Agreement. City shall have access to all documents, data and records of Consultant and its subcontractors for purposes of determining compliance with the equal employment opportunity and non-discrimination provisions of this Section, and all applicable provisions of Executive Order No. 11246 which is incorporated herein by this reference. A copy of Executive Order No. 11246 is available for inspection and on file with the Public Works Department.

13. CONSULTANT'S WARRANTIES AND REPRESENTATIONS.

Consultant warrants and represents to the City as follows:

- A. Consultant has not employed or retained any person or entity, other than a bona fide employee working exclusively for Consultant, to solicit or obtain this Agreement.
- B. Consultant has not paid or agreed to pay any person or entity, other than a bona fide employee working exclusively for Consultant, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the execution of this Agreement. Upon such breach or violation of this warranty, the City shall have the right, in its sole discretion, to terminate this Agreement without further liability, or, in the alternative, to deduct from any sums payable hereunder the full amount or value of any such fee, commission, percentage or gift.
- C. Consultant has no knowledge that any officer or employee of the City has any interest, whether contractual, non-contractual, financial, proprietary, or otherwise, in this transaction or in the business of Contractor, and that if any such interest comes to the knowledge of Consultant at any time, a complete written disclosure of such interest will be made to the City, even if such interest would not be deemed a prohibited "conflict of interest" under applicable laws.
- D. Upon execution of this Agreement, Consultant has no interest, direct or indirect, in any transaction or business entity which would conflict with or in any manner hinder the performance of Work required by this Agreement, nor shall any such interest be acquired during the Term of this Agreement.

14. SUBCONTRACTING, DELEGATION AND ASSIGNMENT.

- A. Consultant shall not delegate, subcontract or assign its duties or rights hereunder, either in whole or in part, without the prior written consent of the Director of Public Works; provided, however, that claims for money due or to become due to Consultant from City under this Agreement may be assigned to a bank, trust company or other financial institution without such approval. Any proposed delegation, assignment or subcontract shall provide a description of the services to be covered, identification of the proposed assignee, delegee or subcontractor, and an explanation of why and how the same was selected, including the degree of competition involved. Any proposed agreement with an assignee, delegee or subcontractor shall include the following:
 - (1) The amount involved, together with Consultant's analysis of such cost or price.
 - (2) A provision requiring that any subsequent modification or amendment shall be subject to the prior written consent of the City.
- B. Any assignment, delegation or subcontract shall be made in the name of the Consultant and shall not bind or purport to bind the City and shall not release the Consultant from any obligations under this Agreement including, but not limited to, the duty to properly supervise and coordinate the work of employees, assignees, delegee and subcontractors. No such assignment, delegation or subcontract shall result in any increase in the amount of total compensation payable to Consultant under this Agreement.

15. OWNERSHIP OF DOCUMENTS.

All plans, specifications, reports, studies, tracings, maps and other documents prepared or obtained by Consultant in the course of performing the work required by this Agreement shall be the property of the City. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by Consultant under this Agreement shall, upon request, be made available to City without restriction or limitation on their use.

16. ENTIRE AGREEMENT AND AMENDMENTS.

- A. This Agreement supersedes all prior proposals, agreements, and understandings between the parties and may not be modified or terminated orally.
- B. No attempted waiver of any of the provisions hereof, nor any modification in the nature, extent or duration of the work to be performed by Consultant hereunder, shall be binding unless in writing and signed by the party against whom the same is sought to be enforced.
- C. Consultant acknowledges and agrees that it has consulted with an attorney, or has knowingly foregone the opportunity to do so and executes this Agreement knowingly and voluntarily.

17. RESOLUTION OF DISPUTES.

Disputes regarding the interpretation or application of any provisions of this Agreement shall, to the extent reasonably feasible, be resolved through good faith negotiations between the parties. In the event that the parties cannot reach agreement, parties agree to submit their dispute to non-binding arbitration prior to the commencement of any legal action or suit. The parties are free to choose a mutually agreeable arbitrator; however, in the event of a lack of agreement between the parties, the matter shall be submitted to the American Arbitration Association and be subject to its Commercial Arbitration Rules. Each party shall bear its own costs and fees, and share equally in the cost of the arbitration fee.

18. SEVERABILITY.

If any provision of this agreement is held by court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions nevertheless will continue in full force and effect without being impaired or invalidated in any way.

19. EXHIBIT.

The following exhibits to which reference is made in this Agreement is deemed incorporated herein in their entirety:

- Exhibit "A" Proposal dated March 5, 2020.
- Exhibit "B" Fee Schedule.

20. GOVERNING LAW.

This Agreement shall be governed by the laws of the State of California, without regard to conflict of law principles.

21. EFFECTIVE DATE.

The effective date of this Agreement is July 28, 2020, and shall remain in effect through and including July 28, 2021, unless terminated otherwise in accordance with the terms of this Agreement.

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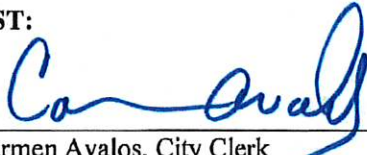
IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

CITY OF SOUTH GATE:

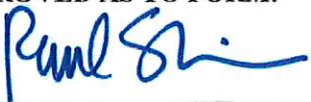
By: 
Maria Davila, Mayor

Dated: 8-5-2020


ATTEST:

By: 
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: 
Raul F. Salinas, City Attorney

KIMLEY-HORN AND ASSOCIATES, INC.:

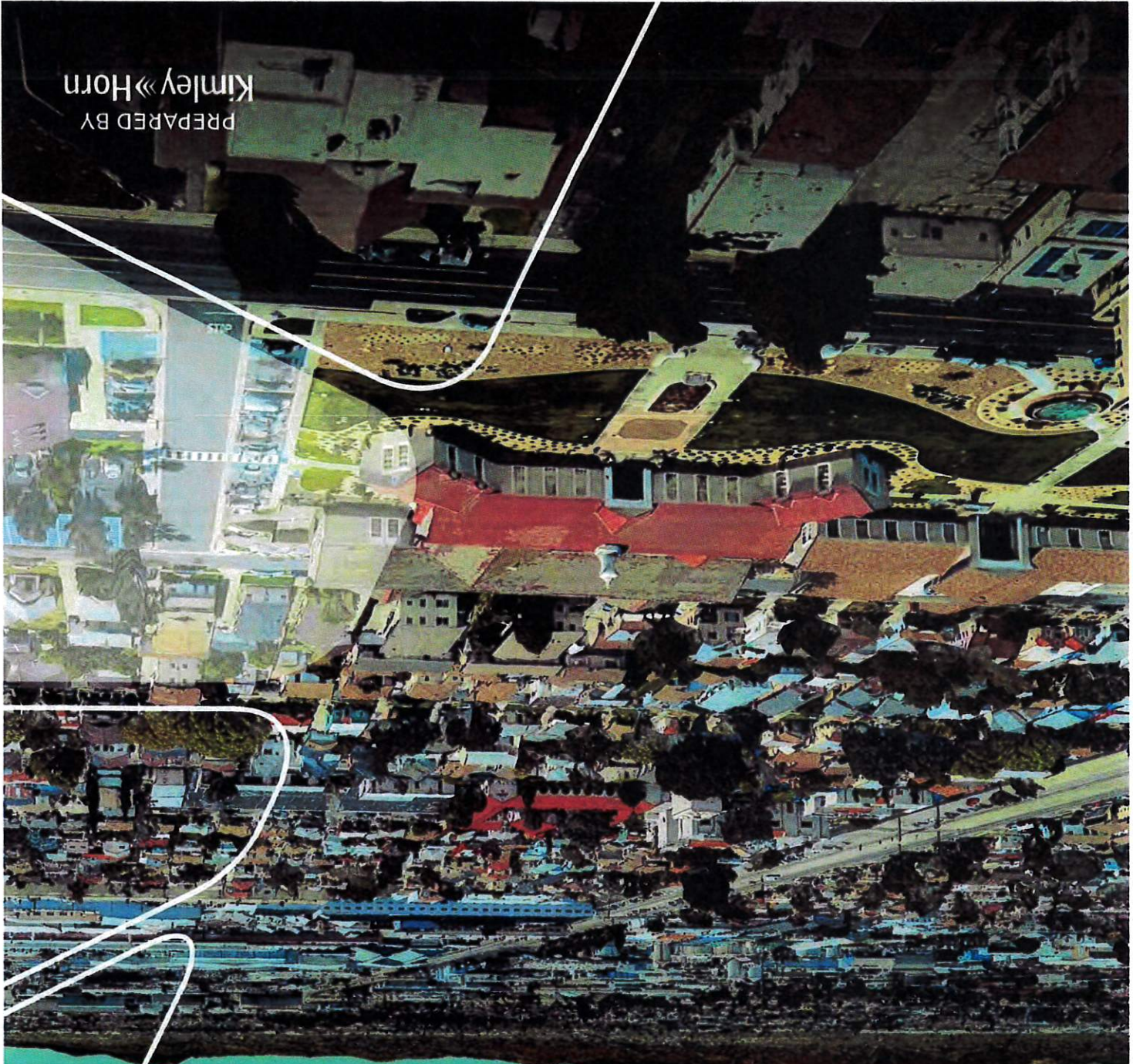
By: 
Sri Chakravarthy, P.E., T.E.
Principal- In-Charge

Dated: July 28, 2020

By: 
Sr. Vice President

Dated: July 28, 2020

PREPARED BY
Kimley»Horn



PROPOSAL FOR
**AS-NEEDED STAFF
AUGMENTATION SERVICES -
TRAFFIC ENGINEERING**





PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING



I. COVER LETTER

March 5, 2020

City Clerk's Office
Attn: Arturo Cervantes, P.E.
Assistant City Manager/Director of Public Works
City of South Gate
8650 California Avenue
South Gate, CA 90280

660 South Figueroa Street
Suite 2050
Los Angeles, CA
90017
213 261 4040

RE: Request for Proposals (RFP) For As-Needed Staff Augmentation Services – Traffic Engineering

Dear Mr. Cervantes and Members of the Selection Committee:

The City of South Gate (City) is seeking a qualified, experienced consultant to provide as-needed staff augmentation services related to traffic engineering for the Public Works Department. Kimley-Horn's traffic engineering expertise and experienced project team makes us your ideal project team. Specifically, Kimley-Horn is able to offer the City the following advantages:

- ✓ **Proven Project Management and Local Expertise.** Kimley-Horn has a history of developing strong, effective partnerships with local agencies. These partnerships are based firmly on our understanding of the responsibilities our clients have to their constituents, combined with our commitment to working closely with our clients to identify practical and cost-efficient solutions. I, Matthew Stewart, P.E. will serve as the Project Manager and primary contact for the scope of services requested in the subject RFP.
- ✓ **Extensive Relevant Experience.** Our staff has extensive experience providing similar as-needed traffic engineering services in Southern California. Our proposed team member, Sowmya Chandrasekhar, P.E., T.E., PTOE has staffed the City of Buena Park as the on-call City Traffic Engineer once a week for a period of over 3 years. The Principal-in-Charge for this proposal, Sri Chakravarthy, P.E., T.E., has served as the on-call City Traffic Engineer for the City of Agoura Hills for over 13 years.
- ✓ **Thorough Understanding of the City's Project Challenges and Concerns.** We know traffic and parking studies, special studies, traffic design, traffic systems, signal timing, smart computing technologies, active transportation, reconstruction, how to work with contractors and communities, and how to minimize impacts to the residents, businesses, and the traveling public.
- ✓ **Responsiveness.** At Kimley-Horn, we believe in a strong commitment to client satisfaction. Our success has been built on a foundation of providing not only technical excellence, but also timely service and practical, money-saving solutions. We have developed strong relationships with various agency staff by working closely together throughout many years of providing our clients with quality service. Our responsiveness demonstrates that we have the professional resources to handle any assignment under this on-call, and our staff will be available throughout the duration of this contract.

We look forward to the prospect of working with the City. If you have any questions, please contact me at 213.261.4045 or at matt.stewart@kimley-horn.com. Thank you for your consideration of our qualifications.

Sincerely,
Kimley-Horn and Associates, Inc.

Matt Stewart, P.E.
Project Manager

Sri Chakravarthy, P.E., T.E.
Principal-in-Charge





PROPOSAL FOR AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING



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PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING



III. QUALIFICATION AND EXPERIENCE

Firm Overview

Kimley-Horn is a full-service engineering, planning, and environmental consulting firm providing a comprehensive range of services to public and private clients throughout the United States. Founded in 1967, our company has grown from a small group of traffic engineers and transportation planners to a multidisciplinary firm of more than 4,200 in 90 offices nationwide.



Our 12 California offices, including local offices in Downtown Los Angeles, Orange, and Riverside, have more than 330 engineers, planners, designers, and technicians—affording us the depth of resources necessary to staff and execute virtually any assignment in response to the City's needs for this contract. We provide our clients with the local knowledge and responsiveness of a small organization, backed by the depth of resources only a national firm could offer.

As a recognized nationwide leader in engineering consulting services, Kimley-Horn's professionals understand the complexities of as-needed and on-call assignments and develop solutions unique to each community we serve. We have an extensive history of completing projects successfully, on time, and within budget.

Kimley-Horn will commit the necessary resources to help support the success of each project assignment that is outlined in the scope of services. We will do this through proactive project management and continuous contact between City of South Gate staff and our team members. We have the tools that tell us exactly how and when to implement these resources.

Combining national experience with a local sensibility, Kimley-Horn's professionals provide comprehensive solutions to the planning, analysis, and design of public and private spaces. We work extensively with our internal partners, agency staff, and clients to create the appropriate technical approach for the specific task order and to provide a clear and concise scope of work.

Some of our principal practice areas include:

- Staff Augmentation
- Traffic engineering, traffic operations, and Transportation planning
- Traffic signal design and upgrades
- Traffic studies/traffic calming studies
- Traffic control plans
- Signing and striping design
- Review of Traffic Control Devices
- Signal timing
- Street circulation planning and design
- Street lighting
- Lighting photometrics analysis
- Intelligent Transportation Systems (ITS) planning, design, and fiber optic interconnect
- Active Transportation Planning and Design
- Smart Cities / Smart Computing Technologies
- Parking analysis, studies, and design
- Civil engineering design services
- Roadway design/streetscape/improvement/upgrades
- Transit planning and design
- Plan check services
- Master planning
- Public involvement and community outreach programs
- Safe routes to school design projects
- Pedestrian facilities and design
- Bicycle planning and design
- Environmental support services, including CEQA and NEPA
- Peer review and plan review
- Grant writing and administration





PROPOSAL FOR AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING



We Know What it Means to Perform Work “As-Needed”

Kimley-Horn understands what it means to provide services on an as-needed basis for a local government. Kimley-Horn has experience providing on-call services to the cities of Agoura Hills, Diamond Bar, Malibu, Thousand Oaks, and many other cities and agencies. Since our founding, on-call clients have been a top priority in which we aim to serve as an extension of City staff.

The City needs a consultant with the experience and commitment to deliver highly responsive service—Kimley-Horn has been doing just that since the firm was founded over 53 years ago. Our experience completing on-call civil and traffic engineering tasks has afforded our team an in-depth understanding of typical considerations that help meet project goals and promote success. We have successfully provided services to a number of California municipalities through on-call contracts, as illustrated in the map below.

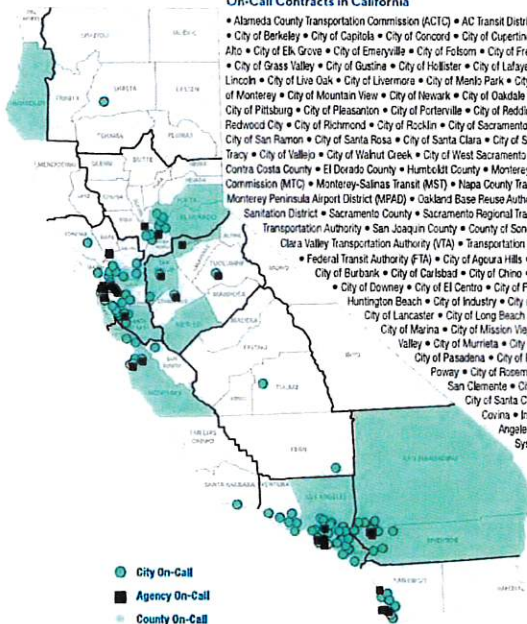
Local On-Call Traffic Engineering Contracts

Below is a list of our most recent and current traffic on-call contracts in Southern California.

- Culver City
- Anaheim
- Industry
- Santa Monica
- Orange Country Transportation Authority
- Diamond Bar
- Chino
- Newport Beach
- Malibu
- Santa Clarita
- Agoura Hills
- Thousand Oaks
- Moreno Valley
- Menifee
- Ventura
- Lancaster

On-Call Contracts in California

Alameda County Transportation Commission (ACTC) • AC Transit District • BAFA • CMAS • City of Antioch • City of Berkeley • City of Capitola • City of Concord • City of Cupertino • City of Dublin • City of East Palo Alto • City of Elk Grove • City of Emeryville • City of Folsom • City of Fremont • City of Galt • City of Gilroy • City of Grass Valley • City of Guafina • City of Hollister • City of Lafayette • City of Lemoore • City of Lincoln • City of Lodi • City of Livermore • City of Mantro Park • City of Milpitas • City of Modesto • City of Monterey • City of Mountain View • City of Newark • City of Oakland • City of Oakland • City of Palo Alto • City of Pittsburg • City of Pleasanton • City of Porterville • City of Redding • City of Rancho Cordova • City of Redwood City • City of Richmond • City of Rocklin • City of Sacramento • City of Salinas • City of San Jose • City of San Ramon • City of Santa Rosa • City of Santa Clara • City of Stockton • City of Sunnyvale • City of Tracy • City of Vallejo • City of Walnut Creek • City of West Sacramento • City of Woodland • Town of Loomis • Contra Costa County • El Dorado County • Humboldt County • Monterey County • Metropolitan Transportation Commission (MTC) • Monterey-Salinas Transit (MST) • Napa County Transportation and Planning (NCTPA) • Monterey Peninsula Airport District (MPAD) • Oakland Base Reuse Authority • Placer County • Sacramento Area Sanitation District • Sacramento County • Sacramento Regional Transit (RT) District • San Francisco County Transportation Authority • San Joaquin County • County of Sonoma • Santa Clara County • Santa Clara Valley Transportation Authority (VTA) • Transportation Authority of Marin (TAM) • Yolo County • Federal Transit Authority (FTA) • City of Agoura Hills • City of Anaheim • City of Barstow • City of Burbank • City of Carlsbad • City of Chino • City of Corona • City of Culver City • City of Downey • City of El Centro • City of Fontana • City of Glendale • City of Huntington Beach • City of Industry • City of La Mesa • City of Lake Elsinore • City of Lancaster • City of Long Beach • City of Los Angeles • City of Malibu • City of Marina • City of Mission Viejo • City of Moorpark • City of Moreno Valley • City of Murrieta • City of National City • City of Oceanside • City of Pasadena • City of Palmdale • City of Pomona • City of Poway • City of Rosemead • City of Thousand Oaks • City of Thousand Oaks • City of San Clemente • City of San Marcos • City of Santa Ana • City of Santa Clarita • City of Ventura • City of West Covina • Imperial County • Kern County • Los Angeles County • Metropolitan Transportation System (MTS) • North County Transit District (NCTD) • Orange County Transportation Authority (OCTA) • Port of Long Beach • Riverside County • San Diego Association of Governments (SANDAG) • San Diego County • San Diego Unified Port District • Santa Barbara County Association of Governments (SBCAG) • WROOG • Caltrans (includes District 3 • District 4 • District 7 • District 8 • District 11 • District 12)





PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING



Relevant Experience

Kimley-Horn was founded by experts in traffic engineering and transportation planning, and these disciplines continue to be the cornerstone of our practice. Our range of services covers urban and regional transportation planning, traffic signal warrant studies, traffic signal systems design and implementation, signal coordination and timing, traffic impact analyses, and seeking innovative programs to obtain financing for transportation improvements.

Because traffic engineering and transportation planning have been mainstays of Kimley-Horn's practice for over 50 years, the City of South Gate can be assured that we have the experienced professionals and resources to meet the City's needs. Some of our current and recently completed as-needed and on-call contracts are listed below:

PROJECT	PS&E	Traffic Studies	Signal Timing	Signal Coordination Plans	Conceptual Design Plans/Exhibits	Cost Estimating and Value Engineering Services	Transportation Impact Studies	Traffic Review	Traffic Calming (Neighborhood) studies	Traffic Control Plans	Bid Support	Record Drawings Prepared	Warrant Investigations for signals and turn lanes	Safety Studies	Traffic Data Collection	Traffic signal operation observation, review, and response	Traffic Signal Improvements	Review traffic control devices for State and Federal Compliance	Signing and Striping	Street Lighting	ITS Planning and Design	Active Transportation Improvements
On-Call Traffic Engineering, Newport Beach	✓	✓			✓	✓			✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
On-Call Traffic Engineering, Anaheim	✓	✓					✓		✓				✓		✓				✓			✓
On-Call Traffic Plan Check Services, Anaheim		✓					✓	✓		✓												
On-Call Engineering Services, Santa Ana	✓	✓			✓	✓				✓			✓		✓		✓	✓	✓	✓	✓	✓
On-Call Traffic Engineering, Port of Long Beach	✓	✓	✓	✓	✓	✓					✓	✓	✓	✓	✓		✓	✓	✓	✓		
On-Call Traffic Engineering, OCTA	✓		✓	✓	✓	✓					✓	✓			✓	✓	✓		✓		✓	
On-Call Engineering Services, Malibu	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
On-Call Engineering Services, Agoura Hills	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
On-Call Traffic Engineering, County of Los Angeles	✓	✓	✓	✓	✓	✓					✓	✓	✓	✓	✓		✓		✓	✓	✓	
On-Call Engineering Services, City of Industry	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
On-Call Engineering Service, West Covina	✓	✓			✓	✓					✓	✓		✓	✓		✓		✓			
On-Call Engineering Services, Burbank	✓	✓	✓		✓	✓					✓	✓	✓	✓	✓		✓		✓	✓		
On-Call Traffic Engineering, Calabasas	✓	✓			✓	✓					✓	✓			✓		✓		✓			
Baseline Timing Project, Rancho Cucamonga	✓	✓	✓	✓	✓	✓					✓	✓	✓	✓	✓		✓		✓	✓		
On-Call Engineering Services, Santa Clarita	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
On-Call Engineering, Glendale	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	
On-Call Engineering Services, Palmdale		✓											✓		✓		✓		✓	✓		
On-Call Engineering Services, Chino	✓	✓	✓		✓	✓					✓	✓	✓	✓	✓		✓		✓	✓		
On-Call Engineering, Caltrans District 7 and 8	✓				✓	✓						✓					✓		✓			
On-Call Traffic Engineering, Moorpark		✓	✓												✓							
On-Call Traffic Engineering, Poway	✓	✓	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
On-Call Traffic Engineering Services, Riverside County	✓	✓			✓	✓					✓	✓	✓	✓	✓		✓		✓	✓		
As-Needed Traffic Engineering and Transportation Planning Service, Thousand Oaks	✓	✓			✓	✓			✓		✓	✓	✓	✓			✓		✓			





 PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING

References

Kimley-Horn understands that real collaboration requires far more than a partnership—it also means earning trust by living up to our promises day in and day out. Our clients consistently tell us that Kimley-Horn provides a better experience. That's the truth behind our reputation—with Kimley-Horn, you can expect more and experience better. We are proud of the projects we have worked on and the relationships we have built with our clients. We hope that you will reach out to them. Below we have provided 3 references for our proposed team as a whole.

On-Call General Engineering Services, Agoura Hills, CA

Kimley-Horn provides on-call traffic engineering and plan checking services for the City of Agoura Hills for as-needed traffic operations analysis and services. Among the projects Kimley-Horn has undertaken for the City under this on-call contract is the completion of PS&E for the installation of a fiber optic traffic signal and video detection communication system for the City. This project involved the interconnect of approximately 20 signalized intersections, and installation of video detection. Also included in this project was the development of citywide traffic signal timing plans for the coordination of a network of 20 signals using Synchro software. The project also included travel time studies, implementing timing plans, fine-tuning of timings, and preparing the final report. Also as part of the on-call contract, Kimley-Horn successfully completed a citywide engineering and traffic survey at 25 locations on nine arterials and collector streets. The project included collection of radar speed survey and Average Daily Traffic (ADT) data at 25 locations and review of existing accident rate summary data to recommend new posted speed limits. The speed survey report was presented to the City Council and was adopted in October 2011.

Reference: Ramiro Adeva, P.E., Community Development Director, City of Agoura Hills, 30101 Agoura Ct, Agoura Hills, 91301
 818.597.7353, radeva@ci.agoura-hills.ca.us

On-Call Traffic Engineering Services, Malibu, CA

Kimley-Horn provides on-call traffic engineering services to the City of Malibu for the last six years. Services under this contract included conducting engineering and traffic surveys; performing review of traffic control plans, traffic impact analysis reports, and safety studies; parking studies; feasibility/ conceptual studies and reports and recommendations for preliminary, final and construction design studies; applicable subconsultant and engineering disciplines; preparation of construction plans, specifications and estimates; research of utilities and other records; collecting and analyzing traffic data; and participating in meetings with City staff associated with various development and improvement projects. As part of this contract, Kimley-Horn was awarded a project in 2014 to update the Engineering and Traffic Survey for the City Streets, previously completed in 2007. The study included ADT data collection and radar speed surveys at 40 locations within the City, as well as the review and analysis of collisions at key locations. The study helped the City verify, increase, or decrease the existing speed limits within Malibu based on the data and results of this survey.

Reference: Adam Chase, P.E., T.E., Assistant Public Works Director, City of Malibu, 23825 Stuart Ranch Rd, Malibu, CA 90265
 310.456.2489 ext. 370, AChase@malibucity.org

On-Call Traffic and Transportation Engineering Services, Diamond Bar, CA

Kimley-Horn was selected for providing On-Call Traffic Engineering services by City of Diamond Bar based on our performance on the Adaptive Traffic Control Systems Design and Implementation project which is the first citywide adaptive control system deployment in the state of California. As part of the on-call traffic engineering services support, we provide a review of parking studies, traffic control plans, developmental review, traffic signal timing improvements, TMC support and communication systems support to the City staff.

Reference: Christian Malpica, Associate Engineer, City of Diamond Bar, 21810 Copley Dr, Diamond Bar, CA 91765
 909.839.7042, CMalpica@DiamondBarCA.gov



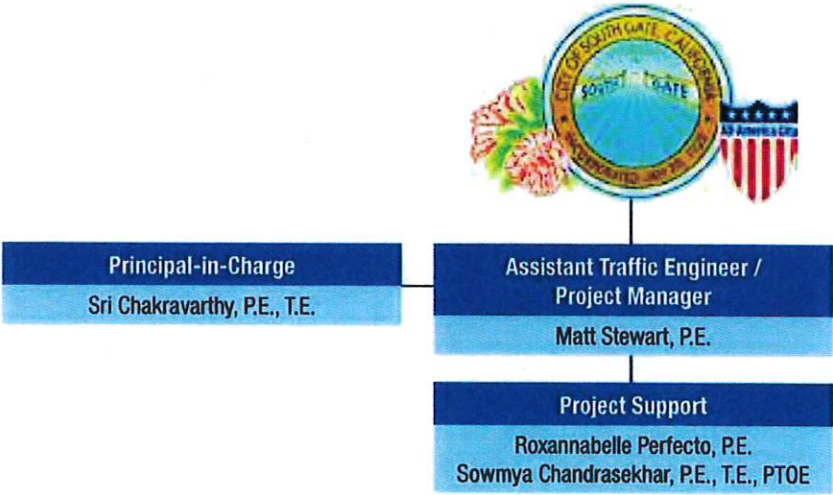
PROPOSAL FOR AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING

Project Team and Experience

When you choose a consultant, you are really choosing the people who offer you the technical expertise, hands-on experience with similar projects, and commitment to a high standard of quality and client service that will make your projects as successful as you have envisioned. We have given careful consideration to the composition of our team. Matt Stewart, P.E. will be the primary contact for the City, providing overall management and coordination for Kimley-Horn's as-needed services. Matt will be supported by a team of experienced engineers, including Principal-in-Charge, Sri Chakravarthy, PE., T.E., who has over 16 years of experience in traffic operations and transportation engineering. We have identified the most qualified personnel with recent, relevant experience to be available to work with you. Our team has extensive knowledge and proficiency in current Caltrans standards and procedures, traffic engineering modeling and methodologies, County of LA traffic standards and methodologies, and State of California Vehicle Code. The organization chart below highlights our proposed team members' roles.

Team Member Availability

We have carefully selected a key team of professionals who offer the high level of responsiveness you need for the duration of this contract, in terms of exceptional local understanding and support, and extensive experience in the disciplines you require. The depth of our staff in required areas of expertise and our familiarity with the needs of municipalities allows us to maximize our coordination efforts while integrating resources, adhering to project schedules, and effective budget management. With these processes in place, we can meet the technical and staffing needs anticipated for this contract.



The individual members of our project team were selected using two criteria: (1) their experience with a wide range of municipal projects, and (2) their availability to assume major technical responsibilities within this contract timeframe. Kimley-Horn uses a proactive management system, known as "cast-aheads" to detail every project's personnel needs and also to determine each staff person's availability. By continuously matching project needs with staff availability, our cast-aheads system is an accurate tool for keeping our projects on schedule. The table below demonstrates our team's availability for the duration of the contract.

Team Member	Availability
Matt Stewart	70%
Sri Chakravarthy	20%
Roxannabelle Perfecto	40%
Sowmya Chandrasekhar	40%





 PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING

Staff Resumes

MATT STEWART, P.E.

Assistant Traffic Engineer / Project Manager

Matt has experience in traffic engineering, transportation planning, and traffic safety analysis. His expertise includes traffic signal operations and design, ITS design, crash data analysis, and traffic impact analysis. Most recently, he worked on two traffic signal synchronization projects in Orange County, specifically Chapman Avenue in Garden Grove and Orange and on El Toro Road in Lake Forest and Mission Viejo. Matt has experience in data collection and field review, traffic signal timing optimization, traffic management center (TMC) and controller cabinet timing implementation, finetuning, and corridor before and after studies.



RELEVANT EXPERIENCE

- **On-Call Civil and Traffic Engineering Services, Diamond Bar, CA** – Analyst
- **On-Call Civil and Engineering Services, Agoura Hills, CA** – Analyst
- **Traffic Signal Design at Thousand Oaks Boulevard/Argos Street, Agoura Hills, CA** – Analyst
- **PCH (Route 1) Mobility Improvements at Various Locations, Malibu, CA** – Analyst
- **Pacific Coast Highway Signal System Improvements Project, Malibu, CA** – Analyst
- **ITS Phase IV, V, and VII, Santa Clarita, CA** – Project Engineer
- **Chapman Avenue Corridor Traffic Signal Synchronization Project, Orange County, CA** – Analyst
- **Landing at Riverpark Traffic Signal Design, Oxnard, CA** – Analyst
- **1515 Granville Avenue Traffic Design, Los Angeles, CA** – Analyst
- **Design of Traffic Signal Interconnect Improvements City Projects, Rancho Mirage, CA** – Analyst
- **Ocean Park Boulevard Complete Green Street Project, Santa Monica, CA** – Analyst
- **Newport/Orange County Fiber Design, Newport Beach, CA** – Analyst



Professional Credentials:

- **Master of Science, Transportation Engineering, University of California, Berkeley**
- **Bachelor of Science, Civil and Environmental Engineering, University of California, Los Angeles**
- **Professional Engineer in California #90465**



PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING

SRI CHAKRAVARTHY, P.E., T.E.



Principal-in-Charge

Sri has more than 16 years of traffic operations and transportation engineering experience. Since beginning his career with Los Angeles County prior to joining Kimley-Horn, Sri has participated in a wide variety of traffic signal synchronization, ITS operations projects, and on-call traffic engineering services. His project management experience includes traffic signal operations, traffic signal design, traffic impact studies, corridor planning, signal justification studies, site-specific traffic circulation and safety studies. His key areas of expertise include traffic signal timing, signal design, ITS, transportation modeling, grant applications, and statistical analysis. Most recently, he has been serving as the On-Call Engineering Services Project Manager for the Cities of Agoura Hills, Malibu, San Clemente, and Rancho Cucamonga.



Professional Credentials:

- Master of Science, Civil Engineering, Louisiana State University
- Bachelor of Science, Civil Engineering, Kakatiya University
- Professional Civil Engineer in California #7362
- Professional Traffic Engineer in California #2531



RELEVANT EXPERIENCE

- On-Call Civil and Engineering Services, Agoura Hills, CA – Project Manager
- On-Call Civil and Engineering Services, Malibu, CA – Project Manager
- On-Call Civil and Traffic Engineering Services, Diamond Bar, CA – Project Manager
- Ventura Traffic Signal Communication System Upgrade Phase I, Ventura, CA – Project Manager
- Landing at Riverpark Traffic Signal Design, Oxnard, CA – Project Manager
- Design for Kazan/Walnut Traffic Signal Improvements, Irvine, CA – Project Manager
- Dunnigan/Arneill Traffic Signal Design, Camarillo, CA – Project Manager
- Rancho Road/US 101 Interchange Improvements, Thousand Oaks, CA – Project Manager
- Paseo Westpark at San Remo Intersection Safety Analysis, Irvine, CA – QC/QA
- Final Design Services (HSIP) for Traffic Signal Improvements along Studebaker Road, Norwalk, CA – Project Manager
- Design Services (HSIP) for Traffic Signal Improvements along Alondra Boulevard, Norwalk, CA – Project Manager
- Rice Avenue/5th Street Grade Separation Preliminary Engineering and Final Design (Traffic and Electrical Design), Oxnard, CA – Project Manager
- Pacific Coast Highway Signal System Improvements Project, Malibu, CA – Project Manager
- Agoura Road Fiber Optic and Systems Integration, Agoura Hills, CA – Project Manager
- U.S. 101/23 Interchange PS&E Traffic and Electrical Design, Thousand Oaks, CA – Project Manager



ROXANNABELLE PERFECTO, P.E.

Project Support

Roxannabelle has more than five years of engineering design and CADD experience in traffic engineering, roadway design, and land development. Her experience includes traffic and intersection analyses, traffic control design, striping design, and street improvement design for both public and private sector clients.

 **RELEVANT EXPERIENCE**

- **On-Call Civil and Engineering Services, Agoura Hills, CA** – Plan Check Support
- **Computerized Traffic Signal System and ATMS Implementation, Agoura Hills, CA** – Analyst
- **ITS Phase II, III, IV, V and VII, Santa Clarita, CA** – Analyst
- **Alondra Boulevard Traffic Signal Improvements, Norwalk, CA** – Project Engineer
- **Riverside Fiber-Optic Improvements, Burbank, CA** – Analyst
- **Flashing Yellow Arrow Project, Rancho Cucamonga, CA** – Project Engineer
- **Ventura Traffic Signal Communication System Upgrade Phase I, Ventura, CA** – Project Engineer
- **San Fernando Boulevard and Burbank Boulevard Improvements, Burbank, CA** – Analyst
- **Fiber-Optic Communication Design and Traffic Signal Design** – Analyst
- **Ocean Park Boulevard Complete Green Street Project, Santa Monica, CA** – Analyst
- **Newport/Orange County Fiber Design, Newport Beach, CA** – Analyst



Professional Credentials:

- Bachelor of Science, Civil Engineering, California State Polytechnic University, Pomona
- Professional Engineer in California #88942

SOWMYA CHANDRASEKHAR, P.E., T.E., PTOE

Project Support

Sowmya has over 12 years of professional experience as a transportation engineer, and is experienced in traffic signal designs, illumination designs, temporary/permanent traffic control plans, traffic control warrant analyses, corridor operational analyses, traffic impact analyses, parking studies, pedestrian studies, crash analyses, and innovative intersection improvements. Sowmya has provided support for the development of transportation simulation models, preparation of grant applications, and review of connected vehicle applications for agencies.

 **RELEVANT EXPERIENCE**

- **On-Call Transportation Engineering Services, City of Buena Park, CA** – Project Manager*
- **On-Call Civil and Traffic Engineering Services, City of Diamond Bar, CA** – Senior Project Engineer
- **Pacific Coast Highway (PCH) Signal System Improvements Project, City of Malibu, CA** – Senior Project Engineer
- **Traffic Management Center (TMC) Staffing Event Management, City of Santa Monica, CA** – Engineer*
- **Traffic Management Center (TMC) Staffing Special Events, City of Pasadena, CA** – Engineer*

*Prior to Kimley-Horn



Professional Credentials:

- Master of Science, Civil Engineering, Missouri University of Science & Technology
- Bachelor of Science, Civil Engineering, Visvesvaraya National Institute of Technology, India
- Professional Engineer in California #83100
- Professional Traffic Engineer in California #2760
- Professional Traffic Ops Engineer #3323
- Professional Engineer in Texas #109776





PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING



Our Project Understanding

As Assistant to the City's Traffic Engineer, Matt will work closely and under the supervision of Mr. Jose Loera. Matt will coordinate with Mr. Loera and his staff to provide the full range of services specified in the City's As-Needed Augmentation Services-Traffic Engineering RFP, dated February 10, 2020.

To serve in this capacity, we understand that a thorough knowledge and proficiency in current traffic engineering guidelines and standards is required, including but not limited to, Caltrans standards and procedures, traffic engineering modeling and methodologies, County of LA traffic standards and methodologies, and State of California Vehicle Code. Matt will work with the City to cover all tasks under the RFP section titled 'Scope of Services' as well as additional tasks required to meet the Public Works Department's goal for mobility within the community.

It is understood that the City requires only one person to provide the requested professional traffic engineering services. However, based on our experience serving in this capacity for multiple agencies, we understand that additional staff may be occasionally needed to meet an aggressive deadline or assist in solving a specialized technical issue. For this purpose, we have proposed two qualified engineers as support staff. We also have ample other resources in California and firmwide to help address complex traffic engineering issues.

Addressing most traffic engineering issues entails performing investigations, including field review, data collection, referencing applicable guidelines and standards, summarizing findings in reports, and providing recommendations. Some examples include:

- Responding to citizen requests, questions, suggestions, complaints and concerns.
- Developing new programs to address the City's emerging traffic needs.
- Reviewing City's traffic circulation system.
- Providing technical support in litigation cases involving traffic safety issues.
- Conducting Engineering and Traffic Surveys per California Manual on Uniform Traffic Control Devices (CA MUTCD) guidelines, and Roadway Safety Audits (RSA).
- Conducting miscellaneous traffic investigations to determine the adequacy of existing traffic control devices and proposing alternative traffic safety measures.
- Conducting parking studies.
- Providing technical assistance for traffic signal design and day-to-day operations of traffic signals.
- Reviewing and preparing service requests for traffic control measures such as red curbs, stop signs, loading zones, restrictive parking signs, etc.

Kimley-Horn staff will also provide assistance in reviewing capital and development related plans, such as:

- Reviewing traffic studies with respect to traffic, parking and congestion-related issues.
- Reviewing development projects and/or traffic studies to identify traffic-related impacts from new construction.
- Preparing, reviewing and approving traffic control and channelization plans.

The proposed Kimley-Horn senior staff will be responsible for a variety of other essential functions related to meetings with the City Council, Commissions, Department Heads, and members of the public, which include:

- Preparing presentations at City Council Meetings, Parking and Public Improvements Commission Meetings, etc.
- Preparing staff reports, presentations, memos, and other materials and information for public meetings.
- Attending special meetings, on an as-needed basis.
- Assisting in providing an interface with local, regional, and state transportation agencies, including LA Metro, LA County, and Caltrans.



PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING

Our approach in handling the scope of work is based on two core principles:

Timely Execution. In completing our task, we will focus on the timely execution of our duties. We will accomplish this through effective communication and using our available and experienced staff. Our project manager, Matt Stewart, will continually inform City staff of work status on a weekly basis through phone/in-person conversations, e-mail dialogue, formal status reports, and regularly scheduled meetings. Our project staff were carefully selected for their experience and proven ability to work as a team. They are committed as the primary contributors to the work.

Effective Communication. Communication between our team and the City is critical to thoroughly understanding your vision and implementing the innovative and cost-effective solutions that our team is known for. Our previous experience has taught us adherence to demanding schedules and the importance of communication. Effective communication begins with listening to the City of South Gate's ideas about, concerns regarding, and goals for the requested services. Making certain that our team and your staff are on the same page throughout the course of the contract will help avoid or mitigate potential problems or issues that might arise.

Quality Control

At Kimley-Horn, quality is essential to all phases of a project life-cycle, including inception, planning, design, construction, and operations. Kimley-Horn measures the success of our quality by the following metrics:

- Client satisfaction
- Limited construction change orders
- Construction costs near our engineers' opinion of costs
- Project delivery within schedule and budget

To achieve the above metrics, we actively implement our firm-wide Quality Control/ Quality Assurance (QC/QA) policies and procedures on all our projects.

- **Quality of Scope and Schedule:** Quality starts with a mutual understanding of project goals and deliverables. Our team includes technical experts who provide senior-level review of the scope of work, budget, and schedule before they are presented to the client.
- **Quality of Planning and Preliminary Engineering:** We listen and tailor our projects to the requirements of the end user. Where applicable, we coordinate closely with the ultimate user throughout the life of the project. Our teams emphasize consensus building with the key project stakeholders early, to aid in development of the basis of the design. We utilize proven tools to help communicate and visually represent the end product, such as visual simulations, operational modeling software, material boards, and architectural renderings.
- **Design Quality:** The true test of the quality of a design occurs during construction of the project. Anything missing from the design or ambiguity on the plans or in the specifications is found by the contractor. Our goal is to minimize construction changes through a thorough and complete QC/QA process prior, to, and during the design. Kimley-Horn's quality control starts with experienced, proficient professionals who know how to implement innovative, cost-saving ideas and employ project management practices that have proven to be successful. Key parts of quality control during the design process are field visits and site knowledge, understanding of regulatory and funding requirements, and technical knowledge.
- **Project Construction Bids:** Kimley-Horn's quality control measures focus closely on construction estimates. Our team has extensive resources and recent experience that we combine with unit prices taken from recent similar projects to create our engineer's opinion of probable construction cost. The quality and accuracy of our estimates is the result of our early efforts to define basis of design assumptions and identify technical methods.

**KIMLEY-HORN
QUALITY CONTROL IS**





 PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING

- Reviews by senior technical staff help ensure the quality of the estimate. We are proud of our success rate—our recently bid projects have consistently come in at or slightly below the engineer's estimate.
- **QC/QA Implementation:** The QC/QA plan that Kimley-Horn and its team members will follow in the execution of services prepared under this contract is currently being utilized successfully on our other local public contracts and includes the following six key elements:
 - **Structure:** Each QC/QA plan includes a project manager (responsible for the overall quality of the project), technical managers (engineers responsible for discipline design development), and a QC/QA manager (responsible for verifying that the QC/QA plan is being implemented and followed).
 - **Procedures:** Intra-disciplinary checking of documents will be performed by a competent individual within each discipline other than the designer. We have established a color-coded comment process that involves the following steps: an initial check (performed by the checker); a review of comments to ensure that suggested changes to the documents are given adequate consideration and the resolution is documented (performed by the designer); a review that ensures changes to the documents are completed in the original documents (performed by the designer); and finally, a review that ensures changes to the documents are completed accurately (performed by the checker).
 - **Inter-Disciplinary Reviews:** Inter-disciplinary reviews and coordination are performed throughout the project and prior to key submittals, when senior staff from the various discipline groups are brought together to discuss and comments on the interaction of the overall project elements.
 - **Quality Assurance Audit:** The QC/QA manager will be responsible for conducting a quality assurance audit after completion of the checking and review process and prior to the submittal of any document or deliverable.
 - **Deliverables and Document Control:** The project manager will manage the submission of design documents after the QC/QA audit is complete and at milestone completion dates.
 - **Corrective Action Measures:** Corrective action measures will be taken if incorrect or nonconforming work is discovered in deliverable items that have already completed the QC/QA process



PROPOSAL FOR
AS-NEEDED STAFF AUGMENTATION SERVICES - TRAFFIC ENGINEERING**Exceptions to Sample Agreement**

Kimley-Horn has reviewed the sample Agreement for Professional Services included with the RFP and would like to discuss the following modifications with the City.

6. Consultants Personnel

D. Consultant shall indemnify and hold harmless the City and all other related entities, officers, employees, and representatives, from any liability, damages, claims, costs and expenses of any nature to the extent arising from alleged violations of personnel practices, or of any negligent acts or omissions by Consultant in connection with the work performed arising from this Agreement.

8. Indemnity and Insurance.

A. To the fullest extent permitted by law, Consultant agrees to indemnify, hold harmless and defend the City, its officers and employees, from and against any and all claims, losses, obligations, or liabilities whatsoever incurred in or in any manner to the extent arising out of or related to Consultant's negligent or willful acts, errors or omissions, or those of its employees or agents. Consultant will deliver to City a certificate of insurance evidencing professional liability insurance coverage in an amount not less than \$1,000,000. In no event shall the cost to defend charged to the Consultant exceed the Consultant's proportional percentage of fault.

14. Ownership of Documents.

All plans, specifications, reports, studies, tracings, maps and other documents prepared or obtained by Consultant in the course of performing the work required by this Agreement shall be the property of the City. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by Consultant under this Agreement shall, upon request, be made available to City without restriction or limitation on their use. However, any modification made by the City to any of the Consultant's documents, or any use, partial use or reuse of the documents without written authorization or adaptation by the Consultant will be at the City's sole risk and without liability to the Consultant.



CONTACT

MATT STEWART, P.E.

213.261.4045

matt.stewart@kimley-horn.com

Kimley»Horn

Expect More. Experience Better.

660 South Figueroa Street

Suite 2050

Los Angeles, CA 90017

www.Kimley-Horn.com



EXHIBIT B



Rate Schedule
As-Needed Staff Augmentation Services – Traffic Engineering
 Effective through June 30, 2021

<u>Classification</u>	<u>Billing Rate per Hour*</u>
Sri Chakravarthy, Principal	\$250
Sowmya Chandrasekhar, Assistant Traffic Engineer	\$225
Roxannabelle Perfecto, Project Engineer	\$180
Matt Stewart, Assistant Project Engineer	\$140
Sr. Professional II	\$260 to \$310
Sr. Professional I	\$200 to \$275
Professional	\$160 to \$200
Sr. Technical Support	\$120 to \$180
Technical Support	\$95 to \$120
Support Staff	\$80 to \$110

*Rates will be escalated yearly on July 1st, beginning July 1, 2021

Other Direct Costs: Outside Printing/Reproduction, Delivery Services/USPS, Misc. Field Equipment/Supplies, and Travel Expenses will be billed at actual cost. Mileage will be billed at the Federal Rate.

Office Expenses: 5% will be applied to labor fees to cover direct expenses, such as in-house duplicating and blueprinting, local mileage, telephone/mobile calls, electronic messaging, postage, and word processing.

SEP 07 2021

8:30 AM

AGENDA BILL

For the Regular Meeting of: September 14, 2021

Originating Department: Police

Department Head:

Darren Arakawa

City Manager:

Chris Jeffers

Darren Arakawa

Chris Jeffers

SUBJECT: BODY WORN CAMERAS FOR SWORN POLICE OFFICERS

PURPOSE: To approve the agreement with Axon Enterprise, Inc., and the purchase order for the implementation of the body camera program for sworn police officers.

RECOMMENDED ACTION:

- a. Approve recommended Agreement with Axon Enterprise, Inc., for body cameras and accessories for sworn police officers; and
b. Approve purchase order with Axon Enterprise, Inc., for the implementation of the Police Body Worn Camera Program.

FISCAL IMPACT: There is no fiscal impact to the General Fund. The cost was included in the FY21/22 Adopted Budget. The funding for this project will come from multiple sources, which include the 2020/2021 Edward Byrne Justice Assistance Grant (\$42,237), the 2021/2022 Edward Byrne Justice Assistance Grant (\$46,894), the 2020 DOJ Coronavirus Grant (\$78,603), and the remainder from Asset Forfeiture (\$39,562), which will cover the first year of implementation for the program. Every subsequent year thereafter will be funded by Asset Forfeiture and/or future grant funding.

ANALYSIS: A request for proposal notice was filed at the City Clerk's Office on April 01, 2021 (RDP PD-04-08-21) and the proposal deadline was May 17, 2021. The South Gate Police Department received seven proposals from the following companies: Axon Enterprise, Inc., Lenslock, Motorola, Utility, Digital Ally, Brite, and Kustom Signals.

After a significant amount of research, fact gathering via documentation and equipment demonstrations, meetings with vendors, and multiple formal "pilot programs" consisting of officers testing the equipment of a number of service providers in live field situations, staff narrowed the potential vendors to three companies.

Table with 3 columns: Vendor, Price, Comments. Rows include Axon, LensLock, Motorola/Watchguard, Utility, Brite, Digital-Ally, and Kustom Signals.

BACKGROUND:

The South Gate Police Department has a positive and meaningful relationship with the community, and as a result, values the daily interactions with them. Recent events have impacted public sentiment towards police officers, nationally and has also resulted in mistrust of the law enforcement profession. The South Gate Police Department seeks to continue the practice of transparency to repair and rebuild confidence and trust within the community. To help achieve these goals, staff believe the implementation of body-worn cameras is crucial to the legitimacy of the organization and is keeping with the national trend of police departments implementing body-worn camera programs to sworn officers. This body worn camera program will be phase I of multiple phases which will include vehicle dash cams and body cameras for civilian field personnel.

Multiple studies conducted by national and local research groups conclude that body cameras have a positive and meaningful impact on police departments that deploy them. Moreover, the findings suggest the cameras are cost effective for the following reasons:

- Decreases frivolous claims of police brutality and unprofessional conduct.
- Improves officer and public safety.
- Decreases overtime pay associated with administrative time (paperwork).
- Expedites case/incident resolution.
- Increases civility between officers and the community they serve.

The approximate cost of implementation varies between the three vendors selected for consideration, and a variety of factors were used to determine which vendor/product best suits the South Gate Police Department which included, but was not limited to: warranties, data base fees, training, and maintenance/support fees. Of all the companies considered, Axon Enterprise, Inc. provides the best services and equipment. Additionally, Axon is the industry leader and was the preferred choice by the officers after trial tests were done using their equipment.

ATTACHMENTS: A. South Gate Police Body-Worn Camera Staff Report
B. Proposed Agreement with Axon Enterprise, Inc.
C. Exhibit A-Axon Enterprise, Inc., Master Services and Purchasing Agreement
D. Axon Enterprise, Inc. Quote

South Gate Police Department
Administrative Division
Staff Report



To: Interim Chief of Police Darren Arakawa
From: Sergeant Sam Brown
Date: September 7, 2021
Re: Body Worn Camera Program for the Police Department

On July 28, 2020, an Agenda Bill was presented to the City Council to explore the implementation of the body-worn cameras for sworn police officers. Subsequent to this, the Police Department began exploring some of the options for the body cameras including vendors and equipment options. During the months of August and October 2020 three cameras were tested in the field by sworn police officers. The trial period concluded and a recommendation was further made to open up a RFP process to explore more options on equipment and vendors.

A request for proposal notice was filed at the City Clerk's Office on April 01, 2021 (RDP PD-04-08-21). The proposal deadline was May 17, 2021. The South Gate Police Department received seven proposals from the following companies: Axon, Lenslock, Motorola, Utility, Digital Ally, Brite, and Kustom Signals. Since this time, the top three of the seven leading vendors were contacted, and a trial period commenced with Axon, LensLock, and Motorola-Watch Guard.

Summary-Re-Cap

The emergence of body-worn cameras in policing the past several years has significantly impacted law enforcement operations across the United States. The decision to implement this technology into an organization comes with a number of considerations and should not be entered into lightly.

A police department that deploys body-worn cameras is making a statement that it believes the actions of its officers are always appropriate and that the audio/video footage captured can, at times, be a matter of public record. When appropriate, body-worn camera video footage should be made available to the public upon request, not only because the videos are a matter of public record, but also because doing so enables police departments to demonstrate transparency and openness in their interactions with members of their community.

Body-worn cameras may help improve the high-quality public service expected of police officers and promote the perceived legitimacy and sense of procedural justice that communities have and expect of their police departments. Furthermore, departments that are already deploying body-worn cameras tell us that the presence of cameras often improves the performance of officers as well as the conduct of the community members who are recorded, which is an important advancement in policing.

The South Gate Police Department currently utilizes a digital audio recorder for sworn and civilian staff and department policy requires all citizen contacts to be recorded and downloaded. The

Police Department believes now is the time to seriously consider transitioning to the body-worn camera system. This staff report will summarize the findings from the test period from each of these three vendors.

Background:

The South Gate Police Department has a positive and meaningful relationship with the community and values the daily interaction that we have. While recent events have fractured the public sentiment towards police officers nationally, it has also developed a deep mistrust of the law enforcement profession. In particular, the South Gate Police Department wants to continue the practice of transparency to help instill confidence and trust within our community. To help further this goal, we believe that the implementation of body-worn cameras will broaden the legitimacy in our organization.

Multiple studies completed by national and local research groups conclude that body cameras have a positive and meaningful impact on police departments that deploy them. Moreover, the findings suggest the cameras are actually cost effective for the following reasons:

- Decrease in frivolous claims of police brutality and unprofessional conduct
- Improve officer safety
- Decrease in overtime pay associated with administrative time (paperwork)
- Expedite case/incident resolution
- Increased civility between officers and the community they serve

At a glance, the approximate costs of implementation vary from the three vendors and considerations will be given to each based on a variety of factors which include, but are not limited to warranties, data base fees, training, and maintenance/support fees.

No general funds will be requested for this project. The funding for this project will come from multiple sources to include the 2020/2021 Edward Byrne Justice Assistance Grant (\$42,237), 2021/2022 Edward Byrne Justice Assistance Grant (\$ 46,894), 2021 DOJ Coronavirus Grant (\$78,603) and the remainder from the Asset Forfeiture Fund.

VENDOR OVERVIEW

After a significant amount of research, meetings with vendors, and multiple formal “pilot programs” testing the performance of a number of service providers, we are now clear as to our best options.

The conclusion of the formal BWC (body worn camera) pilot programs, demonstrations, and proposal reviews with different vendors is as follows:

#1 AXON (Phoenix, AZ) – Axon is the prominent market leader. Both LAPD and the LA County Sheriff Office use Axon. The company has a 25 year plus track record of serving the law enforcement industry. If the department chooses this vendor, there will be more cost upfront but would have reduced expenditures through the rest of the years of the contract. The department would benefit from the big-name brand recognition. Axon is the industry leader and provides technology innovation along with several “triggers” to activate a body worn camera. In addition, they are the only vendor that allows live streaming of a device to be used in critical incidents.

#2 LENSLOCK (San Diego, CA) – This vendor represents a good value for multiple reasons. They have a straightforward pricing model that gives multiple options and equipment without additional charges, therefore budgeting for this vendor is straightforward. LensLock is offering SGPD a very competitive CJIS-compliant solution. They do not charge for camera equipment and offer 100% replacement warranty for all hardware in the event of damages, lost components, or defective equipment. Their customer service is both professional and responsive.

#3 MOTOROLA/Watchguard (Chicago, IL) – This vendor installed their body cams during a 30-day testing period. Their camera equipment was rugged and worked professionally, but the department had many issues accessing and downloading the video after it was recorded. The playback and downloading of the video often did not work. At the time of the trial, Motorola did not offer optional “triggers” to activate the camera such as the removal of a weapon from the holster. For these reasons, Motorola is not a viable option for the South Gate Police Department.

#4 UTILITY (Decatur, GA) This company is currently used by El Segundo PD, and Torrance PD. This company meets the requirements set forth in the RFP. Although the proposal meets the minimum requirements set forth in the guidelines for the RFP, the department values a large company with a larger representation in the state of California. The vendor offers two separate “triggers” to activate the camera by GPS zones or by a CAD call type.

#5 BRITE (Victor, NY) This company does not have any California agency references. The proposal meets the minimum requirements set forth in the guidelines for the RFP. The fact that there are no California agencies using Brite, brings doubt into the ability to keep up with the changing requirements and demands for California law enforcement. Although the proposal meets the minimum requirements set forth in the guidelines for the RFP, the department cannot recommend a vendor that has no representation in the state of California.

#6 DIGITAL-ALLY (Lenexa, KS) This company is currently used by Downey PD, and California City PD. This company did not meet the minimum requirements of the proposal for camera angle width, Wi-Fi capability, Bluetooth capability, built in GPS, battery life, and recording hours.

#7 KUSTOM SIGNALS INC (Lenexa, KS). This company did not meet the minimum requirements of the proposal for camera angle width, battery life, and recording hours. In addition,

the video “Vantage” files are not compatible with other management data bases. The maximum time allowed to replace inoperable equipment is 7 to 10 days, which does not meet the minimum requirement for the RFP. For these reasons, Kustom Signals is not a viable option for the South Gate Police Department.

After reviewing the proposals, the top three vendors were selected to participate in a “pilot” program. As part of the testing process, officers utilizing the equipment were asked to complete rating sheets to evaluate the effectiveness of each of the technologies. Each ranking on a specific category was given a numerical score from 1 (poor) to 5 (outstanding). Some of the categories evaluated were ease of use, reliability, durability, video quality, sound quality and battery life. After compiling all of the rating results, a cumulative total was given to each category based on the average of all responses received. Then all categories were added and averaged to obtain one rating result. All results were rounded to the nearest tenth. See below tables for rating results:

Category	Axon	Motorola	Lenslock
Ease of Use	5	5	5
Reliability	5	5	5
Durability	5	2	5
Style	5	4	3
Comfort	5	4	3
Video Quality	5	4	5
Sound Quality	5	4	5
Video/Audio Capacity	5	5	5
Upload Time	4	5	5
Uploading Ease	5	5	5
Battery Life	3	3	5
Ease of viewing video	5	1	5
Mobile App	5	1	N/A
Mounting Options	4	4	5
Average	4.7	3.7	4.3

Cost Summary

Vendor #1 – AXON - \$514,828

Description	Year 1	Year 2	Year 3	Year 4	Year 5
85 BWC plus docking stations	\$75,874				
Unlimited Cloud Storage including professional license	\$44,016	\$44,016	\$44,016	\$44,016	\$44,016
Signal Activations	\$38,899				
CAD Integration	\$8,446	\$8,446	\$8,446	\$8,446	\$8,446
5 Yr Warranty on BWC and docking	\$24,421	\$24,421	\$24,421	\$24,421	\$24,421
Onsite training/Implementation	\$15,640				
Total	\$207,296	\$76,883	\$76,883	\$76,883	\$76,883

Vendor #2 – LENSLOCK - \$390,315

Description	Year 1	Year 2	Year 3	Year 4	Year 5
85 BWC	\$76,930	\$76,930	\$76,930	\$76,930	\$76,930
Unlimited Cloud Storage	\$495	\$495	\$495	\$495	\$495
Docking stations	Included				
Redactive Software *not included in total	(\$495 per case up to 10 videos)				
CAD Intergration	Included				
5 Yr Warranty on BWC	Included				
Onsite training/Implementation	\$1,895				
Shipping	\$1,295				
Total	\$80,615	\$77,425	\$77,425	\$77,425	\$77,425

Vendor #3 – MOTOROLA - \$283,115

From the Desk of Administration Sergeant Sam Brown
 South Gate Police Department
 8620 California Ave, South Gate, CA 90280
 (323)563-5476

Description	Year 1	Year 2	Year 3	Year 4	Year 5
BWC	\$49,980	\$49,980	\$49,980	\$49,980	\$49,980
Unlimited Cloud Storage	Included				
Docking stations	\$3,960	\$3,960	\$3,960	\$3,960	\$3,960
Redactive Software	Included				
Removable Battery	\$8,415				
CAD Integration (Free if Spillman)					
5 Yr Warranty on BWC	Included				
Onsite training/ Implemntation	\$5,000				
Total	\$67,355	\$53,940	\$53,940	\$53,940	\$53,940

PRIMARY FACTORS FOR VENDOR OF CHOICE CONSIDERATION:

* **Cost:** Axon is the most expensive but offers the most features. If a 30 month equipment refresh option is preferred the cost is \$514,828 over 5 years.

LensLock is less expensive than Axon but offers less features. LensLock all-inclusive package covers the equipment, unlimited storage, CAD integration/ auto tagging, access to mobile apps, and replace all equipment every 30 months.

Motorola cost is the least expensive, but the software failed to perform during the “pilot” program.

* **Body Cameras:** all the vendors have similar body cameras, with similar features. Axon’s batteries typically lasted all shift. LensLock has a 14+ hours of continuous record battery. Motorola is the only company that offers additional batteries to swap out during a shift if needed.

* **Docking Stations:** Both Axon and LensLock docking stations worked sufficiently and without issues. Motorola’s dockings system took several hours with coordination with both South Gate PD and Motorola’s IT technicians to get operational.

* **Evidentiary Data:** Unlimited cloud storage is necessary for digital evidence storage. It is not cost effective for the department to house and maintain its own digital evidence storage which

require constant maintenance. CJIS compliance is mandatory and as a result, all vendors offer unlimited CJIS compliant cloud storage.

Regarding discovery requests, there are real ongoing costs associated with physically transporting video files burned on CD-ROM, flash drive, or hard disk. Axon excels in this category since LA County DA's office is already set up with their own password to access videos that they have been granted permission to view. Both LensLock and Motorola offer a similar type of online evidence management system, although Axon works the best and offers the most features such as auto redaction and auto transcribing. During the trial period SGPD was unable to properly use Motorola's online evidence system. There was only one computer in the station that would allow officers to gain access. The video playback was poor and choppy. Download time was extremely slow.

* **CJIS Compliance:** The Criminal Justice Information System clearly outlines how law enforcement agencies maintain their data, evidentiary or not. For many reasons, "on-premise" internal data storage is not CJIS compliant. Best practices suggest that a "chain of custody" report be maintained for anyone viewing confidential video files. All the vendors are CJIS compliant.

* **Unlimited Data Plan:** All of the vendors offer an unlimited data plan for BWC storage.

* **CAD Integration:** Through the trial period it became evident that CAD integration or Auto Tagging BWC recording is a necessity. This feature automatically tags and categories a video depending on the type of call the officer is on. With the large number of videos that will be generated there is a need to properly categorize these videos. Depending on the type or call the offer was on will determine the retention time of the videos.

Axon offers CAD integration at an extra cost per device. The Technical Services Manager confirmed that our current Pulsiam CAD/RMS system will be compatible with a CAD integration with Axon. To date, LensLock has not done a CAD integration with Pulsiam CAD, but state they will be able to accomplish this at no cost to the department.

* **Customer Service:** Axon was sufficient in their customer service. They have many accounts with large agencies so their turn around for customer service request was appropriate.

LensLock was the most responsive when it comes to customer service. Their business model is geared for small to medium size police departments and they have been very responsive to any requests.

Motorola customer service was poor. SGPD had to request service and information several times before it was addressed. The online portal never sufficiently functioned correctly during the trial period.

* **Redaction** Axon has redaction software that is integrated into their Evidence.com website, which includes auto-redaction. Axon redaction software is the best performing software that was tested.

LensLock offers outsourcing for video and audio redaction. This cost is \$495 per incident with up to ten videos per incident. LensLock redaction process includes a professional team that will complete the project within 48 hours.

Motorola offered redaction software which was confusing to use.

* **Auto transcribing**: Currently Axon is the only company that offers auto transcribing. This is for English only, with 500 minutes per professional license.

* **Live streaming**: Axon is the only vendor that allows live streaming from the officers BWC. This is an extra cost feature.

* **BWC activation triggers**: All three vendors offer in-car BWC activations. The trigger activations from a unit can be activating code 3 lights or going over a predetermined speed. Axon and LensLock offer holster and taser triggers that activate a BWC.

Motorola is the only vendor that allows video to be retrieved from any time during a shift without the officer activating their recorder. There will be no audio associated with this video.

* **Mobile Application**: Both Axon and LensLock offer a mobile application that allows the officer to upload crime scene pictures and videos from their cell phone into the evidence system. Both LensLock and Axon offer a link that officers can provide to victims so they can upload their own surveillance video into the evidence system. Axons mobile application seemed to be more refined than that offered by LensLock.

LensLock is the only vendor that offers a RIPA application. Law Enforcement agencies soon will have to begin complying with the new Assembly Bill #953 Racial & Identity Profile Act (RIPA) mandated by the state of California which requires law enforcement agencies to document a number of data points for each and every interaction with members of our community. Additionally, according to the regulations, the reporting process to the State of California must be tracked and submitted in a timely and specific manner. Penalties for noncompliance are significant. As part of the LensLock service, they are providing unlimited access to their RIPA mobile application.

* **Warranty**: All three vendors offer warranty on their products. LenLock's warranty is included in their all-inclusive package.

Axon offers a 30 month refresh service at a substantial cost, which is included in the proposal estimate.

LensLock has a camera equipment “refresh” schedule as part of their standard contract that includes new cameras every 30 months at no additional cost.

* **References:** Axon currently provides service to the Los Angeles Police Department and Los Angeles County Sheriff Department.

LensLock currently provides service to the following local agencies El Monte PD, Monterey Park PD, Covina PD, Bell Gardens PD, Bell PD, & Irwindale PD to name a few local agencies.

SUMMARY

All three vendors utilize similar camera equipment and all use Microsoft AZURE cloud data storage. AXON and MOTOROLA are publicly held billion-dollar corporations while LensLock is privately held and is a California vendor. After a rigorous testing process, Axon offers the most features but at a cost. Axon services large departments in the area and SGPD can benefit from their upgrades. Axon’s software and back-end use was the most refined. Axon continues to improve their product and offers their customers the improvements. LensLock offers a competent package. LensLock was more responsive in customer service and showed up at our offices numerous times during a 30-day period. SGPD cannot recommend Motorola since there were numerous issues during the testing period which officers were unable to properly play back the video from the BWC and customer service was unreliable.

REQUIREMENTS

After testing and evaluating the equipment over three separate thirty day trials some BWC features were evident as a requirement for the South Gate Police Department BWC program. These features are as follows:

- A reliable camera which includes a battery capacity that will last a typical patrol shift.
- CAD integration to auto tag and categorize recorded videos.
- The ability for the Los Angeles County District Attorney to easily access videos to reduce the time allotted for discovery requests.
- The ability to have remote triggers to activate the BWC, which include taser and weapon holsters.
- The ability to live stream video from BWC for critical incidents.
- Auto redaction features to redact video when public information requests are received.
- Auto transcribing feature to transcribe the audio from a BWC video

RECOMMENDATION

South Gate Police Department Staff, including the Technical Services Manager, recommend moving forward with acquiring body worn cameras from Axon. Axon is the only company that

can provide all the above listed requirements. The software and back-end user ability of the BWC video footage is the most professional and polished of all three companies. The Los Angeles County District Attorney's Office is already on board and familiar with obtaining video evidence from the Axon video management system. This will cut down on manpower hours retrieving and downloading evidence for discovery requests. Axon has the best and most user-friendly auto redaction software to help reduce manpower costs when public information requests are received. Axon is the only vendor that has auto transcribing feature to transcribe the audio from BWC.

The largest Los Angeles County law enforcement agencies, Los Angeles County Sheriff Department and the Los Angeles Police Department, vetted BWC vendors and selected Axon.

**AGREEMENT FOR PROFESSIONAL SERVICES FOR AXON BODY CAMERA
PROCUREMENT AND IMPLEMENTATION SERVICE
BETWEEN THE CITY OF SOUTH GATE AND AXON ENTERPRISE**

This Agreement for Professional Services for Axon Body Camera Procurement and Implementation Service (“Agreement”) is made and entered into this September 14, 2021, by and between the City of South Gate, a municipal corporation ("City"), and Axon Enterprise, Inc., an Arizona corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a “Party”, and collectively as “Parties.”

The City and the Consultant agree as follows:

RECITALS

A. The City desires to retain Consultant for Body Camera and Equipment Procurement and Implementation Services.

B. Consultant warrants and represents to City that it has the requisite skills, knowledge, qualifications, manpower and expertise to perform properly and timely the professional services under this Agreement; and

C. Based on such warranty and representation, City desires to contract with Consultant to perform the services described in the Scope of Services attached hereto as Exhibit “A” of this Agreement.

NOW, THEREFORE, the City and Consultant agree as follows:

1.0 SCOPE OF THE CONSULTANT’S SERVICES. City hereby engages Consultant, and Consultant accepts such engagement, to perform the services set forth in the Consultant’s Response to the City’s Request for Proposal (“Proposal”) attached hereto as Exhibit “A” and made a part of this Agreement. The Consultant agrees to provide the services and perform the tasks set forth in the Proposal. The Scope of Work may be amended from time to time by way of a written directive from the City. In the event of a conflict with the terms of this Agreement, and the Proposal, the terms of this Agreement shall prevail.

2.0 TERM OF AGREEMENT. This Agreement will become effective on 14th day of September, 2021 and will remain in effect through and including September 14, 2026, unless otherwise expressly extended and agreed to by both parties or terminated by either party as provided herein.

3.0 CITY AGENT. The Director of Administrative Services, or his/her designee, for the purposes of this Agreement, is the agent for the City. Whenever approval or authorization is required, Consultant understands that the Director of Administrative Services, or his/her designee, has the authority to provide that approval or authorization.

4.0 COMPENSATION FOR SERVICES. The City shall pay the Consultant for its professional services rendered and costs incurred pursuant to this Agreement in accordance with the Consultant's fee and cost schedule included in the Schedule of Fees, attached hereto as Exhibit "B." The cost of services shall not exceed Five Hundred Fourteen Thousand Eight Hundred Twenty Eight Dollars Seventy Cents (\$514,828.70). No additional compensation shall be paid for any other expenses incurred unless first approved by the City Manager or his/her designee.

4.1 Consultant shall be required to attend meetings at City Hall as necessary in the delivery of the project. Travel time between Consultant's office and City Hall shall not be billable; however, mileage will be. Consultant may request an exemption on a case by case basis, which shall be subject to City approval.

4.2 The Consultant shall submit to the City a bill for services according to the project schedule included in the Proposal. The City shall pay the Consultant upon forty-five (45) days of receipt of the invoice.

4.2 No payment made hereunder by City to Consultant, other than the final payment, shall be construed as an acceptance by City of any work or materials, nor as evidence of satisfactory performance by Consultant of its obligations under this Agreement.

5.0 CONFLICT OF INTEREST. The Consultant represents that it presently has no interest and shall not acquire any interest, direct or indirect, in any real property located in the City which may be affected by the services to be performed by the Consultant under this Agreement. The Consultant further represents that in performance of this Agreement, no person having such interest shall be employed by it.

5.1 The Consultant represents that no City employee or official has a material financial interest in the Consultant's business. During the term of this Agreement and/or as a result of being rewarded this contract, Consultant shall not offer, encourage or accept any financial interest in the Consultant's business by any City employee or official.

6.0 GENERAL TERMS AND CONDITIONS.

6.1 Termination. Either the City or Consultant may terminate this Agreement, without cause, by giving the other party sixty (60) days written notice of such termination and the effective date thereof.

6.1.1 In the event of such termination, all finished or unfinished documents, reports, photographs, films, charts, data, studies, surveys, drawings, models, maps, or other documentation prepared by or in the possession of the Consultant under this Agreement shall be returned to the City. If the City terminates this Agreement without cause, the Consultant shall prepare and shall be entitled to receive compensation pursuant to a close-out bill for services rendered and fees incurred pursuant to this Agreement through the notice of termination. If the Consultant terminates this Agreement without cause, the Consultant shall be paid only for those services completed in a manner satisfactory to the City, which shall not be unreasonably determined.

6.1.2 If the Consultant or the City fail to fulfill in a timely and proper manner its obligations under this Agreement, or if the Consultant or the City violate any of the covenants, agreements, or stipulations of this Agreement, the Consultant or the City shall have the

right to terminate this Agreement by giving written notice to the other party of such termination and specifying the effective date of such termination. The Consultant shall be entitled to receive compensation in accordance with the terms of this Agreement for any work satisfactorily completed hereunder. Notwithstanding the foregoing, the Consultant shall not be relieved of liability for damage sustained by virtue of any breach of this Agreement and any payments due under this Agreement may be withheld to off-set anticipated damages.

6.2 Non-Assignability. The Consultant shall not assign or transfer any interest in this Agreement without the express prior written consent of the City.

6.3 Non-Discrimination. The Consultant shall not discriminate as to race, creed, gender, color, national origin or sexual orientation in the performance of its services and duties pursuant to this Agreement and will comply with all applicable laws, ordinances and codes of the Federal, State, County and City governments.

6.4 Insurance. The Consultant shall submit to the City certificates indicating compliance with the following minimum insurance requirements no less than ten (10) days prior to beginning of performance under this Agreement. The Consultant agrees to provide written notice to the City thirty (30) days prior to its insurer's intention to cancel or materially change the following coverage:

(a) Workers' Compensation Insurance as required by law. The Consultant shall require all subcontractors similarly to provide such compensation insurance for their respective employees.

(b) Comprehensive general and automotive liability insurance protecting the Consultant in amounts not less than \$1,000,000 for personal injury to any one person, \$1,000,000 for injuries arising out of one occurrence, and \$500,000 for property damages or a combined single limit of \$1,000,000. Each such policy of insurance shall:

1) Be issued by a financially responsible insurance company or companies admitted or authorized to do business in the State of California or which is approved in writing by the City.

2) Name and list as additional insured the City, its officers and employees.

3) Specify its acts as primary insurance.

4) Cover the operations of the Consultant pursuant to the terms of this Agreement.

6.5 Indemnification. Consultant and City agree to mutually indemnify, defend and hold harmless the other party, for/from any and all claims or actions of any kind asserted against the other party (including City or Consultant's employees, representatives, products and subcontractors or other City agency) negligent performance under this Agreement, excepting only such claims or actions which may arise out of sole or active negligence of the party in question, or any third parties not acting on behalf of, at the direction of, or under the control of the Consultant.

6.6 Compliance With Applicable Law. The Consultant and the City shall comply with all applicable laws, ordinances and codes of the Federal, State, County and City governments. Consultant acknowledges and agrees that California law shall govern this Agreement, without regard to conflict of law principles. Venue shall be in the County of Los Angeles in any state or federal court having jurisdiction.

6.7 Independent Contractor. This Agreement is by and between the City and the Consultant and is not intended, nor shall it be construed, to create the relationship of agency, servant, employee, partnership, joint venture or association, as between the City and the Consultant.

6.7.1. The Consultant shall be an independent contractor and shall have no power to incur any debt or obligation for or on behalf of the City. Neither the City nor any of its officers or employees shall have any control over the conduct of the Consultant, or any of the Consultant's employees, except as herein set forth, and the Consultant expressly warrants not to, at any time or in any manner represent that it, or any of its agents, servants or employees are in any manner employees of the City, it being distinctly understood that the Consultant is and shall at all times remain to the City a wholly independent contractor and the Consultant's obligations to the City are solely such as are prescribed by this Agreement.

6.8 Copyright. No reports, maps or other documents produced in whole or in part under this Agreement shall be the subject of an application for copyright by or on behalf of the Consultant.

6.9 Legal Construction.

a) This Agreement is made and entered into in the State of California and shall in all respects be interpreted, enforced and governed under the laws of the State of California.

b) This Agreement shall be construed without regard to the identity of the persons who drafted its various provisions. Each and every provision of this Agreement shall be construed as though each of the parties participated equally in the drafting of the same, and any rule of construction that a document is to be construed against the drafting party shall not be applicable to this Agreement.

c) The article and section, captions and headings herein have been inserted for convenience only and shall not be considered or referred to in resolving questions of interpretation or construction.

d) Whenever in this Agreement the context may so require, the masculine gender shall be deemed to refer to and include the feminine and neuter, and the singular shall refer to and include the plural.

6.10 Counterparts. This Agreement may be executed in counterparts and as so executed shall constitute an Agreement which shall be binding upon all parties herein.

6.11 Final Payment Acceptance Constitutes Release. The acceptance by the Consultant of the final payment made under this Agreement shall operate as and be a release of the City from all claims and liabilities for compensation to the Consultant for anything done, furnished

or relating to the Consultant's work or services. Acceptance of payment shall be any negotiation of the City's check or the failure to make a written extra compensation claim within ten (10) calendar days of the receipt of that check. However, approval or payment by the City shall not constitute, nor be deemed, a release of the responsibility and liability of the Consultant, its employees, sub-consultants and agents for the accuracy and competency of the information provided and/or work performed; nor shall such approval or payment be deemed to be an assumption of such responsibility or liability by the City for any defect or error in the work prepared by the Consultant, its employees, sub-consultants and agents.

6.12 Corrections. In addition to the above indemnification obligations, the Consultant shall correct, at its expense, all errors in the work which may be disclosed during the City's review of the Consultant's report or plans. Should the Consultant fail to make such correction in a reasonably timely manner, such correction shall be made by the City, and the cost thereof shall be charged to the Consultant.

6.13 Files. All files of the Consultant pertaining to the City shall be and remain the property of the City. The Consultant will control the physical location of such files during the term of this Agreement and shall be entitled to retain copies of such files upon termination of this Agreement.

6.14 Waiver; Remedies Cumulative. Failure by a party to insist upon the performance of any of the provisions of this Agreement by the other party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such party's right to demand compliance by such other party in the future. No waiver by a party of a default or breach of the other party shall be effective or binding upon such a party unless made in writing by such party, and no such waiver shall be implied from any omissions by a party to take any action with respect to such default or breach. No express written waiver of a specified default or breach shall affect any other default or breach, or cover any other period of time, other than any default or breach and/or period of time specified. All of the remedies permitted or available to a party under this Agreement, or at law or in equity, shall be cumulative and alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right of remedy.

6.15 Mitigation of Damages. In all such situations arising out of this Agreement, the parties shall attempt to avoid and minimize the damages resulting from the conduct of the other party.

6.16 Partial Invalidity. If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

6.17 Attorney's Fees. The parties hereto acknowledge and agree that each will bear his or its own costs, expenses and attorney's fees arising out of and/or connected with the negotiation, drafting and execution of the Agreement, and all matters arising out of or connected therewith except that, in the event any action is brought by any party hereto to enforce this Agreement, the prevailing party in such action shall be entitled to reasonable attorney's fees and costs in addition to all other relief to which that party or those parties may be entitled.

6.18 Entire Agreement. This Agreement constitutes the whole agreement between the City and the Consultant, and neither party has made any representations to the other except as expressly contained herein. Neither party, in executing or performing this Agreement, is relying upon any statement or information not contained in this Agreement. Any changes or modifications to this Agreement must be made in writing appropriately executed by both the City and the Consultant.

6.19 Notices. Any notice required to be given hereunder shall be deemed to have been given by depositing said notice in the United States mail, postage prepaid, and addressed as follows:

TO CITY:

Chris Jeffers
Interim City Manager
City of South Gate
8650 California Avenue
South Gate, CA 90280
(323) 563-9503

With a courtesy copy to:

Carmen Avalos
City Clerk
City of South Gate
8650 California Avenue
South Gate, CA 90280
(323) 563-9573

TO CONSULTANT:

Bobby Driscoll
VP, Associate General Counsel
Axon International Inc
17800 North 85th Street
Scottsdale, AZ 85255
(617) 642 2690

6.20 Warranty of Authorized Signatories. Each of the signatories hereto warrants and represents that he or she is competent and authorized to enter into this Agreement on behalf of the party for whom he or she purports to sign.

6.21 Consultation With Attorney. Consultant warrants and represents that it has consulted with an attorney or knowingly and voluntarily decided to forgo such a consultation.

6.22 Interpretation Against Drafting Party. City and Consultant agree that they have cooperated in the review and drafting of this Agreement. Accordingly, in the event of any ambiguity, neither side may claim that the interpretation of the Agreement shall be construed against either party solely because that party drafted all or a portion of the Agreement, or the clause at issue.

CITY OF SOUTH GATE,
a municipal corporation:

By: _____
Al Rios, Mayor

DATED: August __, 2021


ATTEST:

By: _____
Carmen Avalos, City Clerk

CONSULTANT:
Taser Enterprise

By: _____
Bobby Driscoll
VP, Associate General Counsel

APPROVE AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney



Master Services and Purchasing Agreement between Axon and Agency

This Master Services and Purchasing Agreement ("**Agreement**") is between Axon Enterprise, Inc., a Delaware corporation ("**Axon**"), and the agency on the Quote ("**Agency**"). This Agreement is effective as of the later of the (a) last signature date on this Agreement or (b) signature date on the Quote ("**Effective Date**"). Axon and Agency are each a "**Party**" and collectively "**Parties**". This Agreement governs Agency's purchase and use of the Axon Devices and Services detailed in the Quote Appendix ("**Quote**"). It is the intent of the Parties that this Agreement act as a master agreement governing all subsequent purchases by Agency for the same Axon products and services in the Quote, and all such subsequent quotes accepted by Agency shall be also incorporated into this Agreement by reference as a Quote. The Parties therefore agree as follows:

1 **Definitions.**

"**Axon Cloud Services**" means Axon's web services for Axon Evidence, Axon Records, Axon Dispatch, and interactions between Evidence.com and Axon Devices or Axon client software. Axon Cloud Service excludes third-party applications, hardware warranties, and my.evidence.com.

"**Axon Device**" means all hardware provided by Axon under this Agreement.

"**Quote**" means an offer to sell and is only valid for devices and services on the quote at the specified prices. Any terms within Agency's purchase order in response to a Quote will be void. Orders are subject to prior credit approval. Changes in the deployment estimated ship date may change charges in the Quote. Shipping dates are estimates only. Axon is not responsible for typographical errors in any offer by Axon, and Axon reserves the right to cancel any orders resulting from such errors.

"**Services**" means all services provided by Axon under this Agreement, including software, Axon Cloud Services, and professional services.

2 **Term.** This Agreement begins on the Effective Date and continues until all subscriptions hereunder have expired or have been terminated ("**Term**").

All subscriptions including Axon Evidence, Axon Fleet, Officer Safety Plans, Technology Assurance Plans, and TASER 7 plans begin after shipment of the applicable Axon Device. If Axon ships the Axon Device in the first half of the month, the start date is the 1st of the following month. If Axon ships the Axon Device in the second half of the month, the start date is the 15th of the following month. For purchases solely of Axon Evidence subscriptions, the start date is the Effective Date. Each subscription term ends upon completion of the subscription stated in the Quote ("**Subscription Term**").

New devices and services may require additional terms. Axon will not authorize services until Axon receives a signed Quote or accepts a purchase order, whichever is first.

3 **Payment.** Axon invoices upon shipment. Payment is due net 30 days from the invoice date. Payment obligations are non-cancelable. Agency will pay invoices without setoff, deduction, or withholding. If Axon sends a past due account to collections, Agency is responsible for collection and attorneys' fees.

4 **Taxes.** Agency is responsible for sales and other taxes associated with the order unless Agency provides Axon a valid tax exemption certificate.

5 **Shipping.** Axon may make partial shipments and ship Axon Devices from multiple locations. All shipments are FOB shipping point via common carrier. Title and risk of loss pass to Agency upon Axon's delivery to the common carrier. Agency is responsible for any shipping charges in the Quote.

6 **Returns.** All sales are final. Axon does not allow refunds or exchanges, except warranty returns or as provided by state or federal law.

7 **Warranty.**

7.1 Hardware Limited Warranty. Axon warrants that Axon-manufactured Devices are free from defects in workmanship and materials for 1 year from the date of Agency's receipt, except Signal Sidearm, which Axon warrants for 30 months from the date of Agency's receipt. Axon warrants its

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Axon-manufactured accessories for 90-days from the date of Agency's receipt. Used conducted energy weapon ("CEW") cartridges are deemed to have operated properly. Extended warranties run from the expiration of the 1-year hardware warranty through the extended warranty term. Non-Axon manufactured Devices are not covered by Axon's warranty. Agency should contact the manufacturer for support of non-Axon manufactured Devices.

- 7.2 Claims.** If Axon receives a valid warranty claim for an Axon manufactured Device during the warranty term, Axon's sole responsibility is to repair or replace the Device with the same or like Device, at Axon's option. A replacement Axon Device will be new or like new. Axon will warrant the replacement Axon Device for the longer of (a) the remaining warranty of the original Axon Device or (b) 90-days from the date of repair or replacement.

If Agency exchanges a device or part, the replacement item becomes Agency's property, and the replaced item becomes Axon's property. Before delivering a Axon Device for service, Agency must upload Axon Device data to Axon Evidence or download it and retain a copy. Axon is not responsible for any loss of software, data, or other information contained in storage media or any part of the Axon Device sent to Axon for service.

- 7.3 Spare Axon Devices.** For qualified purchases, Axon may provide Agency a predetermined number of spare Axon Devices as detailed in the Quote ("**Spare Axon Devices**"). Spare Axon Devices are intended to replace broken or non-functioning units while Agency submits the broken or non-functioning units, through Axon's warranty return process. Axon will repair or replace the unit with a replacement Axon Device. Title and risk of loss for all Spare Axon Devices shall pass to Agency in accordance with shipping terms under Section 5. Axon assumes no liability or obligation in the event Agency does not utilize Spare Axon Devices for the intended purpose.

- 7.4 Limitations.** Axon's warranty excludes damage related to: (a) failure to follow Axon Device use instructions; (b) Axon Devices used with equipment not manufactured or recommended by Axon; (c) abuse, misuse, or intentional damage to Axon Device; (d) force majeure; (e) Axon Devices repaired or modified by persons other than Axon without Axon's written permission; or (f) Axon Devices with a defaced or removed serial number.

7.4.1 To the extent permitted by law, the above warranties and remedies are exclusive. Axon disclaims all other warranties, remedies, and conditions, whether oral, written, statutory, or implied. If statutory or implied warranties cannot be lawfully disclaimed, then such warranties are limited to the duration of the warranty described above and by the provisions in this Agreement.

7.4.2 Axon's cumulative liability to any Party for any loss or damage resulting from any claim, demand, or action arising out of or relating to any Axon Device or Service will not exceed the purchase price paid to Axon for the Axon Device, or if for Services, the amount paid for such Services over the 12 months preceding the claim. Neither Party will be liable for direct, special, indirect, incidental, punitive or consequential damages, however caused, whether for breach of warranty or contract, negligence, strict liability, tort or any other legal theory.

- 8 Statement of Work.** Certain Axon Devices and Services, including Axon Interview Room, Axon Channel Services, and Axon Fleet, may require a Statement of Work that details Axon's Service deliverables ("**SOW**"). In the event Axon provides an SOW to Agency, Axon is only responsible to perform Services described in the SOW. Additional services are out of scope. The Parties must document scope changes in a written and signed change order. Changes may require an equitable adjustment in fees or schedule. The SOW is incorporated into this Agreement by reference.

- 9 Axon Device Warnings.** See www.axon.com/legal for the most current Axon Device warnings.

- 10 Design Changes.** Axon may make design changes to any Axon Device or Service without notifying Agency or making the same change to Axon Devices and Services previously purchased by Agency.

- 11 Bundled Offerings.** Some offerings in bundled offerings may not be generally available at the time of



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Agency's purchase. Axon will not provide a refund, credit, or additional discount beyond what is in the Quote due to a delay of availability or Agency's election not to utilize any portion of an Axon bundle.

- 12 **Insurance.** Axon will maintain General Liability, Workers' Compensation, and Automobile Liability insurance. Upon request, Axon will supply certificates of insurance.
- 13 **Indemnification.** Axon will indemnify Agency's officers, directors, and employees ("**Agency Indemnitees**") against all claims, demands, losses, and reasonable expenses arising out of a third-party claim against an Agency Indemnitee resulting from any negligent act, error or omission, or willful misconduct by Axon under this Agreement, except to the extent of Agency's negligence or willful misconduct, or claims under workers compensation.
- 14 **IP Rights.** Axon owns and reserves all right, title, and interest in Axon devices and services and suggestions to Axon, including all related intellectual property rights. Agency will not cause any Axon proprietary rights to be violated.
- 15 **IP Indemnification.** Axon will indemnify Agency Indemnitees against all claims, losses, and reasonable expenses from any third-party claim alleging that the use of Axon Devices or Services infringes or misappropriates the third-party's intellectual property rights. Agency must promptly provide Axon with written notice of such claim, tender to Axon the defense or settlement of such claim at Axon's expense and cooperate fully with Axon in the defense or settlement of such claim. Axon's IP indemnification obligations do not apply to claims based on (a) modification of Axon Devices or Services by Agency or a third-party not approved by Axon; (b) use of Axon Devices and Services in combination with hardware or services not approved by Axon; (c) use of Axon Devices and Services other than as permitted in this Agreement; or (d) use of Axon software that is not the most current release provided by Axon.
- 16 **Agency Responsibilities.** Agency is responsible for (a) Agency's use of Axon Devices; (b) breach of this Agreement or violation of applicable law by Agency or an Agency end user; and (c) a dispute between Agency and a third-party over Agency's use of Axon Devices.
- 17 **Termination.**
- 17.1 **For Breach.** A Party may terminate this Agreement for cause if it provides 30 days written notice of the breach to the other Party, and the breach remains uncured at the end of 30 days. If Agency terminates this Agreement due to Axon's uncured breach, Axon will refund prepaid amounts on a prorated basis based on the effective date of termination.
- 17.2 **By Agency.** If sufficient funds are not appropriated or otherwise legally available to pay the fees, Agency may terminate this Agreement. Agency will deliver notice of termination under this section as soon as reasonably practicable.
- 17.3 **Effect of Termination.** Upon termination of this Agreement, Agency rights immediately terminate. Agency remains responsible for all fees incurred before the effective date of termination. If Agency purchases Axon Devices for less than the manufacturer's suggested retail price ("**MSRP**") and this Agreement terminates before the end of the Term, Axon will invoice Agency the difference between the MSRP for Axon Devices received, including any Spare Axon Devices, and amounts paid towards those Axon Devices. Only if terminating for non-appropriation, Agency may return Axon Devices to Axon within 30 days of termination. MSRP is the standalone price of the individual Axon Device at the time of sale. For bundled Axon Devices, MSRP is the standalone price of all individual components.
- 18 **Confidentiality. "Confidential Information"** means nonpublic information designated as confidential or, given the nature of the information or circumstances surrounding disclosure, should reasonably be understood to be confidential. Each Party will take reasonable measures to avoid disclosure, dissemination, or unauthorized use of the other Party's Confidential Information. Unless required by law, neither Party will disclose the other Party's Confidential Information during the Term and for 5-years thereafter. Axon pricing is Confidential Information and competition sensitive. If Agency is required by law to disclose Axon pricing,



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to the extent allowed by law, Agency will provide notice to Axon before disclosure. Axon may publicly announce information related to this Agreement.

19 General.

19.1 Force Majeure. Neither Party will be liable for any delay or failure to perform due to a cause beyond a Party's reasonable control.

19.2 Independent Contractors. The Parties are independent contractors. Neither Party has the authority to bind the other. This Agreement does not create a partnership, franchise, joint venture, agency, fiduciary, or employment relationship between the Parties.

19.3 Third-Party Beneficiaries. There are no third-party beneficiaries under this Agreement.

19.4 Non-Discrimination. Neither Party nor its employees will discriminate against any person based on race; religion; creed; color; sex; gender identity and expression; pregnancy; childbirth; breastfeeding; medical conditions related to pregnancy, childbirth, or breastfeeding; sexual orientation; marital status; age; national origin; ancestry; genetic information; disability; veteran status; or any class protected by local, state, or federal law.

19.5 Export Compliance. Each Party will comply with all import and export control laws and regulations.

19.6 Assignment. Neither Party may assign this Agreement without the other Party's prior written consent. Axon may assign this Agreement, its rights, or obligations without consent: (a) to an affiliate or subsidiary; or (b) for purposes of financing, merger, acquisition, corporate reorganization, or sale of all or substantially all its assets. This Agreement is binding upon the Parties respective successors and assigns.

19.7 Waiver. No waiver or delay by either Party in exercising any right under this Agreement constitutes a waiver of that right.

19.8 Severability. If a court of competent jurisdiction holds any portion of this Agreement invalid or unenforceable, the remaining portions of this Agreement will remain in effect.

19.9 Survival. The following sections will survive termination: Payment, Warranty, Axon Device Warnings, Indemnification, IP Rights, and Agency Responsibilities.

19.10 Governing Law. The laws of the state where Agency is physically located, without reference to conflict of law rules, govern this Agreement and any dispute arising from it. The United Nations Convention for the International Sale of Goods does not apply to this Agreement.

19.11 Notices. All notices must be in English. Notices posted on Agency's Axon Evidence site are effective upon posting. Notices by email are effective on the sent date of the email. Notices by personal delivery are effective immediately. Contact information for notices:

Axon: Axon Enterprise, Inc.
Attn: Legal
17800 N. 85th Street
Scottsdale, Arizona 85255
legal@axon.com

Agency:
Attn:
Street Address
City, State, Zip
Email

19.12 Entire Agreement. This Agreement, including the Appendices and any SOW(s), represents the entire agreement between the Parties. This Agreement supersedes all prior agreements or understandings, whether written or verbal, regarding the subject matter of this Agreement. This Agreement may only be modified or amended in a writing signed by the Parties.

Each representative identified below declares they have been expressly authorized to execute this Agreement as

of the date of signature.

Axon Enterprise, Inc.

Signature: _____

Name: _____

Title: _____

Date: _____

Agency

Signature: _____

Name: _____

Title: _____

Date: _____

DRAFT

Axon Cloud Services Terms of Use Appendix**1** **Definitions.**

"Agency Content" is data uploaded into, ingested by, or created in Axon Cloud Services within Agency's tenant, including media or multimedia uploaded into Axon Cloud Services by Agency. Agency Content includes Evidence but excludes Non-Content Data.

"Evidence" is media or multimedia uploaded into Axon Evidence as 'evidence' by an Agency. Evidence is a subset of Agency Content.

"Non-Content Data" is data, configuration, and usage information about Agency's Axon Cloud Services tenant, Axon Devices and client software, and users that is transmitted or generated when using Axon Devices. Non-Content Data includes data about users captured during account management and customer support activities. Non-Content Data does not include Agency Content.

"Personal Data" means any information relating to an identified or identifiable natural person. An identifiable natural person is one who can be identified, directly or indirectly, in particular by reference to an identifier such as a name, an identification number, location data, an online identifier or to one or more factors specific to the physical, physiological, genetic, mental, economic, cultural or social identity of that natural person.

2 **Access.** Upon Axon granting Agency a subscription to Axon Cloud Services, Agency may access and use Axon Cloud Services to store and manage Agency Content. Agency may not exceed more end users than the Quote specifies. Axon Air requires an Axon Evidence subscription for each drone operator. For Axon Evidence Lite, Agency may access and use Axon Evidence only to store and manage TASER CEW and TASER CAM data ("**TASER Data**"). Agency may not upload non-TASER Data to Axon Evidence Lite.

3 **Agency Owns Agency Content.** Agency controls and owns all right, title, and interest in Agency Content. Except as outlined herein, Axon obtains no interest in Agency Content, and Agency Content is not Axon's business records. Agency is solely responsible for uploading, sharing, managing, and deleting Agency Content. Axon will only have access to Agency Content for the limited purposes set forth herein. Agency agrees to allow Axon access to Agency Content to (a) perform troubleshooting, maintenance, or diagnostic screenings; and (b) enforce this Agreement or policies governing use of the Axon products.

4 **Security.** Axon will implement commercially reasonable and appropriate measures to secure Agency Content against accidental or unlawful loss, access or disclosure. Axon will maintain a comprehensive information security program to protect Axon Cloud Services and Agency Content including logical, physical access, vulnerability, risk, and configuration management; incident monitoring and response; encryption of uploaded digital evidence; security education; and data protection. Axon agrees to the Federal Bureau of Investigation Criminal Justice Information Services Security Addendum.

5 **Agency Responsibilities.** Agency is responsible for (a) ensuring Agency owns Agency Content; (b) ensuring no Agency Content or Agency end user's use of Agency Content or Axon Cloud Services violates this Agreement or applicable laws; and (c) maintaining necessary computer equipment and Internet connections for use of Axon Cloud Services. If Agency becomes aware of any violation of this Agreement by an end user, Agency will immediately terminate that end user's access to Axon Cloud Services.

Agency will also maintain the security of end user names and passwords and security and access by end users to Agency Content. Agency is responsible for ensuring the configuration and utilization of Axon Cloud Services meet applicable Agency regulation and standards. Agency may not sell, transfer, or sublicense access to any other entity or person. Agency shall contact Axon immediately

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if an unauthorized party may be using Agency's account or Agency Content, or if account information is lost or stolen.

To the extent Agency uses the Axon Cloud Services to interact with YouTube®, such use may be governed by the YouTube Terms of Service, available at <https://www.youtube.com/static?template=terms>.

- 6 **Privacy.** Agency's use of Axon Cloud Services is subject to the Axon Cloud Services Privacy Policy, a current version of which is available at <https://www.axon.com/legal/cloud-services-privacy-policy>. Agency agrees to allow Axon access to Non-Content Data from Agency to (a) perform troubleshooting, maintenance, or diagnostic screenings; (b) provide, develop, improve, and support current and future Axon products and related services; and (c) enforce this Agreement or policies governing the use of Axon products.
- 7 **Axon Body 3 Wi-Fi Positioning.** Axon Body 3 cameras offer a feature to enhance location services where GPS/GNSS signals may not be available, for instance, within buildings or underground. Agency administrators can manage their choice to use this service within the administrative features of Axon Cloud Services. If Agency chooses to use this service, Axon must also enable the usage of the feature for Agency's Axon Cloud Services tenant. Agency will not see this option with Axon Cloud Services unless Axon has enabled Wi-Fi Positioning for Agency's Axon Cloud Services tenant. When Wi-Fi Positioning is enabled by both Axon and Agency, Non-Content and Personal Data will be sent to Skyhook Holdings, Inc. ("**Skyhook**") to facilitate the Wi-Fi Positioning functionality. Data controlled by Skyhook is outside the scope of the Axon Cloud Services Privacy Policy and is subject to the Skyhook Services Privacy Policy.
- 8 **Storage.** For Axon Unlimited Device Storage subscriptions, Agency may store unlimited data in Agency's Axon Evidence account only if data originates from Axon Capture or the applicable Axon Device. Axon may charge Agency additional fees for exceeding purchased storage amounts. Axon may place Agency Content that Agency has not viewed or accessed for 6 months into archival storage. Agency Content in archival storage will not have immediate availability and may take up to 24 hours to access.
- 9 **Location of Storage.** Axon may transfer Agency Content to third-party subcontractors for storage. Axon will determine the locations of data centers for storage of Agency Content. For United States agencies, Axon will ensure all Agency Content stored in Axon Cloud Services remains within the United States. Ownership of Agency Content remains with Agency.
- 10 **Suspension.** Axon may temporarily suspend Agency's or any end user's right to access or use any portion or all of Axon Cloud Services immediately upon notice, if Agency or end user's use of or registration for Axon Cloud Services may (a) pose a security risk to Axon Cloud Services or any third-party; (b) adversely impact Axon Cloud Services, the systems, or content of any other customer; (c) subject Axon, Axon's affiliates, or any third-party to liability; or (d) be fraudulent.

Agency remains responsible for all fees incurred through suspension. Axon will not delete Agency Content because of suspension, except as specified in this Agreement.
- 11 **Axon Cloud Services Warranty.** Axon disclaims any warranties or responsibility for data corruption or errors before Agency uploads data to Axon Cloud Services.
- 12 **Axon Records.** Axon Records is the software-as-a-service product that is generally available at the time Agency purchases an OSP 7 bundle. During Agency's Axon Records Subscription Term, Agency will be entitled to receive Axon's Update and Upgrade releases on an if-and-when available basis.

The Axon Records Subscription Term will end upon the competition of the Axon Records

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Subscription as documented in the Quote, or if purchased as part of an OSP 7 bundle, upon competition of the OSP 7 Term ("**Axon Records Subscription**")

An "**Update**" is a generally available release of Axon Records that Axon makes available from time to time. An "**Upgrade**" includes (i) new versions of Axon Records that enhance features and functionality, as solely determined by Axon; and/or (ii) new versions of Axon Records that provide additional features or perform additional functions. Upgrades exclude new products that Axon introduces and markets as distinct products or applications.

New or additional Axon products and applications, as well as any Axon professional services needed to configure Axon Records, are not included. If Agency purchases Axon Records as part of a bundled offering, the Axon Record subscription begins on the later of the (1) start date of that bundled offering, or (2) date Axon provisions Axon Records to Agency.

- 13** **Axon Cloud Services Restrictions.** Agency and Agency end users (including employees, contractors, agents, officers, volunteers, and directors), may not, or may not attempt to:
- 13.1** copy, modify, tamper with, repair, or create derivative works of any part of Axon Cloud Services;
 - 13.2** reverse engineer, disassemble, or decompile Axon Cloud Services or apply any process to derive any source code included in Axon Cloud Services, or allow others to do the same;
 - 13.3** access or use Axon Cloud Services with the intent to gain unauthorized access, avoid incurring fees or exceeding usage limits or quotas;
 - 13.4** use trade secret information contained in Axon Cloud Services, except as expressly permitted in this Agreement;
 - 13.5** access Axon Cloud Services to build a competitive device or service or copy any features, functions, or graphics of Axon Cloud Services;
 - 13.6** remove, alter, or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices) of Axon's or Axon's licensors on or within Axon Cloud Services; or
 - 13.7** use Axon Cloud Services to store or transmit infringing, libelous, or other unlawful or tortious material; to store or transmit material in violation of third-party privacy rights; or to store or transmit malicious code.
- 14** **After Termination.** Axon will not delete Agency Content for 90-days following termination. There will be no functionality of Axon Cloud Services during these 90-days other than the ability to retrieve Agency Content. Agency will not incur additional fees if Agency downloads Agency Content from Axon Cloud Services during this time. Axon has no obligation to maintain or provide Agency Content after these 90-days and will thereafter, unless legally prohibited, delete all Agency Content. Upon request, Axon will provide written proof that Axon successfully deleted and fully removed all Agency Content from Axon Cloud Services.
- 15** **Post-Termination Assistance.** Axon will provide Agency with the same post-termination data retrieval assistance that Axon generally makes available to all customers. Requests for Axon to provide additional assistance in downloading or transferring Agency Content, including requests for Axon's data egress service, will result in additional fees and Axon will not warrant or guarantee data integrity or readability in the external system.
- 16** **U.S. Government Rights.** If Agency is a U.S. Federal department or using Axon Cloud Services on behalf of a U.S. Federal department, Axon Cloud Services is provided as a "commercial item," "commercial computer software," "commercial computer software documentation," and "technical data", as defined in the Federal Acquisition Regulation and Defense Federal Acquisition Regulation Supplement. If Agency is using Axon Cloud Services on behalf of the U.S. Government and these terms fail to meet the U.S. Government's needs or are inconsistent in any respect with federal law, Agency will immediately discontinue use of Axon Cloud Services.



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- 17 **Survival.** Upon any termination of this Agreement, the following sections in this Appendix will survive: Agency Owns Agency Content, Storage, Axon Cloud Services Warranty, and Axon Cloud Services Restrictions.

Axon Customer Experience Improvement Program Appendix

- 1 **Axon Customer Experience Improvement Program (ACEIP)**. The ACEIP is designed to accelerate Axon's development of technology, such as building and supporting automated features, to ultimately increase safety within communities and drive efficiency in public safety. To this end, subject to the limitations on Axon as described below, Axon, where allowed by law, may make limited use of Agency Content from all of its customers, to provide, develop, improve, and support current and future Axon products (collectively, "**ACEIP Purposes**"). However, at all times, Axon will comply with its obligations pursuant to the Axon Cloud Services Terms of Use Appendix to maintain a comprehensive data security program (including compliance with the CJIS Security Policy for Criminal Justice Information), privacy program, and data governance policy, including high industry standards of de-identifying Personal Data, to enforce its security and privacy obligations for the ACEIP. ACEIP has 2 tiers of participation, Tier 1 and Tier 2. By default, Agency will be a participant in ACEIP Tier 1. If Agency does not want to participate in ACEIP Tier 1, Agency can revoke its consent at any time. If Agency wants to participate in Tier 2, as detailed below, Agency can check the ACEIP Tier 2 box below. If Agency does not want to participate in ACEIP Tier 2, Agency should leave box unchecked. At any time, Agency may revoke its consent to ACEIP Tier 1, Tier 2, or both Tiers.

1.1 **ACEIP Tier 1.**

1.1.1. When Axon uses Agency Content for the ACEIP Purposes, Axon will extract from Agency Content and may store separately copies of certain segments or elements of the Agency Content (collectively, "**ACEIP Content**"). When extracting ACEIP Content, Axon will use commercially reasonable efforts to aggregate, transform or de-identify Agency Content so that the extracted ACEIP Content is no longer reasonably capable of being associated with, or could reasonably be linked directly or indirectly to a particular individual ("**Privacy Preserving Technique(s)**"). For illustrative purposes, some examples are described in footnote 1¹. For clarity, ACEIP Content will still be linked indirectly, with an attribution, to the Agency from which it was extracted. This attribution will be stored separately from the data itself, but is necessary for and will be solely used to enable Axon to identify and delete all ACEIP Content upon Agency request. Once de-identified, ACEIP Content may then be further modified, analyzed, and used to create derivative works. At any time, Agency may revoke the consent granted herein to Axon to access and use Agency Content for ACEIP Purposes. Within 30 days of receiving the Agency's request, Axon will no longer access or use Agency Content for ACEIP Purposes and will delete any and all ACEIP Content. Axon will also delete any derivative works which may reasonably be capable of being associated with, or could reasonably be linked directly or indirectly to Agency. In addition, if Axon uses Agency Content for the ACEIP Purposes, upon request, Axon will make available to Agency a list of the specific type of Agency Content being used to generate ACEIP Content, the purpose of such use, and the retention, privacy preserving extraction technique, and relevant data protection practices

¹ For example; (a) when extracting specific text to improve automated transcription capabilities, text that could be used to directly identify a particular individual would not be extracted, and extracted text would be disassociated from identifying metadata of any speakers, and the extracted text would be split into individual words and aggregated with other data sources (including publicly available data) to remove any reasonable ability to link any specific text directly or indirectly back to a particular individual; (b) when extracting license plate data to improve Automated License Plate Recognition (ALPR) capabilities, individual license plate characters would be extracted and disassociated from each other so a complete plate could not be reconstituted, and all association to other elements of the source video, such as the vehicle, location, time, and the surrounding environment would also be removed; (c) when extracting audio of potential acoustic events (such as glass breaking or gun shots), very short segments (<1 second) of audio that only contains the likely acoustic events would be extracted and all human utterances would be removed.

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applicable to the Agency Content or ACEIP Content ("Use Case"). From time to time, Axon may develop and deploy new Use Cases. At least 30 days prior to authorizing the deployment of any new Use Case, Axon will provide Agency notice (by updating the list of Use Case at <https://www.axon.com/aceip> and providing Agency with a mechanism to obtain notice of that update or another commercially reasonable method to Agency designated contact) ("**New Use Case**").

1.1.2. Expiration of ACEIP Tier 1. Agency consent granted herein, will expire upon termination of the Agreement. In accordance with section 1.1.1, within 30 days of receiving the Agency's request, Axon will no longer access or use Agency Content for ACEIP Purposes and will delete ACEIP Content. Axon will also delete any derivative works which may reasonably be capable of being associated with, or could reasonably be linked directly or indirectly to Agency.

1.2 ACEIP Tier 2. In addition to ACEIP Tier 1, if Agency wants to help further improve Axon's services, Agency may choose to participate in Tier 2 of the ACEIP. ACEIP Tier 2, grants Axon certain additional rights to use Agency Content, in addition to those set forth in Tier 1 above, without the guaranteed deployment of a Privacy Preserving Technique to enable product development, improvement, and support that cannot be accomplished with aggregated, transformed or de-identified data.

Check this box if Agency wants to help further improve Axon's services by participating in ACEIP Tier 2 in addition to Tier 1. By checking this box, Agency hereby agrees to the Axon Customer Experience Improvement Program Tier 2 Terms of Service, available at <https://www.axon.com/sales-terms-and-conditions> and incorporated herein by reference.



Professional Services Appendix

- 1 **Utilization of Services.** Agency must use professional services as outlined in the Quote and this Appendix within 6 months of the Effective Date.
- 2 **Body-Worn Camera Full Service (BWC Full Service).** BWC Full Service includes advance remote project planning and configuration support and up to 4 consecutive days of on-site service and a professional services manager to work with Agency to assess Agency’s deployment and determine which on-site services are appropriate. If Agency requires more than 4 consecutive on-site days, Agency must purchase additional days. BWC Full Service options include:

<p>System set up and configuration</p> <ul style="list-style-type: none"> • Instructor-led setup of Axon View on smartphones (if applicable) • Configure categories and custom roles based on Agency need • Register cameras to Agency domain • Troubleshoot IT issues with Axon Evidence and Axon Dock (“Dock”) access • One on-site session included
<p>Dock configuration</p> <ul style="list-style-type: none"> • Work with Agency to decide the ideal location of Docks and set configurations on Dock • Authenticate Dock with Axon Evidence using admin credentials from Agency • On-site assistance, not to include physical mounting of docks
<p>Best practice implementation planning session</p> <ul style="list-style-type: none"> • Provide considerations for the establishment of video policy and system operations best practices based on Axon’s observations with other agencies • Discuss the importance of entering metadata in the field for organization purposes and other best practice for digital data management • Provide referrals of other agencies using the Axon camera devices and Axon Evidence • Recommend rollout plan based on review of shift schedules
<p>System Admin and troubleshooting training sessions Step-by-step explanation and assistance for Agency’s configuration of security, roles & permissions, categories & retention, and other specific settings for Axon Evidence</p>
<p>Axon instructor training (Train the Trainer) Training for Agency’s in-house instructors who can support Agency’s Axon camera and Axon Evidence training needs after Axon has fulfilled its contractual on-site obligations</p>
<p>Evidence sharing training Tailored workflow instruction for Investigative Units on sharing Cases and Evidence with local prosecuting agencies</p>
<p>End user go-live training and support sessions</p> <ul style="list-style-type: none"> • Assistance with device set up and configuration • Training on device use, Axon Evidence, and Evidence Sync
<p>Implementation document packet Axon Evidence administrator guides, camera implementation guides, network setup guide, sample policies, and categories & roles guide</p>
<p>Post go-live review</p>

- 3 **Out of Scope Services.** Axon is only responsible to perform the professional services described in the Quote and this Appendix. Any additional professional services are out of scope. The Parties must document scope changes in a written and signed change order. Changes may require an equitable adjustment in the charges or schedule.
- 4 **Delivery of Services.** Axon personnel will work Monday through Friday, 8:30 a.m. to 5:30 p.m., except holidays. Axon will perform all on-site tasks over a consecutive timeframe. Axon will not charge Agency travel time by Axon personnel to Agency premises as work hours.

- 5 **Access Computer Systems to Perform Services.** Agency authorizes Axon to access relevant Agency computers and networks, solely for performing the Services. Axon will work to identify as soon as reasonably practicable resources and information Axon expects to use and will provide an initial itemized list to Agency. Agency is responsible for and assumes the risk of any problems, delays, losses, claims, or expenses resulting from the content, accuracy, completeness, and consistency of all data, materials, and information supplied by Agency.
- 6 **Site Preparation.** Axon will provide a hardcopy or digital copy of current user documentation for the Axon Devices ("**User Documentation**"). User Documentation will include all required environmental specifications for the professional Services and Axon Devices to operate per the Axon Device User Documentation. Before installation of Axon Devices (whether performed by Agency or Axon), Agency must prepare the location(s) where Axon Devices are to be installed ("**Installation Site**") per the environmental specifications in the Axon Device User Documentation. Following installation, Agency must maintain the Installation Site per the environmental specifications. If Axon modifies Axon Device User Documentation for any Axon Devices under this Agreement, Axon will provide the update to Agency when Axon generally releases it
- 7 **Acceptance.** When Axon completes professional Services, Axon will present an acceptance form ("**Acceptance Form**") to Agency. Agency will sign the Acceptance Form acknowledging completion. If Agency reasonably believes Axon did not complete the professional Services in substantial conformance with this Agreement, Agency must notify Axon in writing of the specific reasons for rejection within 7 calendar days from delivery of the Acceptance Form. Axon will address the issues and re-present the Acceptance Form for signature. If Axon does not receive the signed Acceptance Form or written notification of reasons for rejection within 7 calendar days of delivery of the Acceptance Form, Axon will deem Agency to have accepted the professional Services.
- 8 **Agency Network.** For work performed by Axon transiting or making use of Agency's network, Agency is solely responsible for maintenance and functionality of the network. In no event will Axon be liable for loss, damage, or corruption of Agency's network from any cause.



Technology Assurance Plan Appendix

If Technology Assurance Plan (“TAP”) or a bundle including TAP is on the Quote, this appendix applies.

- 1 **TAP Warranty.** The TAP warranty is an extended warranty that starts at the end of the 1-year Hardware Limited Warranty.
- 2 **Officer Safety Plan.** If Agency purchases an Officer Safety Plan (“OSP”), Agency will receive the deliverables detailed in the Quote. Agency must accept delivery of the TASER CEW and accessories as soon as available from Axon.
- 3 **OSP 7 Term.** OSP 7 begins after Axon ships the Axon Body 3 or TASER 7 hardware to Agency. If Axon ships in the first half of the month, OSP 7 starts the 1st of the following month. If Axon ships in the second half of the month, OSP 7 starts the 15th of the following month (“OSP 7 Term”).
- 4 **TAP BWC Upgrade.** If Agency has no outstanding payment obligations and purchased TAP, Axon will provide Agency a new Axon body-worn camera (“BWC Upgrade”) as scheduled in the Quote. If Agency purchased TAP Axon will provide a BWC Upgrade that is the same or like Axon Device, at Axon’s option. Axon makes no guarantee the BWC Upgrade will utilize the same accessories or Axon Dock.
- 5 **TAP Dock Upgrade.** If Agency has no outstanding payment obligations and purchased TAP, Axon will provide Agency a new Axon Dock as scheduled in the Quote (“Dock Upgrade”). Accessories associated with any Dock Upgrades are subject to change at Axon discretion. Dock Upgrades will only include a new Axon Dock bay configuration unless a new Axon Dock core is required for BWC compatibility. If Agency originally purchased a single-bay Axon Dock, the Dock Upgrade will be a single-bay Axon Dock model that is the same or like Axon Device, at Axon’s option. If Agency originally purchased a multi-bay Axon Dock, the Dock Upgrade will be a multi-bay Axon Dock that is the same or like Axon Device, at Axon’s option.
- 6 **Upgrade Delay.** Axon may ship the BWC and Dock Upgrades as scheduled in the Quote without prior confirmation from Agency unless the Parties agree in writing otherwise at least 90 days in advance. Axon may ship the final BWC and Dock Upgrade as scheduled in the Quote 60 days before the end of the Subscription Term without prior confirmation from Agency.
- 7 **Upgrade Change.** If Agency wants to change Axon Device models for the offered BWC or Dock Upgrade, Agency must pay the price difference between the MSRP for the offered BWC or Dock Upgrade and the MSRP for the model desired. If the model Agency desires has an MSRP less than the MSRP of the offered BWC Upgrade or Dock Upgrade, Axon will not provide a refund. The MSRP is the MSRP in effect at the time of the upgrade.
- 8 **Return of Original Axon Device.** Within 30 days of receiving a BWC or Dock Upgrade, Agency must return the original Axon Devices to Axon or destroy the Axon Devices and provide a certificate of destruction to Axon including serial numbers for the destroyed Axon Devices. If Agency does not return or destroy the Axon Devices, Axon will deactivate the serial numbers for the Axon Devices received by Agency.
- 9 **Termination.** If Agency’s payment for TAP, OSP, or Axon Evidence is more than 30 days past due, Axon may terminate TAP or OSP. Once TAP or OSP terminates for any reason:
 - 9.1 TAP and OSP coverage terminate as of the date of termination and no refunds will be given.
 - 9.2 Axon will not and has no obligation to provide the Upgrade Models.
 - 9.3 Agency must make any missed payments due to the termination before Agency may purchase any future TAP or OSP.

Axon Auto-Tagging Appendix

- 1 **Scope.** Axon Auto-Tagging consists of the development of a module to allow Axon Evidence to interact with Agency's Computer-Aided Dispatch ("**CAD**") or Records Management Systems ("**RMS**"). This allows end users to auto-populate Axon video meta-data with a case ID, category, and location-based on data maintained in Agency's CAD or RMS.
- 2 **Support.** For thirty days after completing Auto-Tagging Services, Axon will provide up to 5 hours of remote support at no additional charge. Axon will provide free support due to a change in Axon Evidence, so long as long as Agency maintains an Axon Evidence and Auto-Tagging subscription. Axon will not provide support if a change is required because Agency changes its CAD or RMS.
- 3 **Changes.** Axon is only responsible to perform the Services in this Appendix. Any additional Services are out of scope. The Parties must document scope changes in a written and signed change order. Changes may require an equitable adjustment in fees or schedule.
- 4 **Agency Responsibilities.** Axon's performance of Auto-Tagging Services requires Agency to:
 - 4.1 Make available relevant systems, including Agency's current CAD or RMS, for assessment by Axon (including remote access if possible);
 - 4.2 Make required modifications, upgrades or alterations to Agency's hardware, facilities, systems and networks related to Axon's performance of Auto-Tagging Services;
 - 4.3 Provide access to the premises where Axon is performing Auto-Tagging Services, subject to Agency safety and security restrictions, and allow Axon to enter and exit the premises with laptops and materials needed to perform Auto-Tagging Services;
 - 4.4 Provide all infrastructure and software information (TCP/IP addresses, node names, network configuration) necessary for Axon to provide Auto-Tagging Services;
 - 4.5 Promptly install and implement any software updates provided by Axon;
 - 4.6 Ensure that all appropriate data backups are performed;
 - 4.7 Provide assistance, participation, and approvals in testing Auto-Tagging Services;
 - 4.8 Provide Axon with remote access to Agency's Axon Evidence account when required;
 - 4.9 Notify Axon of any network or machine maintenance that may impact the performance of the module at Agency; and
 - 4.10 Ensure reasonable availability of knowledgeable staff and personnel to provide timely, accurate, complete, and up-to-date documentation and information to Axon.
- 5 **Access to Systems.** Agency authorizes Axon to access Agency's relevant computers, network systems, and CAD or RMS solely for performing Auto-Tagging Services. Axon will work diligently to identify as soon as reasonably practicable resources and information Axon expects to use and will provide an initial list to Agency. Agency is responsible for and assumes the risk of any problems, delays, losses, claims, or expenses resulting from the content, accuracy, completeness, and consistency of all data, materials, and information supplied by Agency.



Axon Enterprise, Inc.
 17800 N 85th St.
 Scottsdale, Arizona 85255
 United States
 VAT: 86-0741227
 Domestic: (800) 978-2737
 International: +1.800.978.2737

Q-333964-44435.849KW

Issued: 08/27/2021

Quote Expiration: 10/15/2021

EST Contract Start Date: 11/01/2021

Account Number: 106663

Payment Terms: N30

Delivery Method: Fedex - Ground

SHIP TO	BILL TO
Business;Delivery;Invoice;Other-8620 California Ave 8620 California Ave South Gate, CA 90280-3004 USA	South Gate Police Department - CA 8620 California Ave South Gate, CA 90280-3004 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Kevin Watson Phone: (480) 463-2203 Email: kwatson@axon.com Fax: (480) 463-2203	Sam Brown Phone: (323) 563-5457 Email: sbrown@sogate.org Fax:

Program Length	60 Months
TOTAL COST	\$492,806.00
ESTIMATED TOTAL W/ TAX	\$514,828.70

Bundle Savings	\$40,334.60
Additional Savings	\$77,771.40
TOTAL SAVINGS	\$81,107.40

PAYMENT PLAN: Oct 2021			
PLAN NAME	INVOICE DATE	TAX AMOUNT	AMOUNT DUE
Evidence.com User Licenses	Oct, 2021	\$0.00	\$21,494.88
Axon Signal Activation Technology	Oct, 2021	\$3,616.51	\$38,899.43
Axon Full Service	Oct, 2021	\$0.00	\$15,640.00
Unlimited Axon Device Storage	Oct, 2021	\$0.00	\$22,521.60
85 BWC - 10 Docking Stations	Oct, 2021	\$7,054.02	\$75,873.70

CAD Metadata Autotagging	Oct, 2021	\$0.00	\$8,445.60
5-Year Warranty Period and Month 30 HW Refresh	Oct, 2021	\$2,270.43	\$24,421.02
Payment Total			\$207,296.23

PAYMENT PLAN: Oct 2022			
PLAN NAME	INVOICE DATE	TAX AMOUNT	AMOUNT DUE
Evidence.com User Licenses	Oct, 2022	\$0.00	\$21,494.88
Unlimited Axon Device Storage	Oct, 2022	\$0.00	\$22,521.60
CAD Metadata Autotagging	Oct, 2022	\$0.00	\$8,445.60
5-Year Warranty Period and Month 30 HW Refresh	Oct, 2022	\$2,270.43	\$24,421.03
Payment Total			\$76,883.11

PAYMENT PLAN: Oct 2023			
PLAN NAME	INVOICE DATE	TAX AMOUNT	AMOUNT DUE
Evidence.com User Licenses	Oct, 2023	\$0.00	\$21,494.88
Unlimited Axon Device Storage	Oct, 2023	\$0.00	\$22,521.60
CAD Metadata Autotagging	Oct, 2023	\$0.00	\$8,445.60
5-Year Warranty Period and Month 30 HW Refresh	Oct, 2023	\$2,270.43	\$24,421.03
Payment Total			\$76,883.11

PAYMENT PLAN: Oct 2024			
PLAN NAME	INVOICE DATE	TAX AMOUNT	AMOUNT DUE
Evidence.com User Licenses	Oct, 2024	\$0.00	\$21,494.88
Unlimited Axon Device Storage	Oct, 2024	\$0.00	\$22,521.60
CAD Metadata Autotagging	Oct, 2024	\$0.00	\$8,445.60
5-Year Warranty Period and Month 30 HW Refresh	Oct, 2024	\$2,270.43	\$24,421.03
Payment Total			\$76,883.11

PAYMENT PLAN: Oct 2025			
PLAN NAME	INVOICE DATE	TAX AMOUNT	AMOUNT DUE
Evidence.com User Licenses	Oct, 2025	\$0.00	\$21,494.88
5-Year Warranty Period and Month 30 HW Refresh	Oct, 2025	\$2,270.43	\$24,421.03
CAD Metadata Autotagging	Oct, 2025	\$0.00	\$8,445.60
Unlimited Axon Device Storage	Oct, 2025	\$0.00	\$22,521.60
Payment Total			\$76,883.11

Quote Details

Bundle Summary		
Item	Description	QTY
AB3C	AB3 Camera Bundle	85
AB3MBD	AB3 Multi Bay Dock Bundle	10
BasicLicense	Basic License Bundle	70
ProLicense	Pro License Bundle	23
DynamicBundle	Dynamic Bundle	1
DynamicBundle	Dynamic Bundle	85
DynamicBundle	Dynamic Bundle	1

Bundle: AB3 Camera Bundle Quantity: 85 Start: 11/1/2021 End: 10/31/2026 Total: 54661.8 USD							
Category	Item	Description	QTY	List Unit Price	Tax	Net Unit Price	Total(USD)
Camera	73202	AXON BODY 3 - NA10	85	\$699.00	\$5,602.84	\$643.08	\$54,661.80
Spare Camera	73202	AXON BODY 3 - NA10	2	\$0.00	\$0.00	\$0.00	\$0.00
USB	11534	USB-C to USB-A CABLE FOR AB3 OR FLEX 2	94	\$0.00	\$0.00	\$0.00	\$0.00
Camera Mount	11507	MOLLE MOUNT, SINGLE, AXON RAPIDLOCK	37	\$0.00	\$0.00	\$0.00	\$0.00
Camera Mount	71026	MAGNET MOUNT, FLEXIBLE REINFORCED, RAPIDLOCK	57	\$0.00	\$0.00	\$0.00	\$0.00

Bundle: AB3 Multi Bay Dock Bundle Quantity: 10 Start: 11/1/2021 End: 10/31/2026 Total: 14157.88 USD							
Category	Item	Description	QTY	List Unit Price	Tax	Net Unit Price	Total(USD)
Dock	74210	AXON BODY 3 - 8 BAY DOCK	10	\$1,495.00	\$1,409.78	\$1,375.40	\$13,754.00
Power Cord	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	10	\$0.00	\$0.00	\$0.00	\$0.00
Wall Mount	70033	WALL MOUNT BRACKET, ASSY, EVIDENCE.COM DOCK	10	\$43.90	\$41.40	\$40.39	\$403.88

Bundle: Basic License Bundle Quantity: 70 Start: 11/1/2021 End: 10/31/2026 Total: 57960 USD							
Category	Item	Description	QTY	List Unit Price	Tax	Net Unit Price	Total(USD)
E.com License	73840	EVIDENCE.COM BASIC LICENSE	70	\$876.62	\$0.00	\$806.49	\$56,454.55

A La Carte Storage	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	70	\$23.38	\$0.00	\$21.51	\$1,505.45
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Bundle: Pro License Bundle Quantity: 23 Start: 11/1/2021 End: 10/31/2026 Total: 49514.4 USD							
Category	Item	Description	QTY	List Unit Price	Tax	Net Unit Price	Total(USD)
E.com License	73746	PROFESSIONAL EVIDENCE.COM LICENSE (Formerly SKU 73746)	23	\$2,270.15	\$0.00	\$2,088.54	\$48,036.36
A La Carte Storage	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	69	\$23.28	\$0.00	\$21.42	\$1,478.04

Bundle: Dynamic Bundle Quantity: 1 Start: 11/1/2021 End: 10/31/2026 Total: 177747.68 USD							
Category	Item	Description	QTY	List Unit Price	Tax	Net Unit Price	Total(USD)
Other	73682	AUTO TAGGING LICENSE	85	\$540.00	\$0.00	\$496.80	\$42,228.00
Other	73686	EVIDENCE.COM UNLIMITED AXON DEVICE STORAGE	85	\$1,440.00	\$0.00	\$1,324.80	\$112,608.00
Other	85055	AXON FULL SERVICE	1	\$17,000.00	\$0.00	\$15,640.00	\$15,640.00
Other	70117	AXON SIGNAL UNIT, CABLE ASSEMBLY	26	\$25.00	\$61.29	\$23.00	\$598.00
Other	70112	AXON SIGNAL UNIT	26	\$279.00	\$684.06	\$256.68	\$6,673.68

Bundle: Dynamic Bundle Quantity: 85 Start: 11/1/2021 End: 10/31/2026 Total: 28011.24 USD							
Category	Item	Description	QTY	List Unit Price	Tax	Net Unit Price	Total(USD)
Other	75015	SIGNAL SIDEARM KIT	85	\$249.00	\$1,995.87	\$229.08	\$19,471.80
Other	70116	SPPM, SIGNAL CONNECTED BATTERY PACK, X2/X26P	85	\$109.20	\$875.29	\$100.46	\$8,539.44

Individual Items USD							
Category	Item	Description	QTY	List Unit Price	Tax	Net Unit Price	Total(USD)
Other	80464	EXT WARRANTY, CAMERA (TAP)	87	\$700.20	\$2,451.67	\$274.93	\$23,918.80
Other	80465	EXT WARRANTY, MULTI-BAY DOCK (TAP)	10	\$1,260.00	\$1,188.18	\$1,159.20	\$11,592.00

Bundle: Dynamic Bundle Quantity: 1 Start: 11/1/2021 End: 10/31/2026 Total: 75242.2 USD							
Category	Item	Description	QTY	List Unit Price	Tax	Net Unit Price	Total(USD)
Other	73309	AXON CAMERA REFRESH ONE	87	\$755.00	\$6,194.09	\$694.60	\$60,430.20

Other	73689	MULTI-BAY BWC DOCK 1ST REFRESH	10	\$1,610.00	\$1,518.23	\$1,481.20	\$14,812.00
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Hardware			
Requested Ship Date	Item	Description	QTY
10/01/2021	73202	AXON BODY 3 - NA10	85
10/01/2021	73202	AXON BODY 3 - NA10	2
10/01/2021	11534	USB-C to USB-A CABLE FOR AB3 OR FLEX 2	94
10/01/2021	74210	AXON BODY 3 - 8 BAY DOCK	10
10/01/2021	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	10
10/01/2021	70117	AXON SIGNAL UNIT, CABLE ASSEMBLY	26
10/01/2021	71026	MAGNET MOUNT, FLEXIBLE REINFORCED, RAPIDLOCK	57
10/01/2021	75015	SIGNAL SIDEARM KIT	85
10/01/2021	70033	WALL MOUNT BRACKET, ASSY, EVIDENCE.COM DOCK	10
10/01/2021	80464	EXT WARRANTY, CAMERA (TAP)	87
10/01/2021	80465	EXT WARRANTY, MULTI-BAY DOCK (TAP)	10
10/01/2021	70116	SPPM, SIGNAL CONNECTED BATTERY PACK, X2/X26P	85
10/01/2021	11507	MOLLE MOUNT, SINGLE, AXON RAPIDLOCK	37
10/01/2021	70112	AXON SIGNAL UNIT	26

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at www.axon.com/legal/sales-terms-and-conditions), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

Date Signed

8/27/2021

SEP 02 2021
5:30 PM

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 14, 2021
Originating Department: Administrative Services

Department Director: _____


Kingsley Okereke

Interim City Manager: _____


Chris Jeffers

SUBJECT: INVESTMENT REPORT FOR THE QUARTER ENDING JUNE 30, 2021

PURPOSE: California Government Code Section 53646 requires staff to submit a report to the City Council and City Manager, at least quarterly, which provides detailed information on all investments of the City.

RECOMMENDED ACTION: Receive and file the Quarterly Investment Report for the quarter ended June 30, 2021.

FISCAL IMPACT: Interest earnings totaled \$166,609.62 for the quarter.

ANALYSIS: None.

BACKGROUND: Attached is the Investment Report for the quarter ending June 30, 2021, for the City and Housing Authority (Attachment 1 – Quarterly Investment Report).

In keeping with the City’s investment policy, all investments are short-to-medium term in duration, with maturities currently ranging from 1 day to 5 years. All investments are maintained in accordance with California Government Code Section 53646 and the City’s investment policy, with respect to the type of investment vehicles in which the City’s money is invested. As of June 30, 2021, 49.23% of the City’s portfolio is invested in government agency securities, certificates of deposit and brokered, certificates of deposit that have maturities in excess of one year. In dollar amounts, that equates to \$51,614,574.48 of the City’s total portfolio of \$104,848,586.31 invested in securities that mature between 1 day and 5 years from now. As the Director of Administrative Services, I certify that the funds are invested to provide sufficient cash flow for a period of six months.

As of June 30, 2021, the City’s uninvested cash balance is \$27,842,885.57 (Attachment 2 – Schedule of Cash Balances).

ATTACHMENTS: 1) Quarterly Investment Report – June 30, 2021
2) Schedule of Cash Balances – June 30, 2021

CITY OF SOUTH GATE
 QUARTERLY INVESTMENT REPORT
 JUNE 30, 2021

Attachment 1

TYPE OF INVESTMENT	AMOUNT	REFERENCE	INVESTMENT ACTIVITY	AMOUNT
U.S. GOVT & GOVT AGENCY ISSUES	\$32,783,584.47	(SCHEDULE A)	BEGINNING BALANCE AT 4/1/21	\$103,008,656.02
CORPORATE BONDS - MEDIUM TERM NOTES	\$0.00	(SCHEDULE A)	SALE/MATURITY - US GOVT & AGENCY ISSUES/CORP BONDS	\$0.00
U.S. TREASURY BILLS	\$0.00	(SCHEDULE A)	SALE/MATURITY - MONEY MKT ACCT & OVERNIGHT SWEEPS	(\$557,590.00)
TOTAL	\$32,783,584.47		MATURITY - CERTIFICATES OF DEPOSIT	(\$1,434,679.00)
MONEY MKT ACCT/PREF BANK & OVERNIGHT SWEEP/U.S. BANK	\$990,248.63	(SCHEDULE A)	SALE/MATURITY - LAIF	\$0.00
TOTAL	\$990,248.63		LOSS ON SALE OF SECURITIES	\$0.00
CERTIFICATES OF DEPOSIT - PREFERRED BANK	\$3,700,000.00	(SCHEDULE A)	PURCHASES - US GOVT & AGENCY ISSUES/CORP BONDS	\$1,992,269.00
CERTIFICATES OF DEPOSIT - BROKERED	\$28,351,000.00	(SCHEDULE A)	PURCHASES - MONEY MARKET ACCT & OVERNIGHT SWEEPS	113,665.29
TOTAL	\$32,051,000.00		PURCHASES - CERTIFICATES OF DEPOSIT	\$1,683,679.00
LAIF INVESTMENTS - CITY ACCOUNT	\$38,735,239.15	(SCHEDULE A)	PURCHASES - LAIF	\$0.00
LAIF INVESTMENTS - HOUSING AUTHORITY ACCOUNT	\$288,514.06	(SCHEDULE A)	INTEREST REINVESTED	\$42,586.00
TOTAL	\$39,023,753.21		ENDING BALANCE AT 6/30/21	\$104,848,586.31
TOTAL INVESTMENTS AT COST @ 6/30/21	\$104,848,586.31		INTEREST EARNED THIS QUARTER:	AMOUNT
TOTAL MARKET VALUE OF INVESTMENTS @ 6/30/21	\$105,294,361.70		U.S. GOVERNMENT & GOVT AGENCY ISSUES	45,700.00
MARKET VALUE GAIN/(LOSS)	\$445,775.39		MONEY MARKET ACCOUNT & OVERNIGHT SWEEPS	20.46
			CERTIFICATES OF DEPOSIT (PREFERRED BANK)	10,358.33
			CERTIFICATES OF DEPOSIT (BROKERED)	67,945.21
			LAIF (CITY & HOUSING)	\$42,585.62
			TOTAL INTEREST EARNED THIS QUARTER	166,609.62
			INVESTMENT PORTFOLIO:	% OF PORTFOLIO
			U.S. GOVERNMENT & GOVERNMENT AGENCY ISSUES	31.27%
			CORPORATE BONDS	0.00%
			U.S. TREASURY BILLS	0.00%
			MONEY MARKET ACCOUNT & OVERNIGHT SWEEPS	0.94%
			CERTIFICATES OF DEPOSIT	30.57%
			LAIF	37.22%
			TOTAL PERCENTAGES	100.00%
			MATURITY DISTRIBUTIONS:	INVESTMENTS
			0 - 90 DAYS / 0 - 3 MONTHS	\$41,263,001.84
			91 - 180 DAYS / 3 - 6 MONTHS	1,992,912.39
			181 - 270 DAYS / 6 - 9 MONTHS	6,041,097.60
			271 - 365 DAYS / 9 MONTHS - 1 YEAR	3,937,000.00
			366 - 730 DAYS / 1 - 2 YEARS	7,972,691.90
			731 - 1095 DAYS / 2 - 3 YEARS	10,981,839.00
			1096 - 1460 DAYS / 3 - 4 YEARS	18,451,674.58
			1461 - 1825 DAYS / 4 - 5 YEARS	14,208,369.00
			MAXIMUM YEARS TO MATURITY IS 5 YEARS	104,848,586.31
				100.00%
TOTAL INVESTMENTS (BOND RESERVES)	\$0.00			

**CITY OF SOUTH GATE
INVESTMENT REPORT
JUNE 30, 2021**

Attachment 1 Schedule A

QUARTER ENDING DATE:

6/30/2021

INVESTMENT AGENCY	CUSIP #	FDIC #	BOND RATING	SETTLEMENT DATE	MATURITY DATE	DAYS TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN/LOSS	ACCRUED INTEREST	INTEREST RATE	RISK CATEGORY	INTEREST PYMT FREQUENCY	
U.S. GOVT & AGENCY ISSUES:														
FEDERAL HOME LOAN BANK	3130ABXE1		AAA	8/11/2017	8/11/2021	42	1,000,000.00	1,001,920.00	1,920.00	7,155.56	1.84%	Low	Semi-Annual	
FEDERAL HOME LOAN BANK	3130AA5C8		AAA	11/22/2016	11/22/2021	145	999,520.00	1,006,520.00	7,000.00	1,895.83	1.75%	Low	Semi-Annual	
FEDERAL HOME LOAN BANK	3130AABG2		AAA	12/6//2016	11/29/2021	152	993,392.39	1,007,490.00	14,097.61	1,666.67	1.88%	Low	Semi-Annual	
FANNIE MAE	3135G0S38		AAA	2/2/2017	1/5/2022	189	998,097.60	1,009,790.00	11,692.40	9,777.78	2.00%	Low	Semi-Annual	
FANNIE MAE	3136G4ME0		AAA	2/28/2017	2/28/2022	243	800,000.00	810,904.00	10,904.00	5,713.89	2.13%	Low	Semi-Annual	
FARMER MAC	3132X0UA7		AAA	6/29/2017	6/29/2022	364	1,000,000.00	1,017,440.00	17,440.00	104.44	1.88%	Low	Semi-Annual	
FREDDIE MAC	3134GWQC3		AAA	8/19/2020	11/18/2022	506	1,000,996.00	1,000,200.00	(796.00)	298.61	0.25%	Low	Semi-Annual	
FREDDIE MAC	3134GV6N3		AAA	7/30/2020	1/30/2023	579	1,001,298.00	1,000,040.00	(1,258.00)	1,300.28	0.31%	Low	Semi-Annual	
FREDDIE MAC	3134GV7M4		AAA	7/21/2020	4/21/2023	660	1,001,397.90	1,000,050.00	(1,347.90)	661.11	0.34%	Low	Semi-Annual	
FANNIE MAE	3135G05P4		AAA	8/10/2020	8/3/2023	764	1,001,975.00	1,000,160.00	(1,815.00)	1,233.33	0.30%	Low	Semi-Annual	
FANNIE MAE	3136G4K51		AAA	8/17/2020	8/17/2023	778	1,001,796.00	1,000,030.00	(1,766.00)	1,153.89	0.31%	Low	Semi-Annual	
FREDDIE MAC	3134GWC20		AAA	9/1/2020	9/1/2023	793	1,001,198.00	1,000,000.00	(1,198.00)	1,066.67	0.32%	Low	Semi-Annual	
FREDDIE MAC	3134GAY0		AAA	11/13/2020	11/13/2023	866	1,000,000.00	998,300.00	(1,700.00)	400.00	0.30%	Low	Semi-Annual	
FREDDIE MAC	3134GWKU9		AAA	8/14/2020	2/14/2024	959	1,001,870.00	998,060.00	(3,810.00)	1,427.08	0.38%	Low	Semi-Annual	
FEDERAL FARM CREDIT BANK	3133EMQM7		AAA	2/18/2021	2/16/2024	961	1,000,000.00	990,980.00	(9,020.00)	750.00	0.38%	Low	Semi-Annual	
FREDDIE MAC	3134GWEA0		AAA	7/29/2020	7/29/2024	1125	1,001,991.00	998,640.00	(3,351.00)	1,900.00	0.45%	Low	Semi-Annual	
FANNIE MAE	3136G4J38		AAA	8/12/2020	8/12/2024	1139	1,002,191.00	999,160.00	(3,031.00)	1,583.06	0.41%	Low	Semi-Annual	
FEDERAL FARM CREDIT BANK	3133LEA8		AAA	12/17/2019	9/17/2024	1175	999,100.58	1,037,620.00	38,519.42	4,911.11	1.70%	Low	Semi-Annual	
FREDDIE MAC	3134GW3W4		AAA	10/28/2020	10/28/2024	1216	1,000,000.00	993,430.00	(6,570.00)	717.50	0.41%	Low	Semi-Annual	
FREDDIE MAC	3134GXDZ4		AAA	11/27/2020	11/25/2024	1244	1,001,985.00	994,530.00	(7,455.00)	450.00	0.45%	Low	Semi-Annual	
FREDDIE MAC	3134GWA71		AAA	9/9/2020	12/9/2024	1258	1,002,493.00	998,560.00	(3,933.00)	305.56	0.50%	Low	Semi-Annual	
US TREASURY NOTE	912828ZL7		AAA	2/19/2021	4/30/2025	1400	1,002,914.00	989,260.00	(13,654.00)	635.25	0.38%	Low	Semi-Annual	
FANNIE MAE	3136G4K69		AAA	8/19/2020	8/19/2025	1511	1,000,000.00	988,700.00	(11,300.00)	1,833.33	0.50%	Low	Semi-Annual	
FEDERAL HOME LOAN BANK	3130AK5E2		AAA	6/10/2021	9/4/2025	1527	994,769.00	987,820.00	(6,949.00)	1,218.75	0.38%	Low	Semi-Annual	
FREDDIE MAC	3137EAXE3		AAA	1/6/2021	9/23/2025	1546	1,000,000.00	984,350.00	(15,650.00)	1,020.83	0.38%	Low	Semi-Annual	
FANNIE MAE	3136G44U4		AAA	10/20/2020	10/20/2025	1573	1,000,000.00	986,690.00	(13,310.00)	986.11	0.50%	Low	Semi-Annual	
FEDERAL FARM CREDIT BANK	3133EMDZ2		AAA	12/1/2020	10/21/2025	1574	1,000,000.00	987,650.00	(12,350.00)	1,011.11	0.52%	Low	Semi-Annual	
FEDERAL HOME LOAN BANK	3130AKFJ0		AAA	11/13/2020	11/12/2025	1596	998,750.00	983,640.00	(15,110.00)	721.39	0.50%	Low	Semi-Annual	
FEDERAL FARM CREDIT BANK	3133EMPD8		AAA	2/18/2021	2/2/2026	1678	1,000,000.00	980,340.00	(19,660.00)	1,862.50	0.45%	Low	Semi-Annual	
FEDERAL HOME LOAN BANK	3130AL6J8		AAA	2/24/2021	2/24/2026	1700	1,000,000.00	990,020.00	(9,980.00)	2,204.86	0.63%	Low	Semi-Annual	
FEDERAL HOME LOAN BANK	3130ALFX7		AAA	3/10/2021	3/10/2026	1714	1,980,350.00	1,971,260.00	(9,090.00)	3,700.00	0.60%	Low	Semi-Annual	
FEDERAL FARM CREDIT BANK	3133EML67		AAA	6/22/2021	6/22/2026	1818	997,500.00	1,000,200.00	2,700.00	200.00	0.60%	Low	Semi-Annual	
TOTAL							32,783,584.47	32,713,754.00	(69,830.47)	59,866.50				
CORPORATE BONDS - MEDIUM TERM NOTES:														
None							0.00	0.00	0.00	0.00				
TOTAL							0.00	0.00	0.00	0.00				
U.S. TREASURY BILLS:														
None							0.00	0.00	0.00	0.00				
TOTAL							0.00	0.00	0.00	0.00				
BROKERED, CERTIFICATES OF DEPOSIT:														
Community First Bank	20368TCN8	57511		9/12/2019	9/13/2021	75	249,000.00	249,806.76	806.76	213.87	1.65%	Low	Monthly	
BMW Bank North America	05580ASJ4	35141		9/17/2019	3/21/2022	264	247,000.00	250,238.17	3,238.17	1,289.48	1.85%	Low	Semi-Annual	
Carolina Trust Bank	144200BB7	57026		9/20/2019	3/21/2022	264	249,000.00	251,788.80	2,788.80	120.07	1.60%	Low	Monthly	
Texas State Bank	856528DC5	27074		3/20/2020	3/21/2022	264	249,000.00	251,427.75	2,427.75	105.06	1.40%	Low	Monthly	
Avidbank Palo Alto CA	05368TBK6	57510		3/25/2020	3/25/2022	268	249,000.00	250,190.22	1,190.22	467.98	0.70%	Low	Semi-Annual	
Texas Exchange Bk Crowley	88241TGX2	20099		3/27/2020	3/25/2022	268	249,000.00	250,718.10	1,718.10	27.29	1.00%	Low	Monthly	
Penn Community Bank	707312AQ7	30401		3/27/2020	3/28/2022	271	248,000.00	249,755.84	1,755.84	652.27	0.65%	Low	Semi-Annual	
Insurors Bank	45776NDM5	35521		3/31/2020	3/31/2022	274	249,000.00	250,581.15	1,581.15	171.91	0.90%	Low	Monthly	
Wex Bk Midvale Utah	92937CJY5	34697		4/9/2020	4/8/2022	282	248,000.00	250,601.52	2,601.52	789.52	1.40%	Low	Semi-Annual	
First National Bank of Mich	32114VBV2	58259		4/9/2020	4/11/2022	285	249,000.00	251,019.39	2,019.39	165.09	1.10%	Low	Monthly	
21ST Centy Bk Minn	90136STW6	9751		4/15/2020	4/14/2022	288	249,000.00	250,847.58	1,847.58	109.15	1.00%	Low	Monthly	
First Premier Bk Sioux Falls	33610RTP8	6085		4/15/2020	4/15/2022	289	248,000.00	250,246.88	2,246.88	627.81	1.20%	Low	Semi-Annual	
Flatwater Bk Gothenburg Neb	33885WAC4	10639		4/15/2020	4/18/2022	292	248,000.00	249,869.92	1,869.92	523.18	1.00%	Low	Semi-Annual	
Hamni Bank	410493ES5	24170		4/17/2020	4/18/2022	292	249,000.00	251,064.21	2,064.21	105.06	1.10%	Low	Monthly	
Southern States Bankoan Trust	843879DA2	58558		4/15/2020	4/18/2022	292	249,000.00	250,865.01	1,865.01	109.15	1.00%	Low	Monthly	

CITY OF SOUTH GATE
INVESTMENT REPORT
JUNE 30, 2021

Attachment 1 Schedule A

QUARTER ENDING DATE:

6/30/2021

INVESTMENT AGENCY	CUSIP #	FDIC #	BOND RATING	SETTLEMENT DATE	MATURITY DATE	DAYS TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN/LOSS	ACCRUED INTEREST	INTEREST RATE	RISK CATEGORY	INTEREST PYMT FREQUENCY
BROKERED, CERTIFICATES OF DEPOSIT:													
Stearns County	857894E54	10988		12/18/2019	7/18/2022	383	249,000.00	253,180.71	4,180.71	173.96	1.70%	Low	Monthly
Texas Cap Bank N A Dallas Texas	88224PLX5	34383		7/24/2020	7/25/2022	390	249,000.00	249,390.93	390.93	269.47	0.25%	Low	Semi-Annual
Goldman Sachs	38149MFV0	33124		9/11/2019	9/12/2022	439	247,000.00	251,996.81	4,996.81	1,364.25	1.80%	Low	Semi-Annual
Ally Bank	02007GLR2	57803		9/12/2019	9/12/2022	439	247,000.00	251,996.81	4,996.81	1,352.07	1.80%	Low	Semi-Annual
Wells Fargo Bank	949763J64	3511		9/18/2019	9/19/2022	446	249,000.00	254,238.96	5,238.96	164.07	1.85%	Low	Monthly
Sallie Mae	7954504B8	58177		9/18/2019	9/19/2022	446	247,000.00	252,219.11	5,219.11	1,314.51	1.85%	Low	Semi-Annual
Synovus Bank, GA	87164DRB8	873		3/9/2020	12/9/2022	527	247,000.00	252,177.12	5,177.12	1,234.32	1.60%	Low	Semi-Annual
Virginia Partners Bank	928066BA6	58824		12/30/2019	12/30/2022	548	249,000.00	254,746.92	5,746.92	11.60	1.70%	Low	Monthly
Wells Fargo National	949495AT2	27389		1/22/2020	1/30/2023	579	249,000.00	255,820.11	6,820.11	25.92	1.90%	Low	Monthly
California Bank Comm Lafayette	13005CAG6	58583		8/20/2020	2/21/2023	601	249,000.00	249,087.15	87.15	178.73	0.20%	Low	Semi-Annual
Currie State Bank	23130SDU4	8833		3/23/2020	3/23/2023	631	249,000.00	252,271.86	3,271.86	51.85	0.95%	Low	Monthly
Northpointe Bank	666613HH0	34953		3/25/2020	3/27/2023	635	249,000.00	251,636.91	2,636.91	32.75	0.80%	Low	Monthly
CIT Bank	12556LBD7	58978		9/27/2019	3/27/2023	635	247,000.00	253,928.35	6,928.35	1,169.36	1.80%	Low	Semi-Annual
Bank of New England Nh	06426KBS6	24540		4/2/2020	4/3/2023	642	249,000.00	251,868.48	2,868.48	168.16	0.85%	Low	Monthly
Synchrony Bank	87165HA34	27314		4/3/2020	4/3/2023	642	248,000.00	253,485.76	5,485.76	876.83	1.45%	Low	Semi-Annual
Primebank	74163LAP6	8101		04/09/20	4/10/2023	649	249,000.00	253,215.57	4,215.57	172.59	1.15%	Low	Monthly
Williamette Valley Bk Salem Or	969294CD7	57033		04/09/20	4/10/2023	649	249,000.00	252,993.96	3,993.96	165.09	1.10%	Low	Monthly
Midwest Cmnty Bk Ill	598315CE7	19628		04/15/20	4/14/2023	653	249,000.00	253,464.57	4,464.57	130.98	1.20%	Low	Monthly
Northstar Bank	66704MES6	57097		04/15/20	4/14/2023	653	249,000.00	252,797.25	3,797.25	114.61	1.05%	Low	Monthly
West Michigan Community Bank	954444BU8	22308		04/15/20	4/14/2023	653	249,000.00	252,797.25	3,797.25	114.61	1.05%	Low	Monthly
Brunswick Bank Tr Manalapan NJ	117034AB4	20220		7/31/2020	7/31/2023	761	249,000.00	249,092.13	92.13	1.71	0.25%	Low	Monthly
Luana Savings Bank	549104JP3	253		9/18/2019	9/18/2023	810	247,000.00	254,419.88	7,419.88	1,136.88	1.60%	Low	Semi-Annual
Nicolet National Bank	654062JH2	57038		3/27/2020	9/27/2023	819	249,000.00	252,919.26	3,919.26	25.92	0.95%	Low	Monthly
Merrick Bank	59013KCZ7	34519		9/30/2019	9/29/2023	821	249,000.00	256,841.01	7,841.01	11.26	1.65%	Low	Monthly
Communitybank Tex N A Beaumont	204161BP7	3363		4/24/2020	10/24/2023	846	249,000.00	254,450.61	5,450.61	122.79	1.20%	Low	Monthly
Magnolia Bank Inc/Mag KY	559582AS0	8120		12/23/2020	12/22/2023	905	249,000.00	248,900.40	(99.60)	13.64	0.25%	Low	Monthly
CF Bank	15721UDC0	28263		9/11/2019	1/11/2024	925	249,000.00	257,973.96	8,973.96	231.95	1.70%	Low	Monthly
First Bank Hamilton NJ	319137AW5	58481		1/28/2021	1/29/2024	943	249,000.00	248,519.43	(480.57)	5.46	0.20%	Low	Monthly
First Foundation Bank Irvine CA	32026UWG7	58647		2/5/2021	2/5/2024	950	249,000.00	248,504.49	(495.51)	199.20	0.20%	Low	Semi-Annual
Commerical Bank Nelson Neb	20146AAT7	12246		8/7/2020	2/7/2024	952	249,000.00	248,823.21	(176.79)	245.59	0.25%	Low	Semi-Annual
First Source Bank	33646CLV4	9087		3/13/2020	2/12/2024	957	248,000.00	255,933.52	7,933.52	1,141.48	1.50%	Low	Semi-Annual
Commonwealth Business Bk Los	2027506Q3	57873		2/26/2021	2/26/2024	971	249,000.00	248,130.99	(869.01)	5.12	0.15%	Low	Monthly
First National Bank of America	32110YNV3	17438		2/28/2020	2/28/2024	973	249,000.00	257,368.89	8,368.89	31.72	1.55%	Low	Monthly
Community First Bank	20370AAE7	5197		3/27/2020	3/27/2024	1001	249,000.00	252,817.17	3,817.17	23.19	0.85%	Low	Monthly
Centerstate Bank	15201QCN5	33555		3/30/2020	4/1/2024	1006	248,000.00	252,493.76	4,493.76	600.30	0.95%	Low	Semi-Annual
Thomaston Svgs Bk Ct	88457PAM9	18258		04/03/20	4/3/2024	1008	248,000.00	253,183.20	5,183.20	634.95	1.05%	Low	Semi-Annual
Pacific Enterprise Bk Ca	694231AG6	58415		04/09/20	4/9/2024	1014	249,000.00	255,249.90	6,249.90	180.10	1.20%	Low	Monthly
First State Bank	33648PBM4	2301		04/15/20	4/16/2024	1021	249,000.00	254,936.16	5,936.16	117.68	1.15%	Low	Monthly
Third Fed Svgs Ln Assn of	88413QCN6	30012		05/21/20	5/21/2024	1056	249,000.00	252,222.06	3,222.06	209.77	0.75%	Low	Semi-Annual
New York Community Bank Westbury	649447UP2	16022		06/03/21	6/3/2024	1069	249,000.00	249,328.68	328.68	66.85	0.35%	Low	Semi-Annual
First State Bank of Dequeen	336460DA5	21805		8/20/2020	7/22/2024	1118	249,000.00	249,226.59	226.59	26.26	0.35%	Low	Monthly
East Boston Savings Bank Boston MA	27113PDM0	33510		8/12/2020	8/12/2024	1139	249,000.00	249,164.34	164.34	331.89	0.35%	Low	Semi-Annual
Commerce State Bank	20070PLR6	58020		8/19/2020	8/19/2024	1146	249,000.00	248,753.49	(246.51)	24.56	0.30%	Low	Monthly
American Eagle Bank	02554BDC2	57359		8/24/2020	8/26/2024	1153	249,000.00	249,122.01	122.01	16.71	0.35%	Low	Monthly
First Bank of Puerto Rico	33767GAG3	30387		9/6/2019	9/6/2024	1164	249,000.00	261,305.58	12,305.58	324.04	1.90%	Low	Monthly
People's Bank	710665FD7	16265		3/10/2020	9/10/2024	1168	249,000.00	258,170.67	9,170.67	214.89	1.50%	Low	Monthly
Morgan Stanley PVT	61760AY60	34221		9/12/2019	9/12/2024	1170	247,000.00	259,261.08	12,261.08	1,427.19	1.90%	Low	Semi-Annual
Enerbank	29278TLK4	57293		9/13/2019	9/13/2024	1171	249,000.00	260,959.47	11,959.47	227.17	1.85%	Low	Monthly
McHenry State Bank	58117WAHO	30864		3/13/2020	9/13/2024	1171	249,000.00	257,787.21	8,787.21	178.05	1.45%	Low	Monthly
Bank of Old Monroe	064236BG6	1655		9/3/2019	9/18/2024	1176	249,000.00	259,799.13	10,799.13	150.76	1.70%	Low	Monthly
Abacus Federal Savings	00257TBH8	32257		9/18/2019	9/18/2024	1176	249,000.00	259,799.13	10,799.13	150.76	1.70%	Low	Monthly
Spring Bank	849430BA0	58668		9/19/2019	9/19/2024	1177	249,000.00	259,405.71	10,405.71	135.07	1.65%	Low	Monthly
Medallion Bank	58404DFJ5	57449		9/23/2019	9/23/2024	1181	249,000.00	261,029.19	12,029.19	100.96	1.85%	Low	Monthly
Enterprise Bank	29367RLA2	34786		9/27/2019	9/27/2024	1185	247,000.00	258,571.95	11,571.95	1,169.36	1.80%	Low	Semi-Annual
Lakeside Bank	51210SQV2	19573		9/27/2019	9/27/2024	1185	249,000.00	260,655.69	11,655.69	49.12	1.80%	Low	Monthly
Commercial Savings Bank	202291AF7	231		9/27/2019	9/27/2024	1185	247,000.00	258,174.28	11,174.28	1,136.88	1.75%	Low	Semi-Annual
Bankwest	06652CHB0	4009		9/27/2019	9/27/2024	1185	249,000.00	259,851.42	10,851.42	46.39	1.70%	Low	Monthly

**CITY OF SOUTH GATE
INVESTMENT REPORT
JUNE 30, 2021**

QUARTER ENDING DATE:

6/30/2021

INVESTMENT AGENCY	CUSIP #	FDIC #	BOND RATING	SETTLEMENT DATE	MATURITY DATE	DAYS TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN/LOSS	ACCRUED INTEREST	INTEREST RATE	RISK CATEGORY	INTEREST PYMT FREQUENCY
BROKERED, CERTIFICATES OF DEPOSIT:													
Banker's Bank of the West	06610TEE1	23210		9/30/2019	9/30/2024	1188	249,000.00	260,675.61	11,675.61	12.28	1.80%	Low	Monthly
Celtic Bank	15118RSC2	57056		9/30/2019	9/30/2024	1188	249,000.00	259,871.34	10,871.34	11.60	1.70%	Low	Monthly
Continental Bank	211163JY7	57571		9/30/2019	9/30/2024	1188	249,000.00	253,437.18	4,437.18	6.14	0.90%	Low	Monthly
First Service Bank	33640VDA3	18519		9/30/2019	9/30/2024	1188	249,000.00	260,272.23	11,272.23	11.94	1.75%	Low	Monthly
Morgan Stanley	61690ULF5	32992		10/3/2019	10/3/2024	1191	247,000.00	259,811.89	12,811.89	1,174.43	1.95%	Low	Semi-Annual
Baycoast Bk Swansea Mass	072727AZ3	90196		1/16/2020	1/24/2025	1304	247,000.00	258,389.17	11,389.17	1,817.65	1.70%	Low	Semi-Annual
Tolleson Private Bank Dallas Tex	889538AU8	57522		2/26/2021	2/26/2025	1337	249,000.00	248,001.51	(998.49)	10.23	0.30%	Low	Monthly
Bell Bank Corp.	07815AAZ0	19581		2/27/2020	2/27/2025	1338	249,000.00	259,749.33	10,749.33	43.66	1.60%	Low	Monthly
Chambers Bank	157767AB0	5615		2/28/2020	2/28/2025	1339	249,000.00	259,301.13	10,301.13	31.72	1.55%	Low	Monthly
FNB of Albany	32117WAN2	3067		2/28/2020	2/28/2025	1339	249,000.00	259,754.31	10,754.31	32.75	1.60%	Low	Monthly
Garret State Bank	366526AX9	8074		2/28/2020	2/28/2025	1339	249,000.00	259,301.13	10,301.13	31.72	1.55%	Low	Monthly
Horizon Bank	44042TBX1	14327		2/28/2020	2/28/2025	1339	249,000.00	259,301.13	10,301.13	31.72	1.55%	Low	Monthly
Live Oak Banking Co.	538036JV7	58665		2/28/2020	2/28/2025	1339	249,000.00	260,658.18	11,658.18	347.92	1.70%	Low	Monthly
Prime Alliance Bank	74160NHC7	57920		2/28/2020	2/28/2025	1339	249,000.00	258,850.44	9,850.44	30.70	1.50%	Low	Monthly
Iowa State Bank	46256YBF5	15947		3/5/2020	3/5/2025	1344	248,000.00	257,845.60	9,845.60	1,202.63	1.50%	Low	Semi-Annual
American Expr Nat Bank	02589AA51	27471		3/17/2020	3/17/2025	1356	248,000.00	252,402.00	4,402.00	648.20	0.90%	Low	Semi-Annual
Evergreen Bank Group	300185JF3	35230		3/26/2020	3/26/2025	1365	249,000.00	254,336.07	5,336.07	34.11	1.00%	Low	Monthly
American Commerce Bank	02519TAZ9	57686		3/27/2020	3/27/2025	1366	249,000.00	253,872.93	4,872.93	25.92	0.95%	Low	Monthly
Central Bank Little Rock AK	152577AZ5	1756		3/27/2020	3/27/2025	1366	249,000.00	254,336.07	5,336.07	27.29	1.00%	Low	Monthly
Fortune Bank	34969RCT3	58107		3/27/2020	3/27/2025	1366	249,000.00	255,259.86	6,259.86	30.02	1.00%	Low	Monthly
Savoy Bank Resource	80534VADD	58641		3/27/2020	3/27/2025	1366	249,000.00	253,412.28	4,412.28	24.56	0.90%	Low	Monthly
Home Loan Inv Bank	43719LAC9	27417		3/28/2020	3/28/2025	1367	249,000.00	254,336.07	5,336.07	197.84	1.00%	Low	Monthly
Providence Bank, Rocky Mt	743738CG9	58239		3/31/2020	3/30/2025	1369	249,000.00	252,944.16	3,944.16	5.80	0.85%	Low	Monthly
Banker's Bank Oklahoma City	06610QEE7	26677		3/31/2020	3/31/2025	1370	249,000.00	254,336.07	5,336.07	6.82	1.00%	Low	Monthly
Pine Island Bank	722616AR0	12193		3/31/2020	3/31/2025	1370	249,000.00	254,336.07	5,336.07	6.82	1.00%	Low	Monthly
Encore Bk Little Rock Ark	29260MBF1	34562		5/15/2020	5/15/2025	1415	249,000.00	252,413.79	3,413.79	87.32	0.80%	Low	Monthly
Summit ST Bk Santa Rosa Ca	866264DP6	32203		5/15/2020	5/15/2025	1415	248,000.00	251,881.20	3,881.20	271.44	0.85%	Low	Semi-Annual
Minnewest Bank	60425JJC4	16958		8/19/2020	5/19/2025	1419	249,000.00	248,093.64	(906.36)	28.65	0.35%	Low	Monthly
Malaga Bank Palos Vendes Est C	56102AAL0	32282		8/26/2020	6/26/2025	1457	249,000.00	247,421.34	(1,578.66)	10.23	0.30%	Low	Monthly
Flagstar Bank FSB Troy Mich	33847E3W5	32541		7/22/2020	7/22/2025	1483	249,000.00	250,130.46	1,130.46	654.90	0.00%	Low	Semi-Annual
Balboa Thrift & Loan Assoc Chula	05765LBA4	26704		7/31/2020	7/31/2025	1492	249,000.00	247,518.45	(1,481.55)	2.39	0.35%	Low	Monthly
1st Financial Bank USA	32022RNT0	1673		8/19/2020	8/19/2025	1511	249,000.00	248,300.31	(699.69)	36.84	0.45%	Low	Monthly
Northeast Community Bank White	664122AF5	29147		8/20/2020	8/20/2025	1512	249,000.00	248,290.35	(709.65)	33.77	0.45%	Low	Monthly
Bank Kremlin Oklahoma	063046AN6	11526		8/26/2020	8/26/2025	1518	249,000.00	247,705.20	(1,294.80)	13.64	0.40%	Low	Monthly
Bank3 Tennessee	06653LAP5	15205		8/28/2020	8/28/2025	1520	249,000.00	247,680.30	(1,319.70)	8.19	0.40%	Low	Monthly
Crown Bank Na Ocean City	228212AQ9	34259		9/4/2020	9/4/2025	1527	249,000.00	247,595.64	(1,404.36)	73.68	0.40%	Low	Monthly
Jonesboro State Bank	48040PJT3	9325		12/11/2020	12/11/2025	1625	249,000.00	248,482.08	(517.92)	81.86	0.00%	Low	Monthly
Bank Hapoalim B M New York	06251A2Q2	33686		12/14/2020	12/15/2025	1629	249,000.00	247,336.68	(1,663.32)	57.99	0.50%	Low	Semi-Annual
BMO Haris Bk National Assn	05600XBQ2	16571		12/18/2020	12/18/2025	1632	249,000.00	247,296.84	(1,703.16)	44.34	0.50%	Low	Quarterly
JP Morgan Chase Bk NA	48128UUZ0	628		12/29/2020	12/29/2025	1643	249,000.00	247,147.44	(1,852.56)	6.82	0.50%	Low	Semi-Annual
Grand Bank Tulsa Okla	38522ABR6	22065		1/29/2021	1/29/2026	1674	249,000.00	245,598.66	(3,401.34)	5.46	0.30%	Low	Monthly
Poppy Bank Santa Rosa CA	73319FAZ2	57903		2/19/2021	2/19/2026	1695	249,000.00	245,292.39	(3,707.61)	32.75	0.40%	Low	Monthly
TOTAL							28,351,000.00	28,868,458.07	517,458.07	32,532.98			
TOTAL CITY INVESTMENTS (under U.S. Bank Safekeeping)							61,134,584.47	61,582,212.07	447,627.60	92,399.48			
MONEY MARKET/OVERNIGHT SWEEP ACCOUNTS:													
Preferred Bank - Money Market Account				6/30/2021	7/1/2021	1	3,027.97	3,027.97	0.00	0.13	0.05%	Low	Monthly
U.S. Bank - First American Treasury Obligation				6/30/2021	7/1/2021	1	987,220.66	982,130.66	(5,090.00)	0.56	0.01%	Low	Monthly
TOTAL							990,248.63	985,158.63	(5,090.00)	0.69			
CERTIFICATES OF DEPOSIT:													
Acct #C0000306097 - Preferred Bank				4/8/2021	4/8/2022	282	700,000.00	700,000.00	0.00	1,061.67	2.65%	Low	Quarterly
Acct #C00003000002006 - Preferred Bank				3/20/2020	3/20/2022	263	3,000,000.00	3,000,000.00	0.00	2,750.00	2.91%	Low	Monthly
TOTAL							3,700,000.00	3,700,000.00	0.00	3,811.67			

**CITY OF SOUTH GATE
INVESTMENT REPORT
JUNE 30, 2021**

QUARTER ENDING DATE: 6/30/2021

INVESTMENT AGENCY	CUSIP #	FDIC #	BOND RATING	SETTLEMENT DATE	MATURITY DATE	DAYS TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN/LOSS	ACCRUED INTEREST	INTEREST RATE	RISK CATEGORY	INTEREST PYMT FREQUENCY
LAIF INVESTMENTS:													
General Fund Pooled Accounts				6/30/2021	7/1/2021	1	38,735,239.15	38,738,453.00	3,213.85	31,626.21	0.33%	Low	Quarterly
Housing Authority				6/30/2021	7/1/2021	1	288,514.06	288,538.00	23.94	235.56	0.33%	Low	Quarterly
TOTAL							39,023,753.21	39,026,991.00	3,237.79	31,861.77			
TOTAL INVESTMENTS							104,848,586.31	105,294,361.70					
TOTAL UNREALIZED GAIN(LOSS)									445,775.39				
TOTAL ACCRUED INTEREST										128,073.61			

Note (1) - The accrued interest is the City's estimate of interest based on the rate and ending balance. The actual amounts are different.

COST - LAIF POOLED @ 6/30/21	\$193,304,977,285.16
MARKET VALUE - LAIF POOLED @ 6/30/21	\$193,321,015,758.83
MARKET VALUE TO BOOK RATIO - LAIF	100.00830%
MARKET VALUE - CITY OF SOUTH GATE @ 6/30/21	39,026,991.00

ATTACHMENT 2

SCHEDULE OF CASH BALANCES
JUNE 30, 2021

Fund #	Fund Name	Unrestricted Balance	Restricted Balance	Total
100	General Fund	\$ 30,113,622.66	\$ -	\$ 30,113,622.66
211	Traffic Safety	-	(1,181,934.16)	(1,181,934.16)
212	Gas Tax	-	624,462.47	624,462.47
213	TDA Bikeway	-	-	-
214	Street Sweeping	-	485,142.49	485,142.49
215	Road Repair and Accountability Act	-	3,873,094.55	3,873,094.55
216	CASp Certification and Training	-	62,460.23	62,460.23
217	Measure W Stormwater	-	690,611.04	690,611.04
218	Used Oil Recycling Program	-	23,837.41	23,837.41
219	Beverage Container Recycling Grant	-	89,247.75	89,247.75
220	Road Mitigation Program	-	2,104,660.26	2,104,660.26
221	Prop A Transit	-	3,930,297.49	3,930,297.49
222	Prop C Transit	-	5,991,716.50	5,991,716.50
223	SCAQMD	-	576,664.02	576,664.02
224	Measure R Transit	-	5,037,677.91	5,037,677.91
225	Measure M	-	2,618,580.04	2,618,580.04
231	Law Enforcement Grants	-	447,708.56	447,708.56
235	Asset Forfeiture	-	3,684,717.45	3,684,717.45
241	Housing Authority	-	125,961.83	125,961.83
242	Home Program	-	217,947.42	217,947.42
243	CDBG	-	(1,477,771.52)	(1,477,771.52)
245	ARRA	-	-	-
251	Street Lighting & Landscaping	-	(850,963.53)	(850,963.53)
252	Tweedy P & BIA	-	24,609.04	24,609.04
261	Federal & State Grants	-	(5,015,008.41)	(5,015,008.41)
262	UDAG	434,799.83	-	434,799.83
263	Public Access Corp.	-	14,380.30	14,380.30
268	American Rescue Plan Act (ARPA)	-	17,278,236.50	17,278,236.50
271	Park Enhancement	944,406.64	-	944,406.64
311	Capital Improvements	-	2,110,671.80	2,110,671.80
321	Successor Agency to the CDC	-	(806,902.83)	(806,902.83)
322	Low/Mod Income Housing	-	(5,838.88)	(5,838.88)
411	Water	-	43,999,045.94	43,999,045.94
412	Sewer	-	1,946,308.53	1,946,308.53
413	Refuse Collection	-	1,047,366.89	1,047,366.89
511	Insurance	8,191,654.83	-	8,191,654.83
521	Fleet Management	-	184,808.38	184,808.38
522	Information Systems	172,270.75	-	172,270.75
523	Capital Asset & Equipment Replacement	4,124,206.27	-	4,124,206.27
524	Building & Infrastructure Maintenance	365,640.53	-	365,640.53
611	Successor Agency - Debt Service & ROPS	-	(2,000.00)	(2,000.00)
711	Trust and Agency	-	684,733.49	684,733.49
901	Inventory Clearing	(194,248.89)	-	(194,248.89)
903	Payroll Clearing	4,590.30	-	4,590.30
Total All Funds		\$ 44,156,942.92	\$ 88,534,528.96	\$ 132,691,471.88
			Invested Amount	\$104,848,586.31
			Uninvested Cash	\$27,842,885.57
			Total Cash	\$132,691,471.88

SEP 07 2021
11:10 A.M.

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 14, 2021

Originating Department: Office of the City Clerk

Department Director: *Carmen Avalos* Interim City Manager: *Chris Jeffers*

SUBJECT: APPROVAL OF CITY COUNCIL MEETING MINUTES

PURPOSE: To historically preserve the events of the City Council Meetings.

RECOMMENDED ACTION:

- A. Approve the Joint Special City Council, Housing Authority, Successor Agency to the Community Development Commission of June 24, 2021
- B. Approve the Special and Regular Meeting minutes of August 10, 2021
- C. Approve the Special and Regular Meeting minutes of August 24, 2021

FISCAL IMPACT: None.

ANALYSIS: The minutes are provided to the City Council on the Wednesday prior to their regular business meeting. Amendments should be provided to the City Clerk's Office within 24 hours of a City Council Meeting so that verification of the record and corrections are made accordingly. A revised document will be provided to the City Council prior to the Meeting.

BACKGROUND: The minutes typically describe the events of the meeting and may include a list of attendees, a statement of the issues considered by the participants, and related responses or decisions for the issues.

ATTACHMENTS: City Council Minutes

**SOUTH GATE CITY COUNCIL
SOUTH GATE HOUSING AUTHORITY
SUCCESSOR AGENCY TO THE COMMUNITY DEVELOPMENT COMMISSION OF
THE CITY OF SOUTH GATE**

**SPECIAL JOINT BUDGET MEETING MINUTES
THURSDAY, JUNE 24, 2021**

CALL TO ORDER Al Rios, Mayor/Chairperson called the Special Joint Budget Session Meeting of the South Gate City Council to order at 5:02 pm.

ROLL CALL Carmen Avalos, City Clerk

PRESENT Mayor/Chairperson Al Rios, Vice Mayor/Vice Chairperson Maria del Pilar Avalos, Council/Authority/Agency Member Maria Davila, Council/Authority/Agency Member Denise Diaz and Council/Authority/Agency Member Gil Hurtado; Interim City Manager/Interim Executive Director Chris Jeffers

ABSENT City Treasurer Gregory Martinez and City Attorney/Authority/Agency Counsel Raul F. Salinas

1

BUDGET ADMIN

The City Council, South Gate Housing Authority and the Successor Agency to the Community Development Commission of the City of South Gate unanimously adopted the following Resolutions pertaining to the Municipal Budget:

- a. Resolution No. 2021-31-CC entitled - Resolution of the City Council of the City of South Gate, California, adopting a Continuing Resolution for purposes of funding municipal services for a period not to exceed the appropriation of Fiscal Year 2020/21 level until August 30, 2021, or the adoption of the Fiscal Year 2021/22, whichever occurs first.

Vice Mayor Avalos motioned to approve item A and seconded by Council Member Diaz.

ROLL CALL: Mayor Rios, yes; Vice Mayor Avalos, yes; Council Member Diaz, yes; Council Member Hurtado, yes; Council Member Davila, yes

- b. Resolution No. 2021-01-HA entitled - Resolution of the South Gate Housing Authority of the City of South Gate, California, adopting a Continuing Resolution for purposes of funding Housing Authority services for a period not to exceed the appropriation of Fiscal Year 2020/21 level until August 30, 2021, or the adoption of the Fiscal Year 2021/22, whichever occurs first.

BUDGET ADMIN CONT'D Chairperson Rios motioned to approve item B and seconded by Authority Member Diaz.

ROLL CALL: Chairperson Rios, yes; Vice Chairperson Avalos, yes; Authority Member Diaz, yes; Authority Member Davila, yes; Authority Member Hurtado, yes

- c. Resolution No. 2021-02-SA entitled - Resolution of the Successor Agency to the Community Development Commission of the City of South Gate, California, adopting a Continuing Resolution for purposes of funding Successor Agency services for a period not to exceed the appropriation of Fiscal Year 2020/21 level until August 30, 2021, or the adoption of the Fiscal Year 2021/22, whichever occurs first.

Authority Member Davila motioned to approve item C and seconded by Vice Chairperson Avalos.

ROLL CALL: Chairperson Rios, yes; Vice Chairperson Avalos, yes; Agency Member Davila, yes; Agency Member Diaz, yes; Agency Member Hurtado, yes

Interim City Manager/Interim Executive Director Chris Jeffers provided a presentation.

Council/Authority/Agency Member Hurtado believes it is time to start educating the community on how the city receives and spends the money.

Vice Mayor/Vice Chairperson Avalos asked if this is just extending until August.

Mayor/Chairperson Rios asked if there's any implications if the budget is approved after August 30th.

Mr. Jeffers stated that by law we are required to adopt a budget within 60 days of the beginning of the fiscal year which is July 1st.

Mayor/Chairperson Rios asked to move onto the next item.

Mr. Jeffers provided a budget PowerPoint presentation.

Vice Mayor/Vice Chairperson Avalos thanked Mr. Jeffers for an excellent job he had done and for the budget PowerPoint presentation.

Council/Authority/Agency Member Hurtado is requesting a report on how many change orders has been done in a yearly basis and how we can plan on those.

BUDGET ADMIN CONT'D

He is also requesting a report if the City is saving money on the street sweeping contract, are we on schedule on the tree trimming, are the potholes and sidewalks getting fixed.

Mayor/Chairperson Rios is requesting a report on the police department's functions.

Council/Authority/Agency Member Davila is requesting grant funding to repair city streets.

Mr. Jeffers stated that item will be addressed during the department's presentations.

Vice Mayor/Vice Chairperson Avalos stated that there was an agenda bill indicating residential street repaving at the last City Council meeting.

At this time Council/Authority/Agency Members Hurtado and Diaz were excused from the meeting and departed from the Council Chambers.

Council/Authority/Agency Member Davila inquired in the order of department's presentations.

Mr. Jeffers stated that the smaller departments will present their budgets first.

Mayor/Chairperson Rios wished Ms. Acosta farewell.

ADJOURNMENT

Council/Authority/Agency Member Davila adjourned the meeting at 6:03 p.m. and seconded Vice Mayor/Vice Chairperson Avalos.

PASSED and **APPROVED** this 14th day of September 2021.

· ATTEST:

Al Rios, Mayor/Chairperson

Carmen Avalos, City Clerk

**CITY OF SOUTH GATE
SPECIAL CITY COUNCIL MEETING
MINUTES
TUESDAY, AUGUST 10, 2021**

CALL TO ORDER Al Rios, Mayor called a Special City Council meeting to order at 5:31 p.m.

ROLL CALL Carmen Avalos, City Clerk

PRESENT Mayor Al Rios, Vice Mayor Maria del Pilar Avalos, Council Member Maria Davila, Council Member Denise Diaz and Council Member Gil Hurtado; Interim City Manager Chris Jeffers, City Attorney Raul F. Salinas

ABSENT Gregory Martinez, City Treasurer

CLOSED SESSION: The Council Members recessed into Closed Session at 5:33 p.m. and reconvened at 6:31 p.m. with all Members of Council present. City Attorney Salinas reported the following:

1. CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION

Pursuant to Government Code Section 54956.9(a), 54954.9(b)(3)(C)

a. City of South Gate v. Jah Healing, etc.

On item 1(a), the City Council received a report with respect to the progress of that case. And upon conclusion of that report, there was no reportable action taken.

2. CONFERENCE WITH LABOR NEGOTIATOR

Pursuant to Government Code Section 54957.6

Agency Representation: Chris Jeffers, Interim City Manager

Unrepresented Employees: Top Management/Department Directors
Hourly Employees

Employee Organizations: SGMEA, SGPMMA, SGDMA, SGPMA
SGPOA

On item 2, the City Council received a report with respect to certain issues affecting the employee organizations. And upon completion of that report, there was no reportable action taken.

SPECIAL CITY COUNCIL MEETING MINUTES OF AUGUST 10, 2021

ADJOURNMENT

Council Member Davila unanimously adjourned the meeting at 6:31 p.m. and seconded Council Member Hurtado.

PASSED and **APPROVED** this 14th day of September 2021.

ATTEST:

Al Rios, Mayor

Carmen Avalos, City Clerk

**CITY OF SOUTH GATE
REGULAR CITY COUNCIL MEETING
MINUTES
TUESDAY, AUGUST 10, 2021**

CALL TO ORDER Al Rios, Mayor called a Regular City Council meeting to order at 6:33 p.m.

INVOCATION Pastor Martha Moscoso, Faith and Hope Lutheran Church

PLEDGE OF ALLEGIANCE Darren Arakawa, Acting Police Chief

ROLL CALL Carmen Avalos, City Clerk

PRESENT Mayor Al Rios, Vice Mayor Maria del Pilar Avalos, Council Member Maria Davila, Council Member Denise Diaz and Council Member Gil Hurtado; Interim City Manager Chris Jeffers, City Attorney/Special Legal Counsel Raul F. Salinas

LATE City Treasurer Gregory Martinez arrived at the dais at 7:17 p.m.

1
LAW ENFORCEMENT The City Council conducted a Public Hearing and accepted and authorized the Fiscal Year 2021/22 annual budget of the Edward Byrne Memorial Justice Assistance Grant Funds in the amount of \$48,344 for the purchase of equipment for sworn personnel by motion of Council member Davila and second by Council Member Hurtado.

Roll Call: Council Member Diaz, yes; Council Member Davila, yes; Council Member Hurtado, yes; Vice Mayor Avalos, yes; Mayor Rios, yes

Darren Arakawa, Interim Police Chief provided the staff report for this item.

Mayor Rios opened the Public Hearing. Seeing no one come forward the Mayor closed the Public Hearing.

DEVIATE FROM THE AGENDA At this time, there being no objections, Mayor Rios stated that item 10 would be considered out of its regular agenda order.

10
PARKS The City Council discussed and provided direction regarding practice and playing space for the South Gate Aztecs Youth Football Program.

Staff will move forward and draft a letter to LAUSD requesting youth permits on site for the short term. Staff will work with the City Manager's Office and the City Council to achieve a long-term solution.

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 10, 2021

COMMENTS FROM THE AUDIENCE

Andrea Paulino, Hollydale resident, asked if there is a way to make the City Clerk's position appointed instead of elected.

Virginia Johnson, spoke about her concerns regarding City Clerk Avalos. She would also like to see the position be appointed and not elected.

Myra, Hollydale resident, spoke about her concerns regarding City Clerk Avalos working for another City. She would like to know why in the upcoming budget she is requesting additional part time staff.

Guadalupe Canderos, representative from Supervisor Hilda Solis's Office updated the community of the events that are being hosted by the Supervisor.

Art Alvarez, Aldrich Road, reported that there is an increase of homeless at the Riverton Steel property.

Cindy Esquivel thanked the Police Department and Mr. Costley for the extra patrols at the Skate Park in South Gate Park.

Robert Montalvo thanked the Council Members for coming to in person meetings. He mentioned that some of the South Gate vaccination clinics need better refrigeration equipment for the vaccine. He would like to see if the Senior Center is available for an upcoming event. Lastly, he will be emailing an invitation to Council for the American Legion Recognition Dinner on September 11th.

Adolfo Varas, spoke about his concern about City Clerk Avalos.

Ana, South Gate Chamber spoke on the annual Children's Christmas Lane Parade and hoping that the event will be able to be held this year. She also reminded the community that the small business grants are still available.

Josh Barron announced that Movies in the Park will start this Friday at the Golf Course. He thanked the Police Department and the Parks Rangers for their extra patrol at the Skate Park. Mr. Barron also sits on the Tweedy Mile Advisory Board, and they have approved several events the Tweedy Mile Association will host.

Resident asked if it is possible to have a Los Angeles Unified School District Office patrol the Skate Park.

RECESS

The City Council recessed at 8:36 p.m. and reconvened at 8:40 p.m. with all Members of Council present.

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 10, 2021

COMMENTS FROM

THE AUDIENCE CONT'D City Clerk Avalos read the following three emails.

Clifford Heart is concerned with the increases in the rent and what property owners are allowed to do with the current Covid situation.

Francisco Amezcua is concerned with safety in his neighborhood.

Liz Ruiz is concerned with the position of the City Clerk being elected and not appointed.

REPORTS AND COMMENTS

FROM CITY STAFF

Steve Costley, Interim Director of Parks and Recreation provided an overview on the upcoming events at the parks. The pool is currently having problems with the pump operation and there could be a few days of cold water ahead.

Darren Arakawa, Interim Chief of Police reported that more people attended National Night Out than were expected and it was a very successful event. The Police Officer Association is having a backpack giveaway this weekend.

Greg Martinez, City Treasurer spoke on the lack of coupons in the mail because the post office lost the contract for delivery in South Gate.

Carmen Avalos, City Clerk updated the public on the upcoming Recall Election. Due to Covid every voter in Los Angeles County will receive a mail in ballot so everyone has an opportunity to vote.

Chris Jeffers, Interim City Manager reported on the ongoing updates to the precautions being enforced by the County regarding the Delta variant. He urges the community to get vaccinated to avoid the possibility of another shut down. The West Santa Ana Branch Light Rail EIR is now available on the City's website and there is a 60-day comment period. Lastly, the Art Walk is happening August 15th and is a great opportunity for local artists to display their work and encouraged everyone to shop locally.

Council Member Hurtado attended National Night Out. He has received reports about a juggler on Firestone and Garfield and its apparent danger. He also reported on the Post Office and the falsification of records so that it shows that the mail is being delivered. He thanked staff for their work on the budget. He mentioned the issues on the City Clerk's position and since there are concerns by the residents, he would like the item placed on the agenda.

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 10, 2021

REPORTS AND COMMENTS FROM CITY STAFF

CONT'D

Council Member Davila updated everyone on the West Santa Ana Branch EIR and the upcoming meeting schedule. Back to School Day is August 17th and she would like to know how many LAUSD officers will be patrolling South Gate. Council Member Davila congratulated the Police Department on a successful National Night out and suggested bringing the event back to the station so more people can participate.

Council Member Diaz is concerned with Los Angeles County issuing a ban on homeless encampments on all government facilities and properties. She is requesting a SELA collaborative with the police departments to discuss how the cities are responding to this.

Vice Mayor Avalos stated that she received an email from a resident about a trip and fall hazard and the email was forwarded to Mr. Cervantes.

Mayor Rios attended the Bell Health facility opening that will be serving the southeast area. The SELA Collaborative was recognized as the nonprofit organization of the year. East Los Angeles Collage is having an open house and he invited the community. He also attended the National Night Out and wants to continue to support these programs that help make our community feel safe.

CONSENT CALENDAR

Agenda Items 2, 3, 4, 6, 7, 8, and 9 were unanimously approved by motion of Vice Mayor Avalos and seconded by Council Member Davila. Item 5 was pulled from the Consent Calendar and was not discussed.

Roll Call: Council Member Diaz, yes; Council Member Davila, yes; Council Member Hurtado, yes; Vice Mayor Avalos, yes; Mayor Rios, yes

2

EMERGENCY

The City Council adopted Resolution No. 2021-34-CC entitled - A Resolution of the City Council of the City of South Gate, California, extending the Local Emergency within the City as a result of the ongoing Coronavirus Disease 2019 Pandemic was unanimously approved during Consent Calendar.

3

APPOINTMENTS

The City Council unanimously adopted Resolution No. 2021-35-CC entitled - A Resolution of the City Council of the City of South Gate, California designating Vice Mayor Maria del Pilar Avalos as the voting delegate and Council Member Denise Diaz as the City's alternate voting delegate during the 2021 League of California Cities Annual Conference and Expo on September 22- 24, 2021 during Consent Calendar.

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 10, 2021

4

PERSONNEL

The City Council unanimously adopted Resolution No. 2021-36-CC entitled - A Resolution of the City Council of the City of South Gate, California correcting, approving, and adopting compensation tables and benefits for Executive Management Contract Employees hired after July 1, 2021, during Consent Calendar.

5

PERSONNEL

The City Council will consider.

- a. Approving Amendment No. 2 to the Employment Agreement (Contract No. 2787) between the City and Randall Davis, Police Chief, consistent with direction previously given by the City Council to city negotiators for a structured deferred payment of accrued and vested leave after employee's separation from the City of South Gate.
- b. Authorizing the Mayor to execute the Agreement in a form acceptable to the City Attorney.

Item 5 was pulled from the Consent Calendar and was not discussed.

6

DATA PROCESSING

The City Council unanimously approved A and B during Consent Calendar.

- a. Amendment No. 4 to Contract No. 3035 with CivicPlus, formerly Icon Enterprises, INC, a Kansas Limited Liability Company, extending website maintenance support services through February 28, 2022, in an amount not-to-exceed \$5,146; and
- b. Authorized the Mayor to execute Amendment No. 4 to Contract No. 3035 in a form acceptable to the City Attorney.

7

WASTEWATER

The City Council unanimously approved A, B and C during Consent Calendar.

- a. Amendment No. 1 to Contract No. 2020-09-CC with W. A. Rasic Construction Company, Inc. to fully fund emergency repairs that were performed on the municipal water and sanitary sewer systems, for a not-to-exceed amount of \$189,000;
- b. Appropriated \$141,000 to Account No. 412-732-61-6101 (Professional Services Account) from the unassigned Water Fund and \$48,000 to Account No. 412-732-52-6101 (Professional Service Account) from the unassigned Sewer Fund to fund Amendment No. 1 to Contract No. 2020-09-CC; and

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 10, 2021

7

WASTEWATER CONT'D

- c. Authorized the Mayor to execute Amendment No. 1 to Contract No. 2020-09-CC in a form acceptable to the City Attorney.

8

WATER

The City Council unanimously approved A, B and C during Consent Calendar.

- a. Amendment No. 5 to Contract No. 3340 with SAFNA Engineering & Consulting, a Division of SAFNA, to continue engineering services for support on water capital projects and water operations, on a month-to-month basis, through August 10, 2022, in an amount not to exceed \$248,000;
- b. Appropriated \$248,000 in Water Funds from the unassigned water fund reserves to Account No. 411-731-52-6101 (Professional Service Account) to fund Amendment No. 5; and
- c. Authorized the Mayor to execute Amendment No. 5 in a form acceptable to the City Attorney.

9

MINUTES

The City Council unanimously approved A, B, C and D during Consent Calendar.

- a. Approved the Special Meeting minutes of June 23, 2021;
- b. Approved the Special Meeting minutes of June 29, 2021;
- c. Approved the Special Meeting and Regular Meeting minutes of July 13, 2021; and
- d. Approved the Special Meeting minutes of July 27, 2021

11

DATE PROCESSING

The City Council unanimously approved A, B and C by motion of Council Member Davila and seconded by Council Member Diaz.

- a. Appropriated \$75,250 from the unrestricted fund balance in the American Rescue Plan Account Number 268-310-12-9006; and
- b. Approved an agreement (Contract No. 2021-106-CC) with Open Cities, Inc., to develop and host the City's new website for a five-year term; and
- c. Authorized the Mayor to execute the Agreement in a form acceptable to the City Attorney.

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 10, 2021

0
12

WASTEWATER

Roll Call: Council Member Diaz, yes; Council Member Davila, yes;
Council Member Hurtado, yes; Vice Mayor Avalos, yes; Mayor Rios, yes

The City Council unanimously received and filed a presentation from John Hunter & Associates on the Municipal Separate Storm Sewer System Permit adopted by the Los Angeles Regional Water Quality Control Board on July 23, 2021 by motion of Council Member Hurtado and seconded by Council Member Davila

Roll Call: Council Member Diaz, yes; Council Member Davila, yes;
Council Member Hurtado, yes; Vice Mayor Avalos, yes; Mayor Rios, yes

13

WARRANTS

The City Council unanimously approved the Warrants with the exception of Warrants #93430, 93437, 93439, 93451, 93486, 93504 by motion of Vice Mayor Avalos and seconded by Council Member Hurtado.

- a. Approved Check No. 92718 from June 8, 2021; and
- b. Approved the Warrant Register for August 10, 2021

Total of Checks:	\$6,840,486.71
Voids:	\$ (65,233.62)
Total of Payroll Deductions:	\$ (336,801.99)
Grand Total:	\$6,438,451.10

Cancellations: 93058, 93485

ADJOURNMENT

Mayor Rios unanimously adjourned the meeting at 10:09 p.m. and seconded by Council Member Hurtado.

PASSED and **APPROVED** this 14th day September of 2021.

ATTEST:

Al Rios, Mayor

Carmen Avalos, City Clerk

**CITY OF SOUTH GATE
SPECIAL CITY COUNCIL MEETING
MINUTES
TUESDAY, AUGUST 24, 2021**

CALL TO ORDER Al Rios, Mayor called a Special City Council meeting to order at 5:36 p.m.

ROLL CALL Carmen Avalos, City Clerk

PRESENT Mayor Al Rios, Vice Mayor Maria del Pilar Avalos, Council Member Maria Davila, Council Member Denise Diaz and Council Member Gil Hurtado; Interim City Manager Chris Jeffers, City Attorney Raul F. Salinas

ABSENT Gregory Martinez, City Treasurer

CLOSED SESSION The Council Members recessed into Closed Session at 5:38 p.m. and reconvened at 6:38 p.m. with all Members of Council present. City Attorney Salinas reported the following:

1. CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION

Pursuant to Government Code Section 54956.9(a), 54954.9(b)(3)(C)

- a. Maria Ruiz, Manuel Ruiz, and Estate of Jaime Ruiz v. City of South Gate
- b. Gloria Rocha Robles v. City of South Gate
- c. Deonesia Abreu, Ellis Sanaa v. City of South Gate

For Item 1a the City Council received a report from the City Attorney and City staff in regard to this matter. Upon completion of this report the City Council decided to deny the claim. A motion made by Council Member Hurtado and seconded by Council Member Davila. The vote was 5 to 0.

For Item 1b the City Council received a report from City staff and the City Attorney. Upon completion of this report the City Council decided to deny the claim by motion of Council Member Davila and seconded by Council Member Hurtado. The vote was 5 to 0.

For Item 1c the City Council received a report from City staff and the City Attorney. Upon completion of this report the City Council decided to deny the claim by motion of Vice Mayor Avalos and seconded by Mayor Rios. The vote was 5 to 0.

SPECIAL CITY COUNCIL MEETING MINUTES OF AUGUST 24, 2021

2. CONFERENCE WITH LEGAL COUNSEL - REAL PROPERTY NEGOTIATION

Pursuant to Government Code Section 54956.8

Property APN: 6216-032-900
Property: 4909 Mason St., South Gate, California
90280
City Negotiator: Chris Jeffers, Interim City Manager
Negotiating with: Unknown Currently
Under Negotiation: Terms of Sale

For Item 2 the City Council received a presentation by Interim City Manager Chris Jeffers. Upon completion of the presentation there was no reportable action taken.

ADJOURNMENT

Council Member Davila unanimously adjourned the meeting at 6:41 p.m. and seconded Council Member Hurtado.

PASSED and **APPROVED** this 14th day of September 2021.

ATTEST:

Al Rios, Mayor

Carmen Avalos, City Clerk

**CITY OF SOUTH GATE
REGULAR CITY COUNCIL MEETING
MINUTES
TUESDAY, AUGUST 24, 2021**

CALL TO ORDER Al Rios, Mayor called a Regular City Council meeting to order at 6:42 p.m.

INVOCATION Bishop Ismael Martin del Campo, Empower Apostolic Assembly Church

PLEDGE OF ALLEGIANCE Aaron Krisman, Police Sergeant

ROLL CALL Carmen Avalos, City Clerk

PRESENT Mayor Al Rios, Vice Mayor Maria del Pilar Avalos, Council Member Maria Davila, Council Member Denise Diaz and Council Member Gil Hurtado; Interim City Manager Chris Jeffers, City Attorney/Special Legal Counsel Raul F. Salinas

LATE City Treasurer Gregory Martinez arrived at the dais at 7:05 p.m.

1
PERSONNEL The City Council allowed staff to introduce the new and promotional full-time employees hired or promoted during July 2021.

2
TRANSPORTATION The City Council unanimously received and filed a presentation from the Los Angeles County Metropolitan Transportation Authority (Metro) on the West Santa Ana Transit Corridor Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) released for public review and comments on August 2, 2021, by motion of Council Member Hurtado and seconded by Council Member Davila.

Roll Call: Mayor Rios, yes; Vice Mayor Avalos, yes; Council Member Diaz, yes; Council Member Davila, yes; Council Member Hurtado, yes

COMMENTS FROM THE AUDIENCE Henry Gonzalez invited Council to South Gate Park Diamonds 9 and 10 to honor the academic achievements of the students that are part of the South Gate Youth Football Team. He also asked for clarification on the Vice Mayor's comment at the last meeting when she asked, "How much the youth team is willing to put in?"

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 24, 2021

COMMENTS FROM THE AUDIENCE CONT'D

Andrea Paulino, Hollydale Resident, spoke on the homeless encampment on Southern Avenue between Garfield Avenue and Karmont Avenue. When it was reported she was told that it is not City property and will be reported to the proper authorities.

Mr. Dominguez thought the budget presentations were excellent and would there be a camera so when people comment they can be seen. He believes that hiring people with a military background as a police officer is a mistake and is there any possibility for the substation at El Paseo coming back.

Mr. Velasquez stated that he would also like to see a camera system installed in the Chambers for the meetings. He also invited the Council and members of the public to the 1-year anniversary social of the South Gate Kiwanis Club.

Robert Montalvo spoke about the Parks budget and encouraged the people who did not support the budget should visit the Parks to see the activities that happen there. He believes that there should be discussions on the City Clerk's position but now is not the right time. We need to focus on the priorities of the City and address the concerns of the residents first.

Cindy Esquivel thanked the Police Department for the extra patrols at the park. It hasn't solved the problems, but it has helped. She supports the Police Department for hiring ex-military personnel because they already have the needed training.

Liz Ruiz asked when the 710 entrance on the Firestone side going to be finished. Ms. Ruiz submitted a letter about the City Clerk's position to be read at the last City Council Meeting and she feels that it was not adequately presented. It is a disservice to the public that the City Clerk is allowed to summarize what she believes the writer is trying to convey. She preceded to read her letter into the record.

South Gate Resident spoke about racing on City streets near City Hall and the Police Department. She would also like to have a pilot program where the officers would walk the main streets and talk to the people and business owners about the needs of the community.

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 24, 2021

COMMENTS FROM THE AUDIENCE CONT'D

Carmen Avalos read the following email into the record.

Natalie Amezcua asked what the follow up procedures are for residents' complaints and concerns. She also does not support the conversion of the golf course into a football field and would like to see this consideration of a football field placed on the ballot.

REPORTS AND COMMENTS FROM CITY STAFF

Art Cervantes, Public Works Director stated that Firestone Boulevard project is a two-part project that includes the widening of the bridge and realigning the onramp. The first phase is complete, and the second phase is in the design stage. Construction for phase 2 is not likely to start until the summer of 2023.

Mr. Cervantes and Mr. Jeffers, Interim City Manager explained the process of working with Los Angeles County regarding the debris left from the homeless encampment on Southern Avenue.

Chris Jeffers, Interim City Manager updated Council on the talks with Los Angeles Unified School District regarding allowing the Aztec Football team to use their facilities.

Interim Chief of Police Arakawa stated that the El Paseo substation is still being used by the Crime Impact Team and he will contact the caller about the speeding on California Avenue. He added that the South Gate Police Department has a bike patrol program that is deployed in the business districts and Coffee with a Cop is this week.

Carmen Avalos, City Clerk updated everyone on the Recall Election and the change of the City's election date change.

Chris Jeffers, Interim City Manager stated that this Thursday the Assembly floor will be taking action on SB9, which is bill that will allow multiple units to be build on single family lots. The City has previously objected to this bill and staff is preparing another letter of opposition. For consent item number 6 the City Manager requested that the side letter agreement with PMA be approved the other two side letter agreements can be consider by the City Council for approval.

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 24, 2021

REPORTS AND COMMENTS FROM CITY STAFF CONT'D

Council Member Hurtado spoke on the lack of maintenance of the County properties that is causing issues with snakes and homeless people near the Thunderbird Villa and the riverbed. There are several areas around the City that are having issues with illegal dumping. We need to address these areas.

Council Member Hurtado attended the Independent Cities Finance Authority where they approved the refinancing of a project that they manage to provide low-cost housing for the seniors.

Council Member Diaz attended the Vector Control meeting. She thanked the City Manager for his hard work on a Resolution that will be presented to the Los Angeles Division regarding the slow response of Union Pacific and the clean up process of their property.

Council Member Davila thanked the City Manager and Council Member Diaz for their work on the Resolution and mentioned that due to conflict in her schedule she will not be able to attend Coffee with a Cop.

Vice Mayor Avalos also thanked the City Manager and Council Member Diaz for their work on the Resolution and attended a recognition ceremony for residents fighting cancer at Dodger Stadium with the Police Department.

Mayor Rios reported that the Census report came out and the Southeast Cities had at least a 2,000 person decrease. As a result, we could possibly lose a congressional district. The redistricting process starts after the census and the new districts will be out with the next election.

CONSENT CALENDAR

Agenda Items 3, 4, 5, 6 and 7 were unanimously approved by motion of Council Member Davila and seconded by Council Member Diaz. Item 6a was pulled from the agenda and was not discussed at this meeting.

Roll Call: Mayor Rios, yes; Vice Mayor Avalos, yes; Council Member Diaz, yes; Council Member Davila, yes; Council Member Hurtado, yes

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 24, 2021

3

STREETS

The City Council unanimously approved A and B during Consent Calendar.

- a. Amendment No. 1 to Contract No. 2020-55-CC with Southstar Engineering & Consulting, Inc., for additional construction management and inspection services for the construction of street improvements on Garfield Avenue from South City Limit to Jefferson Avenue and Imperial Highway from West City Limit to East City Limit, City Project No. 413-ST, Federal Project No. STPL-5257(030), the Firestone Boulevard and Otis Street Improvements, and the Imperial Highway Center Median, City Project No. 496-ST, Federal Project No. HSIPL-5257(032), in an amount not-to-exceed \$83,975; and
- b. Authorized the Mayor to execute Amendment No. 1 in a form acceptable to the City Attorney.

4

TRANSPORTATION

The City Council unanimously approved A and B during Consent Calendar

- a. Amendment No. 5 to Contract No. 3081 with Willdan Engineering to fund preparation of design and construction documents for the Firestone Boulevard Regional Corridor Capacity Enhancements, Alameda Street to Hunt Avenue, Phase II, City Project No. 476-TRF, in an amount not- to-exceed \$92,282; and
- b. Authorized the Mayor to execute Amendment No. 5 in a form acceptable to the City Attorney.

5

STREETS

The City Council unanimously approved A and B during Consent Calendar.

- a. Amendment No. 1 to Contract No. 3563 with Mark Thomas & Company, Inc., to provide additional engineering services and to extend the term of the agreement through December 31, 2023, retroactively effective to August 26, 2020, for the Long Beach Boulevard Street Improvements Project, City Project No. 515-ST, for an amount not to exceed \$67,850; and
- b. Authorized the Mayor to execute Amendment No. 1 in a form acceptable to the City Attorney.

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 24, 2021

6

PERSONNEL

The City Council unanimously approved B, C, and D during Consent Calendar. Item 6a was pulled from the agenda and was not discussed at this meeting.

- a. Approving Side Letter of Agreement (Contract No. 2021-110-CC) with the South Gate Police Management Association (PMA) regarding accrued unused vacation, holiday compensatory time-off leaves;
- b. Approved Side Letter of Agreement (Contract No. 2021-111-CC) with the South Gate Municipal Employees Association (MEA) regarding accrued unused vacation, holiday, and compensatory time-off leaves;
- c. Approved Side Letter of Agreement (Contract No. 2021-112-CC) with the South Gate Professional Mid-Management Association (PMMA) regarding accrued unused vacation, holiday, compensatory time-off and administrative leaves; and
- d. Authorized the Mayor to execute the Side Letters of Agreements in a form acceptable to the City Attorney.

7

MINUTES

The City Council unanimously approved A and B during Consent Calendar.

- a. Regular Meeting minutes of July 27, 2021; and
- b. Special Meeting minutes of August 14, 2021.

8

WARRANTS

The City Council unanimously approved (except for Warrants Nos. 93439 and 93597 for additional information) by motion of Vice Mayor Avalos and seconded by Council Member Diaz.

- a. Check Nos. 93430, 93437, 93439, 93451, 93486 and 93504 from August 10, 2021; and
- b. Warrant Register for August 24, 2021

Total of Checks:	\$3,474,441.03
Voids:	\$ (10,240.20)
Total of Payroll Deductions	<u>\$ (435,946.10)</u>
Grand Total:	\$3,028,254.73

REGULAR CITY COUNCIL MEETING MINUTES OF AUGUST 24, 2021

Cancellations: 90558, 93070, 93302, 864, 93680

ADJOURNMENT

Mayor Rios unanimously adjourned the meeting in memory of Edgar H. Aranda and Joseph J. Herbert Casey, South Gate Residents at 11:05 p.m. and seconded by Vice Mayor Avalos.

PASSED and **APPROVED** this 14th day September of 2021.

ATTEST:

Al Rios, Mayor

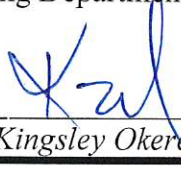

Carmen Avalos, City Clerk

SEP 02 2021
5:30 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of September 14, 2021
Originating Department: Administrative Services

Interim Department Director:  Kingsley Okereke
Interim City Manager:  Chris Jeffers

SUBJECT: TELEPHONE SYSTEM UPGRADE

PURPOSE: To approve the purchase of a replacement telephone system including telephones, installation services and maintenance with BlueViolet Networks.

RECOMMENDED ACTION: The City Council will consider:

- a. Approving a Purchase Services Agreement and the issuance of any related Purchase Order to BlueViolet Networks, in the amount of \$155,024.94, for the purchase of a replacement telephone system, telephones, licensing, one year of maintenance and the necessary design, implementation and training services;
- b. Appropriating as part of the FY2021-22 budget, the sum of \$155,024.94 from the unrestricted fund balance in the American Rescue Plan fund (50%), Water fund (25%), and the Refuse fund (25%) to fund the purchases; and
- c. Authorize the Mayor to execute the Agreement (Attachment A) in a form acceptable to the City Attorney.

FISCAL IMPACT: Funds appropriated for this purchase will be sourced from the American Rescue Plan fund (50%), Water fund (25%), and the Refuse fund (25%), allocated as follows:

Funding Source	Account Number	Amount	% Share
ARPA Fund	268-310-12-9006	77,512.47	50%
Water Fund	411-310-12-9006	38,756.24	25%
Refuse Fund	413-310-12-9006	38,756.24	25%
Total		\$ 155,024.94	100%

ALIGNMENT WITH COUNCIL GOALS: On January 28, 2020, the City Council accepted the Technology Master Plan (TMP) prepared by ClientFirst Technology Consulting. The work of implementing the 82 initiatives contained in the TMP continues. One of the key initiatives of the TMP is an upgrade of the City's telephone system.

ANALYSIS: The City's existing telephone system was manufactured by Cisco Systems and was installed in 2006. The telephone system has reached the end of its useful life and is no longer supported by the manufacturer. During the last year, the City experienced 13 telephone system failures with many more instances of degraded service due to the age of the system and lack of support. New original

manufacturer replacement parts are no longer available, causing the staff to procure refurbished components to resolve issues and maintain telephone service for City employees.

The Technology Master Plan (TMP) included the telephone system as a high-priority project and recommended funding the project in Year 2 of the plan (which the City did). The TMP further recommended hiring a third party subject matter expert to develop a Request For Proposal in conjunction with staff. Per the recommendation, ClientFirst Technology Consulting was engaged to interview staff, gather requirements, and develop an RFP. The City issued the Request for Proposal for the recommended VoIP Telecommunications System.

The City received twelve responses and staff evaluated and initially scored each response. The overall proposal scores were reached using a weighted scoring mechanism. The attached worksheet (Attachment B) was used to analyze the vendor proposals. The proposals were evaluated based on their relative pricing (i.e., Year one costs including equipment and installation costs), and 5-year ownership costs (Year 2 to Year 5 on-going software renewal and maintenance costs). Evaluation criteria were established to rank the vendor's approach to implementation of the proposed solution and ongoing maintenance support offerings, including vendor assistance and the ease and ability for staff to administer the system. Scoring of the technology included an assessment of the manufacturers' stability and future direction and viability of the proposed solution, as well as technical functionality and general system complexity. Each evaluation criterium received a score between 0 and 10 and the associated weighting multiplier was applied. The weighted scores for the evaluation criteria were then added together to reach the overall proposal score. The initial vendor proposal review and scoring summary is shown in the chart below:

**Initial Proposal Evaluation Summary
From Attachment B**

Vendor Name	System proposed	Year 1 Costs	5 Year Costs	Score
DTC	NEC	\$ 156,362	\$ 242,828	7.87
BlueViolet	Mitel	\$ 177,059.00	\$ 216,780	7.83
Maverick Networks	Mitel	\$ 219,339.00	\$ 292,167	7.23
Integration Partners	Avaya	\$ 338,299.00	\$ 540,344	6.98
Intelesys	Mitel	\$ 222,537.00	\$ 274,648	6.87
Vector Networks	Cisco	\$ 478,528.00	\$ 514,600	6.84
Insight	Cisco	\$ 448,595.00	\$ 559,195	6.82
Global CTI	Mitel	\$ 244,768.00	\$ 305,127	6.74
Maverick Networks	8x8 Cloud	\$ 168,130.00	\$ 449,579	6.70
ENA Services*	ENA Smart UC - Cloud	\$ 85,797.00	\$ 321,978	6.52
LogMeIn *	LogMeIn Cloud	\$ 93,725.00	\$ 372,335	6.51
Connex Services	Avaya	\$ 448,183.00	\$ 596,177	6.15

*Please note that the two vendors with the lowest Year 1 Costs proposed cloud-based subscription services which have higher annual maintenance costs.

Please note that the two vendors (ENA services and LogMeIn) with the lowest Year I cost proposed a cloud based subscription services which have a higher on-going annual maintenance cost. Their 5-year costs are relatively higher as shown in Attachment B summary above. Working with the Purchasing

Division, the two vendors with the lowest cost of ownership over 5 years and the highest initial evaluation score were invited to present and demonstrate their proposed solution to staff. Both vendors were provided the same agenda (developed by the City) to follow and were provided equal time for their presentations.

Representatives from all City departments attended the finalist presentation. At the conclusion of the finalist presentations, staff conducted a meeting to review their findings and unanimously selected BlueViolet Networks and their proposed Mitel telephone system.

During that discussion, staff recommended that paging through the phones be included in the system configuration. Paging is included as a standard feature in the BlueViolet Networks Mitel Solution. The DTC NEC solution requires a third-party product to be integrated with the proposed system for an additional cost of \$14,056, not included in the initial pricing above, to offer paging. The vendor quotes also include Automatic Call Distribution (ACD), 911 locator tools and a call accounting system.

Staff then recommended that the two finalist vendors be asked to submit a Best and Final Offer (BAFO) for the proposed system. BlueViolet Networks submitted a all-inclusive (materials, time and tax) BAFO of \$155,024.94. DTC's BAFO submittal indicated that their quoted price of \$156,362 remained the same. The 5 Year ownership cost is based on the vendors BAFO price plus quoted annual maintenance costs for proposed solutions and add-ons, with a 4 percent annual escalation factor applied to the annual maintenance costs.

Best & Final Vendor Quotes Vendor Name	System Proposed	Year 1 Costs	5 Year Costs (including Year 1)
BlueViolet Networks	Mitel	\$155,024	\$194,744
DTC	NEC	\$156,362*	\$242,828*

*Includes additional cost of \$14,056 for third party paging system.

Based on the City staff input and the results of the BAFO process, the BlueViolet Networks proposal is the lowest responsible bidder with overall lowest cost solution for year one and lowest cost over five years. Mitel is one of the top five telecommunications systems worldwide, with over seventy million users in over one hundred countries. In Southern California, Mitel is used by several cities including Downey, Fontana, Hemet, La Puente, La Habra, Laguna Niguel, Murrieta, Palm Desert, Rancho Cucamonga, San Clemente, Santa Ana, Westminster, Whittier, West Covina and many more local government agencies.

BACKGROUND: On January 28, 2020, the City Council accepted the Technology Master Plan (TMP) prepared by ClientFirst Technology Consulting. One of the key initiatives of the TMP is the replacement of the City's telephone system. Since that time, COVID-19 has dramatically increased the need for residents and other constituents to communicate with staff via telephone. Over the last year, repeated failures of the City's current telephone system have increased the urgency of this project.

The telephone system has reached the end of its useful life and is no longer supported by the manufacturer. During the last year, the City has experienced 13 telephone system failures, with many more instances of degraded service due to the age of the system and lack of support.

Expected benefits of the new telephone system include:

- Increased reliability and uptime. The existing system, as it is configured, is no longer supported by the manufacturer and requires extensive software updates and hardware replacements. The age of the system has caused numerous outages. The new system will address this issue.
- Ongoing maintenance support from the recommended vendor. The new system is supported by the manufacturer, as well as the selected local dealer. The proposed solution includes maintenance and support contract arrangements that will provide the City with continuous support for the proposed system and software.
- Best practices design which will increase with resilient systems at City Hall and the Police Department. The system is designed to provide the City with the ability to consolidate telephone lines into 2 major locations. The lines and services will provide fail-over in the case of an outage of carrier services. The telephone system is designed to provide the ability for each City location to be survivable providing basic services and ability to place calls.
- Mobility Tool. The new system provides communications mobility tools that provide the staff with the ability to receive calls and conduct City operations in a mobile environment.
- Remote User Applications. The new system includes software licensing that allows key system users to be able to easily work from a remote location. This Remote User Application will provide the City with the ability to address any future pandemic remote work issues.
- Upgrade from outdated, undependable copper-based telephone lines and services to updated fiber-optic based telephone lines and services.
- Unified Messaging. Integration of telephone and Microsoft Outlook to improve staff productivity.
- Upgrade of the telephone sets:
 - An increase in telephone connectivity speed of a factor of 10
 - Improved displays
 - USB and Bluetooth connectivity
 - Improved conference room phones

The Mitel system, installation and maintenance support proposed by BlueViolet Networks provides the City with the needed features for now and into the future and addresses the existing system's reliability issues. The BlueViolet solution was the highest rated and lowest responsible cost solution proposed.

If approved, staff expects implementation to be completed in less than four months.

ATTACHMENTS: A. Proposed Agreement with BlueViolet Network
B. Evaluation Worksheet
C. BAFO – Blue Violet
D. BAFO – DTC
E. DTC BAFO Worksheet
F. DTC Price Verification - Maintenance

**AGREEMENT FOR PROFESSIONAL SERVICES FOR TELEPHONE SYSTEM
UPGRADE PROCUREMENT AND IMPLEMENTATION SERVICE
BETWEEN THE CITY OF SOUTH GATE AND BLUEVIOLET NETWORKS**

This Agreement for Professional Services for Telephone System Upgrade Procurement and Implementation Service ("Agreement") is made and entered into this August 24, 2021 by and between the City of South Gate, a municipal corporation ("City"), and BlueViolet Networks, a California corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party", and collectively as "Parties."

The City and the Consultant agree as follows:

RECITALS

A. The City desires to retain Consultant for Telephone System Upgrade Procurement and Implementation Services.

B. Consultant warrants and represents to City that it has the requisite skills, knowledge, qualifications, manpower and expertise to perform properly and timely the professional services under this Agreement; and

C. Based on such warranty and representation, City desires to contract with Consultant to perform the services described in the Scope of Services attached hereto as Exhibit "A" of this Agreement.

NOW, THEREFORE, the City and Consultant agree as follows:

1.0 SCOPE OF THE CONSULTANT'S SERVICES. City hereby engages Consultant, and Consultant accepts such engagement, to perform the services set forth in the Consultant's Response to the City's Request for Proposal ("Proposal") attached hereto as Exhibit "A" and made a part of this Agreement. The Consultant agrees to provide the services and perform the tasks set forth in the Proposal. The Scope of Work may be amended from time to time by way of a written directive from the City. In the event of a conflict with the terms of this Agreement, and the Proposal, the terms of this Agreement shall prevail.

2.0 TERM OF AGREEMENT. This Agreement will become effective on 24th day of August, 2021 and will remain in effect through and including August 24, 2022, unless otherwise expressly extended and agreed to by both parties or terminated by either party as provided herein.

3.0 CITY AGENT. The Director of Administrative Services, or his/her designee, for the purposes of this Agreement, is the agent for the City. Whenever approval or authorization is required, Consultant understands that the Director of Administrative Services, or his/her designee, has the authority to provide that approval or authorization.

4.0 COMPENSATION FOR SERVICES. The City shall pay the Consultant for its professional services rendered and costs incurred pursuant to this Agreement in accordance with the Consultant's fee and cost schedule included in the Schedule of Fees, attached hereto as Exhibit "B." The cost of services shall not exceed **One Hundred Fifty-Five Thousand Twenty-Four Dollars and Ninety-Four Cents (\$155,024.94)**. No additional compensation shall be paid for any other expenses incurred unless first approved by the City Manager or his/her designee.

4.1 Consultant shall be required to attend meetings at City Hall as necessary in the delivery of the project. Travel time between Consultant's office and City Hall shall not be billable; however, mileage will be. Consultant may request an exemption on a case by case basis, which shall be subject to City approval.

4.2 The Consultant shall submit to the City a bill for services according to the project schedule included in the Proposal. The City shall pay the Consultant upon forty-five (45) days of receipt of the invoice.

4.2 No payment made hereunder by City to Consultant, other than the final payment, shall be construed as an acceptance by City of any work or materials, nor as evidence of satisfactory performance by Consultant of its obligations under this Agreement.

5.0 CONFLICT OF INTEREST. The Consultant represents that it presently has no interest and shall not acquire any interest, direct or indirect, in any real property located in the City which may be affected by the services to be performed by the Consultant under this Agreement. The Consultant further represents that in performance of this Agreement, no person having such interest shall be employed by it.

5.1 The Consultant represents that no City employee or official has a material financial interest in the Consultant's business. During the term of this Agreement and/or as a result of being rewarded this contract, Consultant shall not offer, encourage or accept any financial interest in the Consultant's business by any City employee or official.

6.0 GENERAL TERMS AND CONDITIONS.

6.1 Termination. Either the City or Consultant may terminate this Agreement, without cause, by giving the other party sixty (60) days written notice of such termination and the effective date thereof.

6.1.1 In the event of such termination, all finished or unfinished documents, reports, photographs, films, charts, data, studies, surveys, drawings, models, maps, or other documentation prepared by or in the possession of the Consultant under this Agreement shall be returned to the City. If the City terminates this Agreement without cause, the Consultant shall prepare and shall be entitled to receive compensation pursuant to a close-out bill for services rendered and fees incurred pursuant to this Agreement through the notice of termination. If the Consultant terminates this Agreement without cause, the Consultant shall be paid only for those services completed in a manner satisfactory to the City, which shall not be unreasonably determined.

6.1.2 If the Consultant or the City fail to fulfill in a timely and proper manner its obligations under this Agreement, or if the Consultant or the City violate any of the covenants, agreements, or stipulations of this Agreement, the Consultant or the City shall have the

right to terminate this Agreement by giving written notice to the other party of such termination and specifying the effective date of such termination. The Consultant shall be entitled to receive compensation in accordance with the terms of this Agreement for any work satisfactorily completed hereunder. Notwithstanding the foregoing, the Consultant shall not be relieved of liability for damage sustained by virtue of any breach of this Agreement and any payments due under this Agreement may be withheld to off-set anticipated damages.

6.2 Non-Assignability. The Consultant shall not assign or transfer any interest in this Agreement without the express prior written consent of the City.

6.3 Non-Discrimination. The Consultant shall not discriminate as to race, creed, gender, color, national origin or sexual orientation in the performance of its services and duties pursuant to this Agreement and will comply with all applicable laws, ordinances and codes of the Federal, State, County and City governments.

6.4 Insurance. The Consultant shall submit to the City certificates indicating compliance with the following minimum insurance requirements no less than ten (10) days prior to beginning of performance under this Agreement. The Consultant agrees to provide written notice to the City thirty (30) days prior to its insurer's intention to cancel or materially change the following coverage:

(a) Workers' Compensation Insurance as required by law. The Consultant shall require all subcontractors similarly to provide such compensation insurance for their respective employees.

(b) Comprehensive general and automotive liability insurance protecting the Consultant in amounts not less than \$1,000,000 for personal injury to any one person, \$2,000,000 for injuries arising out of one occurrence, and \$1,000,000 for property damages or a combined single limit of \$1,000,000. Each such policy of insurance shall:

1) Be issued by a financially responsible insurance company or companies admitted or authorized to do business in the State of California or which is approved in writing by the City.

2) Name and list as additional insured the City, its officers and employees.

3) Specify its acts as primary insurance.

4) Cover the operations of the Consultant pursuant to the terms of this Agreement.

6.5 Indemnification. Consultant and City agree to mutually indemnify, defend and hold harmless the other party, for/from any and all claims or actions of any kind asserted against the other party (including City or Consultant's employees, representatives, products and subcontractors or other City agency) negligent performance under this Agreement, excepting only such claims or actions which may arise out of sole or active negligence of the party in question, or any third parties not acting on behalf of, at the direction of, or under the control of the Consultant.

6.6 Compliance with Applicable Law. The Consultant and the City shall comply with all applicable laws, ordinances and codes of the Federal, State, County and City governments. Consultant acknowledges and agrees that California law shall govern this Agreement, without regard to conflict of law principles. Venue shall be in the County of Los Angeles in any state or federal court having jurisdiction.

6.7 Independent Contractor. This Agreement is by and between the City and the Consultant and is not intended, nor shall it be construed, to create the relationship of agency, servant, employee, partnership, joint venture or association, as between the City and the Consultant.

6.7.1. The Consultant shall be an independent contractor and shall have no power to incur any debt or obligation for or on behalf of the City. Neither the City nor any of its officers or employees shall have any control over the conduct of the Consultant, or any of the Consultant's employees, except as herein set forth, and the Consultant expressly warrants not to, at any time or in any manner represent that it, or any of its agents, servants or employees are in any manner employees of the City, it being distinctly understood that the Consultant is and shall at all times remain to the City a wholly independent contractor and the Consultant's obligations to the City are solely such as are prescribed by this Agreement.

6.8 Copyright. No reports, maps or other documents produced in whole or in part under this Agreement shall be the subject of an application for copyright by or on behalf of the Consultant.

6.9 Legal Construction.

a) This Agreement is made and entered into in the State of California and shall in all respects be interpreted, enforced and governed under the laws of the State of California.

b) This Agreement shall be construed without regard to the identity of the persons who drafted its various provisions. Each and every provision of this Agreement shall be construed as though each of the parties participated equally in the drafting of the same, and any rule of construction that a document is to be construed against the drafting party shall not be applicable to this Agreement.

c) The article and section, captions and headings herein have been inserted for convenience only and shall not be considered or referred to in resolving questions of interpretation or construction.

d) Whenever in this Agreement the context may so require, the masculine gender shall be deemed to refer to and include the feminine and neuter, and the singular shall refer to and include the plural.

6.10 Counterparts. This Agreement may be executed in counterparts and as so executed shall constitute an Agreement which shall be binding upon all parties herein.

6.11 Final Payment Acceptance Constitutes Release. The acceptance by the Consultant of the final payment made under this Agreement shall operate as and be a release of the City from all claims and liabilities for compensation to the Consultant for anything done, furnished or relating to the Consultant's work or services. Acceptance of payment shall be any negotiation of

the City's check or the failure to make a written extra compensation claim within ten (10) calendar days of the receipt of that check. However, approval or payment by the City shall not constitute, nor be deemed, a release of the responsibility and liability of the Consultant, its employees, sub-consultants and agents for the accuracy and competency of the information provided and/or work performed; nor shall such approval or payment be deemed to be an assumption of such responsibility or liability by the City for any defect or error in the work prepared by the Consultant, its employees, sub-consultants and agents.

6.12 Corrections. In addition to the above indemnification obligations, the Consultant shall correct, at its expense, all errors in the work which may be disclosed during the City's review of the Consultant's report or plans. Should the Consultant fail to make such correction in a reasonably timely manner, such correction shall be made by the City, and the cost thereof shall be charged to the Consultant.

6.13 Files. All files of the Consultant pertaining to the City shall be and remain the property of the City. The Consultant will control the physical location of such files during the term of this Agreement and shall be entitled to retain copies of such files upon termination of this Agreement.

6.14 Waiver; Remedies Cumulative. Failure by a party to insist upon the performance of any of the provisions of this Agreement by the other party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such party's right to demand compliance by such other party in the future. No waiver by a party of a default or breach of the other party shall be effective or binding upon such a party unless made in writing by such party, and no such waiver shall be implied from any omissions by a party to take any action with respect to such default or breach. No express written waiver of a specified default or breach shall affect any other default or breach, or cover any other period of time, other than any default or breach and/or period of time specified. All of the remedies permitted or available to a party under this Agreement, or at law or in equity, shall be cumulative and alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right of remedy.

6.15 Mitigation of Damages. In all such situations arising out of this Agreement, the parties shall attempt to avoid and minimize the damages resulting from the conduct of the other party.

6.16 Partial Invalidity. If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

6.17 Attorney's Fees. The parties hereto acknowledge and agree that each will bear his or its own costs, expenses and attorney's fees arising out of and/or connected with the negotiation, drafting and execution of the Agreement, and all matters arising out of or connected therewith except that, in the event any action is brought by any party hereto to enforce this Agreement, the prevailing party in such action shall be entitled to reasonable attorney's fees and costs in addition to all other relief to which that party or those parties may be entitled.

6.18 Entire Agreement. This Agreement constitutes the whole agreement between the City and the Consultant, and neither party has made any representations to the other except as expressly contained herein. Neither party, in executing or performing this Agreement, is relying upon any statement or information not contained in this Agreement. Any changes or modifications to this Agreement must be made in writing appropriately executed by both the City and the Consultant.

6.19 Notices. Any notice required to be given hereunder shall be deemed to have been given by depositing said notice in the United States mail, postage prepaid, and addressed as follows:

TO CITY: Chris Jeffers
Interim City Manager
City of South Gate
8650 California Avenue
South Gate, CA 90280
(323) 563-9503

With a courtesy copy to: Carmen Avalos
City Clerk
City of South Gate
8650 California Avenue
South Gate, CA 90280
(323) 563-9573

TO CONSULTANT: David Kim,
Vice-President, Technology Services
BlueViolet Networks
17815 Newhope Street, Suite M
Fountain Valley, CA 92708
(714) 708-9408

6.20 Warranty of Authorized Signatories. Each of the signatories hereto warrants and represents that he or she is competent and authorized to enter into this Agreement on behalf of the party for whom he or she purports to sign.

6.21 Consultation with Attorney. Consultant warrants and represents that it has consulted with an attorney or knowingly and voluntarily decided to forgo such a consultation.

6.22 Interpretation Against Drafting Party. City and Consultant agree that they have cooperated in the review and drafting of this Agreement. Accordingly, in the event of any ambiguity, neither side may claim that the interpretation of the Agreement shall be construed against either party solely because that party drafted all or a portion of the Agreement, or the clause at issue.

CITY OF SOUTH GATE,
a municipal corporation:

DATED: August __, 2021

By: _____
Al Rios, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk

CONSULTANT:
BlueViolet Networks

By: _____
David Kim
Vice-President, Technology Services

APPROVE AS TO FORM:

By: Raul F. Salinas (DZ)
Raul F. Salinas, City Attorney



City of SouthGate Telephone System Selection

Attachment B



Decision Criteria 2021-08-13

Vendor AE Name Manufacturer AE Email Product Location of Dealer	Blue Violet Networks Byram Calaya Miel 1204797.00	Comex Services US, INC Andy Werrall Aoyga 284,810.00	DTIC Michael Mascanti NEC 1103,548.57	EMA Services Garry Lash EMA (Pentax) 38,085.00	Global CTI Kevin Sewell Miel 146,899.00	Inaight Adam Holt Cisco 222,222.00	Integration Partners Gail Carros AVAYA 244,302.00	Inteleys Auron Belis Miel 192,745.00	LogMan Auron James LogMan (Cloud) 23,830.00	Maaverick Networks Andrew Williamson Miel 157,028.00	Maaverick Networks Andrew Williamson Miel 106,500.00	Vector USA Shawder Phucien Cisco 271,780.00
Unified Messaging (20 Twinning)	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included
Paging (Through the Phones)	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included
Call Accounting	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included
Conference Bridge	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included
Automatic Call Distribution (ACD) - 10 Seats	\$ 6,736.00	\$ 98,751.00	\$ 9,735.62	\$ 7	\$ 13,027.00	\$ 7	\$ 34,313.00	\$ 3,964.00	\$ 7	\$ 12,253.00	\$ 7	\$ 32,802.00
911 Station Locator (zones - 2)	\$ 12,800.00	\$ 29,000.00	\$ 4,011.50	\$ 7	\$ 382.00	\$ 7	\$ 15,100.00	\$ 9,000.00	\$ 7	\$ 9,188.00	\$ 7	\$ 25,408.00
Shipping	Included	Included	\$ 9,535.58	Included - Remote	\$ 46,320.00	\$ 22,777.00	\$ 8,532.00	\$ 2,311.00	\$ 7	\$ 9,188.00	\$ 7	\$ 16,149.00
Taxes	\$ 33,244.00	Included	\$ 12,068.00	Training	\$ 14,504.00	\$ 149,380.00	Included	Included	\$ 7	\$ 54,000.00	Included	\$ 104,855.00
Installation - Voice Equip	Included	\$ 35,562.00	Included	\$ 47,712.00	\$ 14,504.00	\$ 54,216.00	\$ 48,550.00	\$ 12,522.00	\$ 66,994.00	Included	\$ 61,530.00	\$ 8,668.00
1st Year maintenance or User License Set up	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year One SIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Discount	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included	Included
Subtotal Voice	\$ 177,059.00	\$ 448,183.00	\$ 156,362.10	\$ 85,797.00	\$ 244,768.00	\$ 448,595.00	\$ 338,299.00	\$ 222,537.00	\$ 93,725.00	\$ 219,339.00	\$ 168,130.00	\$ 478,528.00
Overall Purchase Score	4.85	1.91	5.48	10.00	3.51	1.91	2.54	3.88	9.15	3.91	5.10	1.78
Annual Maintenance or Annual User License Fee	\$ 9,354.00	\$ 35,562.00	\$ 7	\$ 47,712.00	\$ 21,216.00	\$ 378,454.26	\$ 48,550.00	\$ 12,522.00	\$ 66,994.00	\$ 17,500.00	\$ 20,500.00	\$ 321,705.00



City of Southgate Telephone System Selection

Decision Criteria 2021-08-13

Vendor	AE Name	AE Email	Manufacturer	Product	Location of Dealer	First Year	Second Year	Third Year	Fourth Year	Fourth Year	Total Five Year Cost	Sixth Year	Seventh Year	Eighth Year	Ninth Year	Tenth Year	TOTAL TEN YEAR COST	Score	
Comox Services US,	Andy Warrall	awarrall@comoxservices.com	Avaya	Avaya IP Office	New York City, NY	\$ 448,183.00	\$ 35,582.00	\$ 20,777.00	\$ 21,608.08	\$ 22,472.40	\$ 216,780.42	\$ 38,463.86	\$ 40,002.41	\$ 41,602.81	\$ 43,266.61	\$ 44,997.27	\$ 276,050.47	10.00	
						\$ 177,059.00	\$ 156,362.10	\$ 85,797.00	\$ 244,768.00	\$ 448,595.00	\$ 390,096.55	\$ 601,489.79	\$ 604,545.45	\$ 604,510.49	\$ 604,510.49	\$ 604,510.49	\$ 604,510.49	8.93	
						\$ 244,768.00	\$ 14,504.00	\$ 47,712.00	\$ 14,504.16	\$ 15,084.53	\$ 305,127.85	\$ 56,400.00	\$ 58,165.03	\$ 59,937.63	\$ 61,722.23	\$ 63,536.83	\$ 65,382.43	\$ 390,096.55	7.10
						\$ 244,768.00	\$ 48,450.00	\$ -	\$ 50,492.00	\$ 52,511.68	\$ 540,344.88	\$ 58,400.00	\$ 60,365.63	\$ 62,330.23	\$ 64,294.83	\$ 66,259.43	\$ 68,224.03	\$ 876,808.93	3.88
						\$ 222,537.00	\$ 12,022.00	\$ 12,022.00	\$ 13,022.88	\$ 13,543.80	\$ 274,648.56	\$ 13,543.80	\$ 14,064.85	\$ 14,585.87	\$ 15,106.92	\$ 15,627.97	\$ 16,149.02	\$ 824,764.88	4.01
						\$ 222,537.00	\$ 66,948.00	\$ 17,500.00	\$ 69,625.92	\$ 72,410.96	\$ 372,335.80	\$ 72,410.96	\$ 75,307.40	\$ 78,203.84	\$ 81,100.28	\$ 84,000.00	\$ 86,900.00	\$ 348,006.12	7.89
						\$ 219,339.00	\$ 17,500.00	\$ 17,500.00	\$ 18,200.00	\$ 18,900.00	\$ 292,187.00	\$ 18,900.00	\$ 19,600.00	\$ 20,300.00	\$ 21,000.00	\$ 21,700.00	\$ 22,400.00	\$ 764,536.90	5.82
						\$ 219,339.00	\$ 67,630.00	\$ 67,630.00	\$ 70,335.20	\$ 73,148.61	\$ 449,579.01	\$ 73,148.61	\$ 76,074.55	\$ 79,000.49	\$ 81,926.43	\$ 84,852.37	\$ 87,778.31	\$ 394,687.15	7.42
						\$ 168,130.00	\$ 168,130.00	\$ 168,130.00	\$ 168,130.00	\$ 168,130.00	\$ 449,579.01	\$ 168,130.00	\$ 175,486.1	\$ 182,892.24	\$ 190,298.38	\$ 197,704.52	\$ 205,110.66	\$ 845,775.46	4.82
						\$ 478,528.00	\$ 478,528.00	\$ 478,528.00	\$ 478,528.00	\$ 478,528.00	\$ 514,600.75	\$ 478,528.00	\$ 485,935.31	\$ 493,340.86	\$ 500,746.41	\$ 508,151.96	\$ 515,557.51	\$ 672,762.97	4.21

Maintenance includes system (11,230) additional for optional ACD (5,500 and Call Accounting (4,047) included Pricing Option added to purchase price (14,050)

Includes Flex Pricing Software, Annual Fee Pricing Appears to include Smartnet

Flex Pricing Proposal for 5 years: \$108,975- \$8,668 without phones covered.





City of SouthGate Telephone System Selection



Decision Criteria 2021-08-13

Vendor AE Name	Blue Violet Networks Bryam Celaya	Connex Services US, INC Andy Warrall	DTC Michael Maccani	ENA Services Garry Lough	Global CTI Kevin Sewell	Insight Adam Hott	Integration Partners Gail Caros	Intelosys Aaron Betts	LogMeIn Aaron Jones	Maverick Networks Andrew Williamson	Maverick Networks Andrew Williamson	Vector USA Salvador Placidos	
AE Email	bcelaya@blueviolet.net	iwarrall@connexcare.com	mmaccani@dct4you.com	glough@ena.com	Kesewell@ccti.com	adam.hott@insight.com	gcaros@integrationpartners.com	aaronb@it4ps.com	aaron.jones@logmein.com	awilliamson@mavericknetworks.net	awilliamson@mavericknetworks.net	spalacios@vectorusa.com	
Manufacturer	Mitel	Avaya	NEC	ENA (Hosted)	Mitel	Cisco	Avaya	Mitel	LogMeIn (Cloud)	Mitel	8X8	Cisco	
Product Location of Dealer	Mitel 3300 Premises Fountain Valley, CA	Avaya IP Office New York City, NY	NEC Univerge SV9300 (Prem) Santa Clarita, CA	ENA Smart UC Nashville TN	Mitel - Connect Corona, CA	Cisco Tempe, AZ	Avaya IP Office Lexington, MA	Mitel - Connect Ontario, CA	LogMeIn Hosted ?	MiVoice Business Irvine, CA	Cloud Based 8x8 Irvine, CA	Unified Communications Manger Torrance, CA	
Criteria	% Weight	SCORES											
Overall Purchase Price	15%	4.85	1.91	5.20	10.00	3.51	1.91	2.54	3.86	9.15	3.91	5.10	1.79
Life Span Cost (5 Year)	10%	10.00	3.64	9.13	6.73	7.10	3.88	4.01	7.89	5.82	7.42	4.82	4.21
Deployment Approach	15%	8	6	8	5	8	8	8	8	5	8	7	8
Service & Support	20%	8	6	8	5	8	8	8	8	5	8	8	8
Mfg Stability/Future Direction	20%	9	9	9	6	6	9	9	6	7	8	7	9
In-House Managability	5%	8	8	8	7	8	8	8	8	7	8	7	8
General System Complexity	5%	8	8	8	7	8	7	8	8	7	8	7	7
Technical System Functionality	10%	7	8	7	7	7	8	8	7	7	7	7	8
Other	0%	0	0	0	0	0	0	0	0	0	0	0	0
OVERALL SCORES	100%	7.83	6.15	7.70	6.52	6.74	6.82	6.98	6.87	6.51	7.23	6.70	6.84

Finalist/Demo Candidate

1 2 4 5 3

Ranking = 10 is the best & 1 is the lowest

- High Score is best
- Estimated Purchase Price: Least expensive to most expensive
- Estimated Life Span Cost: Least expensive to most expensive when considering ongoing costs, maintenance, etc.
- Deployment Approach: Assessment and opinion regarding the vendor approach to deployment of the proposed solution
- Service and Support: Assessment and opinion of the vendors' ability to provide the County with local and remote maintenance support, service support on-site and overall system support. (Higher points for most experience)
- Mfg Stability: Assessment and opinion regarding the stability of the proposed product manufacturer and future direction and viability of the proposed technology and system. (Higher points for comfort level with proposed vendors' stability and product direction)
- In-House Managability: Ease and ability for the IT Staff to administer the system and deal with the vendor.
- General System Complexity: Opinion of system complexity to perform basic services.
- Technical System Functionality: Assessment and opinion regarding the proposed systems technical functionality to provide the needed features and operational needs. ()

August 31, 2021

Mitel VoIP Solution

Prepared For:



City of South Gate

8650 California Ave.
South Gate, CA 90280

Prepared By:
Bryam Celaya
17815 Newhope Street, Suite M
Fountain Valley, CA 92708
714-708-9474

Pricing: City of South Gate

Hardware & Software:	\$ 110,458.90
Shipping:	\$ 0.00 (Waived)
Project Coordination/Installation/Training:	\$ 33,244.00
Sales Tax:	\$ 11,322.04
Total Purchase Price:	\$ 155,024.94

As an additional incentive to the City of South Gate, Blueviolet Networks will provide complete Maintenance Support with Telephone coverage for year one and year two.

Maintenance Support with Telephone coverage would be valued at **\$ 20,125.56**



City of
**South
Gate**

Schedule A

Hardware – Software – Licenses

Facility	Qty	Price	Total
South Gate City Hall			
MiVoice Business Express 2 VM Virtual	1	\$1,037.40	\$1,037.40
SIP Trunking Channel Proxy	24	\$30.00	\$720.00
MiVoice Border Gateway Virtual	1	\$150.00	\$150.00
MiVoice Business SIP Trunks x10	2	\$540.00	\$1,080.00
MiVoice Business SIP Trunks x1	4	\$60.00	\$240.00
Enterprise License Group	1	\$520.00	\$520.00
MiVoice Business Lic. Single Line Ext.	10	\$39.00	\$390.00
MiVoice Business Lic. Enterprise User Lic.	5	\$91.00	\$455.00
UCC Entry User Lic. (50 Pack Pricing)	86	\$97.24	\$8,362.64
UCC Standard User Lic. (Mobile Users)	12	\$143.52	\$1,722.24
6920t IP Phones	78	\$201.00	\$15,678.00
6930t IP Phones	8	\$279.00	\$2,232.00
M695 PKM (Side Cars)	2	\$104.00	\$208.00
6970 IP Conference Phones	5	\$429.00	\$2,145.00
Algo-8301 (IP Paging Adapters)	1	\$449.00	\$449.00
TA7108 (ATA Adapter) 8 Port	1	\$280.28	\$280.28
TA7102 (ATA Adapter) 2 Port	1	\$87.88	\$87.88
SWA MiCollab System	1	\$60.00	\$60.00
SWA UCC Entry Lic.	86	\$7.20	\$619.20
SWA UCC Standard Lic.	12	\$13.20	\$158.40
SWA MiVoice Bus. System	1	\$75.00	\$75.00
SWA MiVoice BG SIP Connect	24	\$3.80	\$91.20
SWA MiVoice BG	1	\$15.00	\$15.00
SWA MiVoice Bus. DLM	1	\$0.00	\$0.00
SWA MiVoice Bus. User	5	\$6.60	\$33.00
SWA MiVoice Bus. Analog Port	10	\$2.40	\$24.00
Sub Total:			\$36,833.24
South Gate Police Department			
MiVoice Business Virtual for Ent.	1	\$777.40	\$777.40
MiVoice Border Gateway Virtual	1	\$150.00	\$150.00
SIP Trunking Channel Proxy	24	\$30.00	\$720.00
MiVoice Business SIP Trunks x10	2	\$540.00	\$1,080.00
MiVoice Business SIP Trunks x1	4	\$60.00	\$240.00

Facility	Qty	Price	Total
MiVoice Business Lic. Single Line Ext.	10	\$39.00	\$390.00
MiVoice Business Lic. Enterprise User Lic.	2	\$91.00	\$182.00
UCC Entry User Lic. (50 Pack pricing)	67	\$97.24	\$6,515.08
UCC Standard User Lic. (Mobile Users)	25	\$143.52	\$3,588.00
6920t IP Phones	61	\$201.00	\$12,261.00
6930t IP Phones	6	\$279.00	\$1,674.00
M695 PKM (Side Cars)	4	\$104.00	\$416.00
6970 IP Conference Phones	2	\$429.00	\$858.00
Algo-8301 (IP Paging Adapters)	1	\$449.00	\$449.00
TA7108 (ATA Adapter) 8 Port	1	\$280.28	\$280.28
TA7102 (ATA Adapter) 2 Port	1	\$87.88	\$87.88
SWA UCC Entry Lic.	67	\$7.20	\$482.40
SWA UCC Standard Lic.	25	\$13.20	\$330.00
SWA MiVoice Bus. System	1	\$75.00	\$75.00
SWA MiVoice BG SIP Connect	24	\$3.80	\$91.20
SWA MiVoice Bus. BG System	1	\$15.00	\$15.00
Sub Total:			\$30,662.24
PD Off-Site 1			
6920t IP Phones	6	\$201.00	\$1,206.00
6930t IP Phones	1	\$279.00	\$279.00
UCC Entry User Lic. (50 Pack Pricing)	7	\$97.24	\$680.68
SWA UCC Entry Lic.	7	\$7.20	\$50.40
Sub Total:			\$2,216.08
PD Off-Site 2			
6920t IP Phones	5	\$201.00	\$1,005.00
6930t IP Phones	1	\$279.00	\$279.00
UCC Entry User Lic. (50 Pack Pricing)	6	\$97.24	\$583.44
SWA UCC Entry Lic.	6	\$7.20	\$43.20
Sub Total:			\$1,910.64
Park Sports Center			
3300 CX Analog Survivable Gateway	1	\$1,352.00	\$1,352.00
3300 CXi II Controller SATA SSD	1	\$150.00	\$150.00
Power Cord C13 10A 125V	1	\$9.10	\$9.10
UCC Entry User Lic. (50 Pack Pricing)	9	\$97.24	\$875.16
MiVoice Business Lic. Enterprise User Lic.	1	\$91.00	\$91.00
6920t IP Phones	8	\$201.00	\$1,608.00
6930t IP Phones	1	\$279.00	\$279.00
6970 IP Conference Phones	1	\$429.00	\$429.00
Algo-8301 (IP Paging Adapters)	1	\$449.00	\$449.00
SWA MiVoice Bus. System	1	\$75.00	\$75.00
SWA UCC Entry Lic.	9	\$7.20	\$64.80
SWA MiVoice Bus. User	1	\$6.60	\$6.60
Sub Total:			\$5,388.66
Park Auditorium			
3300 CX Analog Survivable Gateway	1	\$1,352.00	\$1,352.00
3300 CXi II Controller SATA SSD	1	\$150.00	\$150.00
Power Cord C13 10A 125V	1	\$9.10	\$9.10
UCC Entry User Lic. (50 Pack Pricing)	9	\$97.24	\$875.16
MiVoice Business Lic. Enterprise User Lic.	1	\$91.00	\$91.00

Facility	Qty	Price	Total
6920t IP Phones	8	\$201.00	\$1,608.00
6930t IP Phones	1	\$279.00	\$279.00
6970 IP Conference Phones	1	\$429.00	\$429.00
Algo-8301 (IP Paging Adapters)	1	\$449.00	\$449.00
SWA MiVoice Bus. System	1	\$75.00	\$75.00
SWA UCC Entry Lic.	9	\$7.20	\$64.80
SWA MiVoice Bus. User	1	\$6.60	\$6.60
Sub Total:			\$5,388.66
Girls Clubhouse			
3300 CX Analog Survivable Gateway	1	\$1,352.00	\$1,352.00
3300 CXi II Controller SATA SSD	1	\$150.00	\$150.00
Power Cord C13 10A 125V	1	\$9.10	\$9.10
UCC Entry User Lic. (50 Pack Pricing)	6	\$97.24	\$583.44
6920t IP Phones	5	\$201.00	\$1,005.00
6930t IP Phones	1	\$279.00	\$279.00
SWA MiVoice Bus. System	1	\$75.00	\$75.00
SWA UCC Entry Lic.	6	\$7.20	\$43.20
Sub Total:			\$3,496.74
Pool Stadium			
3300 CX Analog Survivable Gateway	1	\$1,352.00	\$1,352.00
3300 CXi II Controller SATA SSD	1	\$150.00	\$150.00
Power Cord C13 10A 125V	1	\$9.10	\$9.10
UCC Entry User Lic. (50 Pack Pricing)	3	\$97.24	\$291.72
MiVoice Business Lic. Enterprise User Lic.	1	\$91.00	\$91.00
6920t IP Phones	3	\$201.00	\$603.00
6970 IP Conference Phones	1	\$429.00	\$429.00
Algo-8301 (IP Paging Adapters)	1	\$449.00	\$449.00
SWA MiVoice Bus. System	1	\$75.00	\$75.00
SWA UCC Entry Lic.	3	\$7.20	\$21.60
SWA MiVoice Bus. User	1	\$6.60	\$6.60
Sub Total:			\$3,478.02
Golf Shack			
Mitel Line interface Module	1	\$106.60	\$106.60
UCC Entry User Lic. (50 Pack Pricing)	1	\$97.24	\$97.24
5330e IP Phone	1	\$260.00	\$260.00
SWA UCC Entry Lic.	1	\$7.20	\$7.20
Sub Total:			\$471.04
Senior Center			
Mitel Line interface Module	1	\$106.60	\$106.60
UCC Entry User Lic. (50 Pack Pricing)	1	\$97.24	\$97.24
5330e IP Phone	1	\$260.00	\$260.00
SWA UCC Entry Lic.	1	\$7.20	\$7.20
Sub Total:			\$471.04
City Yard			
3300 CX Analog Survivable Gateway	1	\$1,352.00	\$1,352.00
3300 CXi II Controller SATA SSD	1	\$150.00	\$150.00
Power Cord C13 10A 125V	1	\$9.10	\$9.10
UCC Entry User Lic. (x1 Lic.)	21	\$117.00	\$2,457.00

Facility	Qty	Price	Total
UCC Standard User Lic. (Mobile Users)	8	\$143.52	\$1,148.16
MiVoice Business Lic. Enterprise User Lic.	2	\$91.00	\$182.00
MiVoice Business Lic. Single Line Ext.	2	\$39.00	\$78.00
6920t IP Phones	20	\$201.00	\$4,020.00
6930t IP Phones	1	\$279.00	\$279.00
M695 PKM (Side Cars)	1	\$104.00	\$104.00
6970 IP Conference Phones	2	\$429.00	\$858.00
Algo-8301 (IP Paging Adapters)	1	\$449.00	\$449.00
TA7102 (ATA Adapter) 2 Port	1	\$87.88	\$87.88
SWA MiVoice Bus. System	1	\$75.00	\$75.00
SWA UCC Entry Lic.	21	\$7.20	\$151.20
SWA UCC Standard Lic.	8	\$13.20	\$105.60
SWA MiVoice Bus. User	2	\$6.60	\$13.20
SWA MiVoice Bus. Analog Port	2	\$2.40	\$4.80
Sub Total:			\$11,523.94
Civic Center			
3300 CX Analog Survivable Gateway	1	\$1,352.00	\$1,352.00
3300 CXi II Controller SATA SSD	1	\$150.00	\$150.00
Power Cord C13 10A 125V	1	\$9.10	\$9.10
UCC Entry User Lic. (x1 Lic.)	6	\$117.00	\$702.00
MiVoice Business Lic. Enterprise User Lic.	1	\$91.00	\$91.00
6920t IP Phones	6	\$201.00	\$1,206.00
6970 IP Conference Phones	1	\$429.00	\$429.00
SWA MiVoice Bus. System	1	\$75.00	\$75.00
SWA UCC Entry Lic.	6	\$7.20	\$43.20
SWA MiVoice Bus. User	1	\$6.60	\$6.60
Sub Total:			\$4,063.90
City Yard Garage			
Mitel Line interface Module	1	\$106.60	\$106.60
UCC Entry User Lic. (x1 Lic.)	1	\$117.00	\$117.00
5330e IP Phone	1	\$260.00	\$260.00
SWA UCC Entry Lic.	1	\$7.20	\$7.20
Sub Total:			\$490.80
EOC Operations			
3300 CX Analog Survivable Gateway	1	\$1,352.00	\$1,352.00
3300 CXi II Controller SATA SSD	1	\$150.00	\$150.00
Power Cord C13 10A 125V	1	\$9.10	\$9.10
UCC Entry User Lic. (x1 Lic.)	6	\$117.00	\$702.00
MiVoice Business Lic. Enterprise User Lic.	1	\$91.00	\$91.00
6920t IP Phones	6	\$201.00	\$1,206.00
6970 IP Conference Phones	1	\$429.00	\$429.00
SWA MiVoice Bus. System	1	\$75.00	\$75.00
SWA UCC Entry Lic.	6	\$7.20	\$43.20
SWA MiVoice Bus. User	1	\$6.60	\$6.60
Sub Total:			\$4,063.90
Unified Messaging (Included in UCC Lic.)		Included	

Facility	Qty	Price	Total
Sub-total – Hardware / Software			\$110,458.90
Shipping			\$0.00
General Install and Training			\$33,244.00
Tax			\$11,322.04
Total Purchase Price			\$155,024.94

CONTRACT TERMS AND CONDITIONS

1. **CONTROLLING DOCUMENT:** This Agreement shall become effective and binding upon Customer and Blue Violet Networks only upon approval, acceptance and execution hereof by an authorized officer of Blue Violet Networks. This Agreement contains the entire agreement between the parties with regard to the subject matter hereof, and supersedes all prior discussions or agreements between the parties, whether oral or written. Blue Violet Networks is not bound by representations or inducements not set forth herein.
2. **CARE, USE AND LOCATION OF EQUIPMENT:** Customer shall not abuse the Equipment or permit it to be serviced by anyone other than Blue Violet Networks. Neither Customer nor Customer's agent shall connect accessories supplied by anyone other than Blue Violet Networks to the Equipment without Blue Violet Network's written consent, which shall not be unreasonably withheld. Customer shall use the Equipment only in the manner contemplated by the manufacturer and in accordance with law. Customer shall not allow anyone other than Blue Violet Networks to disconnect or move the Equipment from the location noted above.
3. **RIGHT TO ACT AS AGENT AND SITE PREPARATION:** Customer agrees to provide an "agency letter" authorizing Blue Violet Networks to act as agent for Customer in ordering necessary services from the telephone utility company and any long-distance carriers, equal access carriers and specialized carriers, whenever applicable. Blue Violet Networks agrees to furnish the above described Equipment and all necessary cable, wire, hardware and labor for the installation of the Equipment and as may be necessary to create a functioning system. Customer agrees to: (a) furnish and install all conduit, raceway or low smoke cable and to create all holes and wire ways through concrete, plaster, metal floors, walls or ceiling which may be required for the installation of said Equipment; (b) provide all separate commercial AC power circuits required for the operation of the system and associated apparatus; (c) pay for all electrical current necessary for the operation of the system; and (d) provide suitable space which is environmentally controlled pursuant to the recommendation of the manufacturer of the Equipment including, but not limited to providing a dry and dust-free environment during and subsequent to installation. Blue Violet Networks shall have no duty, responsibility, or obligation to make any structural alteration(s) or adjustment(s) to the premises to install the Equipment. Customer shall provide Blue Violet Networks with reasonable access to the premises during Blue Violet Network's working hours and shall furnish elevator service when necessary as well as heat, light, sanitary facilities, electrical power and protection of the Equipment from theft during the installation. Blue Violet Networks is not responsible for restoring Customer's premises to its original condition upon removal or relocation of any or all of the Equipment.
4. **WARRANTY AND SERVICE:** BLUE VIOLET NETWORKS agrees to dispatch qualified technicians to the Equipment location within four (4) hours, twenty-four (24) hours a day, seven (7) days a week, after receiving notification of a major interruption of CUSTOMER'S service. Major interruption of service, for purposes herein, shall be defined as either no incoming or outgoing telephone service at CUSTOMER location. Routine maintenance requests will be responded to within twenty-four (24) hours of the CUSTOMER'S request between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. Routine maintenance requests, for purposes herein, are any service calls necessary to correct any Equipment malfunction including, but not limited to, repair of telephone instruments and other system equipment, which are malfunctioning or out of service.
Maintenance service under this Agreement does not include repair or service required as a result of: (a) neglect, misuse or intentional damage of the Equipment; (b) alterations, additions or modifications to the Equipment performed by anyone other than Blue Violet Networks; (c) the failure of Customer to provide and maintain a suitable installation environment at all facilities as prescribed by Blue Violet Networks (including, but not limited to, proper electrical power, air conditioning, or humidity control); (d) use of supplies or materials not meeting Blue Violet Networks specifications; (e) use of the Equipment for purposes other than those for which it was designed; (f) electrical work external to the Equipment or service connected with Equipment relocation, reconfiguration or additions; or (g) cutoff of services to Customer by the utility. However, Blue Violet Networks will make maintenance services available in accordance with its then standard practices and price schedules.
5. **LIMITATION OF LIABILITY:** customer acknowledges and agrees that blue violet networks, its agents or employees, shall not be liable for any special, incidental or consequential damages or for loss, damage or expense, directly or indirectly arising from customer's use of or inability to use the equipment, including but not limited to, lost profits, either separately or in combination with other equipment, or for personal injury, loss or destruction of other property; or for the payment of any charges by any company to customer for termination of or failure to terminate pre-existing agreements or for removal of existing equipment; or from customer's inability to use the equipment, either separately or in combination with any other equipment, from routing and programming errors; and unauthorized trespass of programming, software and/or equipment, modem lines and long distance carrier services.
6. **INDEMNIFICATION:** Customer shall indemnify Blue Violet Networks against and hold Blue Violet Networks harmless from any and all claims, actions, suits, proceedings, costs, expenses, damages and liabilities, including attorney's fees, claimed by any person, organization, association, or otherwise arising out of, or relating to the Equipment or its use, possession, operation and/or condition.
7. **SOFTWARE LICENSE:** If the Equipment provided by Blue Violet Networks, pursuant to this Agreement, contains any software, or if any software is provided hereafter, Customer agrees that its interest in such software is that of a licensee and that said software is to be used solely and exclusively in and with the Equipment described in the Agreement.

8. **ASSIGNMENT, SUBCONTRACTING:** This Agreement may be assigned by Blue Violet Networks, in whole or in part, and Blue Violet Networks may freely subcontract any or all of the work hereunder. The Customer may not assign this Agreement, in whole or in part, without first obtaining the prior written consent of Blue Violet Networks. Any attempted assignment without prior written approval shall be invalid. Subject to the forgoing, this Agreement shall inure to and be binding upon the parties and their successors and assigns.
9. **MISCELLANEOUS:** Titles to the paragraphs of this Agreement are solely for the convenience of the parties and do not explain, modify, or interpret the provisions herein. If more than one Customer is named in this Agreement, the liability of each shall be joint and several. This Agreement shall not be amended or altered unless such amendment or alteration is put in writing and approved, by signature, by the authorized representatives of all parties hereto. This Agreement shall be enforced subject to the laws of the state in which Blue Violet Networks is located. Customer expressly consents to jurisdiction and venue within said state. No delay or omission to exercise any right, power or remedy available to Blue Violet Networks, upon any breach or default of Customer under this Agreement, shall impair any such right, power or remedy of Blue Violet Networks, nor shall it be construed to be a waiver of any subsequent breach or default or acquiescence therein. Any waiver, consent or approval of any kind or any breach or default, or any waiver of any provision of this Agreement will only be writing and approved and signed by both parties and shall be effective only to the extent set forth in writing. If any provisions of this Agreement are in conflict with any statute or rule of law of any state or territory wherein it may be sought to be enforced, then such provisions shall be deemed null and void to the extent that they must conflict therewith, but without invalidating the remaining provisions therein.
10. **GENERAL PROJECT REQUIREMENTS:**
1. A complete physical inspection of existing network, hardware and cabling is required before confirming final pricing
 2. Customer provided servers must be from Manufacturer's approved list including model number and specifications. Any additional work required by Blue Violet Networks due to of "out-of-spec" Customer-supplied PCs will be subject to an additional charge.
- Customer to provide:**
3. Secure, powered air-conditioned location for the telephone system and servers
 4. Four post rack for mounting telephone equipment and servers
 5. IT Staff assistance with routing and switching on both networks
 6. Uninterrupted Power Supply (UPS) with surge protection is to be provided by the Customer unless specified in the schedule of equipment.
 7. Customer must provide internet access for remote maintenance
 8. If Mitel telephones are not equipped with LIM for local 911 access, customer takes responsibility for providing local 911 services through an analog line and notifying employees of 911 procedures
 9. Customer to provide Layer 3 managed network switches with Power over Ethernet (PoE) with VLAN support and adequate bandwidth at each location to support proper voice quality at all locations if not included on Schedule A.
 10. Cat 5e or better cabling for each IP phone if not included on Schedule A

CUSTOMER ACKNOWLEDGES, UNDERSTANDS, AND AGREES TO THE TERMS ON THIS FACING PAGE, THE REVERSE SIDE HEREOF, AND ANY ATTACHMENTS HERETO.

Quote valid 60 days
PURCHASER

Customer Signature

Date



Best and Final Pricing

City of South Gate
8650 California Avenue
South Gate, CA 90280

Dear City of South Gate RFP Evaluation Team,


Digital Telecommunications Corp. (DTC) appreciates the opportunity to provide the City of South Gate a best and final price for the proposed VoIP Telecommunications System.

In addition to the main Telecommunications System proposed, the City of South Gate has requested the following option add-ons:

- VoIP Paging (through the phones)
- Automatic Call Distribution (ACD)
- Call Accounting System
- E-911 Station Locator

Based on the best and final quote provided to the City of South Gate on 8/11/2021, the total installation price is **\$156,362.17**. This included all hardware, programming, installation, and training to deploy the proposed solution.

DTC has an established track record of staying on budget for contract sales. DTC believes that nickel-and-diming a customer is not the way to maintain a working relationship. DTC has decades of experience with installations of many sizes and scopes and knows that minor changes and hiccups can happen once deployment is underway. DTC, therefore, will not issue a billable Change Order during deployment unless the Scope of Work materially changes.



Michael Maccani
General Manager

8/23/2021

Date

Attachment E

Primary System	Hardware	Install Labor	Total
Telecom System	\$ 103,548.57	\$ 12,068.07	\$ 115,616.64
Voicemail		Included with Telecom System	
Unified Messaging		Included with Telecom System	
Twinning (20)		Included with Telecom System	
Conference Bridge		Included with Telecom System	
1st year Maintenance		Included with Telecom System	
Option Add-Ons	Hardware	Install Labor	Total
ACD (10 Seats)	\$ 7,910.62	\$ 1,825.00	\$ 9,735.62
911 Locator	\$ 2,001.50	\$ 2,000.00	\$ 4,001.50
Paging (through the phones)	\$ 13,072.68	\$ 984.00	\$ 14,056.68
Call Accounting	\$ 2,376.15	\$ 190.00	\$ 2,566.15
Discount	\$ -	\$ -	\$ -
Option Add-Ons Subtotal	\$ 25,360.95	\$ 4,999.00	\$ 30,359.95
System Sub Totals	\$ 128,909.52	\$ 17,067.07	\$ 145,976.59
Shipping			\$ 750.00
Taxes			\$ 9,635.58
			\$ 156,362.17

DTC Maintenance Costs

Item	City of South Gate – Proposal Review – Annual Costs	DTC Annual Maintenance and Support costs Confirmation/Clarification
Telephone System Support	\$11,230	Confirm. This is year two cost for coverage. Year 3 to 5 year coverage may be subject to 3% annual increase.
Software Updates	Included	Confirm
Software Updates	Included	Confirm
Software Upgrades	Included	Confirm
Software Assurance	Included	Confirm
Labor for Software Updates	Included	All remote and minor onsite software upgrades are included. Major software updates that require onsite personnel may incur a charge.
Total Maintenance	\$11,230	Confirmed
Paging Feature Maintenance	Included in Purchase price	Paging support / maintenance for 5 years is \$4,800
ACD Maintenance	\$5,500	\$5,500 is for DTC Support only. The total cost for 5 years of SWA coverage and DTC support is \$10,223.35
Call Accounting Maintenance	Included in Subscription	Correct, DTC maintenance is \$1,600, but that is included in the \$4,047.20 indicated below.
Call Accounting Subscription	\$4,047	Correct.

CITY MANAGER'S OFFICE

City of South Gate

CITY COUNCIL

SEP 02 2021

5:20 pm

AGENDA BILL

For the Regular Meeting of: September 14, 2021

Originating Department: Public Works

Department Director: _____

AK
Arturo Cervantes

Interim City Manager: _____

CJ
Chris Jeffers

SUBJECT: CITYWIDE PARKING STUDY, CITY PROJECT NO. 590-RPT

PURPOSE: This item was continued from the regular City Council Meetings of July 9, 2019 and May 12, 2020 to present to the City Council with the Citywide Parking Study and its Priority Tool Kit which were commissioned to develop strategies to enhance on-street parking conditions citywide.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Receiving and filing a presentation of the Citywide Parking Study; and
- b. Approving the Citywide Parking Study and its Priority Tool Kit.

FISCAL IMPACT: There is no impact to the General Fund. The approved 5 Year Capital Improvement Program (CIP) budget includes \$100,000 in Measure R funds to implement parking solutions in Fiscal Year 2021/22, and proposes \$100,000 for every Fiscal Year thereafter, up until Fiscal Year 2025/26. The funding amount to be expended will be based on the specific projects proposed to be implemented that are approved by the City Council

ALIGNMENT WITH COUNCIL GOALS: The Citywide Parking Study was included in the City Council's Fiscal Year 2018/19 Work Program to "Continue Creating and Protecting Strong and Sustainable Neighborhoods."

ANALYSIS: On-street parking issues on residential streets have been prevalent citywide for many years. The common issue is that it is difficult to find parking on residential streets, particularly in the evening hours and on weekends. Demand for parking exceeds parking availability in many of the City's residential neighborhoods. According to input received from residents, the range of issues that contribute to the parking problem is vast.

Over the years, the City has addressed parking issues as opportunities have risen. For example, the City Council reduced street sweeping parking restrictions from 8 hours to 4 hours citywide. The City Council also removed parking restrictions on San Juan Avenue that resulted in doubling on-street parking capacity. The Citywide Parking Study changes the approach to developing and implementing solutions by, rather than addressing issues on a case-by-case basis, recommending a multi-faceted strategy to enhance parking conditions over the short, mid and long-term.

The Citywide Parking Study recognizes that to improve parking conditions, sustained action is required from designated City Departments over the short, mid and long-term. It establishes a set of eight guiding principles that are supported with a toolkit of 181 parking solutions. The action plan guides respective City Departments which include the Public Works Department, Community Development Department and Police Department in implementing parking solutions..

Given that there are 181 parking solutions proposed, the Citywide Parking Study includes a Priority

Tool Kit. It includes 34 priority recommendations covering the eight guiding principles. The Priority Tool Kit prioritizes parking solutions that can mitigate a wide range of issues that were a priority to the community. For example, a permit district is proposed as a parking solution. This is a neighborhood wide solution that could address a wide variety of issues such as parking impacts from businesses, schools, and residents that own multiple vehicles.

Public Input: The Citywide Parking Study was developed with a sound understanding of community concerns and preferred parking solutions as civic engagement was a high priority. As a part of the process, five community meetings were held in January 2019, with over 400 participants. Subsequently, an online survey was held in the month of April 2019, with 762 participants. Thousands of comments were received from over 1,200 residents. The parking solutions were prepared considering the input received from these residents.

The City Council should be aware that it was evident there is a lack of consensus among residents on what the parking problems and solutions are. What some residents consider parking problems and solutions, others do not. For example, some residents argue that there are too many cars parked on the street. They believe residents should park on their properties. They support a parking permit solution to limit the number of vehicles residents can park on the street. Residents with an opposing view argue that they should be able to park as many vehicles on the streets as needed to meet their lifestyle needs. They believe that more street parking spaces should be made available to them and oppose permit parking systems that limit parking availability. A second example is some residents believe that there is not enough parking on a street (problem) and that the City should add more spaces (solution). A resident with an opposing view would argue such solution would exacerbate the problem, by making it easier to park more cars on the street, and that the solution is for residents to park on their properties. A third example is residents indicate that neighbors have too many cars and that permits should be issued to limit how many can park on the street. Residents with opposing views argue that parking should be available to all the residents in their home of driving age, and that they all have a right to park on a public street.

Consequently, gaining consensus from residents on issues and solutions is a complex matter. It is likely that some residents will agree with, and some residents will not agree with the priorities recommended by the parking study. To address the different opinions, the parking study provides numerous parking solutions that can be implemented in neighborhoods on a case-by-case basis.

BACKGROUND: For many years, the City has been experiencing on-street parking issues of concern to the community. The City prepared a Citywide Traffic Study to assess the issues and develop an action plan to improve parking conditions over the short, mid and long-term. The study included a parking utilization study to quantify the parking issues based on technical data and develop parking solutions. The study also included a public outreach phase to ensure that the consultant's observations in the parking utilization study were in-line with what the community was experiencing and desired as parking solutions.

According to the Citywide Parking Study, the root cause of the parking issues is complex and wide-ranging. Numerous factors contribute to the parking issues. Some factors include population density, cost of living, high vehicle ownership rates, household and vehicle density, property density, lack of expansive Alternative Modes of Transportation, lack of driveway use by residents, lack of available off-street parking for apartment tenants, vehicles stored on street for sale or service, and lack of usage of public parking lots. According to public input obtained from outreach meetings and an on-line survey, there are several specific issues which residents frequently cite as contributing factors to the ongoing on-street parking problems in their neighborhoods. When responding to the online survey question, "What is causing parking problems in your neighborhood?" over 50% of all participants, agreed on the following major issues: too many cars/drivers per household (77%), residents not using

their own driveways or garages to park their cars (62%), multiple cars being parked on the street, seldom used, just stored (55%), apartments not providing enough parking for the number of residents per unit (42%), and not enough parking enforcement or code enforcement (35%). In total, the parking study identified 91 parking issues involving capacity, demand, and parking behavioral issues. Examples of other issues include: leased out garages, parked cars blocking driveways, narrow streets, driveway site distance issues, excessive no parking red curb zones, no parking areas near fire hydrants, using trash cans or other vehicles to save parking spaces on the street.

The Citywide Parking Study proposes a number of solutions with 181 recommendations. The primary recommendation is the creation of a Parking Task Force composed of an advisory group of representatives from the Police Department, Community Development Department and Public Works. This task force will serve to inform the City Council and offer recommendations to identify and address short-term parking solutions that can be implemented within the first year. Attachment "A" includes the Table of Contents and the Executive Summary of the Citywide Parking Study. Contained within are the guiding principles and the recommended priorities. Attachment "B" includes a Priority Tool Kit with 8 guiding principles and 32 recommended strategies.

Public input is reflected in the recommendations. As a part of the outreach process, the most common solutions preferred by participants included: creating preferential parking districts in residential areas as opposed to on single streets; more parking and code enforcement; providing a city policy to allow residential driveways to be widened; reducing the 72-Hour on-street parking time limit to 24-Hours and issuing citations; adding more painted curb restrictions; direct involvement of residents in the solution; issuing no-fee parking permits; marking parking stalls on street; using empty parking lots at night (e.g., city/school lots) and incentives to help residents use their driveways.

As a status update, staff has begun the implementation of the Citywide Parking Study. The City Parking Taskforce has been created. Two pilot programs are in the process of development and implementation. One program will address the parking issues and speeding on Firestone Plaza from Firestone Boulevard to Glenwood Place by installing parallel or angle parking, introducing a preferential parking permit program that provides two permits per household, striping modifications by creating a raised median with pavement markings, and additional parking enforcement by the Police Department. Staff will be meeting with the neighborhood watch group in September of 2021 to discuss the parking changes. The second pilot program will take place on Madison Avenue and Elizabeth Avenue and is in the process of being developed.

The Citywide Parking Study was prepared by a qualified consultant, Minagar & Associates, Inc., under Contract No. 3424, which was awarded on February 27, 2018, in the amount of \$159,852. The project manager has over 35 years of experience. The company has successfully delivered over 700 projects over their last 25 years in business. Their core specialties are transportation, planning and engineering studies.

- ATTACHMENTS:**
- A. Citywide Parking Study
 - B. Priority Tool Kit
 - C. Presentation

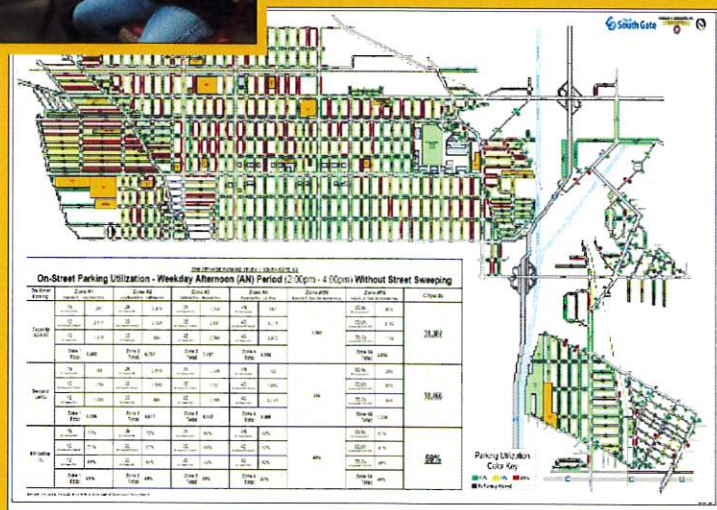
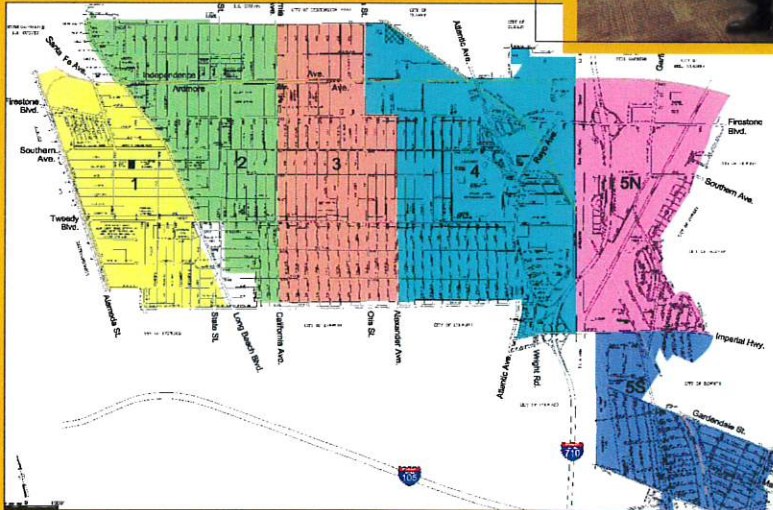
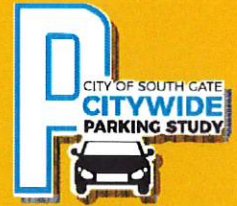
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FINAL REPORT

Citywide On-Street Parking Management Plan

(City Project No. 590-RPT)

City of South Gate Public Works Department – Engineering Division



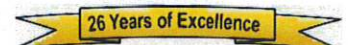
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Executive Summary

1.1 - Overview of the Parking Management Plan

The City of South Gate engaged Minagar & Associates, Inc. (Minagar) to complete a Citywide Parking Study. The goals of this study were to evaluate current supply and demand conditions on every public street and block within the City of South Gate, and to obtain public feedback and input on parking issues. Further, Minagar was tasked with developing recommendations and a comprehensive plan based on the results of the study and discussions with city staff, to guide the city management in implementing future strategies and carrying out effective parking policy.

The team’s findings and recommendations in this Plan provide the City of South Gate a valuable toolkit of strategies to address its ongoing parking issues, and an opportunity to make important, impactful changes for its citizens that will help to ensure that the on-street parking supply will continue to serve its residents and businesses well; that existing and future regulations are effectively and equitably enforced; that any changes to the City’s parking regulations or enforcement of such regulations are strategically defined and well-communicated to the public; and that parking will not continue to be a deterrent to the quality of life for those who live and work in South Gate.

In cooperation with Katherine Padilla Associates (KPA), Minagar & Associates, Inc. and City of South Gate Public Works staff focused on identifying existing on-street parking deficiencies, particularly in residential neighborhoods, encountered throughout the City on a day-to-day basis. The parking study was founded on understanding the root causes of the parking issues, based on the collected parking data and community feedback. This knowledge was then used to develop a set of short-term, mid-range and long-term recommendations and policies to support the City in addressing these issues. Combined, the parking survey data, public outreach efforts, incorporation of community-wide input, and cooperation with City staff and management to develop parking strategies and policy recommendations form this “Parking Management Plan” to guide the City of South Gate in a clear direction to address on-street parking issues over the next 10 years.

1.2 - Citywide On-Street Parking Study and Community Outreach

A series of on-street parking utilization surveys were first conducted across the City of South Gate, over the span of several weeks, and covering every public street in the City. The surveys began with Minagar staff conducting walking audits along every city block to





estimate the amount of on-street parking space available at the curb based on frontage length between driveways, absent parking obstructions and prohibitions such as fire hydrants, driveways, No Parking signage and painted curb zones. Each street was then driven multiple times each day to observe the number of cars occupying these spaces in order to understand how the existing on-street parking supply was being utilized on a typical day. Field staff also reviewed the video footage to identify potential causes of the parking deficiencies observed during the surveys. The collected data was then aggregated and analyzed to identify parking utilization rates across each community zone within the City, and the locations and times during which on-street parking utilization exceeded acceptable levels.

Following the field data collection parking surveys, Minagar and its public outreach consultant, KPA, worked with city staff to coordinate several community outreach meetings to obtain useful and measurable public input. The community's feedback was reviewed and incorporated into the Study as a tool to further inform Minagar's recommendations, and its understanding of localized parking issues within the city. The Project Team also administered an online survey for South Gate residents to take and provide feedback on the various parking issues and potential solutions. A combination of multiple choice responses and custom comments from individuals was returned over a one-month period, with a total of 762 residents who participated in the online survey.

The most notable findings of the online survey revealed that while the majority of respondents agreed on the key causes of parking issues (*Too many cars/drivers per household – 77%, Residents not using their own driveways or garages to park their cars – 62%, Multiple cars are parked on the street, stored or seldom used – 55%*); with the exception of providing preferential parking permits to residents (60% agreed this was a viable solution) the recommended strategies which might help to rectify these issues did not garner strong consensus across the board (*Install marked on-street parking stalls – 39%, Encourage residents to use their driveways/garages – 36%, Increase parking/police enforcement – 29%*; and so on). This indicated to the Project Team that residents do experience common sets of parking problems—high demands, constrained supply, and poor parking behaviors by others—and yet, there appears to be no “one size fits all” solution. Rather, a multi-faceted strategy which takes into account local neighborhood issues and characteristics, and combines the efforts of both the residents and the City would be the best approach in any given situation to resolve the ongoing parking problems in the City.



1.3 - Key Findings of the Study

Following are key findings from this study:

- On-street parking on residential streets is the biggest issue. The core issue is the widespread lack of available on-street parking on *residential streets*, i.e., the curbside space within the public right-of-way typically open for residents to park their cars in front of (or at least near) their home. Approximately two-thirds of all publicly-maintained roadways in City of South Gate is comprised of local streets¹; that is, roadways with direct vehicular access from the public right-of-way to residents' properties. Therefore, while curbside parking does accumulate on major collector streets and arterial highways throughout the City, the data reveals that the principal volume of on-street parking accumulation (and thus the focus of most of the City's parking issues) occurs within local neighborhoods on residential roadways, where cars are commonly found lining both sides of virtually every street, each day all throughout the week.

One of the most noticeable issues when driving through residential streets in the City of South Gate is that virtually every local street is significantly narrow, to the point where the presence of on-street parking on both sides of the street significantly constrains the passage of two-way traffic. This is especially the case for larger vehicles such as utility services, vans and pickup trucks. Based on the City of South Gate's Municipal Code and Zoning Ordinance², a "narrow street" is defined as a roadway which is thirty feet or less in width. On such streets, the Director of Public Works may authorize the prohibition of parking on one side in order to enhance public safety and improve traffic mobility, since the presence of curbside parked cars (approximately 7 to 8 feet in width from the curb face, with side-view mirrors included) on both sides of the street leaves very little room for concurrent opposing traffic (30' wide street - (2 x 7' parking lanes) = 16 feet / 2 travel lanes 8-foot travel lane per direction). Unfortunately, since the vast majority of the City's residential roadways are 30 feet wide, and thus currently built to a "narrow street" standard, restricting parking on one side of every street for safety and mobility reasons may inadvertently cause a disproportionate number of residents who currently park on these streets—whether out of necessity or by choice—to be in direct violation of the City's parking code.

¹ Management Partners. (2018, April 3). *Street Sweeping Evaluation Project Report*. Retrieved from City of South Gate City Council Agenda, May 8, 2018 Item No. 17.

² City of South Gate Municipal Code, Chapter 8.12, Section 040(J) pursuant to Ord. 1982 § 2, 4-11-95.





Therefore, in light of various pre-existing socioeconomic and operational factors discussed in further detail in this study which affect parking demand (e.g., population density, housing density, automobile ownership, frontage width, existing driveway dimensions, fixed street widths) two-sided on-street parking on narrow residential streets has not been prohibited by the City except on uniquely narrow streets such as Duane Way, Missouri Avenue, Deeble Street or Mariposa Lane where permitting it would render two-way traffic between parked cars impossible.

- Based on the field data collection, the highest on-street parking demands in the City exist in the neighborhoods west of Alexander Avenue (Zones 1 through 3), particularly during the weekday overnight hours and mid-day Saturday periods when most residents are home and the need for on-street parking reaches its peak. Neighborhood areas east of Alexander Avenue (Zones 4 and 5) also showed unsuitably high on-street parking conditions, only to a slightly lesser degree than the west side of the City. The highest concentration of frequently over-parked streets was found to be in the residential neighborhoods within a half-mile distance to the west and east of Long Beach Boulevard. The following is a summary of the peak parking utilization periods in each of the surveyed community zones in the City:
 - Zone #1 – Alameda to Long Beach: 92%
 - Zone #2 – Long Beach to California: 93%
 - Zone #3 – California to Alexander: 77%
 - Zone #4 – Alexander to I-710 Freeway: 68%
 - Zone #5N – I-710 to east city limits, north of Imperial: 46%
 - Zone #5S - I-710 to east city limits, north of Imperial: 58%

Based on industry practice, a maximally acceptable utilization rate for on-street parking is generally 85 percent. At this point, a driver can expect to find 1 free space for every 7 occupied. Above 85%, the parking accumulation has exceeded the functional capacity of the curb lane for convenient use, causing drivers (e.g., residents, guests) to park much further away from the intended destination/residence.

- Supply Sufficiency: Based on the above-described citywide parking utilization surveys it was concluded that South Gate’s existing on-street parking supply, particularly within residential areas and during critical times of the day, is generally insufficient to meet localized demands. While most properties in South Gate do contain sufficient storage space in existing on-garages and driveways for multiple cars to be parked off of the street, on-street parking is much more convenient for many users and seemingly in higher demand in comparison to driveway/garage





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parking. Factoring in the various constraints imposed by socioeconomic conditions and the limitations of the pre-existing built environment for residential neighborhood parking, it is seen that curbside parking is not immediately available to all residents, and that as a result many drivers wind up engaging in inconvenient or disruptive parking practices, such as rotating parked vehicles in driveways, pre-meditative double parking and “space saving”, parking over sidewalks or front lawns, or finding an open curbside space much further away from their residence. Fortunately, there are a number of factors actively contributing to these localized shortages which can be alleviated now; for example, improving the use of parking spaces available on private property, adding more parking spaces on the street, or reducing the need for automobile ownership and parking demands. The efficiency of the current supply could be further improved by upping enforcement of existing parking and code regulations to make the existing curbside parking supply more readily available for regular users.

- Public Perception of the Issues, and Community-Supported Strategies: The community mostly believes that the existing on-street parking deficiency is a matter of there being too many people per residence, owning too many cars, and an excessive number of cars on the street that should instead be parked in driveways and garages (or should not be there to begin with, as is the case of vehicles parked from nearby businesses, customer/employee vehicles of unpermitted home businesses, parked cars from residents of other streets, apartment tenants parked in front of single-family properties, or car sales/repairs on the street). In addition to the perception that neighbors prioritize the on-street parking lane over their own private driveways and garages, community members widely believe that simply the sheer number of resident car owners and automobiles per household is a root cause of the problem which causes the demand for on-street parking to extend beyond the limits of each individual property. Residents have also voiced a common concern over the intrusion of on-street parking by nearby businesses and schools, and the prevalence of unused cars left abandoned on the street which also contributes to the lack of available parking space. In terms of resolving the existing on-street parking problems, there is shared belief among the community that the best solution will involve a combination of the City implementing policies to affect parking availability, coupled with residents adopting new behaviors. Strategies that garnered the most public support included areas involving: preferential parking districts (residential on-street parking permits); better management and regulation of the existing on-street parking system (e.g., marked on-street stalls, increased parking enforcement); and ways to encourage or compel residents to prioritize the use of their driveways





and garages for car parking (e.g., widening driveways, using garages for parking rather than dwelling space or storage).

- Community Education: Many community members are unaware of the countless causes behind the parking issues experienced in their own community, some of which they themselves may be contributing towards and can help alleviate. Existing parking regulations are one such aspect of the needed community education which is essential to the integrity of South Gate’s public rights-of-way and on-street parking use. For instance, prohibitions related to parking large vehicles (i.e., greater than 7.5 feet wide) on residential streets; parking vehicles on the street for more than 72 hours in the same place; storing a non-operational vehicle on a public roadway for any longer than 12 hours; parking on a front lawn; and parking in a manner which blocks one’s own driveway. Targeted outreach and education on “good neighbor” parking behaviors and City regulations and the benefits they offer to the community is essential.

1.4 - Recommended Parking Strategies and Policies

Following are key action items recommended by this study:

- 1.) *Present the recommended parking policies, or “Guiding Principles”, described below and contained in this Citywide On-Street Parking Management Plan to City Council for adoption.*
- 2.) *Circulate this Plan to relevant city departments for future reference in leveraging the various “parking toolbox” strategies contained herein to mitigate on-street parking conditions in the short, medium and long term.*

Summary of Recommended Parking Policies

- Guiding Principle #1:
 - **Organize an internal Parking Task Force**
- Guiding Principle #2:
 - **Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets**
- Guiding Principle #3:
 - **Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement**





- [Guiding Principle #4:](#)
 - *Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking*
- [Guiding Principle #5:](#)
 - *Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space*
- [Guiding Principle #6:](#)
 - *Implement Public Parking Strategies*
- [Guiding Principle #7:](#)
 - *Implement a Community Educational Campaign*
- [Guiding Principle #8:](#)
 - *Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions*

Summary of Parking Toolbox Strategies

The Team's combined efforts of field parking utilization surveys and public outreach resulted in the development of various parking toolbox strategies which could be applied to address specific parking issues encountered throughout the City. Through a series of screening steps, the following measures have been recommended for the City to implement as part of a short-term (within 1 year), mid-range (5-year) and long-term (10-year) plan:

Short-Term Parking Strategies (within 1 year):

- Create a Parking Task Force to examine and address concerns raised in the Citywide On-Street Parking Management Study, and to guide the City's departments to implement the "Guiding Principles" and priority-list strategies developed in the citywide on-street parking action plan
- Remove/Reduce Red Curb Zones to Add Parking Space
- Stripe On-Street Stalls (Parallel)
- Increase Existing Code Enforcement
- Increase Parking Enforcement
- Allow Driveway Widening
- Develop an education campaigning program
- Involve Residents to Help Monitor/Enforce Parking Regulations
- Reach out to apartment owners to provide tenants with secure bicycle facilities to encourage more bike use and reduce auto ownership
- Improve public awareness of City-owned parking lots by installing wayfinding guide signage; publishing locations maps in visible places of public gathering or



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on the City's website; and/or notifying the public of available parking lots through local newsletters or social media outlets.

- Work with local schools to develop neighborhood traffic management plans (NTMP) which incorporate parking mitigation strategies for faculty, staff and students who currently park on adjacent residential streets

Mid-Range Parking Strategies (1-5 years):

- Expand Preferential Parking District (PPD) Program Citywide; Add New Streets
- Enter into an Agreement to Work with Union Pacific Railroad (UPRR) to convert UPRR property to parking
- Improve availability and awareness of public transportation services including bus stops and discounted bus fares in order to help reduce auto ownership
- Establish Shared Agreements for Overnight Use of City/School/Private Lots
- Develop Incentive Programs to Get Residents to Use Their Driveways/Garages, or Encourage Residents to Discard Their Old or Unused Vehicles
- Add, Purchase or Construct Parking Lots for Public Use
- Explore Potential Web-Based Parking Finder Applications

Long-Term Parking Strategies (5-10 years):

- Introduce Light-Rail (Eco-Rapid Transit) and Improve Connections to Destinations (First Mile / Last Mile)
- Reach out to businesses and explore feasibility of ride-sharing programs or parking incentive programs such as California's Parking "Cash-Out" Law (AB 2019) for employers who currently provide free parking
- Add More Citywide Bike Facilities and Active Transportation Program (ATP) infrastructure to Encourage Non-Motorized Modes of Travel
- Devise phased implementation plans to implement each of the short-term, mid-term and long-term strategies outlined in the Citywide On-Street Parking Study, based On prioritized factors such as City resources, funding, and the changing organization of local Community needs and demands.
- Oversee City staff implementation of parking programs
- Continually seek ways to improve city staff's coordination of parking-related planning and engineering activities with the reporting, monitoring and tracking of parking issues carried out by the City's Police Department/Parking Enforcement, and Zoning Code Enforcement personnel.
- Provide an Annual progress report to the City Council for review

Detailed information on the above measures are provided in the final section of this report.





Introduction

2.1 - Background / Study Need and Purpose

This report documents findings from a study that was commissioned by the Public Works Department of the City of South Gate, California. The study was conducted to inventory and analyze local on-street parking conditions and constraints throughout the City during various time periods of the week and Saturday, and to prepare recommendations that will provide the City with a tool box for practical strategies to address the different parking issues, including:

- Identifying existing observed parking deficiencies, particularly in residential neighborhoods, including their location and potential causes.
- Addressing immediate parking issues (i.e., quick fixes or “short-term” strategies).
- Addressing larger parking issues as part of an overall “toolbox” strategy to allow the City address its parking problems over longer, more gradually planned time frames.
- Positioning the City to better accommodate all ranges of future parking demands and shortages through planning strategies which reduce auto dependency and demand, and improve parking capacities and the utilization of existing storage, such as multi-modal/non-motorized projects, improved redevelopment policies

Recently, the City of South Gate has dedicated a significant effort to reanalyze its long-standing issues with curbside parking shortages on city streets, particularly through residential areas around the City. A variety of factors contribute to the noticeable on-street parking shortages encountered when driving through residential neighborhoods. The City of South Gate is ranked the 53rd most densely-populated city in the nation, behind nearby Cities of Hawthorne (#47), Lynwood (#42), Bell (#40), Lawndale (#30), Bell Gardens (#23), Huntington Park (#15), Cudahy (#13) and Maywood (#9) in Los Angeles County.

With such a high population density comes a higher-than-average number of dwellings per parcel, families per dwelling, and vehicles per square mile, yielding a higher chance of car ownership and thus parked vehicles per square mile. In addition, many of the denser neighborhoods in South Gate are highly auto-dependent, reflected by above-average car ownership rates as high as 3 vehicles or more per household citywide³; and 4+ cars per property in some of the denser neighborhoods such as Zone 3-SE/Zone 4-SW⁴, which is in the 99th percentile range of residential neighborhoods in the nation.

In addition, for many residents of South Gate there exist few viable alternative travel mode options besides the automobile to commute to work, shop and carry out regular errands.

³ Source: CLR Choice, Inc. – <http://clrsearch.com>

⁴ Source: Neighborhood Scout – <https://www.neighborhoodscout.com>





Presently, there are only a handful of public bikeways available to bicyclists in South Gate. They are located on the following streets and alignments:

List of Existing Bikeways in South Gate

- ***Los Angeles River Bike Path*** – From the North City Limit to the South City Limit
- ***Rio Hondo Bike Path*** – From the North City Limit to the South City Limit
- ***Southern Avenue Bike Path**** – From West of Truba Avenue to Burke Avenue
- ***Gardendale Street Bike Lanes*** – From Garfield Avenue to the East City Limit
- ***Alexander Avenue Bike Lanes*** – From Southern Avenue to the South City Limit

* Located along the Los Angeles Department of Water and Power (LADWP) Utility Right-of-Way, parallel to the north side of Southern Avenue

The above bicycle facilities within South Gate serve as important alternatives to single-auto travel; however, as they are the only designated public bikeways within the entire City a great majority of residents still do not have sufficient access or reason to utilize them in place of owning a car to meet their transportation needs. Much of the residential parking shortages can be attributed to the inefficient use of other available, existing off-street parking facilities. For example, a large number of residents were observed to be occupying curbside parking space when there was sufficient storage available in residents' own driveways. In some areas, patrons of commercial properties were forced to use nearby available on-street parking when business parking lots were at-capacity. Other non-residential users were found to occupy curbside parking areas during "surge" times of the day; for example, parents of students temporary parking on-street during school pick-up and drop-off hours, or automotive sales/repairs shops storing vehicles on the street rather than on designated off-street lots, during normal business hours.

Other on-street parking shortage factors were found to be based in physical design constraints, which oftentimes influenced the behavior of drivers to voluntarily park their cars in the available space on private driveways. The predominant driveway standard in the City of South Gate is the single car-width driveway. Many cities provide 16-18 foot standard driveway widths for a single- or multi-family dwellings; however, most residential driveways in South Gate are only about 8-10 feet wide and do not flare out into the depth of the property. In addition to being aligned perpendicularly with the roadway and not allowing for a wider turning path with safe sight against toward traffic, this pre-existing design feature can potentially discourage residents from utilizing their own driveways and to park on the street. This impediment is further highlighted where multiple cars are parked in the driveway in front of the last parked vehicle. Due to the narrow width and typical inability to park side-by-side, cars parked head-in toward the back side of the driveway can effectively become "locked in".

Many other on-street parking constraints and issues have been identified, and are addressed in the Conclusions section.





2.2 - Methodology

The parking study was conducted on a citywide scale, within six (6) major designated areas numbered 1 through 5N and 5S, defined by the City of South Gate as the City’s major neighborhood “zones”. The first step consisted of the following two major tasks:

- Field scoping and meeting with the City to identify:
 - Field survey routes and regulatory traffic and circulation conditions that might bear on existing parking activities and on the field survey effort (e.g., street sweeping, trash collection, utility work and road closures, etc.).
 - Locations of the on-street parking supply and demand routes
 - Area pertinent data to collect in the field; and
- An inventory of the existing supply of curbside, on-street parking and public off-street parking lot along Tweedy Mile and around South Gate Park.
 - Included geotagged photos, details and locations of all existing curbside fire hydrants (where parking is prohibited by law), prohibitive parking signage and painted curb sections to regulate temporary and permanent parking activities. Data was collected by multiple field staff members using hand-held *iPad-Air2* tablets with *GeoJot+* asset management software installed.



Sample of Tablet-Based Parking Occupancy Inventory/Audit



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As shown above, Minagar has provided the City of South Gate with a comprehensive database of these three on-street parking factors—on-street parking signage, painted curb sections, and fire hydrant locations—located and identified during the walking/tablet survey. The raw data was sorted, reassembled into individual assets and combined onto a unified Google Earth map (.kmz file). Using Google Earth Pro, the City of South Gate may identify, view the most recent photo of, track and inventory the quantities and locations of any parking sign, painted curb or fire hydrant located in the field at the click of a button. Each parking asset may be toggled on or off on the live map, and the City may choose to export any variety of datasets from the file into Microsoft Excel spreadsheet format.



As an example, if the City wishes to identify and re-assess the locations and details of all time-limited green parking in the City, this data may be selected from the Google Earth map and exported into a spreadsheet containing a line-by-line list of each green sign/curb, the lat/lon geographic coordinates of each asset, and the specific time duration specified on the sign.

The second step included an intensive on-street parking occupancy (demand) count program, conducted also on select city public lots, by which all citywide streets were driven and dashcam-video recorded to observe the number of occupied parking stalls and spaces in each direction, four (4) times each day over a span of several weeks including a typical weekend daytime shopping period on Saturday. Included the following time periods:

- Weekday Morning (AM) Period: 8:00am – 10:00am
- Weekday Mid-Day (MD) Period: 11:00am – 1:00pm
- Weekday Afternoon (AN) Period: 2:00pm – 4:00pm
- Weekday Evening (PM) Period: 4:00pm – 6:00pm
- One (1) sample neighborhood covering street sweeping times during the day
- One (1) sample neighborhood survey covering nighttime parking activity between the hours of 6:00pm and 10:00pm.





Sample of Dash-Cam Video Parking Occupancy Windshield Survey

The third step consisted of two analytical exercises. The first exercise consisted of evaluating **parking utilization**—that is, comparing and contrasting the available curbside parking occupancy (demand) at different times of the day with the available on-street parking supply during those times. The parking utilization analysis focused on identifying streets and

Basics of Parking Utilization

Parking Utilization looks at the number of parking spaces that are occupied versus those available at certain points of the day. This is generally described using the percent of parking capacity that is occupied.

For instance, the south side of an east-west running city street block where there is space for 20 cars to park along the curb between residential driveways, with 15 parked vehicles during a given time of the day, has a parking utilization rate of 75 percent during that time.

A maximally acceptable utilization rate for on-street parking is generally 85 percent. At this point, a driver can expect to find 1 free space for every 7 occupied. Above 85%, parking is beyond the functional capacity of the curb lane, causing driver (e.g., residents) to circle in search of a vacant space or use private driveways to park their car.

The example block described above would have available curbside space on the street for 5 more cars.



areas within each zone, times of the day and days of the week where parking activity was consistently high. This analysis, conducted on a block-by-block basis, identified the available parking supply, by block, and compared that supply to the existing number of off-street stalls that were counted during the days and hours of the inventory.

The fourth step in the study included presentations to City staff, and later to the local community and residents, the City Planning Commission, the Parks and Recreation Commission Citizen's Advisory Committee, the executive team and the City Council.

3 - Analysis

Following the field data collection effort, Minagar & Associates, Inc. assigned its in-house staff to manage the geocoded data collected from the field. Minagar staff developed a comprehensive on-street parking network model using *Microsoft Excel* to lay out the City's street system and on-street parking facilities in an organized, spreadsheet format. The workbook was coded and structured to clearly depict the inventoried on-street parking facilities, and to calculate and visually illustrate on-street parking trends from street to street, zone to zone, and between periods of the day.

The number of parking stalls per block was calculated as follows:

1. Establish the effective length of a typical curbside parked car. The effective length of a curbside parked car consists of the length of the car itself plus the additional buffer space between it and another contiguously parked car. Based on *A Policy on Geometric Design of Highways and Streets* ("Greenbook")⁵ the length of a typical passenger car design vehicle is 19 feet. In reality, modern sedan models are typically 14.5 to 16 feet in length, typical pick-up trucks range between 16.5 and 18 feet, some estate cars exceed 16 feet, and heavy duty pick-up trucks reach up to 19 feet in overall length. In order to establish a uniformly representative vehicle length dimension, a value of 16 feet was chosen as that which represents the length of the average passenger car parked on a residential street in South Gate.

In terms of the buffer space between parked vehicles, Minagar & Associates, Inc. conducted spot field measurements which revealed that this length ranged between 1 and 3 feet, depending on various factors such as the amount of open curb space

⁵ American Association of State Highway and Transportation Officials (AASHTO, 2018). *A Policy on Geometric Design of Highways and Streets*, 7th Ed. Chapter 2 Design Controls and Criteria, Exhibit 2-1. Design Vehicle Dimensions (US Customary), p. 17.



both in front of the adjacent car and the space remaining behind once parked, driveway location, and basic driver preferences. A typical on-street parking space buffer between vehicles was therefore selected as 2 feet.

Combining the above vehicle length and parking buffer dimensions, an effective on-street parked car dimension of 18 feet per car was established. This 18-foot effective parked car length was further verified by measuring the lengths of several samples of chains of cars parked along the curb in different residential neighborhoods, which continuously measured out with car-to-length ratios of 1:18 (e.g., 36 feet for two cars, 54 feet for three cars, 72 feet for four cars, etc.). A review of other similar cities in the area, such as Maywood and Lynwood, reveal that marked on-street parking stalls ranged in length from 17 feet for an isolated space between driveways, up to 22 feet for larger marked stalls. For capacity estimating purposes in the utilization analysis, however, 18 feet was used as the empirically-derived typical parked car length on residential streets. This is due to the need to factor in local conditions and driver preference which reflect both the absence of marked on-street parking stalls and to some degree a willingness to accept tighter parking conditions due to the scarcity of available curbside parking. It should be noted that for design purposes, the length dimension of an actual designated on-street marked parking space running parallel to the curb in the City of South Gate would be preferably longer, typically 20 feet. The *California Manual on Uniform Traffic Control Devices (CAMTUCD)*⁶ states that the desirable dimensions of a curbside parking stall—for parking meter purposes, for example—are 8 feet wide by 24 feet long, with a preferred minimum length of 20 feet.

2. Determine the unregulated curbside parking supply. The unregulated curbside parking supply represents the total curbside space of a block face, exclusive of curved portions at intersection corners; regulatory controls such as parking signs, red painted curbs, and implicit No Parking zones at fire hydrants; and physical obstructions to vehicle or pedestrians access such as driveways and curb ramps. The long side length of residential blocks in the City of South Gate range anywhere from about 800 feet to 1,400 feet. Aerial imagery of each block face was reviewed on *Google Earth Pro*. Using the software's digital measuring tools, the unregulated curbside parking supply was calculated as a measure of [total length] ÷ [18 feet effective length per car]. For a typical 900-foot block in the City of South Gate, this would equate to roughly 50 cars which could ideally park on-street along a continuous curb in the absence of driveways and parking regulations. It is once

⁶ California Department of Transportation (Caltrans, 2019, March 29). *California MUTCD 2014 Edition, Revision 4*. Section 3B.19 Parking Space Markings, Item 11, p. 685, accessed 29 May 2019 from http://www.dot.ca.gov/trafficops/camutcd/docs/2014r4/CAMUTCD2014-Chap3B_rev3.pdf





again important to note that, as mentioned in Step #1 above, in contrast to using a design dimension of 20 feet as with the case for an on-street marked parking stall, the 18-foot effective parked car length used in this step is relevant to the parking supply calculation (and by extension, the parking utilization analysis) because of its efficacy to produce a realistic parking utilization percentage when coupled with field-counted parking demand volumes. For example, a 75-foot curb length between two driveways can yield different on-street parking capacities, depending on the assumed parked car length. Using a 20-foot-per-car length would yield a capacity for 3 parked cars, assuming that a fourth car would elect not to obstruct driveway access. During the subsequent field data collection, however, under saturated parking conditions the unmarked 75-foot curb length would unquestionably incur a parking demand of 4 contiguously parked cars. Under the former assumption of 20 feet per car, the parking utilization would be overestimated by a difference of 33%, whereas under the latter assumption, the parking utilization would be estimated more accurately. The California MUTCD provides useful material on this matter, and in a typical design situation where on-street parking stalls are to be marked parallel to the curb, Figure 3B-21(CA) in Chapter 3B of the CAMUTCD would need to be considered.

3. Determine the regulated curbside parking supply. Using the geocoded Google Earth map database developed from the tablet/field surveys, curbside sections of the parking lane with fire hydrants, 24/7 No Parking Signage, red curb paint and driveways were noted and used to deduct the appropriate amount of parking space from the unregulated curbside parking supply to determine the curbside parking supply used in the parking utilization calculations.

The collected parking data was analyzed to better understand the following:

- The overall nature of on-street parking conditions throughout the City with respect to parking behavior, supply vs. capacity, and potential root causes of recurring parking deficiencies.
- Potential opportunities for implementable parking strategies, such as shared private/public parking, resolving impacts of commercial business on residential parking areas; short-term fixes (e.g., red curb rollback, reducing parking restrictions, expanding the City's Preferential Parking District (PPD) to new or modification street segments; opportunities to incentivize an increase in the use of public transit and/or bike facilities).



3.1 – Parking System Inventory

The study area for the parking study was divided into six “zones” numbered sequentially from west to east, as defined below. For purposes of more granular analyses each zone was divided into a maximum of three additional sub-zones, typically by South, Central and North neighborhoods defined around the City’s major east-west arterials (e.g., Firestone Boulevard, Southern Avenue and Tweedy Boulevard).

List of Citywide Parking Survey Zones:

- Zone #1 – Neighborhoods between Alameda Street on the west, and Long Beach Boulevard on the east.
- Zone #2 – Neighborhoods between Long Beach Boulevard on the west, and California Avenue on the east.
- Zone #3 – Neighborhoods between California Avenue on the west, and Alexander Avenue on the east.
- Zone #4 – Neighborhoods between Alexander Avenue on the west, and the L.A. River / I-710 Freeway on the east.
- Zone #5N – Neighborhoods east of the L.A. River/I-710 Freeway and north of Imperial Highway.
- Zone #5S – Neighborhoods east of the L.A. River/I-710 Freeway and south of Imperial Highway.

On-street parking spaces were counted to include both legally useable, unmarked curbs permitting on-street parking; and marked curbs permitting the use of temporary parking. Throughout the course of the Project, construction of major infrastructure and hardscape improvements along the length of Firestone Boulevard west of I-710 remained ongoing. Therefore, due to the frequent and unpredictable on-street parking lane closures, curbside parking on Firestone Boulevard was not counted toward the overall parking supply as part of this project. The inventory of parking spaces and parking stalls showed that there is a total of about 31,307 total unmarked on-street parking spaces available citywide (i.e., not prohibited for use by the public on a permanent basis, such as red curbed zones or at fire hydrant locations). Of this total, approximately **15%** (14.96%) are located in Zone #1 (4,683); **22%** (21.58%) are located in Zone #2 (6,757); **23%** (22.51%) are located in Zone #3 (7,047); **22%** (22.35%) are located in Zone #4 (6,996); **6%** (6.29%) are located in Zone #5N (1,968), and **12%** (12.32%) are located in Zone #5S (3,856). **Table 1** breaks these totals out by study area segment. The average number of available parking spaces perblock is approximately **16 spaces**, with an average rate of 17 spaces/block throughout Zone #1, 15 spaces/block in Zone #2, 18 spaces/block in Zone #3, 15 spaces/block in Zone #4, 18 spaces/block in Zone #5N, and 17 spaces/block in Zone #5S.



FINAL REPORT
Citywide On-Street Parking Management Plan (City Project No. 590-RPT)
 City of South Gate Public Works Department – Engineering Division

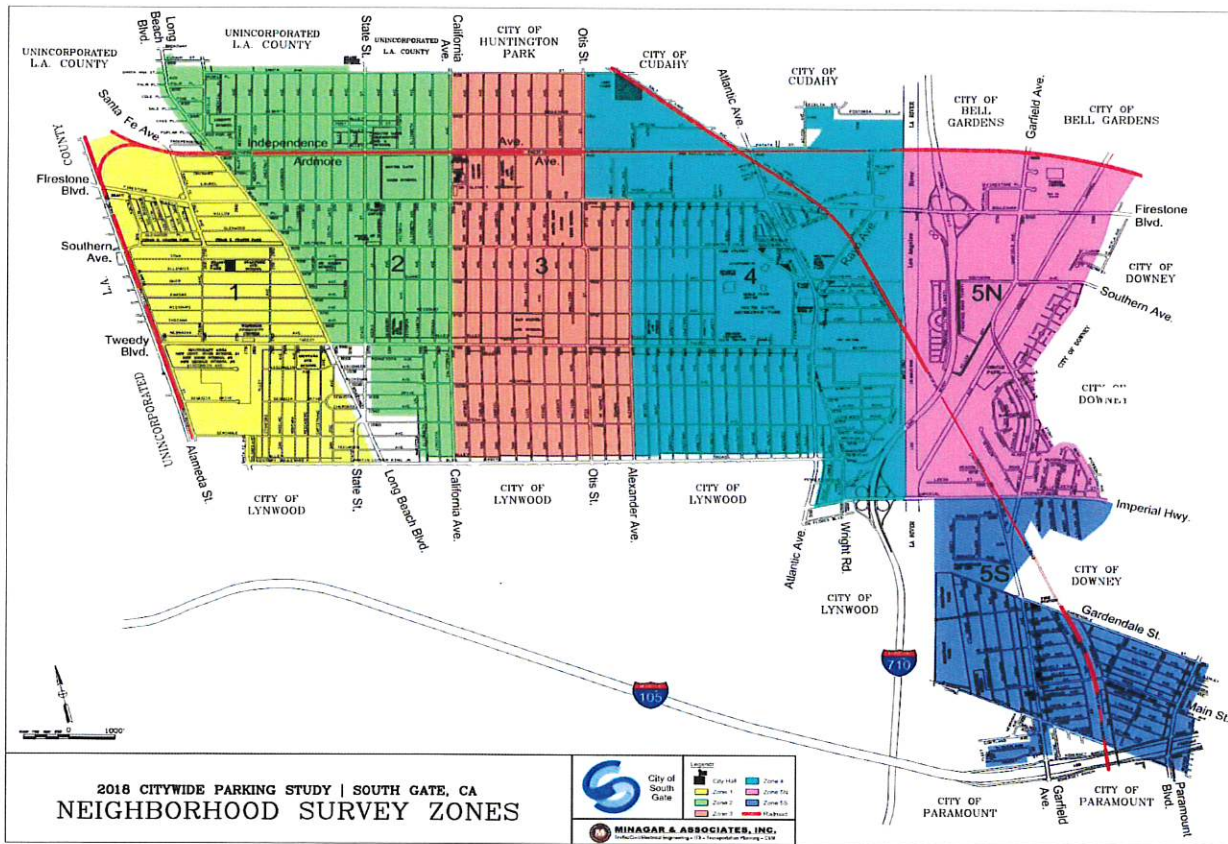




TABLE 1
Citywide On-Street Parking Supply, by Zone and Sub-zone

Zone #1 - between Alameda St. & Long Beach Blvd.	4,683
<i>North - north of Firestone Blvd.</i>	251
<i>Central - between Firestone Blvd. & Tweedy Blvd.</i>	2,517
<i>South - South of Tweedy Blvd.</i>	1,915
Zone #2 - b/w Long Beach Bl. California Av.&	6,757
<i>North - north of Firestone Blvd.</i>	3,475
<i>Central - between Firestone Blvd. & Tweedy Blvd.</i>	2,328
<i>South - South of Tweedy Blvd.</i>	954
Zone #3 - b/w California Av. & Alexander Av.	7,047
<i>North - north of Firestone Blvd.</i>	1,744
<i>Central - between Firestone Blvd. & Tweedy Blvd.</i>	2,537
<i>South - South of Tweedy Blvd.</i>	2,766
Zone #4 - b/w Alexander Av. LA River/I-710	6,996
<i>North - north of Firestone Blvd.</i>	311
<i>Central - between Firestone Blvd. & Tweedy Blvd.</i>	3,115
<i>South - South of Tweedy Blvd.</i>	3,570
Zone #5N - East of LA River/I-710 (North of Imperial Hwy.)	1,968
Zone #5S - East of LA River/I-710 - (South of Imperial Hwy.)	3,856
<i>North - north of Gardendale St.</i>	570
<i>West - west of Union Pacific R/R</i>	2,152
<i>East - east of Union Pacific R/R</i>	1,134
TOTAL	31,307

3.2 – On-Street Parking Occupancy Counts

Initial Video/Windshield Surveys

Parking occupancy was counted during the Summer months of 2018. The counts were originally conducted on typical weekdays, with specific survey days scheduled between Monday and Friday on the basis of the need for field surveyors to circumvent street



sweeping routes and avoid the collection of partial curbside parking counts. The occupancy counts were taken by reviewing windshield survey footage of each street collected during four different time periods during the day on weekdays. The four time periods were chosen to cover peak parking periods in the morning (AM/school drop-off period), mid-day (MD/lunch period), afternoon (AN/school pick-up period), and evening (PM/commuter period) hours in an attempt to capture critical parking issues in both commercial and residential areas. Saturday counts were conducted from 10:00am to 2:00pm to cover the peak shopping period during the typical mid-day period.

Follow-up Video/Windshield Surveys

Following the completion of this initial data collection plan, Minagar & Associates, Inc. had subsequent discussions with City staff regarding two additional concerns: (1) on-street parking utilization during street sweeping hours, and (2) on-street parking utilization during the late night hours, based on a commonly held presumption amongst citizens and city officials that peak on-street parking activity occurs at nighttime when residents are expected to all be home and generating the highest demand for cars parked on the street. Based on these discussions, Minagar conducted two additional sample parking occupancy surveys on Wednesday, November 14, 2018, to assess each issue on a smaller, controlled scale. The resulting data was then used to project how each issue would impact on-street parking throughout the rest of the city, and on different days of the week.

The first set of sample parking occupancy counts was conducted in the central part of Zone #2 between the hours 8:00AM and 10:00AM, which is posted with No Parking signage (for street sweeping purposes) on one side of each street between the hours of 7:30AM and 11:30AM, generally. The first additional survey area was limited to the residential neighborhood bound by Long Beach Boulevard on the west, Dearborn Avenue on the east, Southern Avenue on the north, and Tweedy Boulevard on the south. The second set of sample counts was collected later that night in the southern part of Zones #3 and #4 between the hours of 6:00PM and 10:00PM, during which time it was conveyed to Minagar that on-street parking demands were perceived to be at their highest. The second additional survey area was limited to the residential neighborhoods bound by Tweedy Boulevard on the north, Abbott Road on the south, Otis Street on the west, and Atlantic Avenue on the east.

3.3 - Parking Utilization Findings

The following section describes parking utilization throughout the City. Utilization patterns are examined by time of day, day of week, and geographic zone location. The findings of the



parking utilization analysis reveal that there is an average on-street parking utilization, on a citywide basis, of 64% between the hours of 8:00AM and 6:00PM when street sweeping is not considered as a capacity-limiting factor. While a 64% parking utilization rate may suggest that existing on-street parking conditions are generally acceptable in the City, a more detailed look reveals that this is not necessarily the case for three important reasons, which thus require a more granular analysis. The first reason is that many long stretches of arterial streets in the City (especially in industrial type zones in Zones 5N and 5S) are devoid of any on-street parking activity all throughout the day, the resulting aggregation of which positively affects the weight of the City's overall parking utilization and somewhat misrepresents the City's most parking sensitive areas; namely, that of densely populated residential streets with limited on-street parking capacities.

For example, the most critical parking utilization issues were found to be located on the west side of the City in Zones 1, 2 and 3, and less so in Zones 4 and 5N/5S. During the weekday PM survey period (4:00-6:00pm), for example, Zone #1 on the whole is parked at 80% utilization, and Zone #2 is parked at 81% utilization. On the weekend, Zone #1 is parked at 74% utilization; Zone #2 is parked at 92% utilization; and Zone #3 is parked at 93% utilization. According to this data, the available supply of on-street parking spaces in these highly-parked areas would be about only one or two spaces per typical block.

The second reason is that the initial set of parking occupancy data was collected specifically outside of street sweeping hours, in order to capture an ideal situation in which both sides of each street are being utilized for parking purposes when street sweeping is not occurring. While this time parameter is a reasonable one to incorporate into the data collection—considering that street sweeping restrictions account for only about 10% of the time that any given street is prohibited for daytime curbside parking between Monday and Friday—it does not take into account the “spillover effect” that occurs when street sweeping causes on-street parked cars to relocate not onto private driveways but to the other side of the street.

Thirdly, from the additional nighttime survey it was determined that the sample survey zone in the southern part of Zones #3 and #4, was indeed parked at a higher utilization rate than during any other time of the day. While the PM period parking occupancy evaluation revealed a utilization rate of 61%, the follow-up survey conducted at night after 6:00PM showed that the total on-street parking demand increased further by about 15%, yielding a nine percent increase in the overall on-street parking utilization rate to 70%. Therefore, while the City's streets may not experience an overall parking deficiency at all times of the day and all days of the week, this does not discount the fact that many streets experience unacceptably oversaturated parking conditions at specific times of each day and



week which must be addressed, particularly during the weekday and weekend nighttime hours.

To expand on the third point above, Minagar estimated the on-street parking utilization for the remainder of the City based on an extrapolation of the data from the follow-up sample nighttime survey runs in Zones #3 and #4. Using this data, and not including any potential on-street parking capacity reductions for commercial streets swept after midnight, we increased all parking demands for Zones #1-5 by a similar +15%, which yielded the following nighttime on-street parking utilizations:

- Zone #1: 92% (+12% increase from 4-6pm)
- Zone #2: 93% (+12% increase from 4-6pm)
- Zone #3: 77% (+10% increase from 4-6pm)
- Zone #4: 68% (+9% increase from 4-6pm)
- Zone #5N: 46% (+6% increase from 4-6pm)
- Zone #5S: 58% (+8% increase from 4-6pm)
- Citywide: 76% (+10% increase from 4-6pm)

A complete summary of the parking utilization analysis is found on the attached tabulations accompanying this report.



4 - Public Outreach and Feedback

4.1 - Overview and Approach

Building on the results of the in-field parking utilization analyses, the public outreach phase helped to ensure that (1) our observations were in-line with what the community was experiencing; (2) that neighborhood-specific priorities could be taken into account, as indicated in Tables 4 through 6 and discussed below, and (3) that each strategy moving forward would be supported by public acceptance that correlates with South Gate's local context. In order to first verify that our identified parking issues matched the understanding and experience of local residents and businesses, the Team engaged with the City and residents in several ways, including focus groups, community input sessions and online/write-in surveys. The goals of the public outreach were as follows:



- Present the preliminary findings of the citywide data collection effort and parking utilization analyses. The public outreach meetings provided a good opportunity to build awareness of study purpose, present to the public the findings of the field data collection and existing parking utilization analyses, discuss the issues identified by our Team to be driving the current on-street parking problems, and present some practical short-term, mid-range and long-term strategies to resolve these particular issues.
- Understand the daily on-street parking experience of South Gate residents, and ascertain what the public believes are some of the best ideas available to try and resolve these issues. What are the biggest problems from a resident's perspective? When/where/how are they happening, and what might be done about it? Public input from the community meetings helped the Team gain information on residents' daily experiences with on-street parking in various neighborhoods throughout the City, as well as identifying what are the current challenges and barriers to improve



the current parking experience. The findings of the parking utilization assessment revealed that on-street parking in residential zones comprised the vast majority of the City’s parking deficiencies. Therefore, while the Citywide Parking Study intends to address the concerns and interests of all relevant users—including residents, businesses, visitors, guests, and the non-motorized traveling public—the community engagement effort made sure to place the experiences and concerns of local residents at the center of these discussions and the development of potential strategies and solutions.

- Ensure that future parking-focused programs, policies and implemented strategies align with local community, regional and statewide initiatives. The City of South Gate wishes to promote a greater vision to improve the quality of life for its citizens and businesses, a vision which includes revitalizing communities to produce lower auto dependencies, higher public transportation usage rates, and provide an improved master plan for circulation and access. The public outreach sessions with residents and businesses provided some insight on how our proposed recommendations would scale to this long-term vision, how each strategy would be received by the public and how they might work within South Gate’s city and regional context. Obtaining and documenting public feedback on citizens’ current views about regional and long-term strategies such as light rail transit, active transportation and public transportation improvements will help to ensure that this project remains relevant to local needs and that potential policy changes in the future will remain in line with regional and statewide initiatives.

The project team conducted several different activities to obtain public input, including eblasts, write-in surveys, community meetings and online feedback questionnaires. The feedback solicitation focused on first identifying the spectrum of parking issues experienced by residents on a day-to-day basis, and then establishing a consensus as to what are the biggest perceived problems facing on-street parking and what the public believes to be the most and least effective solutions to these problems. Together with city staff, Minagar & Associates, Inc. worked with its public outreach consultant, KPA, who has extensive experience with bilingual community engagement processes, to facilitate the various outreach sessions.

As discovered in the “Show of Hands” surveys conducted for the community meetings in Zones 2 through 5, a popular view held by at least one third of the participating public is that the solution to the ongoing parking problems will require the active assistance and cooperation from residents themselves, a partnership between the residents and City staff, and would likely involve a combination of different programs. Therefore, the City of South





Gate’s partnership with residents will not simply be about informing residents, but rather will have residents help to inform (and in some special cases, enforce) decisions by developing a process of a shared decision-making.

As discussed in detail below, the specific methods and level of participation of residents and businesses will depend on the type and importance of each strategy, so that different neighborhoods and stakeholders will have varying levels of participation in certain situations. Up to this point, our Team has simply sought input and feedback from participating residents and businesses. However, as the City develops its on-street parking management plan moving forward, a greater level of participation will be needed to involve residents and Neighborhood Watch leaders as “experts on the ground” to direct neighborhood-specific parking policies and augment the capabilities of the city staff. To do this, the implementation paths for each short-term, mid-range and long-term strategy includes a list of logistical issues, regulatory considerations and potential tradeoffs—for example, the tradeoff between implementing a new parking permit zone to manage on-street parking demands versus the added time/energy and financial burden for residents to manage guest parking and also annually renew their permits—so that neighborhood-specific solutions are driven by the direct support of its own residents.

A total of five community meetings were held to collect input from community members for the Citywide Parking Study. Each meeting presented the same content in the same format. Following is a summary of the meetings. The City of South Gate distributed 26,200 community flyers citywide door-to-door. KPA e-blasted meeting notices three times to the City’s Neighborhood Watch Captains and other community members who had provided their contact information during two pop-up events held in Spring 2018. In addition, KPA contacted by phone all Captains and sent a personalized follow-up email with an attached flyer asking Captains to distribute to their neighbors and social networks.

Mr. Arturo Cervantes, the City of South Gate Assistant City Manager and Public Works Director, opened four of the community meetings, welcomed participants, and served as moderator. Mr. Jose Loera, City Traffic Engineer, moderated the fifth community meeting. They introduced the Study, described its goals and objectives, and stated that the City of South Gate is conducting a Citywide Parking Study to identify all issues and quantify them, and then create short-range, mid-range and long-range practical solutions to address the most pressing concerns. As discussed above, the purpose of the meetings was to share with the public the data that has been collected through the study; provide a forum for the public to share the parking challenges that they are experiencing in their neighborhoods; present preliminary ideas as possible practical solutions; and ask the community to provide their opinions.



Using a PowerPoint, Mr. Fred Minagar from Minagar & Associates, Inc., presented the parking utilization analysis by first describing the data collection process used to quantify parking issues and causes in the City. The findings of the Parking Utilization throughout the City were described in terms of the percentage of parking supply versus the amount of parking demand, measured and documented through field studies during which the technical team drove all city streets utilizing dash cameras and handheld GPS asset trackers. The findings of the parking utilization analysis, coupled with field observations of parking behaviors, resulted in the documentation of key causes contributing to parking issues were presented. Examples of key issues included South Gate’s dense population; the high level of car dependency; City street regulations (e.g., placement of red curbs on City streets); public behaviors (e.g., non-use of garages and driveways, drivers that park their cars in the center of limited area on the curb, taking up two spaces rather than allowing space that another driver can use; and the lack of code and parking enforcement. A detailed description of the issues is provided in the next section.

Minagar then presented ideas for potential practical solutions. At this stage, the list of strategies did not constitute an exhaustive list of recommended measures. It was explained to the public that these ideas—categorized by *Short-term*, *Mid-term* and *Long-term* implementation time frames—were intended as preliminary concepts only, with the purpose of the meeting being only to collect further opinions from the community in order to refine these concepts. The following is a sample of strategies presented during the community meetings:

Preliminary/Conceptual Strategies Presented at Community Meetings

Short-term (can be implemented in less than 1 year)

- Reduce red curbs to increase on-street parking space
- Stripe parallel on street parking stalls
- Increase enforcement by adding/hiring new parking code enforcement officers
- Promote public transit services/provide public information
- Promote use of city parking lots
- Allow driveway widening on private property
- Remove barriers to “Driveway Sight Angles”; driveway red-tipping

Mid-term (can be implemented within 3-5 years)

- Create an Ordinance to reduce 15-foot required parking distance from fire hydrant to 10-feet.
- Consider angled parking on wider street
- Develop Active Transportation Plans including walking and biking networks





- Design and build new and improved pedestrian paths on school routes and shopping centers
- Encourage employers on Ridesharing Incentive Programs

Long-term (can be implemented within 5-10 years)

- Expand Citywide Parking Enforcement Program
- Invest in Long-Range Transportation Alternatives (e.g., EcoRapid Light Rail)
- Implement the City’s Bicycle Facility Master Plan
- Expand the City’s Preferential Parking Districts (PPD) Program (Residential Parking Permits)
- Invest in “First-Mile/Last-Mile” Improvements and Enhancements

The five community meetings held featured the same presentation and format. Each meeting was specially designated to one of five zones established by Neighborhood Watch (i.e., Zones 1, 2, 3 4 and 5N/5S), although community members were invited to attend any meeting that they wish. Public input on the perceived cause(s) of parking problems, and potential paths to resolve these issues, was solicited through direct participation at each meeting, including “show of hands” surveys, individual testimony, and write-in surveys. The solicitation of public input at each meeting involved the sharing of residents’ and businesses’ perceived cause(s) of parking problems and potential paths to resolve these issues, through direct participation such as “show of hands” surveys, individual testimony, comment cards and write-in surveys. Table 2 below summarizes the tally of verbal and written feedback returned at each meeting:

TABLE 2
Summary of Input/Responses from Community Meetings

Meeting Date/ Location	No. of Attendees	No. of Comments		Total Comments
		<i>Verbal</i>	<i>Written</i>	
January 10, 2019/City Hall	70	32	15	47
January 14, 2019/City Hall	68	31	6	37
January 16, 2019/City Hall	71	34	12	46
January 17, 2019/S.G. Park	137	26	6	32
January 22, 2017/S.G. Park	47	25	8	33

Community comments have limitations, and should be considered qualitative in nature. Perception seemed to dictate the sentiments of the community, and



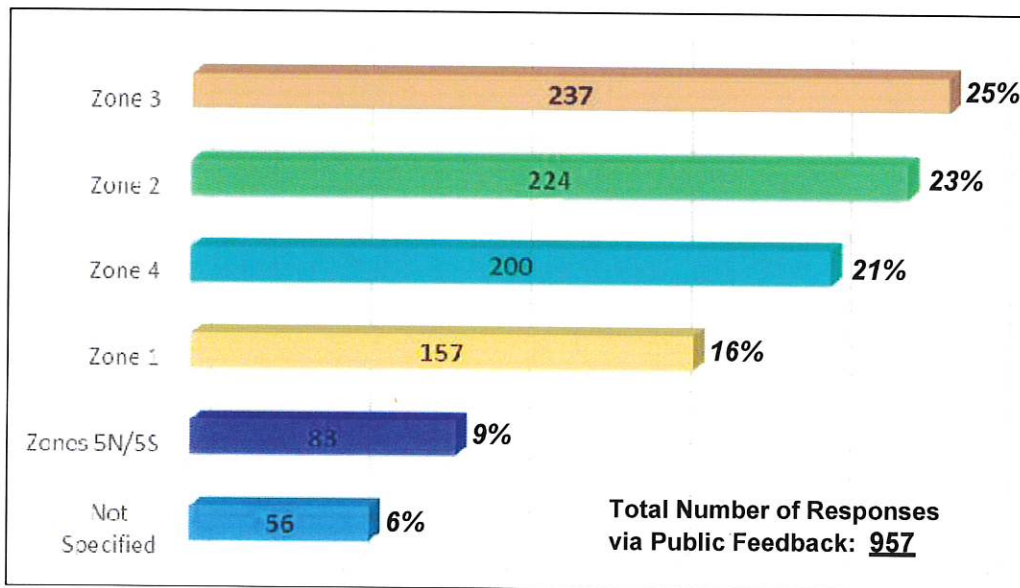
therefore the comments, and in many cases comments could not be substantiated by facts. To this end, the data collected during community meetings should not be accepted as a scientifically or statistically-valid representative of the greater population of the South Gate, since opinions are collected from a self-selected audience of community members who choose to attend the public meetings. Rather, it should be thought that the comments simply reflect opinions by which the project team can begin to determine trends of commonly shared issues. In any case, the consultant team accepted into account all opinions and suggestions submitted by community members throughout the public input process. Further testing of issues in their local contexts should be conducted prior to implementing parking strategies.

In the appendix section of this report is a series of matrices compiled and organized to reflect the most frequently mentioned issues and supported potential strategies, according to those who spoke at the community meetings and submitted written comments. The City also extended an open invitation for community members to submit comments to the city staff outside of the public meetings, via email or by phone call. Approximately 14 comments were received in that manner, and each was incorporated into the attached matrices. It should be noted that while public comments and tallies are categorized by Meeting Date/Zone, community members were invited to attend whichever meeting was most convenient even if outside their residential zone, and therefore tallies may not necessarily reflect 100% of the opinions of community members residing in each zone. In addition, the project team developed an online survey for South Gate residents to take and provide feedback on parking issues and solutions. A combination of multiple choice responses and custom comments from individuals was returned over a one-month period. A total of 762 residents participated in the online survey.

After compiling the various individual and group responses obtained from each community zone meeting and the online surveys, an analysis was conducted on the complete data set to understand the nature the public feedback. Verbal and written comments, as well as the “show of hands” surveys were categorized in terms of either describing a particular parking issue or concern, or being in support of or against a particular corrective strategy. Similarly, the online surveys were categorized in terms of public support for or against a particular recommendation or parking strategy, as well as other areas of inquiry such as support for parking permits, city parking policies, and level of willingness to participate in various parking demand reduction strategies. From these assessments Minagar was able to generate a list of the most common perceived parking issues and solutions, from the public’s perspective, from the various public input forums.



TABLE 3
Volume of Individual Public Responses, by Zone (Highest to Lowest):
All Modes of Public Feedback



4.2 - Issues Raised by the Community

Based on the totality of the public feedback, we see that there are several specific issues which residents frequently cite as contributing factors to the ongoing on-street parking problems in their neighborhoods. As shown in Table 4, for example, to the online survey question, “What is causing parking problems in your neighborhood?” the majority of survey takers, i.e., over 50% of all participants, agreed on the following three (3) major issues:

- Too many cars/drivers per household (77%)
- Residents not using their own driveways or garages to park their cars (62%)
- Multiple cars are parked on the street, seldom used, just stored (55%)

The two additional issues identified below also garnered a relatively significant number of responses to this question in the online survey:

- Apartments don’t provide enough parking for number of residents per unit (42%)
- Not enough parking enforcement or code enforcement (35%)



TABLE 4
Online Survey Response Summary
Q1: What is causing parking problems in your neighborhood?

Total Number of Participants Surveyed:		762
Listed Cause of Parking Problems	# of Affirmative Responses	Percent Responded
Too many cars/drivers per household	587	77%
People not using their own garages/driveways to park	469	62%
Multiple cars are parked on the street; seldom used, just stored	416	55%
Lack of available off-street parking for apartment tenants	319	42%
Not enough parking enforcement or code enforcement	268	35%

Similar concerns were raised in the verbal and written comments, each of which was tallied into specific categories of known parking issues or potential solutions. Since verbal/written comments were accepted on a voluntary basis and without any survey controls for topic or prompt response, a percent-in-opposition/favor-of could not be established when analyzing the feedback as a gauge of public sentiment. Nevertheless, in looking at the most commonly mentioned parking concerns, as illustrated in Table 5, it is seen that the same few key issues did rise to the top of the list. They are as follows:

- Too many drivers per household – 36 responses;
- Lack of available off-street parking for apartment tenants – 26 responses;
- Cars stored on the street for sale, servicing or repair – 17 responses; and
- People not using garages/driveways to park – 16 responses



TABLE 5
Most Commonly Mentioned Parking Issues via
Written/Verbal/E-mail/Phone Feedback

Parking Issue	Total	Zone	No. of Responses, By Zone	
			Zone	Responses
Too Many Drivers per Household	36	1	6	6
		2	8	8
		3	10	10
		4	9	9
		5N/5S	3	3
Lack of Available Off-Street Parking	26	1	3	3
		2	6	6
		3	3	3
		4	5	5
		5N/5S	9	9
Cars Stored on the Street for Sale, Servicing or Repair	17	1	5	5
		2	1	1
		3	5	5
		4	4	4
		5N/5S	2	2
People Not Using Garages/Driveways to Park	16	1	2	2
		2	4	4
		3	6	6
		4	1	1
		5N/5S	3	3
Cars Parked on the Street from Nearby Business Employees	13	1	3	3
		2	0	0
		3	5	5
		4	1	1
		5N/5S	4	4

Citywide On-Street Parking Action Plan - Index of Issues and Concerns

City of South Gate, CA

Parking Issue (PI)	
PI#	Sequence chain of on-street parking issues and effects
All Parking Utilization Factors Affected	
A-01	Lack of accurate/periodic data collection, evaluation and monitoring to understand where and how the worst OSP issues are occurring, in order to inform strategies → Missed opportunities to establish appropriate PPDs, direct law enforcement, etc.
Behavioral Issues and Causes	
B-01	Front driveway depth (e.g., corner lots) too short to park car(s) → Discouragement of front driveway use
B-02	Front driveway width (e.g., less than 16 feet) too short to park multiple cars side-by-side → Discouragement of front driveway use
B-03	Absence of available driveway to park car → Parked cars forced on-street → Higher-than-expected on-street parking demand
B-04	Single-family properties owners with leased-out garages/extra rooms not allowing renters to park on the property → Renters forced to park on the street → Higher-than-expected on-street parking demand
B-05	Absence of available garage to park car → Parked cars forced on-street → Higher-than-expected on-street parking demand
B-06	Garage-in-back residential lot layouts → Long driveway lengths → Discouragement of back driveway use
B-07	Narrow street widths (e.g., less than 30 feet curb-to-curb) with on-street parking on both sides → Unsafe/poor sight distance and/or sharp/perpendicular turning angles for pulling in and out of driveway → Discouragement of parking on-site
B-08	Very narrow street widths (e.g., less than 24 feet curb-to-curb) with "No Parking" on one side → Unsafe/poor sight distance and/or sharp/perpendicular turning angles for pulling in and out of driveway → Discouragement of parking on-site
B-09	On-street parked cars too close to or blocking residential driveways → Unsafe/poor sight distance and/or sharp/perpendicular turning angles for pulling in and out of driveway → Discouragement of parking on-site
B-10	Fixed visual obstructions near front driveways (block walls, yard fencing) → Unsafe/poor sight distance and/or sharp/perpendicular turning angles for pulling in and out of driveway → Discouragement of parking on-site
B-11	Fixed visual obstructions near front driveways (parkway trees) → Unsafe/poor sight distance and/or sharp/perpendicular turning angles for pulling in and out of driveway → Discouragement of parking on-site
B-12	Fixed visual obstructions near front driveways (street lights, utility poles/cabinets) → Unsafe/poor sight distance and/or sharp/perpendicular turning angles for pulling in and out of driveway → Discouragement of parking on-site
B-13	Speeding traffic on residential streets → Increase safety risk of pulling out of and using residential driveways for parking → Discouragement of parking on-site
B-14	Non-fixed visual obstructions near front driveways (passing by traffic) → Unsafe/poor sight distance and/or angle for pulling in and out of driveway → Discouragement of parking on-site
B-15	Non-fixed visual obstructions near front driveways (platoons of students walking on the sidewalk) → Unsafe/poor sight distance and/or angle for pulling in and out of driveway → Discouragement of parking on-site
B-16	Non-fixed visual obstructions near front driveways (bumper-to-bumper lines of on-street parked cars) → Unsafe/poor sight distance and/or angle for pulling in and out of driveway → Discouragement of parking on-site
B-17	Non-fixed visual obstructions near front driveways (large commercial vehicles owned by residents) → Unsafe/poor sight distance and/or angle for pulling in and out of driveway → Discouragement of parking on-site
B-18	Non-fixed visual obstructions near front driveways (large commercial vehicles owned by nearby businesses) → Unsafe/poor sight distance and/or angle for pulling in and out of driveway → Discouragement of parking on-site

Citywide On-Street Parking Action Plan - Index of Issues and Concerns

City of South Gate, CA

Parking Issue (PI)

PI# Sequence chain of on-street parking issues and effects

B-19	Non-fixed visual obstructions near front driveways (trash cans placed at the curb) → Unsafe/poor sight distance and/or angle for pulling in and out of driveway → Discouragement of parking on-site
B-20	Security gate blocking access to property driveway → Discouragement of parking on-site
B-21	Lack of code enforcement on unpermitted garage-to-living space conversions → Garages prevented from being used to store/park cars → Parked cars forced on-street → Higher-than-expected on-street parking demand
B-22	Residents using garages exclusively for storage space of personal belongings or non-operational vehicles → Garages prevented from being used to store/park cars → Parked cars forced on-street → Higher-than-expected on-street parking demand

Capacity Issues and Causes

C-01	Underutilized roadway width (e.g., Firestone Plaza) where parallel parking exists → Unrealized opportunity for added on-street parking
C-02	Underutilized railroad right-of-way (e.g., Southern Avenue) adjacent to heavily-parked residential streets → Unrealized opportunity for added parking supply to alleviate local parking demands
C-03	Underutilized private/public parking lots (e.g., churches, parks, schools) adjacent to heavily-parked residential streets → Unrealized opportunity for added parking supply to alleviate local parking demands
C-04	Small Lot configurations within Low-Density Neighborhood (NL) Zones → Narrow residential frontage width (<50') and closely-spaced driveways → Lower-than-expected on-street parking capacity per property (e.g., 1 car/property)
C-05	Excessive No Parking red curb zones taking up available on-street parking space near intersections → Constrained on-street parking supply
C-06	No Parking areas near fire hydrants taking up available on-street parking space → Constrained on-street parking supply
C-07	"Space saving," using trash cans or dumpsters to deter/prevent others from parking, or to reserve for later on-street parking space for oneself or guest(s) → Constrained on-street parking supply
C-08	Legal "double-parking" on-street due inattention to basic parking etiquette → Constrained on-street parking supply
C-09	Legal "double-parking" on-street to deter/prevent others from parking, or to reserve for later on-street parking space for oneself or guest(s) → Constrained on-street parking supply
C-10	Long "No Parking" time frames (e.g., 4 hours) during street sweeping activities → Constrained on-street parking supply
C-11	Very narrow street widths (e.g., less than 24 feet curb-to-curb) with "No Parking" on one side → Constrained on-street parking supply
C-12	New developments not providing adequate on-site parking facilities to satisfy generated parking demands → New projects offload parking supply burden to nearby/adjacent public streets → Constrained on-street parking supply
C-13	Lack of parking enforcement on vehicles exceeding allowable curbside parking duration (temporary green curb zones) → Reduces parking turnover rate and prevents other customers from potentially utilizing the space → Customers of local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
C-14	Apartment/condo complexes (e.g., Calden Apts.) not providing residents enough on-site/off-street parking per unit → Lack of available off-street parking space → Constrained on-street parking supply
C-15	Apartment/condo complexes charging residents high fees to park on-site/off-street → Apartment/condo residents opting to park on residential streets → Constrained on-street parking supply

Demand Issues and Causes

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City of South Gate, CA

Parking Issue (PI)	
PI#	Sequence chain of on-street parking issues and effects
D-01	Unaccommodated parking demands in certain heavily-parked areas (Non-PPD related) → Spillover parking onto adjacent/nearby streets/blocks → Higher-than-expected on-street parking demand
D-02	Not enough parking permits per household → Unaccommodated parking demands on overcrowded Preferential Parking Districted (PPD) streets → Spillover parking onto adjacent/nearby streets/blocks → Higher-than-expected on-street parking demand
D-03	Unaccommodated parking demands from other, overcrowded streets/blocks (Neighboring city, e.g., Cudahy) → Higher-than-expected on-street parking demand
D-04	Unaccommodated parking demands from nearby/adjacent restaurants and bars → Higher-than-expected on-street parking demand
D-05	Businesses using nearby/adjacent residential streets to park business-related vehicles → Cars For Sale → Higher-than-expected on-street parking demand
D-06	Businesses using nearby/adjacent residential streets to park business-related vehicles → Cars requiring service repair/maintenance → Higher-than-expected on-street parking demand
D-07	Resident in possession of extraneous vehicles requiring parking → Company/work vehicle(s) in addition to personal vehicle → Higher-than-expected on-street parking demand
D-08	Lack of code enforcement on non-permitted business out of homes → Residence generating non-residential traffic and customer-parked vehicle(s) → Higher-than-expected on-street parking demand
D-09	Lack of Parking Enforcement → Perpetuation/connuance of violations and improper on-street parking occupancies → Higher-than-expected on-street parking demand
D-10	“Space saving,” parking or storing vehicles in an on-street parking space to deter/prevent others from occupying the space, or to reserve for later on-street parking space for oneself or guest(s) → Forces car parking from private property onto the street
D-11	Socioeconomic constraints (low income, high unemployment, low education) → High cost of living / low affordability → High population density: too many households/parcel (e.g., converted garages into dwelling space) → Too many cars per property
D-12	Socioeconomic constraints (low income, high unemployment, low education) → High cost of living / low affordability → High population density: too many families per dwelling → Too many cars per property
D-13	Population density: too many people per family (driving-aged members vs. family size) → Too many cars per property
D-14	Occurrence of multiple dwelling units per parcel (detached accessory dwelling units (ADUs) or “granny flats”) → Population density: too many households/parcel & people/families per dwelling → Too many cars per property
D-15	Lack of opportunities/reasons to stay local → High auto dependency/ownership → Too many cars per property
D-16	Lack of viable options to switch travel modes → High auto dependency/ownership → Too many cars per property
D-17	Running personal errands requiring multiple, spread-out trips to various destinations → Lack of available solutions more readily than single-auto use for running errands → High auto dependency/ownership → Too many cars per property
D-18	Lack of code enforcement on non-permitted covered garage-to-living space conversions → High population density: too many families per dwelling → Too many cars per property → Higher-than-expected on-street parking demand
D-19	Nowhere to safely store bicycle for convenient use → Lack of bicycle facilities → High auto dependency/ownership → Too many cars per property
D-20	Limited public bikeway infrastructure → Lack of bicycle facilities → High auto dependency/ownership → Too many cars per property
D-21	Long commute distances requiring auto travel → High auto dependency/ownership → Too many cars per property
D-22	Limited public education about biking options → High auto dependency/ownership → Too many cars per property
D-23	Inconveniently long distance to transit facilities → Limited use of mass transit as an alternative transportation mode → High auto dependency/ownership → Too many cars per property

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City of South Gate, CA

Parking Issue (PI)	
PI#	Sequence chain of on-street parking issues and effects
D-24	Lack of availability of more suitable transit facilities (e.g., subregional light-rail services) for commuting, recreation and errands → Limited use of mass transit as an alternative transportation mode → High auto dependency/ownership → Too many cars per property
D-25	Access to mass transit services insufficient to the level of considering replacing personal auto → Limited use of mass transit as an alternative transportation mode (also impacts Walk Score) → High auto dependency/ownership → Too many cars per property
D-26	Mass transit ridership costs not cost-effective enough to the level of considering replacing personal auto → Limited use of mass transit as an alternative transportation mode → High auto dependency/ownership → Too many cars per property
D-27	Limited means of getting from bus stops to final destinations → Limited use of mass transit as an alternative transportation mode → High auto dependency/ownership → Too many cars per property
D-28	Low "walkability" (i.e., walking distance to amenities) from residential neighborhoods → Low- to moderately low "Walk Score" → High auto dependency/ownership → Too many cars per property
D-29	Low "pedestrian friendliness" (i.e., mix of population density, block length, intersection density) for residents
D-30	Employers reserving off-street parking spaces for their clients → Employees from local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
D-31	Lack of designated employee parking areas for businesses → Employees from local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
D-32	Lack of available space within designated employee parking areas for businesses → Employees from local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
D-33	Lack of conveniently-located employee parking areas for businesses → Employees from local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
D-34	Lack of safety/security provisions within designated employee parking areas for businesses → Employees from local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
D-35	Lack of enforcement of improperly parked employee vehicles on residential streets → Higher-than-expected on-street parking demand
D-36	Inadequate guidance (wayfinding signage) for motorists to locate public (city-owned) parking lots → Underutilized public lots → Customers of local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
D-37	Inadequate guidance (digital location information) for motorists to identify and navigate to public (city-owned) parking lots → Underutilized public lots → Customers of local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
D-38	Lack of information for motorists to see how much public parking is available/open, and where → Underutilized public lots → Customers of local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
D-39	Public parking lots do not feel "safe enough" for many users → Underutilized public lots → Customers of local/nearby businesses parking on residential streets → Higher-than-expected on-street parking demand
Capacity and Demand Issues and Causes	
C/D-01	Resident parking large commercial vehicle (e.g., towing or construction truck) brought home from work on the street, often encroaching on multiple spaces → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-02	Non-residential sites (church) generating visitor parking spillover onto adjacent/nearby streets/blocks → Higher-than-expected on-street parking demand

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City of South Gate, CA

Parking Issue (PI)	
PI#	Sequence chain of on-street parking issues and effects
C/D-03	Non-residential sites (adjacent business weekend events) generating visitor parking spillover onto adjacent/nearby streets/blocks → Higher-than-expected on-street parking demand
C/D-04	Non-residential sites (public park facilities) generating visitor parking spillover onto adjacent/nearby streets/blocks → Higher-than-expected on-street parking demand
C/D-05	Staff and/or faculty members of grade schools parking on adjacent/nearby residential streets → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-06	Parents of grade school students parking on adjacent/nearby residential streets to drop off or pick up their children during the AM and early PM peak traffic hours → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-07	East L.A. College (ELAC) parking permits too expensive → ELAC students opt not to purchase off-street parking permits → ELAC students parking on adjacent/nearby residential streets → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-08	Resident in possession of extraneous vehicles requiring parking → Personal registered vehicles not intended for active use → Vehicle(s) parked/stored on-street and moved 48 hours at a time or on trash pick-up/street sweeping days without being used → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-09	Resident in possession of extraneous vehicles requiring parking → Personal registered vehicles not intended for active use (advertising For Sale) → Vehicle(s) parked/stored on-street for longer than 72 hours → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-10	Resident in possession of extraneous vehicles requiring parking → Personal registered vehicles not intended for active use (junk/disabled car requiring service repair/maintenance) → Deteriorating vehicle(s) stored on-site force working vehicles to park on the street → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-11	Resident in possession of extraneous vehicles requiring parking → Personal registered vehicles not intended for active use (junk/disabled car requiring service repair/maintenance) → Deteriorating vehicle(s) parked on-street for longer than 72 hours → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-12	Resident in possession of extraneous vehicles requiring parking → Personal unregistered vehicle → Vehicle(s) parked/stored on-street for longer than 72 hours → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-13	Resident in possession of extraneous vehicles requiring parking → Providing professional mechanic services for customers' vehicles requiring repair or maintenance → Vehicle(s) parked/stored on-street for longer than 72 hours → Constrained on-street parking supply + Higher-than-expected on-street parking demand
C/D-14	Street vending occurring on residential streets in the curbside parking lane → Constrained on-street parking supply + Higher-than-expected on-street parking demand

Notes:
 OSP: On-Street Parking, i.e., curbside space in the public right-of-way which could be utilized for the parking of vehicles
 A/B/C/D: On-Street Parking Utilization Factor most closely correlated with the identified issue's subsequent sequence of cascading effects and causal results
 A: Affects All Parking Utilization Factors
 B: Parking Behavior (influences cars to park on the street rather than on private property)
 C: Capacity (Limits the normal/expected OSP capacity; Reduces the existing OSP space; Impedes opportunities to optimize/increase OSP storage)
 D: Demand (Increases the baseline traffic generation and/or the addition of parked cars on a given street)



4.3 - Strategies Supported by the Community

Public support for potential parking strategies was gauged from three different methods: (1) written/verbal comments, (2) a “show of hands” survey at community meetings, and (3) through online survey feedback. Table 6 depicts the most commonly mentioned parking strategies from the first of these methods. From 195 total written, verbal, e-mail and phone call-based responses, 108 (55%) of these included feedback that expressed support for five parking strategies, in particular:

- 1.) Creating New Preferential Parking Districts (PPDs) in Residential Areas on a Case-By-Case basis;
- 2.) Implement More Code/Parking Enforcement;
- 3.) Allowing for Driveway Widening to Accommodate More Off-Street Parking;
- 4.) Reduce 72-Hour On-Street Parking Time Limit to 24-Hours, and Issue Tickets; and
- 5.) Adding More Painted Curb Areas

Table 7 presents the results of the “show of hands” surveys, which openly polled citizens at the meetings by asking for a raised hand in favor of the stated parking strategy. The responses with the most and least favorable parking strategies were as follows:

Most Favorable Strategies:

- 1.) Increase Parking Enforcement
- 2.) Increase Code Enforcement
- 3.) Direct Involvement of Residents in the Solution
- 4.) Implement Parking Permit Programs (no-fee permits, preferably)
- 5.) Solution that Requires a Combination of Programs
- 6.) Striping Stalls on the Street
- 7.) Increase Parking Prohibitions (e.g., adding red curbs)
- 8.) Using Empty Parking Lots at Night (e.g., city/school lots)
- 9.) Partnership between City and Residents to Solve the Issues
- 10.) Incentives to Help Residents Use Their Driveways

Least Favorable Parking Strategies:

- 1.) Less Parking/Code Enforcement
- 2.) Improve Bus Transit
- 3.) Implement No Overnight Parking (regardless of permits)



TABLE 6
Most Commonly Mentioned Parking Strategies via
Written/Verbal/E-mail/Phone Feedback

Parking Strategy	Total	Zone	No. of Responses, By Zone
Create New Preferential Parking District (PPDs) - Case-by-Case Basis	34	1	5
		2	0
		3	0
		4	16
		5N/5S	13
More Code/Parking Enforcement	27	1	3
		2	0
		3	0
		4	15
		5N/5S	9
Allowing Driveway Widening	20	1	6
		2	2
		3	0
		4	5
		5N/5S	7
Reduce the 72-Hour On-Street Parking Time Limit to 24 Hours; Issue Tickets	20	1	1
		2	10
		3	4
		4	5
		5N/5S	0
Add More Painted Curb Areas	17	1	1
		2	1
		3	2
		4	8
		5N/5S	5



TABLE 7
Summary of “Show of Hands” Survey – Ranked by Level of Support

Topic/Recommendation	Zone	2	3	4	5	Totals	Rank		
	No. of Attendees	68	71	137	47	# Avg.%	# Avg.%	Avg.	
Parking Enforcement - Yes	-	20%	--	96 70%	25 53%	121 48%	1 1	1	
Code Enforcement - Yes	14	20%	--	49 36%	24 51%	87 36%	2 2	2	
Solutions Require Help from Residents	27	40%	21 30%	--	--	49 35%	5 3	3	
Parking Permits - Yes	14	20%	11 16%	36 26%	21 44%	81 27%	3 7	4	
Free Parking Permits	--	--	--	44 32%	--	44 32%	7 4	5	
Solutions Require a Combination of Programs	34	50%	--	14 10%	--	48 30%	6 5	6	
Striping Stalls on the Street - Yes	--	--	21 30%	10 7%	20 42%	51 26%	4 8	7	
Prohibiting Parking (e.g., add red curbing)	27	40%	--	14 10%	--	41 25%	8 9	8	
Using Empty Parking Lots at Night (City/School)	17	25%	1 2%	--	21 44%	39 24%	5 11	9	
City and Residents Both Need to Solve	--	--	20 28%	--	--	20 28%	14 6	10	
Expanding Bus/Shuttle Service - No	--	--	--	33 24%	--	33 24%	12 10	11	
Incentives to help residents use their driveways	--	--	16 23%	22 16%	--	38 20%	10 13	12	
2 Permits per HH Allowed?	7	10%	10 14%	19 14%	--	36 13%	11 18	13	
Widen Driveways; Add Off-Street Parking Space	14	20%	--	--	--	14 20%	10 12	14	
Striping Stalls on the Street - No	--	--	--	18 13%	--	18 13%	17 17	15	
Alternative Transportation (e.g., light rail transit) - No	--	--	11 16%	--	--	11 16%	21 14	16	
Business Incentives for free residential parking - Yes	--	--	--	16 12%	--	16 12%	18 19	17	
Ridesharing - No	--	--	10 14%	--	--	10 14%	22 16	18	
Parking Permits - No	--	--	1 1%	8 6%	10 21%	19 9%	16 24	19	
1 Permit per Household Allowed?	--	--	--	14 10%	--	14 10%	19 21	20	
Reduce Car Ownership - Yes	0	0%	15 21%	4 3%	--	19 8%	15 25	21	
Fix Problems with New Businesses causing issues	--	--	4 5%	--	--	4 5%	13 27	22	
Reduce Red Curbs	--	--	15 21%	7 5%	8 17%	30 14%	30 15	23	
3 Permit per Household Allowed?	--	--	--	6 12%	--	6 12%	28 20	24	
Educate Public about how to reduce parking issues	7	10%	--	--	--	7 10%	26 22	25	
Business Incentives for free residential parking - No	--	--	--	10 7%	--	10 7%	23 26	26	
Add Bike Lanes	--	--	--	--	5 10%	5 10%	29 23	27	
Expanding Bus/Shuttle Service - Yes	3	5%	--	1 1%	4 8%	9 5%	24 29	28	
Alternative Transportation (e.g., light rail transit) - Yes	1	1%	5 7%	--	2 4%	8 4%	25 30	29	
Bike-friendly policies	3	5%	--	--	--	3 5%	31 28	30	
Ridesharing with financing incentives - Yes	--	--	4 5%	3 2%	--	6 4%	27 32	31	
Reduce Car Ownership - No	--	--	3 4%	--	--	3 4%	32 31	32	
Code Enforcement - No	--	--	--	1 1%	--	1 1%	33 31	33	
No Overnight Parking (regardless of permits)	--	--	--	--	0 0%	0 0%	34 34	34	
Improved Bus Transit?	0	0%	--	--	--	0 0%	35 35	35	
Parking Enforcement - No	--	--	--	0 0%	--	0 0%	36 36	36	

Note: The “Show of Hands” survey was not devised until after the Project Team’s meetings with community members from Zone #1; therefore, relevant response language and summaries shown in the table above reflects only feedback from Zones #2, #3, #4 and #5N/SS.



Table 8 presents the public feedback results to the online survey prompt, “Choose 3 solutions that could help solve the parking problems”. Only one potential on-street parking strategy—providing parking permits for residents on certain streets—garnered a majority level of support (60%). Other potential strategies as listed below were shown to have support from about 1 in 4 participants on average, indicating possibly that (1) the potential solutions to the parking issues should be expected to be more diverse than the issues themselves, and (2) that perhaps a neighborhood- or block-specific parking plan which leverages one or more these specific strategies from a suite of options and tailors them to local issues and conditions may be the preferred approach. The relatively low percent of agreement as to what solutions might best work to alleviate the parking problems might also indicate a lack of confidence in the effectiveness of those certain strategies.

Most Favorable Strategies – Online Survey (percent in agreement):

- Provide parking permits for residents on certain streets (60%)
- Mark parking spaces on streets (39%)
- Encourage residents to use their driveways and garages for parking (36%)
- More Parking/Police Enforcement (29%)
- Convert vacant railroad land to parking lots or structures (24%)
- Reduce on-street parking limit from 72 hours to 48 hours (or 24 hours) (21%)
- Require converted garages to provide adequate parking on property (21%)
- Allow owners to create parking pads on their property (18%)
- Allow the use of city, business, or school parking lots overnight (17%)
- Allow private driveways to be widened (16%)
- More Code Enforcement (14%)
- Other (e.g., overnight on-street parking restrictions; reduce car ownership; shared parking strategies)

Additional survey questions were answered pertaining to vehicle ownership, driveway/garage use, parking permits, city parking policy, level of willingness to engage in certain parking demand alleviation strategies, and basic information about the survey participant. The results of the public feedback on these survey topics is summarized below.



TABLE 8
Online Survey Response Summary
Q4: Choose 3 solutions that could help solve the parking problems

Total Number of Participants Surveyed:		762
Parking Strategy	# of Affirmative Responses	Percent Responded
Provide parking permits for residents on certain streets	456	60%
Mark parking spaces on streets	299	39%
Encourage residents to use their driveways and garages for parking	278	36%
More Parking/Police Enforcement	220	29%
Convert vacant railroad land to parking lots or structures	183	24%

Summary of Remaining Online Survey Topics

Topic Area: Vehicle Ownership

Q2: How many cars do you and members of your household own?

- 2 cars – 289 responses (37.9%)
- 3 cars – 286 responses (37.5%)
- 4+ cars – 135 responses (17.7%)
- 1 car – 50 responses (6.6%)
- 0 cars – 2 responses (0.3%)



Q5: Which of the following would encourage you to reduce the number of vehicles you own?

- **None of the listed options** – 483 responses (63.4%)
- **Safe, pleasant paths to walk or bike to transit from my neighborhood** – 210 responses (27.6%)
- **Access to improved transit, including buses and light rail transit** – 141 responses (18.5%)
- **Information about public transit, such as routes and schedules** – 65 responses (8.5%)

Topic Area: Driveway/Garage Use

Q3: Do you use your garage or driveway for parking your car(s)?

- **Yes** – 702 responses (92.1%)
 - Garage or driveway – 667
 - Other [please specify]:
 - Garage used – 6
 - Apartment carport/space used, on-street if needed – 10
 - Garage No, but Driveway Yes – 19
- **I don't have a garage or driveway** – 62 responses (8%)
- **No** – 25 responses (3%)
 - Neither garage nor driveway used – 17
 - Other [please specify]:
 - On-street parking because driveway is inconvenient, unsafe or too narrow/short to use – 6
 - Driveway parking is prohibited by landlord – 2
- **Not specified** – 2 responses (0.3%)

Topic Area: Parking Permits

Q8: If parking permits become a solution, how many per household should be provided?

- **Two per household** – 356 responses (47%)
- **One per household** – 317 responses (42%)
- **Three per household** – 89 responses (12%)





Topic Area: City Parking Policy

Q7: *Should the City develop policies to attempt to...*

- **Encourage the use of garages and driveways** – 409 responses (54%)
- **Create a citywide parking district (requires permits)** – 396 responses (52%)
- **Create parking districts on certain streets (requires permits)** – 323 responses (42%)
- **Allow residents to widen their driveways to park more cars** – 297 responses (39%)
- **Create more parking on the street** – 275 responses (36%)
- **Allow residents to create parking pads on their property** – 271 responses (36%)
- **None of the listed options** – 13 responses (2%)

Q9: *Do you think the best solution requires:*

- **A combination of city implementing policies and residents adopting new behaviors** – 574 responses (75%)
- **The City implementing policies** – 109 responses (14%)
- **Residents adopting new behaviors** – 50 responses (7%)
- **No opinion** – 29 responses (4%)

Topic Area: Parking Demand Alleviation Strategies

Q6: *Would you be willing to do any of the following to alleviate parking problems in the City?*

- **Use my garage and driveway for parking** – 387 responses (51%)
- **None of the listed options** – 191 responses (25%)
- **Use shuttles or ride-share, such as Uber or Lyft** – 143 responses (19%)
- **Ride a bicycle or walk to my destination, or to transit, whenever possible** – 132 responses (17%)
- **Use public transit, buses and/or light rail transit** – 104 responses (14%)
- **Reduce the number of cars that I and/or members of my household own** – 84 responses (11%)
- **Other (please specify)** – 64 responses (8%)
 - Already use driveway and/or garage to park vehicles, with little to no on-street parking use – 38
 - Would purchase a parking permit – 7
 - Other responses – 19



Survey Participant Information

Q12: In which “Zone” do you reside?

- **Zone 3 - California Ave. to Alexander Ave.** – 191 responses (25%)
- **Zone 2 - Long Beach to California Ave.** – 187 responses (25%)
- **Zone 4 - Alexander Ave. to LA River** – 168 responses (22%)
- **Zone 1 - Alameda St. to Long Beach Bl.** – 110 responses (14%)
- **Not specified** – 56 responses (7%)
- **Zones 5N and 5S - East of LA River to East City Limit** – 50 responses (7%)

Q10: How long have you lived in South Gate?

- **More than 15 years** – 529 responses (69%)
- **6 – 15 years** – 142 responses (19%)
- **1 – 5 years** – 84 responses (11%)
- **Less than 1 year** – 7 responses (1%)

Q11: What is your age group?

- **31 – 50 years** – 455 responses (60%)
- **18 – 30 years** – 224 responses (29%)
- **51+ years** – 83 responses (11%)

4.4 - Analysis of Public Feedback

The community outreach effort was a key component of the process for understanding the existing parking perceptions and conditions in each neighborhood zone throughout the City. Public, business owner, and community stakeholder input, sought through both live meetings and online surveys, provided the Team with valuable insight into the existing parking challenges which are perceived by the public as being the most important to discuss, as well as which strategies are the most widely-supported and ought to be prioritized in addressing these problems. In comparing the public’s feedback of each side on this matter—i.e., identifying the problems versus developing the relevant solutions—it appears there is a consensus around providing a better, more *consistent structure* behind the way that on-street parking is consumed, managed and regulated. Despite the number of complaints about poor parking behavior from neighbors, people do in fact seem to understand that the parking problem is largely driven by the residents themselves, and therefore a joint effort between the community and city would provide the most effective solution.



FINAL REPORT

Citywide On-Street Parking Management Plan (City Project No. 590-RPT)
City of South Gate Public Works Department – Engineering Division



Based on the three modes of public feedback—in-person “show of hands” responses, verbal/written feedback, and online survey responses—the approach residents seem most interested in taking is to improve the enforceability, and self-enforceability, of on-street parking issues. The parking strategies with the highest levels of agreement revolve around attempts to structuralize the residential on-street parking supply and establish a better sense of order (e.g., marked on-street parking stalls, residential parking permits/zones, increased parking enforcement) while also providing promising opportunities for residents to better accommodate their parking demands off of the street (e.g., incentivization/encouragement programs to promote driveway and garage use; allow front driveway widening; adding “red tipping” curb paint at driveway edges to improve driveway sight and clear access; converting vacant railroad land to residential parking).

On-street parking structuralization, which has its costs as discussed below, comes in the form of measures such as marking out visible parking stalls on the street, or establishing new Preferential Parking Districts (PPD) where supported by adjacent residents on a particular street. PPDs, for instance, help to provide a consistent means to provide residents a reserved space to park on their neighborhood street. PPDs also force the behavior of utilizing private driveways first, rather than the on-street space.

Similarly, marked on-street parking stalls also provide a self-regulating benefit, forcing residents to prioritize their driveways and garages while also maintaining an increased sense of balance of the remaining on-street parking congestion. This is due to the fact that while striping uniformly-spaced and designed parking stalls replace the disordered overcrowding of bumper-to-bumper on-street parking, they also typically result in fewer available spaces on the street. Additionally, some residents consider block-wide parking stall markings to be an unsightly neighborhood feature. Nevertheless, on-street stalls do allow for the disambiguation of otherwise open parking space along the curb. This provides a useful solution to poor parking behaviors such as double-parking; reserving on-street parking with dumpsters or trash cans; parking too close to adjacent cars without sufficient room for others to pull out; overcrowding the street with parked cars and diminishing driveway sight distance; or partial blocking of driveways with parked cars.

A third major concern in this area was related to complaints of improperly parked vehicles occupying on-street parking space that should otherwise be made available for other residents. The public voiced a desire to increase existing rules by code and parking enforcement to eliminate problems affecting the available on-street parking supply, such as the storing of personal cars on the street for sale or repair, running unapproved businesses



from a residence and generating excessive on-street parking from customers; and residents storing their business vehicles on the street while using their driveways for personal cars.

Areas of disagreement, or lack of clear consensus, with the above sample strategies and approaches were found within the specifics of each program, such as:

- Whether PPDs should be established on a citywide basis (similar to the neighboring City of Cudahy which prohibits all overnight parking without permit on a city-wide scale), on a zonal/neighborhood basis in order to minimize shifting parking problems from one street to the other, or simply on a street/block basis which is the current practice in the City.
- Whether to stripe parking stalls on the street at all, or whether the location of such facilities should be studied and approved on a case-by-case basis.
- Whether independent parking lots made possible through the creation of a shared-use agreements with adjacent non-residential properties or converting railway land to residential parking is suited for the local community, would provide the intended solution to the existing parking demand, and would not instead create an even greater parking demand.

Along with other similar measures, the full picture of the community's feedback shows that, at the risk of potential tradeoffs and some conflict between neighboring parties, the vocal public is generally willing to work with the City and be flexible when it comes to increasing parking regulations and enforcement in order to provide a more consistent and structured on-street parking environment.

4.5 – Outreach with Business Owners and School Officials

On June 3, 2019, Minagar & Associates, Inc. along with the City of South Gate staff attended a public meeting held with business leaders and neighborhood schools to discuss the Citywide Parking Study in relation to business and school operations throughout the City. Unified School District officials were invited to the meeting; however, none were present. Therefore, as only business representatives were present, the primary issues raised, and their relative responses from the City and Project Team, included the following salient items pertaining to business-related parking challenges:

- Q: Who will issue parking permits for public parking lots along Tweedy Boulevard?
 - A: *Issuance of parking permits for City-owned lots Tweedy is yet to be decided. Presently, the existing lots are open to the public during normal business days free of charge and without the requisite of a parking permit.*
- Q: Who will accept liability for any vehicle stored in public lots overnight?



- *A: The City of South Gate maintains primary liability within City-owned/public parking lots.*
- Q: Does the City plan to issue permits for some residential areas?
 - *A: This is yet to be decided; however, it is very likely that the existing Preferential Parking District (PPD) will be expanded in the future on a case-by- case basis.*
- Q: Is the City looking into future land for parking lots/structures?
 - *A: No, not at this time.*
- Q: Can a business owner purchase land and create a parking lot to charge residents for parking use?
 - *A: Yes, a private business owner may do so and charge residents fair-market fees to utilize such parking facilities based on the given parking supply and demand.*

5 - Parking Management Strategies Toolbox

5.1 - Synthesis of Parking Issues and Challenges

The following section presents a detailed collection of the on-street parking issues and challenges both observed in the field and raised by concerned citizens in the public forums at each of the City’s community outreach meetings. Strategies and potential solutions to address each issue are presented in the next section.

Issue: Population Density - High Number of Residents per Property Increases the Parking Demand

Primary Cause/Factor(s):

- Multiple Dwelling Units per Parcel (e.g., detached accessory dwelling units (ADUs) or “granny flats”)
- Multiple Families per Dwelling Unit (e.g., converted garages into dwelling space)
- Family Size / Number of Driving-Aged Members
- Socioeconomic Factors (high cost of living; high unemployment; low income; low education levels)

Discussion: “Too Many Drivers/Cars per Household” was the most common issue raised by concerned citizens at each of the public outreach meetings. According to historical data





tracked by the City of South Gate, in recent years there have been approximately 23,400 households located on 13,000 residentially-zoned parcels in the City (~1.8 households per parcel), and a household density of 3,182 per square mile which far exceeds the County average of 280 households per square mile. These factors reflect a higher-than-average number of residents, which in turn yields a high level of car ownership and thus high demand for parking.

The fifth most commonly raised concern by citizens at the public outreach meetings was that other residents in the community have “multiple cars parked” on the street. Given that most residential properties allow curbside frontage for only a single car (in some cases two), for there to be reports of “multiple cars” parked on the street by a single property would indicate a large number of residents living within the property in question, if those vehicles could not be accommodated within that property’s driveway or garage. It is also important to note that in accordance with the City of South Gate’s zoning code standards, property owners intending to build a granny flat/secondary unit shall also provide a minimum of one (1) 10’x20’ on-site paved parking space for the second dwelling unit. It is unclear, however, if and how this requirement is regulated or the degree to which it is successful in effectively keeping any such additional parking demand generated by the occupation of ADU within the property and off of the street.

Issue: “Lack of Available Off-Street Parking Spaces”, Forcing More Cars to be Parked on the Street

Primary Cause/Factor(s): “Lack of Available Off-Street Parking” was a frequently raised issue identified throughout the public outreach process. The opinion statement in itself could be interpreted to mean that either there is an actual parking supply deficiency within the private property limits, or that there is a lack of *convenient* parking or access to parking on a private property. As discussed below, for single-family homes it is estimated that the off-street parking supply of any given residence should be sufficient to accommodate a normal demand of parked cars. In the absence of factors external to zoning regulation such as auto dependency or number of families per household, this may not be the case in very unique situations such as properties without a garage, without a driveway, or without reasonable access to either the driveway or garage due to special characteristics of the lot such as configuration, sizing or location (e.g., some street corners). Since the scope of the *Citywide Parking Study* data collection effort was primarily limited to that of on-street parking, it cannot be verified at this time whether there indeed is lack of available off-street parking, when and/or where it occurs, or the extent to which it affects on-street parking utilization during such times and in what areas. Nevertheless, a relatively large number of residents have vocalized concerns about this being an ongoing issue, for example, with apartment complexes and/or condominium tracts providing residents with only one (1) on-site space per unit.



Discussion: “Lack of Off-Street Parking Spaces” was the second most common issue raised by concerned citizens at each of the public outreach meetings, and the fourth most common issue raised in the online surveys. A sampling of several different neighborhoods throughout the City estimates that on average, the paved driveway length behind the sidewalk for a typical low-density residence in South Gate is 95 feet. This does not include the expanded area of driveway which flares out to meet the width of the garage entrance toward the back of the lot (+2 extra spaces), or the paved drive within the garage space itself (+2 spaces).

This would mean that on average, between 4 and 8 passenger cars may be parked off-street at a given residence. Based on ITE’s “Parking Generation” Manual (4th Edition), on a national average scale single-family homes generate a peak weekday parking demand of 1.83 parked cars per dwelling unit. Even assuming a secondary dwelling unit on the property, the peak parking demand for a single-family residence comparable to that which may be found throughout South Gate would be 2 DU x 1.83 Spaces/DU = 3.66, or 4 parking spaces, which can be accommodated by the typical South Gate driveway.

Therefore, in order for a given residential neighborhood in South Gate to have an actual off-street parking deficiency, the peak number of automobiles parked at a residence would need to exceed 4 cars, which is likely to occur if the number of driving-age residents per household exceeds the national average accounted for in ITE’s parking rates. Alternatively, an apparent “lack of off-street parking spaces” could be attributed to a multi-family residential site such as an apartment complex or condominium homes, of which the peak parking rates established by ITE are 1.23 and 1.38 parked cars per dwelling unit, respectively.

While multi-family off-street parking facilities were not surveyed as part of this study, if it were the case that these sites do not provide a sufficient number of on-site parking spaces to cover the 1.23 or 1.38 spaces/DU parking ratio, then a spillover of the tenants’ parked cars into the surrounding residential neighborhood could be occurring in those areas, and would better account for complaints about there being a lack of available off-street parking.

Issue: Lack of Parking Enforcement, Leading to Offenders Continually Violating the Parking Code Impunitively and Contributing Further to Poor Parking Utilization

Primary Cause/Factor(s): Need for Improved Reporting System; Parking Enforcement Possibly Preoccupied with Checking Other Areas; Potential Lack of Staff Resources

Discussion: Many residents have raised concerns regarding the lack of enforcement of on-going parking violations, both during routine time periods when parking is prohibited during a fixed, scheduled period of time (e.g., street sweeping hours, Preferential Parking District time windows) and other unscheduled times when an improper parking violation



is called in and reported to the Police Department and no subsequent action is taken against the violator. The repeated lack of enforcement of the Parking Code in these instances encourages violators to perpetuate improper parking behavior which contributes to the poor utilization of on-street parking.

Issue: Long Driveway Lengths Disincentivize Parking on One's Own Driveway

Primary Cause/Factor(s): Garage-in-Back Residential Lot Layout.

Discussion: Long driveway lengths are a causal factor tied to the lack of private driveway/garage use for parking, which was rated as the second most common issue raised in the online surveys (fourth most common issue from the verbal/written feedback). The vast majority of residential lots are laid out with the garage unit in the back of the lot, which lend to long and narrow driveway configurations that widen only at the back of the lot, instead of at the front of the property near the street as with garage-in-front layouts. This configuration disincentivizes parking in driveways—thereby increasing the use of on-street space—due to the impaired ability for multiple parked cars on-site to quickly and selectively pull in or back out of the driveway.

Issue: Narrow Driveway Widths Disincentivize Parking on One's Own Driveway

Primary Cause/Factor(s): Driveway Widths Less Than 16 Feet

Discussion: Narrow driveway width is also a causal factor linked to the lack of private driveway/garage use for parking, which was rated as the second and fourth most common issue raised in the online survey and verbal/written feedback forum, respectively. The current Zoning Code requires that driveway widths be limited to the width necessary to access the permitted parking spaces. In the vast majority of cases in South Gate, this means providing the minimum width necessary (as low as 8 feet) to allow a standard passenger car to simply reach the garage. Unless the property owner elects to voluntarily widen the driveway independently, this unfortunately limits the average single-family residence to a one-car width driveway, which impairs the ability for multiple parked cars to quickly and selectively pull in or back out, and thereby disincentivizes the use of the private driveway as the resident's first option for parking.



Issue: Poor Sight Distance Pulling In/Out Disincentivizes Parking on One's Own Driveway

Primary Cause/Factor(s):

- Fixed visual obstructions near the driveway (block walls, gates, fences, sharp/perpendicular turning angles).
- Non-Fixed visual obstructions near the driveway (passing by traffic, platoons of students walking on the sidewalk, other on-street parked cars)

Discussion: Poor driveway sight distance is another causal factor linked to the lack of private driveway/garage use for parking. Visual obstructions make it difficult, time-consuming and in some cases unsafe to pull out of and/or into a given driveway. This challenges the driver to prioritize using the driveway to park over an on-street space, which encounters fewer sight distance obstructions and thus an easier, faster, and safer parking experience.

Issue: Driveway Gating Blocks Access and Disincentivizes Parking on One's Own Driveway

Primary Cause/Factor(s): Security gates.

Discussion: The voluntary use of security gates, and thus the blocked access to one's own garage, is another factor which contributes to many residents parking on the street instead of in their own driveway or garage. For security purposes, many residents install legal wrought iron security gates or chain-link fences along their property line at the entrance of their driveways. Unfortunately, in such situations for vehicles to be parked on the property this requires drivers to spend an excessive amount of time temporarily stopping to exit their vehicle, unlocking and opening the security gate, re-entering the vehicle, pulling up into the driveway, parking and exiting the vehicle, and then returning to the gate to close and re-lock it. The need to open and close driveway gates to gain access to the property and garage thereby disincentivizes the use of driveways and increases parking utilization on the street.



Issue: “Space Saving” on the Street Disincentivizes Parking in One’s Own Driveway

Primary Cause/Factor(s):

- Parking on the street (or placing trash cans or dumpsters) first before using one’s own driveway as a deterrent or preventative means from others parking in front of the subject’s home.
- Parking in front of a neighbor’s property to ensure an on-street space at the subject’s own home for guests.

Discussion: Residents engaging in practices to reserve on-street parking spaces directly ties to the problem of deprioritizing the use of one’s own private driveway/garage, which was rated as the second most common issue agreed upon by online survey participants, and the #4 most common issue identified from the verbal/written feedback responses. Residents typically do not want others parking in front of their home, mainly to ensure that the space is made available for their own use or for guests, but also because an implicit (but not legal) entitlement of ownership over the public space along one’s own frontage. The need for “space saving” thus causes residents to prioritize parking on the street and disincentivizes the use of one’s own driveway, thereby increasing parking utilization on the street.

Issue: Employees from Local/Nearby Businesses Are Parking in Residential Areas, Reducing the Available On-Street Parking Supply for Residents

Primary Cause/Factor(s): Typically caused by (1) employees not following the direction of employers to park in specific areas where there are minimal residential uses, designated for employee parking; or (2) employers not giving any specific direction as to where employees should park resulting in employees locating the nearest available (residential) on-street space near the business site; or (3) employers not providing sufficient off-street parking for employees.

Discussion: Many residents who live near commercial and retail centers have complained about the constant overflow of employees of certain businesses parking on residential streets adjacent to the business. This increases the on-street parking demand in those residential areas and reduces the available space which would otherwise be available for residents’ use.





Issue: Business Customers Parking in Residential Areas Located Near Commercial Areas- Instead of Using Private or Public Parking Lots, Occupying Nearby Residential On-Street Parking that could otherwise be Used by Residents

Primary Cause/Factor(s):

- Inadequate (Wayfinding) Information for Motorists to Locate Public Parking Lots
- Lack of Information for Motorists to see how much Public Parking is Available/Open

Discussion: Based on a weekday survey of available City-owned parking lots in South Gate, it was determined that most of the City’s public parking lots are left underutilized throughout the majority of the day. It is reasonable to estimate that where drivers who do not know about or choose not to park in these lots alternatively park in nearby residential areas, this activity contributes to the added on-street parking demand in residential neighborhoods near the thresholds to commercial centers.

Issue: Cars are Parked and Stored On-Street for Longer than 72 Hours, Reducing the Available On-Street Parking Supply for Residents with Active Parking Needs

Primary Cause/Factor(s): Lack of convenient (or available) space on the private residence to store a vehicle which is intended not to be used.

Discussion: The State of California Vehicle Code (CVC Section 22651(k)) provides local jurisdictions with the authority to tow away vehicles that have been parked or left standing upon the public roadway for 72 or more consecutive hours in violation of the local ordinance authorizing such removal. When car owners violate this law by exceeding the 72-hour on-street parking duration without moving or relocating their vehicle, this prevents others from being able to use the space which effectively reduces the available on-street parking supply.

Issue: Vehicle Repair and Maintenance Occurring within the Public Right-of-Way, Occupying On-Street Parking Space that could otherwise be Used by Residents.

Primary Cause/Factor(s): Both professional mechanics using public roadways to temporarily store and/or conduct auto repairs, and private residents performing their own auto repairs on the street.

Discussion: Citizens have complained about automotive shops using residential streets as overflow areas to park vehicles to be worked on. In addition, many private residents



attempting to save money by performing their own repairs (not including motorists making emergency repairs on vehicles that break down while operating on city streets) end up doing so alongside the curb on residential street because of lack of access to driveways or private garages. In addition to affecting “quality of life” standards in some neighborhoods and potentially posing a safety risk where automotive work is being conducted adjacent to a travel lane, the vehicle in repair often stays on the street for several days, occupying a parking space that could otherwise be used by other residents.

Issue: Car Sales Occurring on the Street, Occupying On-Street Parking Space that could otherwise be Used by Residents

Primary Cause/Factor(s): Individuals Parking Cars on the Street for the Sole Purpose of Advertising them For Sale

Discussion: Pursuant to the authority granted to the City of South Gate by Section 22651.9 of the California Vehicle Code (CVC), under certain conditions the City is permitted to tow away vehicles for being improperly parked for the purposes of advertising the vehicle for sale. Nevertheless, citizens have complained about various individuals in their neighborhoods parking cars with “For Sale” signs on residential streets, and in some cases businesses using city streets as de facto used car storage areas to sell used vehicles. In addition to posing a potential safety hazard by creating distractions for drivers and pedestrians, and inviting prospective buyers into the roadway to examine the vehicle for its price tag or other physical conditions, the presence of the parked vehicles reduces the available on-street parking supply for the adjacent residents.

Issue: Automobile Dependency Increases Car Dependency and Thus Increases Parking Demand

Primary Cause/Factor(s): Lack of Better Non-Motorized Travel Mode Options, such as:

- Limited Bicycle Facilities
 - **Discussion:** There are 125 miles of streets in the City of South Gate, and only 7.3 miles of bike lanes (i.e., bike lanes on less than 6% of city streets). In addition to other important aspects such as commute distance, distance to transit facilities, and public education about biking options, the limited bikeway infrastructure is a partial contributor to the public’s lack of use of bicycling as an alternative mode of travel to autos.
- Lack of More Suitable Transit Facilities (i.e., Light-Rail Service)
 - **Discussion:** Existing transit in South Gate consists of Metro Local Bus lines and the City of South Gate’s *Get Around Town Express* (GATE) local transit bus



system. There is currently no convenient connection to the regional rail network or alternative transportation options to reach regional destinations from within the City. The nearest Metro station is nearly one (1) mile west of city limits, at the Firestone Boulevard/Blue Line Station in Los Angeles. This limited access to the regional mass transit system is another partial contributor to the public's lack of use of alternative travel modes compared to auto travel.

- Long Block Lengths / Walking Distances
 - **Discussion:** Long block lengths disincentivize walking as viable mode of transportation. The average block length in Los Angeles is about 600 feet. In South Gate, typical block lengths include 800 and 900 feet throughout the City. A commonly cited rule is that $\frac{1}{4}$ mile is the maximum acceptable distance a person is willing to walk to access his/her local transit system. Looking at Zone 1 Central (Alameda to Long Beach Boulevard, north of Tweedy Boulevard), however, where east-west blocks extend up to 1,400 feet ($\frac{1}{4}$ mile), it is unlikely that any residents in these neighborhoods routinely walk to their destinations and that auto dependency is very high.

Issue: Moderately Low “Walk Scores” in Residential Neighborhoods Increases Car Dependency and Thus Increases Parking Demand

Primary Cause/Factor(s): Long travel times/distances to reach amenities on foot

Discussion: The *Institute of Transportation Engineers* (ITE) recently reported on an urban multi-family residential parking study conducted in 2015, in which one of the factors determined to mostly likely correlate with parking utilization was “Walk Score”. Walk Score is a metric developed by a private company comprised of a board of transportation and urban planners, as well as leading academic researchers, which measures the walkability of an address.

Although limited in its methodology (does not calculate whether there are sidewalks, how many lanes of traffic one must cross, how much crime occurs in the area, or typical weather conditions for walk), the score provides a generally accepted measure of how readily errands can be accomplished on foot for a given location. The score is calculated by analyzing hundreds of walking routes and walk times to nearby amenities, through a cross-cutting analysis of data sources such as Google, Education.com, Open Street Map, the U.S. Census, Localeze, and community user-added places.

Minagar & Associates, Inc. performed a select sampling of different neighborhoods in South Gate which showed that, while some areas near commercial districts (e.g., Tweedy Boulevard, Long Beach Boulevard) rank in the high-70s and high-80s (“Very Walkable”),



most residential neighborhoods have a Walk Score in the low- to mid-60's ("Somewhat Walkable") which rank in the category just above "Car Dependent" according to Walk Score®.

Issue: Narrow Residential Frontage Width (<50') Allows for Limited On-Street Parking Space

Primary Cause/Factor(s): Small Lot Configurations within Low-Density Neighborhood (NL) Zones.

Discussion: Lot widths less than the normal standard of 50' (e.g., 30', 33', 40') allow for only one (1) on-street parking space, whereas the normal standard 50-foot width for residential lots within NL zones allow for two (2) on-street parking spaces.

Issue: Residents Converting Garages into Dwelling Space, Preventing Garage Storage for Parked Cars and Incentivizing Residents to Park on the Street

Primary Cause/Factor(s): Unchecked zoning code violations on the permitted conversion of garage space into a living space per the City's Code and requirements of the South Gate Community Development Department.

Discussion: Some residents have complained about neighbors using their garage space as an unpermitted dwelling unit—in certain cases aside from an existing ADU in the backyard—which simultaneously adds an unpermitted parking demand at the residence and eliminates two on-site parking spaces. This contributes to both an increase in parking demand and a reduction in the available on-street parking supply since the added vehicles are more likely to park on the street than in the driveway.

Issue: Residents Using Garages as Storage Space for Personal Belongings or Non-Operational Vehicles, Preventing Garage to be Used for Parking Purposes and Incentivizing On-Street Parking

Primary Cause/Factor(s): Basic practice of accumulating more possessions than can be stored within the dwelling unit or readily disposed of (or repaired and registered/insured, in the case of non-operational vehicles deteriorating in the garage space).

Discussion: Some residents have complained verifying that their neighbors parking multiple vehicles on the street and not in garages, because there is no room to fit a vehicle due to the storage of personal goods. The use of a garage for storing goods is not illegal; however, the behavior does contribute to the lack of private off-street parking storage space which should be utilized before attempting to store cars on the street. An in-depth



study conducted by UCLA of 32 dual-income families in Los Angeles found that 75% of middle-class Angelenos no longer use garages for cars; rather, the storage space is used for accumulated belongings and household clutter such as construction materials, excess furniture, toys, and other miscellaneous material goods (source: <https://link.springer.com/article/10.1007/s10834-006-9052-5>). This causes more vehicles to spill out from residential driveways and onto the side of the street, reducing the available parking supply for other residents.

Issue: Unaccommodated Parking Demands in Heavily-Parked Neighborhoods Causing Spillover Parking Problems on Adjacent/Nearby Streets

Primary Cause/Factor(s): A street (or one side of a street) with particularly high parking demands located next to another street (or opposite side) with low parking demands, such as an apartment complex located across the street from a single-family residential tract.

Discussion: Several residents complained about spillover parking issues from a nearby street onto their street during certain times of the day. As a result, the residents in one area are forced into penalty to unfairly incur the transferred parking burdens imposed by another area which cannot meet its parking demands.

Issue: Residents from Other Neighborhoods Using the Available On-Street Parking that should otherwise be Used by the Actual Residents of the Street

Primary Cause/Factor(s): Possibly oversaturated parking conditions on the nearby street; or guest /visitor without a permit to park on a Preferential Parking District (PPD) street.

Discussion: Some residents complained about residents from around the corner or across the street in the adjacent city parking vehicles in front of their homes on their street, occupying the needed space and inflating the on-street parking utilization.

Issue: “Double Parking” on the Street Reduces Available On-Street Parking Space

Primary Cause/Factor(s):

- Improper parking behavior; inattention to basic parking decorum.
- Intentional, temporary occupying of multiple spaces in order to prevent others from occupying the space.



Discussion: Double parking occurs when a vehicle is parked on the street in a manner which prevents the otherwise parking of two vehicles on the street. This is the result of either (1) drivers inadvertently utilizing the available curb space inefficiently, or (2) drivers intentionally engaging in a form of “space saving” in order to prevent other drivers from occupying the second on-street parking space. This causes there to be one less parking space available for use on the street, thereby reducing the on-street parking supply and increasing the on-street parking utilization.

Issue: Restricted On-Street Parking Areas at Intersections Reduce Available On-Street Parking

Primary Cause/Factor(s): Painted Red Curb Zones near the Corner

Discussion: At the vast majority of unsignalized intersections throughout the City, the adjacent sections of curb near the corners—typically up to 15 or 20 feet—are painted red to designate a “No Parking Any Time” zone. Although these red curb zones are intended to prevent vehicles from parking near the corner and interfering with intersection sight distance for conflicting traffic movements, in certain cases where the painted curb sections are more than necessary, or unnecessary altogether, then the available on-street parking space is reduced.

Issue: Narrow Traffic Lanes Constrict Lateral Roadway Movements, which Disincentivizes Parking on One’s Own Driveway

Primary Cause/Factor(s): Combination of Sub-Standard Street Widths ($\leq 30'$) and Permitted On-Street Parking on Both Sides of the Street

Discussion: While the standard Residential Street is 40 feet wide from curb-to-curb (*refer to: South Gate Standard Plan No. 108*), most of the residential streets in South Gate are built at a sub-standard width of 30 feet from curb-to-curb, with unrestricted curbside parking allowed on both sides of the street. This condition lends to a constrained roadway width, with traffic in both directions as well as vehicles pulling into and backing out of driveways competing for the same shared roadway space.

Assuming an 8-foot width from the curb face for the parking lane, the 30-foot wide residential streets commonly found throughout South Gate neighborhoods afford only 7-foot simultaneous travel lane widths in each direction ($30'$ total width – $(8' \times 2 \text{ sides}) = 14'$ for two-way traffic, $\div 2$ travel lanes = 7 feet per direction). Ideally, 12 feet is the desired travel lane width, with 10-foot widths acceptable in conditions where space is limited. Given this significant mobility constraint on through-traffic on the large majority of



residential streets, movements into and out of private driveways is subsequently impacted which in turn disincentivizes use of private driveways.

Issue: Towing/Construction and Commercial Vehicles Parked on the Street, Occupying On-Street Parking Space (Often Encroaching on Two Spaces) that should otherwise be Made Available to Residents

Primary Cause/Factor(s): Typically, residents who bring their work trucks home and park them on the street.

Discussion: The City of South Gate prohibits the use of public streets for parking large, commercial vehicles when not actively in-use (*refer to Section 8.12.070 of the City Code*). This includes vehicles in excess of twenty (20) feet, having a gross vehicle weight in excess of 5 tons (10,000 lbs), wider than 7.5 feet, or otherwise used for transporting an individual for-hire/compensation/profit. Despite this stated prohibition, many residents have submitted complaints about individuals parking large commercial vehicles overnight on residential streets. While it is often convenient for commercial vehicle drivers to take their work trucks home while on-call in order to prevent the unnecessary side trip back to their employer before answering a service call, commercial vehicles parked on residential streets (especially narrow ones) are typically oversized and present a safety and mobility risk to other road users. In addition, commercial vehicles tend to occupy enough space which might otherwise be made available for two passenger cars, parked end-to-end along a short section of curb.

Issue: Auto Crimes Committed on Cars Parked on the Street

Primary Cause/Factor(s): Lack of On-Street Protection for Cars; Exposure to Street Activity

Discussion: Many residents have complained of burglaries, damage and break-ins to their vehicles parked on the street. As a partial result of the inability or indecision of these residents to park their vehicles on their property, vehicles parked on-street are more susceptible to damage from passing cars, and theft from criminals where visibility is limited among the other parked cars on the street.

Issue: Schools or Colleges Using the Available On-Street Parking that could otherwise be Used by Residents

Primary Cause/Factor(s): Staff and/or faculty members parking on residential streets during the day.



Discussion: A number of residents who live across the street from certain schools in South Gate have raised concerns over staff and/or faculty members of those schools not utilizing on-site parking and rather parking their cars in front of residential properties during the day. This reduces the available on-street parking which could otherwise be used by the resident, during school hours.

Issue: Restricted On-Street Parking Areas at Fire Hydrants Reduce Available On-Street Parking

Primary Cause/Factor(s): Restricted Parking Zones at Fire Hydrants

Discussion: On average there are about two curbside fire hydrants per block throughout each residential neighborhood in the City of South Gate. Section 22514 of the California Vehicle Code (CVC) prohibits any person from parking, stopping or leave standing any vehicle within 15 feet of a fire hydrant, unless the distance has been otherwise reduced by a local authority-adopted ordinance or resolution. Implicitly this means that by default if unmarked by curb paint, then there is a 30-foot length of curb (15 feet on both sides) where on-street parking is prohibited, i.e., the on-street parking supply is decreased and on-street parking utilization increases.

Issue: Street Vending Occurring on the Street, Occupying On-Street Parking Space that could otherwise be Used by Residents and Inviting Additional Traffic and Parked Cars

Primary Cause/Factor(s): Street vendors setting up vending stands on the side of a residential street.

Discussion: Some residents have complained that street vendors on their street regularly park their vehicles, vending stands and/or other movable equipment at the edge of the roadway on residential street in a manner which obstructs the available curbside parking lane. This both prevents that curbside space to be used for residents to park their cars, and also attracts other auto users to park nearby and occupy additional on-street parking space intended for residents of the street.

Issue: Residential Driveways Being Blocked by Other Parked Cars on the Street

Primary Cause/Factor(s): Inconsiderate and/or inefficient parking behavior



Discussion: Several citizens complained about vehicles parked on the street in front of their properties who have done so either by encroaching on the side transitions/flares, which makes it both unsafe and difficult for residents to exit the driveway; or by partially blocking the clear width of the driveway apron itself. In order to prevent other vehicles from blocking one's own driveway, a resident may occupy the on-street parking space adjacent to the driveway itself, thus discouraging the use of his or her own private driveway as a first option for parking.

Issue: Residents Operating Unpermitted Businesses Out of Their Homes, Generating Added Traffic and Parking on Residential Streets

Primary Cause/Factor(s): Unchecked zoning code violations on the permitted land use within a residential dwelling space

Discussion: Some residents have complained about neighbors running unpermitted business operations from their homes, which have apparently drawn additional traffic into residential neighborhoods causing available on-street parking spaces to become occupied by the customers of those businesses.

Issue: Street Sweeping Activities Reduce Available On-Street Parking Space

Primary Cause/Factor(s): Day/Time-Restricted No Parking Zones

Discussion: Street sweeping in South Gate occurs once a week per street, during the weekday daylight hours, and primarily in one direction per block at a time during one of three established four-hour time windows: 7:30 to 11:30AM, 10AM to 2PM, and 12 to 4PM. On certain streets these hours vary slightly, and some street sweeping occurs during the late-night hours in commercial or industrial areas. When street sweeping regulations are observed, the on-street parking capacity is temporarily reduced to approximately half during that time.

Issue: Parents Picking Up and Dropping Off Students Park in Residential Areas, Occupying On-Street Parking Space that could otherwise be Used by Residents on those Streets.

Primary Cause/Factor(s): Morning and early afternoon peak drop-off/pick-up hour traffic at schools

Discussion: There are 23 grade schools and 1 community college in the City of South Gate comprising 28,000+ students citywide, the student-per-square mile ratio of which is nearly



12 times the County average. Many residents are therefore likely to be affected by grade school parking impacts during the morning and early afternoon peak hours of school traffic. Based on the public feedback meetings, many residents in these areas have complained about the sheer volume of parents who park alongside their residence in order to wait to pick up their children. In addition to creating significant side friction with the adjacent traffic lane, these parking surges drastically increase the on-street parking demand on residential streets near school during those hours.

Issue: On-Street Parking Restrictions on One Side Reduce Available On-Street Parking

Primary Cause/Factor(s): Painted/Signed Red Curb Zones along Full Block Lengths

Discussion: A handful of street segments—such as those along Duane Way, Missouri Avenue, Deeble Street, Hildreth Avenue or Mariposa Lane—are marked and signed with red painted curb and “No Parking Any Time” signs from corner to corner between the block ends, on one side of the street. Although these red curb zones are installed on one side of a narrow street (typically 24’ from curb to curb) as a means to maintain two-way traffic, the on-street parking supply at these location is essentially reduced to 50% in such cases, and those residents whose side of the street is directly prohibited from parking are at a 100% loss to allow any vehicles to be parked on-street.

5.2 - Short-Term Strategies

Based on the findings of the parking utilization surveys and the feedback from the in-person, verbal, written and online survey public outreach efforts, it was decided that implementing a multi-faceted approach based on implementation time frames, neighborhood parking characteristics, community priorities, and relative strategy effectiveness, would serve the needs of the City in the most effective manner.



First, a list of “short-term strategies” was developed to help address immediate parking concerns in a way that could be implemented over a span of one year or less. These recommendations include the following options:

- Allow case-by-case residential permits to modify existing driveways and frontage areas to encourage more driveway use:



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- Widening driveways, driveway approaches and/or flares to accommodate additional parked vehicles, side-by-side without having to drive to the back of the lot;
 - Eliminating sight problems that discourage residents from easily and safely backing in/out of their driveways, such as lowering or removing walls, shrubs, gates or fences near the ends of driveways, or “red tipping” driveways to allow small adjacent curb sections next to the side flares to be marked with red paint to prevent parked cars from blocking driveway sight.
-
- Allow case-by-case petitions by residents to request the City to evaluate specific red curb sections near intersection corners in order to scale back any existing on-street No Parking zones which may be excessive and could yield additional parking space. All red curb assessments and curbside parking evaluations shall comply with the California MUTCD;
 - Reduce local fire hydrant red curbing requirements to 10' by ordinance (and mark 10-foot painted sections at each hydrant), and permit the utilization of driveway widths as part of the effective distance to curbside hydrants.
 - Increase code enforcement to prohibit unlawful of residential dwellings for business purposes, driveway-to-bedroom conversions;
 - Increase parking enforcement to minimize the improper use of on-street parking, such as large commercial vehicles on residential streets (e.g., trucks, auto repair/sales vehicles, warehouse employees), cars parked on the street for the sole purpose of sales or repair, curbside parked vehicles without parking permits in preferential parking districts, or cars parked on the street for longer than 72 consecutive hours.
 - Work with local grade schools to create circulation and parking plans for faculty and staff to utilize on-site parking areas rather than spilling over into adjacent residential areas.
 - Marking “parking tees” to optimize the number of safe and legally-sized on-street parking stalls, compel residents to park in their driveways first, and minimize the occurrence of double parking, driveway blocking and other problematic parking behaviors.



- Increase usage of underutilized public parking lots. The weekday parking occupancy surveys revealed that the majority of public parking lots near Tweedy Boulevard and around South Gate Park are vastly underutilized throughout the day, with few exceptions. The City of South Gate could improve public awareness of open lots by installing wayfinding guide signage, publishing locations maps on the City’s website, or notifying the public of available parking lots through local newsletters or social media outlets.

5.3 - Mid-Range Strategies

Mid-range parking strategies would occur over a period of 1 to 5 years, and include measures such as:

- Expanding the City’s Preferential Parking District (PPD) Program to a citywide level, allowing various neighborhood zones to petition for a new PPD on a case-by-case basis;
- Convert Underutilized UP/RR Property to Parking Lots. This strategy could involve either 1) leasing the existing, available underutilized UP/RR land based on a memorandum of understanding (MOU) between the City of South Gate and the railroad company for a specified number of years; or 2) purchasing a portion of the land from UP/RR to construct the surface parking stalls.
- Purchase parking lots or construct new lots for public use
- Establish Shared Agreements for Overnight Use of City/School/Private Parking Lots
- Develop Incentive Programs to Get Residents to Use Their Driveways/Garages
- Explore Potential Web-Based Parking Finder Applications

5.4 - Long-Term Strategies

Long-term recommendations would take place over a 5-10 year span or longer, and should be coupled with the City’s greater vision to *improve quality of life*, and revitalize South Gate as a community with lower auto dependencies, higher public transportation usage rates, and improved master planning of circulation and access within localized neighborhoods throughout the City. The major components of this vision include the following umbrella strategies:



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- Light Rail Transit
- Active Transportation Plans
- First-Mile/Last-Mile implementations
- Local Public Transportation
- Transit-Oriented Developments (TOD)
- Improving Education Levels, Incoming, and Lowering the Cost of Living

Examples of the above strategies include taking significant steps to convert a large number of auto-dependent users to bicycle, transit or ride-sharing uses to remove auto trips from the roadway and thus eliminate the need for additional on-street parking. Incentive strategies such as improving the availability, accessibility and reach of public transportation routes (e.g., bus stops, discounted bus fares, educating the public on how to reach and take the bus, and using FM/LM strategies to get users to their destinations faster).

Eco-Rapid Transit presents one of the above types of broad, mass transit related strategies which could reduce auto ownership and thereby minimize the need for on-street residential parking in the City of South Gate. Eco-Rapid is a joint powers authority (JPA) created to pursue development of a transit system, primarily light-rail (LRT) in nature, that will connect over 4 million residents to the regional transportation system, linking economic development and transportation facilities along a 40-mile corridor between Bob Hope Airport in Burbank, to Downtown Los Angeles, to the City of Artesia.



The City of South Gate falls within the project limits of the Eco-Rapid Transit's "Southern Corridor" between Artesia and Downtown Los Angeles, which is presently going through an alternatives analysis and is expected to be built by the Year 2028. The system will enhance and increase transportation options for residents in the City of South Gate who travel through this part of the region. LRT systems can run swiftly through cities to connect pedestrians with storefronts, sidewalk cafes, parks and promenades. Having a modernized, dependent LRT option in the City of South Gate would mean a reduction in traffic congestion, and thus a reduction in the number of cars owned and parked on City streets.

Another solution to reducing auto dependency would be to pursue grant funding and infrastructure projects that promote non-motorized travel modes. This could include updating the City's *Bicycle Transportation Plan* (October 2012) to ensure (1) that the City's



goals, policies, actions, and funding sources for bikeway facilities as outlined in the plan are current; (2) that potential new opportunities to fund and expedite bicycle infrastructure projects have been explored and identified; and (3) consideration has been made to address improving and/or introducing other alternative travel modes, beyond bicycle use, that may help car owners reduce their need to own and park a car. The City might consider building on the Bicycle Transportation Plan to further develop a complete, *Non-Motorized Master Plan* which combines all viable multi-modal options available to the public, such as pedestrian infrastructure and walkability enhancements; *Safe Routes to School* projects; *Complete Streets* improvements; Metro local transit and South Gate's Get Around Town Express (G.A.T.E.) services; multi-purpose trails; exploration of micromobility options for the City of South Gate, such as *Lime*, *Bird* or *Jump* (Uber-owned) services to provide shared e-bike and/or dockless scooter pilot programs to the City; as well as encouragement and education programs to promote alternative uses to single-auto travel. Successful applications for State-funded grants for programs such as the *Active Transportation Program (ATP)*, *Safe Routes to School (SR2S/SRTS)* and *Highway Safety Improvement Program (HSIP)* would not only support the City's efforts to improve school route walkability and enhance non-motorized connections to local destinations, but would also allow the City to create incentives for locals to substitute their automobile use for other less impactful and more cost-effective means of transportation which do not require a car to park.

Other means of reducing auto dependency involve an alternative look at future planning and zoning of redevelopments and capital improvement projects in the City of South Gate, whereby new projects could be comprised of more mixed-use components that, at a minimum, would contribute to and be planned around less auto travel and more ridesharing and non-motorized travel modes. A dedicated planning vision could allow such projects to allow for work, live, and leisure activities all within the same area and a high level of regular route transit. This approach to land use development/redevelopment would afford the City the highest level of non-automobile transportation and yield the least amount of parking impacts, and thus would reduce the need to provide the number of parking stalls that might otherwise be required in an area that does not have a mix of uses and high-level transit services.

Physical design characteristics of an improved transit system could include provisions of pedestrian-oriented street amenities such as wider sidewalks, pedestrian scale street lighting, and benches and informational kiosks that are associated with each transit stop. As evidenced by feedback from certain local users of the Tweedy Boulevard parking lots who expressed a desire for better lighting and "safer" conditions, the result of these physical improvements would be easy, safe, convenient access for non-auto users. In





addition to enhancing local transit services and pedestrian/bicycle facilities, any long-term solution to the parking issue should include the following three elements:

1. Willingness of Neighborhood Watch Captains and property owners to work cooperatively with the City so that strategizing to resolve parking issues can be addressed in a comprehensive manner, rather than an individual property basis.
2. Consideration of impact to existing local parking activities, including impacts to Preferential Parking Districts (PPDs).
3. Maximization of public parking lot utilization. Whether through the revitalization of existing underutilized public parking lots, or acquiring vacant land (e.g., across alleys or next door to commercial buildings near heavily-parked residential neighborhoods) for additional parking lot development, many residential are impacted by parked cars intended for commercial destinations. New strategies should consider directing shoppers and retail users away from residential streets and to designated free parking lots provided by the City, where available.

6 - Recommended Parking Policies and Implementation Phasing

This section details the recommendations designed to assist the City of South Gate improve citywide on-street parking, including equipping City Council with the necessary tools to guide future parking policy and the City Departments with operational strategies to implement parking solutions on a short-, mid- and long-term basis. The recommendations were developed internally through the collaboration of technical team members, city staff and the executive management team, while also informed by the collected field parking data, best practices in peer communities, and input from the community.

It is important to emphasize a number of key points. First, on-street parking behavior and demand is influenced by a number of factors. Parking is not solely about the amount of space on the street or its regulations, but also about residents' need for on-street parking in the first place, and how they choose to use this space and prioritize it over their own driveways and garages. The City must continue to think about how the demand for on-street parking is intimately connected to car ownership, the lack of viable replacements for automobile travel in the City of South Gate, and the various causes behind why parking on private property is constantly deprioritized over parking on the street.

Second, there is no single, catch-all solution to the City's on-street parking challenges. Although increasing parking enforcement and adding more parking spaces through curb



lane restriping/demarcation will provide short-term capacity benefits for on-street parking, these measures will not provide long-term success in and of themselves. Therefore, any approach to addressing the City’s on-street parking issues must involve a partnership between the City and residents, and comprise a package of recommendations tailored to the local conditions and designed to support other complementary strategies.

Third, expectations must also be realistic, as progress will be incremental. It will not only take time for the City to plan and implement the recommendations in this section, but also to realize their benefits and adjust as conditions change over time. In addition, negative feedback throughout this process is guaranteed, as certain groups and individuals will be affected by the parking policies, such as changes to existing red curbed zones, addition of new PPDs, increased parking enforcement and zoning code enforcement, etc. However, the phased action plans outlined in the next section, along with regular management of the Plan by the proposed “Parking Task Force”, will help guide the City through navigating implementation of the strategies.

Fourth, due to the well-known, pre-existing constraints—such as narrow street widths, high population/housing density and car ownership—impacting on-street parking conditions throughout the City, the recommendations describe approaches that seek to better manage the *utilization* of the existing parking supply, and ensure that the City’s resources are utilized in the most cost-efficient manner possible to achieve this goal. This includes providing strategies to maximize the on-street parking supply while simultaneously minimizing the demand, and optimizing the ways in which the available space is used by those needing to park on public streets.

The materialization of these solutions will be realized through the implementation of the recommendations provided in this Plan. This, however, should not prevent the City’s Task Force from exploring new strategies or any other combination of opportunities in the future that may exist outside of this Plan, especially as new technologies emerge and transportation needs shift that may alter or redefine the City’s overall approach to parking management.

6.1 - Recommendations

Policy #1: Create an internal Parking Task Force

- 1.1 Summary/Purpose. Create a “Parking Task Force” composed of an advisory group of city staff and/or management personnel who will serve to inform the City Council and offer recommendations to identify and address parking and circulation issues in



South Gate. The purpose of the Task Force will be to apply the knowledge, principles and strategies both ongoing and developed as part of this citywide on-street parking study to formulate specific implementation plans to present to City Council for consideration and implementation moving forward.

1.2 Task Force Duties. The Parking Task Force would be responsible for the following duties:

- Establish principles for parking in South Gate;
- Review existing goals and policies of the City’s General Plan in relation to the parking component of each Element;
- Periodically review and update the recommended parking strategies and requirements outlined in the Citywide On-Street Parking Study;
- Devise phased implementation plans to implement each of the short-term, mid-term and long-term strategies outlined in the Citywide On-Street Parking Study, based on prioritized factors such as city resources, funding, and the changing organization of local community needs and demands.
- Oversee City staff implementation of parking programs;
- Continually seek ways to improve city staff’s coordination of parking-related planning and engineering activities with the reporting, monitoring and tracking of parking issues carried out by the City’s Police Department/Parking Enforcement, and Zoning Code Enforcement personnel.
- Provide an annual progress report to the City Council for review.

1.3 Task Force Membership and Composition. The Parking Task Force would have two variations, including (a) an *Executive* group, and (b) an *Interdepartmental* group:

- (a) The executive group would include four (4) interdepartmental members appointed by the City Manager, including the Public Works Director, Planning Director, Police Department Chief and Director of Parks and Recreation, or their designee(s).
- (b) Department personnel would include members such as a Senior Code Enforcer, Public Works/Project Implementer, PD staff, various other clerical staff, etc. who would communicate with one another to carry out the objectives of the Parking Task Force.

1.4 Meetings. The Parking Task Force would be expected to hold meeting on a regular basis (for example, quarterly) at an agreed upon date and time that is convenient for the availability of its members, as well as keep records of agenda and minutes.



Policy #2: Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets

- 2.1 Summary/Purpose. Public Works shall be encouraged to provide opportunities for more parking on public streets. Authorize the Department of Public Works to implement operational improvements on city streets to increase parking capacity (e.g., ADA improvements, adding on-street parking spaces, etc.) which will provide improved and more accommodating facilities, and will support quality public works infrastructure services to the South Gate community.
- 2.2 Duties. Implementation of as-need parking strategies by Public Works would involve, generally, any and all short-term improvements necessary to enhance the capacity and utilization of on-street parking on city streets, including the analysis, engineering and development of plans and specifications, and the subsequent installation of signs and pavement/curb markings for improvements such as:
- (a) Marked parking stalls on the street.
 - (b) Modified painted curb sections at fire hydrants
 - (c) Reduction of red curb zones in favor of on-street parking space(s)
 - (d) Addition or modification of residential Preferential Parking Districts (PPDs)

Policy #3: Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement

- 3.1 Summary/Purpose. The management of the City's on-street parking system will not benefit from any enduring success without an effective enforcement program to reduce improper parking practices and increase parking turnover where it is needed the most. In fact, through the Team's public outreach of the Citywide On- Street Parking Study, it was discovered that much of the community feedback was centered on appealing to the City to provide increased parking enforcement. Although not largely quantified in the field, the windshield/drive surveys did confirm some of the extensive parking violations occurring on the City's on-street parking system in many neighborhoods.

However, because the existing parking enforcement effort is extremely labor intensive, it would appear that the City's parking enforcement officers become assigned to neighborhoods that generate the most complaints, and therefore parking enforcement cannot be sustained long enough in any one area to change behavior. Therefore, in order to make long-lasting reductions in routine parking





violations to preserve the integrity of time-limit parking restrictions, designated PPDs and other curb space priorities, it is recommended that the City adopt a policy directing law enforcement to provide additional resources to increase its parking enforcement.

If parking enforcement can be given sufficient tools to transform its current system from being reactive and complaint-driven to being a more routine and proactive one, the results will lead to fewer violations and more available on-street parking, as well as lend to the success of other parking management strategies. In addition, depending on the level of such violations and the ability of the City to enforce them, the cost of parking enforcement may also be able to pay for itself.

3.2 Sample Recommendations. In order to help reduce the number of parking violations occurring on city streets, and to improve the widespread availability of on-street parking, PD is encouraged to explore and pursue extended parking enforcement options such as:

- (a) Hiring additional staff to focus on parking enforcement (e.g., offer part-time or full-time position, depending on need as determined by the Police Department, for a qualified individual(s) to augment the PD’s existing parking enforcement staff)
- (b) Consider implementing a "Warning System" to facilitate public acceptance of ramped up parking enforcement activities. For first-time violators a warning system would give some reprieve to those who may not necessarily be familiar with certain parking regulations in place. The City could explore means of implementing a cost-effective and timesaving warning system whereby first-time offenders would receive a “null” parking ticket indicating the cited parking violation with a rubberized stamp, for example, stating “WARNING TICKET ONLY: future violations will result in a fineable infraction”.
- (c) Third-party technologies to improve parking enforcement efficiency, such as:
 - a. GPS-enabled, automated license plate reader (LPR) technology installed on Parking Enforcement trucks to digitally “chalk” vehicles parked longer than 72 hours, or otherwise identify and log improperly parked vehicles in designated “No Parking” locations such as in PPDs;
 - b. Modernized handheld ticketing device
- (d) Directing parking enforcement to focus on residential “hot spot issues” (e.g., most common complaints identified in the Community Outreach effort) such as vehicles parked over 72 hours, parking over sidewalks and in front of driveways, storing inoperable vehicles on the street, parking on corners, etc.



Policy #4: Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking

- 4.1 The purpose of this policy is for Code Enforcement to place an increased emphasis on investigating and enforcing existing private property code violations that negatively affect public on-street parking. This may include:
- (a) Ramped up efforts to cite zoning code violations such as:
 - Nonapproved garage conversions, causing an unpermitted shortage in the available space for parking cars on the property;
 - Unpermitted business uses in residences, generating an undue volume of business clientele in residential areas not zoned for or capable of handling business traffic
 - Parking cars on front lawns
 - (b) Improving the code violation reporting system. Currently, the City is in the process of developing a mobile app to allow concerned citizens to report improper use and other activities, for both Code and Parking Enforcement to investigate and enforce.

Policy #5: Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space

5.1 Sample Recommendations

- (a) Adopt formal procedures to allow residents to obtain a permit to widen their existing front driveways, thereby incentivizing self-parking on one’s own property over parking on the street. This program could include an additional incentive bonus by starting out as a “One(1)-Year Driveway Widening Pilot Program” in which encroachment permit/inspection fees would be waived for the first year.
- (b) Plan a “Community Garage Clean-Out” Event. Most of the residential properties in the City were built many decades ago when the area was subject to less stringent parking demands than today’s standards, including properties with a one-car garage per unit, and driveways that cannot accommodate a multiple cars side-by-side in the front driveways area. Therefore, much of the residential parking tends to occur in the front yard areas and spill out immediately onto the street, resulting in garages being



used for storage instead of vehicular parking. In order to encourage residents to park in garages, this strategy would provide a community-wide opportunity for residents to clear out space in their private garages and on their back driveways, in order to allow a reclaiming of cluttered storagespace for car-parking purposes. The event could also include a gathering of "For Sale" cars to sell all at once, or provide a bulky-item pick up service with large trash bins on select days and locations as an opportunity for residents to discard unnecessary items stored in garages. An benefit of the garage clean-out program would be to use the occasion to also educate and encourage people to learn about the City's on-street parking management program.

Policy #6: Implement Public Parking Strategies

- 6.1 Summary/Purpose. Investigate public parking opportunities for residents.
- 6.2 Sample Recommendations.
- (a) Find ways to utilize public parking
 - (b) Partner up with Union Pacific Railroad (UPRR) to promote the usage of their underutilized property to parking spaces
 - (c) Shared Lot agreements with adjacent businesses for overnight parking
 - (d) Planning Department Initiatives
 - Reconsider parking policies for upcoming new developments and accessory dwelling units (ADUs)
 - Look into new parking restrictions
 - Study and reform parking code requirements
 - Monitor and evaluate the need for additional parking construction
 - Improve parking governance in commercial areas adjacent to residential neighborhoods (e.g., Tweedy Mile, commercial and industrial zones along Firestone Boulevard, Atlantic and Long Beach Boulevard)

Policy #7: Implement a Community Educational Campaign

- 7.1 Summary/Purpose. Minagar recommends that the City invest some of its resources to embark on a "Community Education Campaign" to provide information to community members about best parking practices, opportunities for residents to involve themselves as part of the ongoing parking solutions, and existing parking regulations and their benefits. By building on top of the City's existing comprehensive citywide safety education program (i.e., "Safety Awareness For





Everyone”, or S.A.F.E.) administered by the Public Works Department, the City already has a solid platform to develop such an educational plan.

7.2 Sample Recommendations.

- (a) Upgrading online parking services and information. Since most information-finding today is done through the internet, a critical component of the educational campaign would be to provide the public with a centralized online resource offering instant, useful information that is easy to find, navigate, understand and use. A web page hosted on the City’s website, or on a secondary site, could be created which allows residents and employees to quickly locate and access important, user-specific information related to parking, such as nearby available public lots, shared parking facilities, PPD zones, bus stops and the most readily available transit services in their area of need.
- (b) Promote transportation demand management (TDM) strategies to the public and private sectors such as carpooling and vanpooling ride-share programs, public transportation services, improved facilities for bicyclists and pedestrians, flexible work hours, telecommuting, and parking management strategies and incentive programs such as California’s Parking “Cash-Out” Law for employers who currently provide free parking to their employees.
- (c) Part of the educational campaign could also include an “On-Street Parking Information Guide” that illustrates priorities, procedures, and options for citizens and community groups to proactively assist the City in managing parking in their neighborhoods. By using the results of the public feedback obtained from the citywide community meetings, the pamphlet/guide could be devised to straightforwardly acknowledge, identify and describe many of the common parking problems encountered on public streets around the City, and how citizens can actively participate in the resolution of these problem.

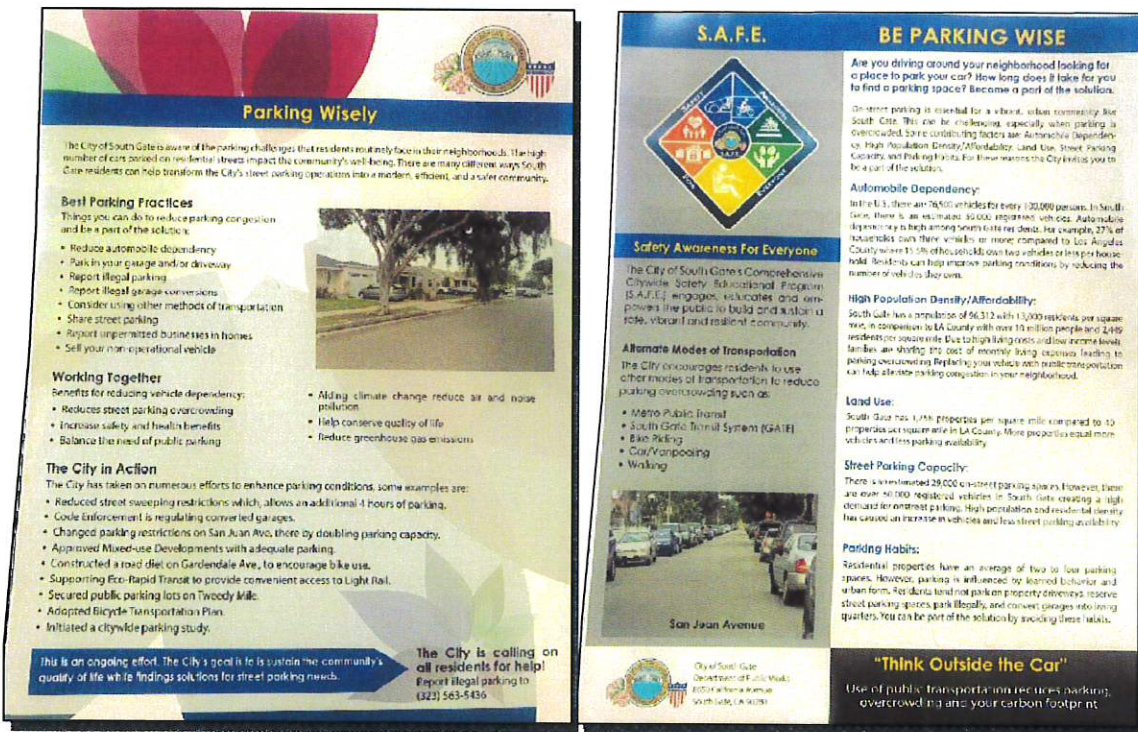


The informational brochure can also include a section promoting viably alternative modes of transportation that are available to South Gate citizens as a means of legitimately replacing automobile use and ownership (e.g., showing easy-to-understand public transit routes, maps, services, and incentive cost structures); encouraging residents to engage in “good faith” parking behaviors with their neighbors; and/or providing information on



how to properly report improper parking activity or parking-related code violations to the appropriate City department for follow-up enforcement.

- (d) In coordination with the recommended increase in parking enforcement, the City could design and produce a small, inexpensive public service notice to include along with each first-time offender warning tickets intended to advise residents of basic parking rules and to prevent future violations, indicating items such as parking regulations relevant to a particular street, commonly violated parking rules, PPD or time-based parking zone limitations, etc.



Sample S.A.F.E. Brochure Created by the City of South Gate to Inform Residents of the City's Ongoing On-Street Parking Improvement Efforts and to Promote Good Parking Practices



6.2 - Short-Term Parking Plan

The following parking strategies have been prioritized for implementation over the short-term period, by the Year 2020:

Summary of Selected Short-Term Parking Strategies:

1. Remove/Reduce Red Curb Zones to Add Parking Space
2. Stripe On-Street Stalls (Parallel)
3. Increase Existing Code Enforcement
4. Allow Driveway Widening
5. Involve Residents to Help Monitor/Enforce Parking Regulations
6. Promote the usage of City-owned parking lots

1. ***Remove/Reduce Red Curb Zones to Add Parking Space.*** This measure would require Public Works to first conduct an engineering analysis based on the CA MUTCD to evaluate the applicability of red curb paint removal, whether for a given requested location or on a proposed neighborhood-wide basis, and then to assign maintenance crews to visit the site(s) and remove the curb paint along with any posted sign restrictions. Assuming a removal cost of \$1/LF plus staff time to evaluate a given red curb section, labor to remove the paint and document the removal, it is estimated that a typical 20-foot red curb section would cost approximately \$20 to remove to free up the available curbside space for parking.

Other ways to reduce red curb zones to add parking space would be for the City of South Gate to approve a local ordinance or resolution per CVC §22514 to reduce the citywide fire hydrant "No Parking" requirement by local authority ordinance from the standard of 15 feet in each direction. Revised red curb zones at fire hydrants would only be considered where the reduction of such a zone could provide for at least one (1) additional on-street parking space. If the City decides to permit a No Parking distance adjacent to fire hydrants totaling less than 10 feet in length per location, as measured along the curb or edge of the street, then the existing red curb must be modified to reflect the reduction, or new red curb paint installed where none previously existed. For fire hydrants located adjacent to residential driveways, the City may consider whether to include all or a portion of the existing driveway width as a part of this in this reduced measurement, since blocking driveways is prohibited, and then provide a red curb painted section along remaining balance of the 10-foot requirement adjacent to the driveway. There are approximately 1,220 fire hydrants in the City of South Gate. At a unit cost of \$1/LF to install or remove red curb paint, the rough cost for a citywide fire hydrant No





Parking zone modification plan would be in the range of \$12,200 for all hydrants (\$1.00 x 10 feet/hydrant location x 1,220 fire hydrant locations).

2. ***Stripe On-Street Stalls (Parallel).*** This measure would require city staff to first produce basic engineering plans to specify standard parallel parking dimensions per the CA MUTCD⁷ (typically 24 feet for interior back-to-back spaces (or 20 feet when separated by a 4-foot buffer), and 20 feet for exterior spaces. plus 2-foot buffer for locations requiring parking, or 18-foot stalls for back-to-back locations constrained between driveways), and then deployment of field crews to install the marked stalls on the street. Based on a unit cost of \$2.50/LF of 6-inch thermoplastic paint, it is estimated that each parking stall would cost approximately \$200 per location (\$100 material installation + \$100 engineering and labor fees).
3. ***Increase Existing Parking Enforcement.*** This measure would increase enforcement of existing parking rules and regulations in the Municipal Code, including coordination with the Police Department (SGPD) to hire additional personnel to conduct parking enforcement activities to ensure that enforcement demands can be met. This measure would cost approximately \$18.25 per hour for each additional officer, or \$37,950 per officer based on 2,080 work hours per year.
4. ***Allow Driveway Widening.*** This measure would permit residents to widen their existing paved driveways to accommodate two side-by-side parked vehicles simultaneously. Most single-family residential properties in South Gate have front driveways which range from 8 feet to 12 feet wide (10 feet on average), and front yard depths ranging from 16 to 22 feet in length (19 feet on average) from behind the sidewalk to the front-most facing wall of the residence. A minimum width of 16 feet is recommended to accommodate two side-by-side parked vehicles; therefore, assuming an average maximum driveway widening of 6' wide by 19' long, an additional 114 square feet (2.11 cubic yards for a 6" thick slab) of concrete driveway is a reasonable estimate for a typical residential driveway widening project. This measure would include approximately \$500 in administrative costs to review and approve a driveway widening permit and provide on-site inspection. The estimated average construction cost to widen a residential driveway, at an average unit cost of \$920 per cubic yard of concrete work, is therefore \$1,942 per 2.11 cubic yards of concrete (114 square feet). The total cost due to each resident requesting the driveway widening would amount to approximately \$2,450 for a typical widening

⁷ Figure 3B-21(CA). Examples of Parking Space Markings; Chapter 3B – Pavement and Curb Markings. 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD, Effective March 29, 2010).



job for one (1) additional car in the front yard area, providing a total front driveway area of approximately 320 square feet.

5. ***Improve Partnership between the Residents and City to Report and Enforce Parking (and Parking-Related Zoning Code) Regulations.*** This measure would require the development of a program to collaborate with residents in order to enhance the effectiveness of reporting improper parking activity and/or parking-related code violations, for the betterment of local on-street parking conditions. This measure would educate the public on the City’s reporting system, including use of mobile and web applications, and help the City receive reports on and track parking code violations in local neighborhoods.
6. ***Promote the usage of City-owned parking lots.*** This measure would seek means of improving public awareness of City-owned parking lots by installing wayfinding guide signage, publishing locations maps in visible areas of public gathering, or notifying the public of such available parking lots through local newsletters or social media outlets.

6.3 - Mid-Range Parking Plan

The following parking strategies have been prioritized for implementation over the mid-range period, 1 to 5 years:

Summary of Selected Mid-Range Parking Strategies:

1. Expand PPD Program Citywide;
 - a. Add New Streets
 - b. Conduct a financial evaluation of PPD permit pricing to meet resident needs while accounting for administrative and enforcement costs; set prices to reflect demand and available curb space; and/or limit the number of new PPDs which may be approved over a given time (e.g., annually)
 - c. Increase/adjust the # of allowable permits per property.
 - d. Continue to establish PPDs to provide on-street parking supply equity among properties along a street, and to ensure residents and their visitors have a place to park
 - e. Coordinate with Public Works to monitor occupancies annually. If occupancies consistently reach 85 percent in residential areas, evaluate whether a PPD would be appropriate.



- f. Coordinate with Public Works to establish a process to remove or redefine existing residential PPDs, achieved in a similar way as the petition and parking survey count method proposed as the basis for establishing new residential parking restrictions.
 2. Partner up with Union Pacific Railroad (UPRR) to promote the usage of their underutilized property to parking spaces
 3. Establish Shared Agreements for Overnight Use of City/School/Private Parking Lots
 4. Develop Incentive Programs to Get Residents to Use Their Driveways/Garages
 5. Explore Potential Web-Based Parking Finder Applications
 6. Improve Public Parking Wayfinding
1. ***Expand and Refine PPD Program Citywide.*** This measure would involve creating a standardized process to review, approve and administer new preferential parking districts throughout the City. The estimated cost is estimated at \$20 per residence included in the PPD, plus \$80/month per parking enforcement staff member required to patrol and enforce the new PPD, plus \$100 per posted sign.
2. ***Convert Underutilized UP/RR Property to Parking Lots.*** This measure would involve coordinating property rights with the Railroad Authority and other regulatory agencies to build a surface parking lot within existing underutilized railway right-of-way. The overall effort would involve typical project features, such as contracting and performing the necessary planning and engineering work, permitting, bidding and contracting the materials and construction, and also administration project costs. The estimated cost to design and build an asphalt- concrete surface parking lot on the existing compacted dirt areas within the UPRR right-of-way is about \$3,000 per parking space.
3. ***Establish Shared Agreements for Overnight Use of City/School/Private Parking Lots.*** This measure would require City staff to work with school administrators and private businesses to draft, adopt and enact local shared-parking agreements with neighborhood residents. The estimated cost for such a program would be approximately \$20,000 to account for professional hours to develop the plan, coordinate with various public and private organizations throughout the City, and provide management and administration of each program on an annual basis.
4. ***Develop Incentive Programs to Get Residents to Use Their Driveways/Garages.*** This measure would develop a city program to host a “Community-Wide Garage



Clean-Out” event, with the goal of providing the community at-large with opportunities to make space in their garages to reduce the number of vehicles parking on the street. The program would involve organizing an annual community event to promote the added benefits of cleaning up unwanted items from garages; solicitation of non-profit support to collect any unsold items that residents would like to donate; involvement of the City’s Waste Management services to organize a waste disposal component at the event (including disposal of hazardous waste such as antifreeze, unused pharmaceuticals, car batteries, used oil, paint, pesticides, home-generated sharps waste, e-waste, etc.); and conducting promotional activities to provide notice to citizens and administer the registration of private citizens wishing to participate. It is estimated that an annual program cost of \$10,000 would cover the above required services, including the securing of a venue site to hold the event.

5. ***Explore Potential Web-Based Parking Finder Applications.*** This measure would explore the use of cloud-based parking solutions using mobile devices and web applications to manage local parking supplies and demands. A variety of emerging technologies are becoming available for this purposes, and thus individual software and technology developers would need to be contacted and consulted to ascertain the relative applicability in the City of South Gate, as well as the scalability of the software and the range of potential costs to the City for such tools.

6. ***Improve Public Parking Wayfinding:***
 - Develop additional signage for existing public parking facilities. Where possible leverage previous designs and combine the City’s new "SG" logo with the universally identified capital letter 'P' in a universal color such as blue or brown, and update street pole banners to reflect this method of identification;
 - Develop additional signage for new public parking facilities created through shared or leased parking agreements;
 - Develop additional signage for new public parking facilities created through leased parking agreements;
 - Initiate a project to evaluate and select an Advanced Parking System (APS) to implement at select locations through the City. The APS will obtain information about available parking spaces in nearby city-owned lots, process and present the data to drivers by means of variable message signs to both guide drivers in congested areas to the nearest parking facility with empty parking spaces, and also to guide drivers already within parking facilities to empty spaces;
 - Evaluate and select a smartphone application with Advanced Parking Systems (APS) technology to provide real-time parking information;



- Create a map(s) of public parking facilities, including location and number of spaces, and post to the City's website;
- Identify additional methods and opportunities to inform the public as to the locations of public parking.

6.4 - Long-Term Parking Plan

The following parking strategies have been prioritized for implementation over the long-term period, 5 to 10 years

Summary of Selected Long-Term Parking Strategies:

1. Enhance Citywide Public Transportation - Introduce Light-Rail (Eco-Rapid Transit) and Improve Connections to Local Destinations (e.g., through First Mile / Last Mile infrastructure improvements)
2. Reach out to businesses and explore feasibility of ride-sharing programs or parking incentive programs such as California's Parking "Cash-Out" Law (AB 2019) for employers who currently provide free parking
3. Add More Citywide Bike Facilities and connections, and Active Transportation Program (ATP) infrastructure to Encourage Non-Motorized Modes of Travel
4. Devise phased implementation plans to implement each of the short-term, mid-term and long-term strategies outlined in the Citywide On-Street Parking Study, based On prioritized factors such as City resources, funding, and the changing organization of local Community needs and demands.
5. Oversee City staff implementation of parking programs
6. Continually seek ways to improve city staff's coordination of parking-related planning and engineering activities with the reporting, monitoring and tracking of parking issues carried out by the City's Police Department/Parking Enforcement, and Zoning Code Enforcement personnel.
7. Provide an Annual progress report to the City Council for review
8. Educate businesses and help coordinate leasing agreements for shared parking facilities
9. Consider License Plate Recognition (LPR) technology to digitally "chalk" vehicles parked longer than 72 hours, or otherwise identify and log improperly parked vehicles in designated "No Parking" locations such as in PPDs. The LPR system should integrate with the City's residential parking website in order to reduce the need for physical parking permits; reduce staff time needed to administer, monitor, and enforce the residential parking program; allowing permit holders to more easily manage their accounts



- online; and allow City administrators to oversee the database system and user accounts.
10. Enforcement and Ambassadors - Expand enforcement from a complaint response basis to routine monitoring if data demonstrates that parking duration or double parking is an issue. Extend hours into the late evening if needed.
 11. Re-evaluate enforcement needs and adjust enforcement levels as necessary
 12. Consider purchase of and training on modernized handheld ticketing devices to expedite parking enforcement duties
 13. Invest in and implement socioeconomic strategies. Explore widespread socioeconomic strategies to reduce citywide residential population/density, increase income and education levels
 14. Invest in and implement socioeconomic strategies.
 - Improve local job market and opportunities to promote local travel and reduce car ownership. Approve developments to create jobs (e.g., Employment Resource Center, Azalea Regional Shopping Center) to lower unemployment, improve housing affordability, reduce population density and reduce auto ownership per household.
 - Explore feasible mid-term solutions to reduce the occurrence of multiple families per household/parcel.
 - Provide education improvement opportunities for working age citizens (e.g., ELAC Expansion) to increase household income and improve affordability, reduce population density and reduce auto ownership per household
 15. Develop planning and zoning policies to ensure wider minimum street widths.
 16. Work with L.A. County Metro to implement free/discounted local shuttle services.
 17. Reduce wide-scale auto dependency and encourage transportation alternatives; Introduce light rail transit (LRT) options.
 18. Encourage/set policies for TOD (Transit-Oriented Developments).
 19. Evaluate the effectiveness of local curbside management policies and adjust as needed.
 20. Explore 1-way street circulation plans to enhance mobility and encourage driveway use.

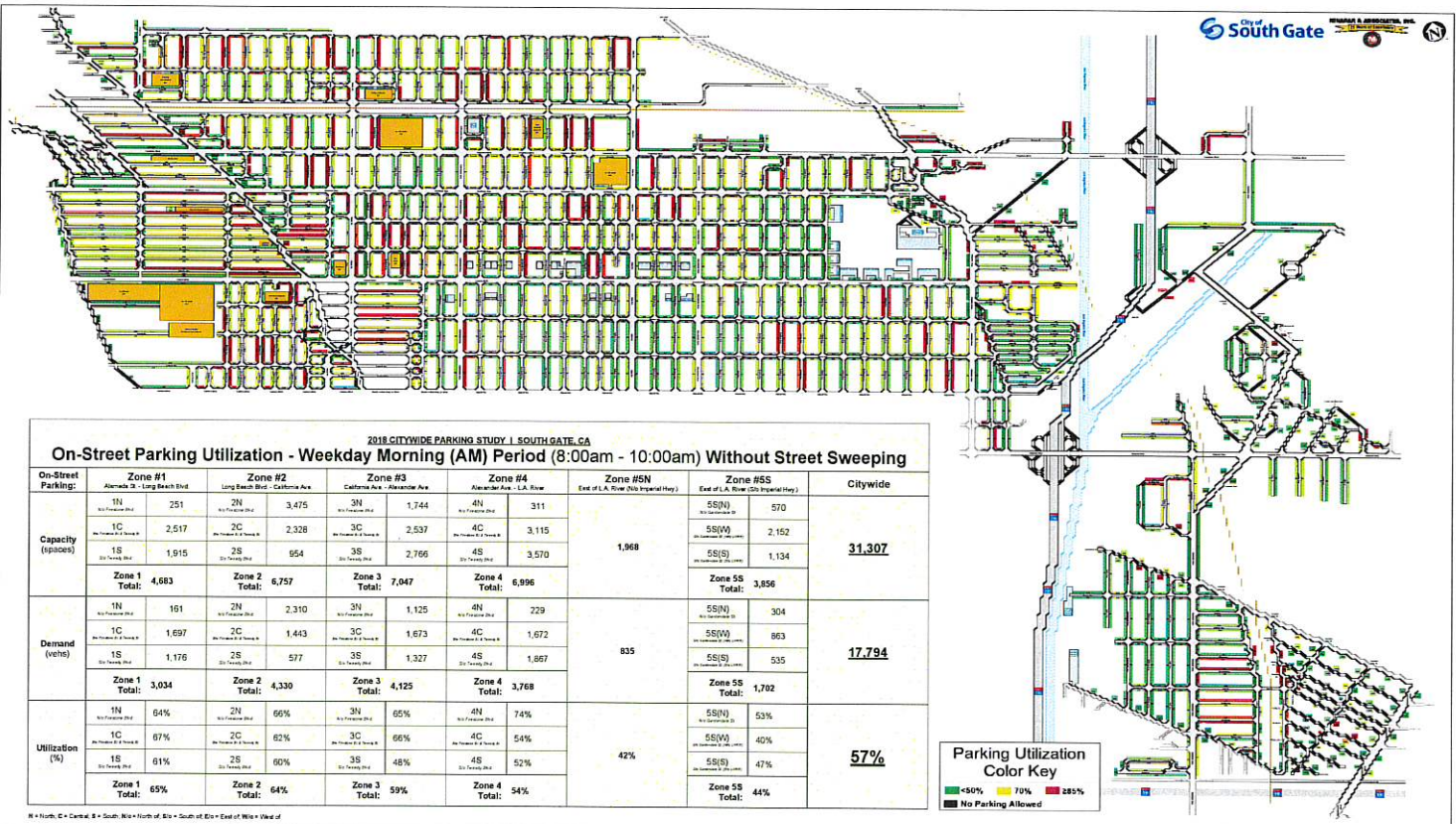




APPENDIX A:

PARKING UTILIZATION MAPS





2019 CITYWIDE PARKING STUDY | SOUTH GATE, CA

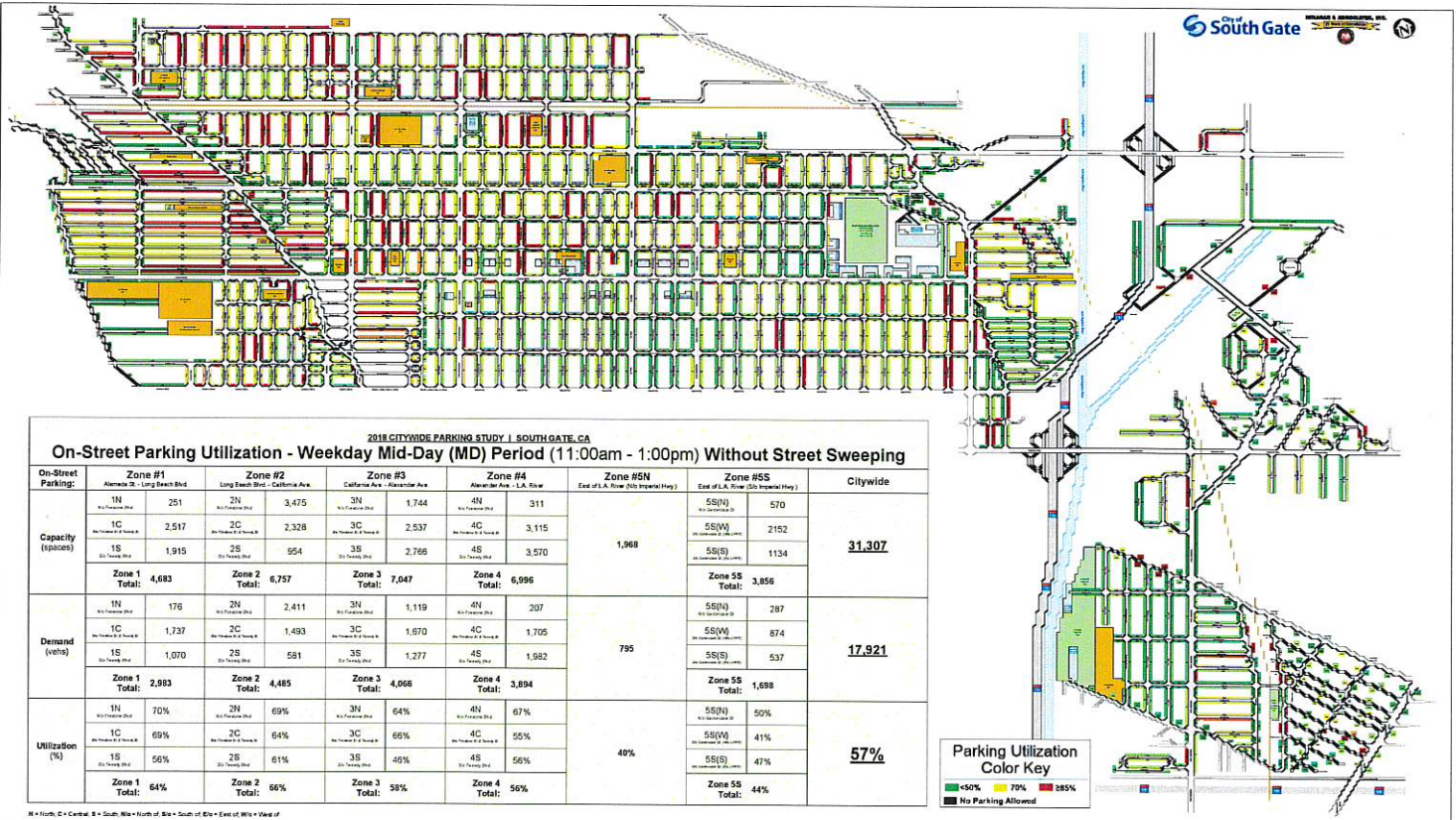
On-Street Parking Utilization - Weekday Morning (AM) Period (8:00am - 10:00am) Without Street Sweeping

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alexander Ave.		Zone #4 Alexander Ave. - L.A. River		Zone #5N East of L.A. River (200 Imperial Hwy.)	Zone #5S East of L.A. River (200 Imperial Hwy.)	Citywide
Capacity (spaces)	1N 251	2N 3,475	3N 1,744	4N 311	5S(N) 570	1,968	5S(W) 2,152	5S(S) 1,134	3,856	31,307	
	1C 2,517	2C 2,328	3C 2,537	4C 3,115							
	1S 1,915	2S 954	3S 2,766	4S 3,570							
	Zone 1 Total: 4,683	Zone 2 Total: 6,757	Zone 3 Total: 7,047	Zone 4 Total: 6,996				Zone 5S Total: 3,856			
Demand (vehs)	1N 191	2N 2,310	3N 1,125	4N 229	5S(N) 304	835	5S(W) 863	5S(S) 535	1,702	17,794	
	1C 1,697	2C 1,443	3C 1,673	4C 1,672							
	1S 1,176	2S 577	3S 1,327	4S 1,867							
	Zone 1 Total: 3,034	Zone 2 Total: 4,330	Zone 3 Total: 4,125	Zone 4 Total: 3,768				Zone 5S Total: 1,702			
Utilization (%)	1N 64%	2N 66%	3N 65%	4N 74%	5S(N) 53%	42%	5S(W) 40%	5S(S) 47%	44%	57%	
	1C 67%	2C 62%	3C 66%	4C 54%							
	1S 61%	2S 60%	3S 48%	4S 52%							
	Zone 1 Total: 65%	Zone 2 Total: 64%	Zone 3 Total: 59%	Zone 4 Total: 54%				Zone 5S Total: 44%			

Parking Utilization Color Key

- <50%
- 70%
- 85%
- No Parking Allowed

N = North, E = East, S = South, W = West, NE = North of East, SE = South of East, NW = West of North, SW = West of South



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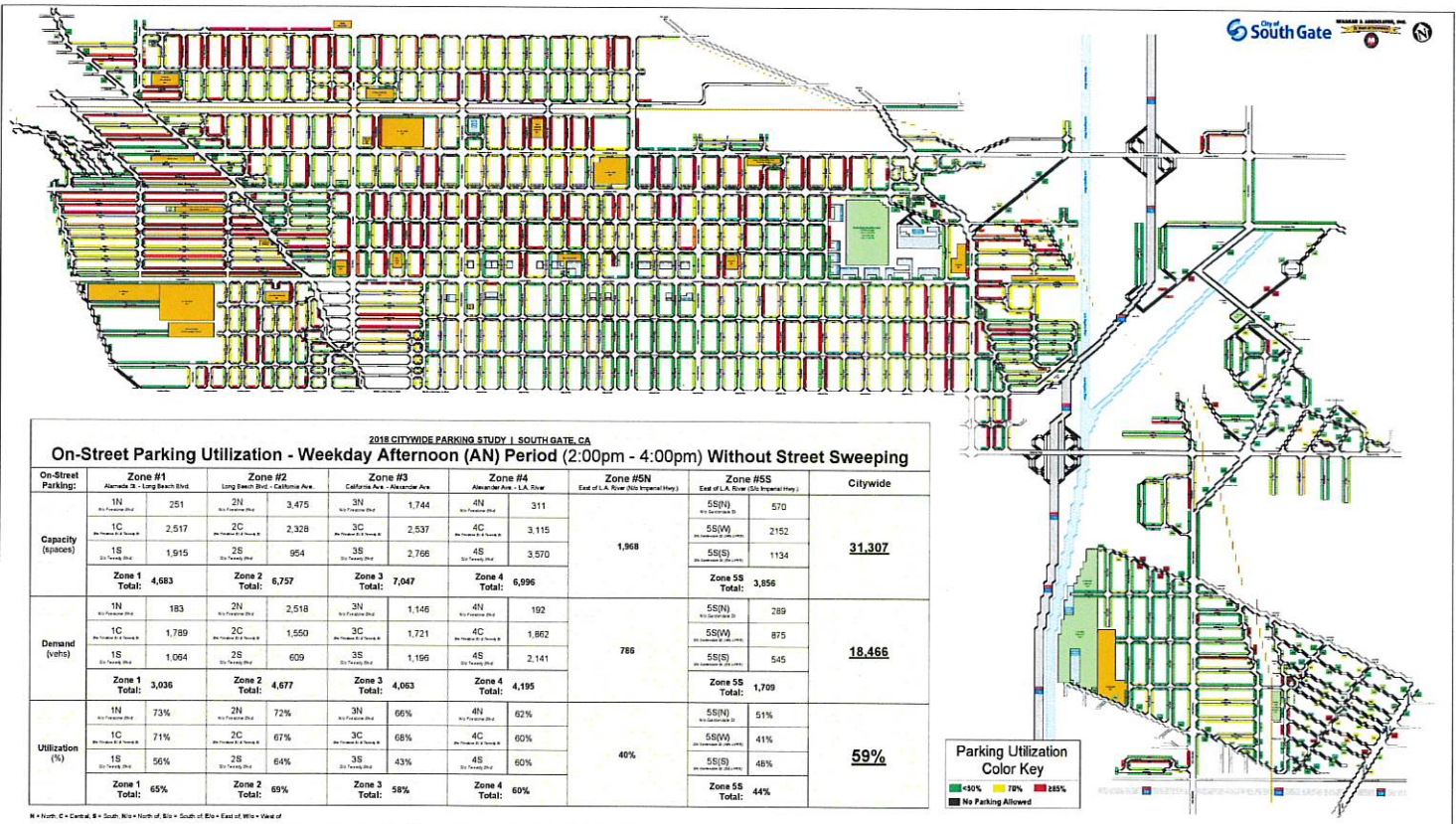
On-Street Parking Utilization - Weekday Mid-Day (MD) Period (11:00am - 1:00pm) Without Street Sweeping

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Normandie Ave.		Zone #4 Alameda Ave. - L.A. River		Zone #5N East of L.A. River (Old Imperial Hwy.)		Zone #5S East of L.A. River (Old Imperial Hwy.)		Citywide
Capacity (spaces)	1N	251	2N	3,475	3N	1,744	4N	311	1,968	5S(N)	570	31,307	
	1C	2,517	2C	2,328	3C	2,537	4C	3,115		5S(W)	2,152		
	1S	1,915	2S	954	3S	2,766	4S	3,570		5S(S)	1,134		
	Zone 1 Total:		Zone 2 Total:		Zone 3 Total:		Zone 4 Total:			Zone 5S Total:			
	4,683		6,757		7,047		6,996			3,856			
Demand (vehs)	1N	176	2N	2,411	3N	1,119	4N	207	795	5S(N)	287	17,921	
	1C	1,737	2C	1,493	3C	1,670	4C	1,705		5S(W)	874		
	1S	1,070	2S	581	3S	1,277	4S	1,982		5S(S)	537		
	Zone 1 Total:		Zone 2 Total:		Zone 3 Total:		Zone 4 Total:			Zone 5S Total:			
	2,983		4,485		4,066		3,894			1,688			
Utilization (%)	1N	70%	2N	69%	3N	64%	4N	67%	40%	5S(N)	50%	57%	
	1C	69%	2C	64%	3C	66%	4C	55%		5S(W)	41%		
	1S	56%	2S	61%	3S	46%	4S	56%		5S(S)	47%		
	Zone 1 Total:		Zone 2 Total:		Zone 3 Total:		Zone 4 Total:			Zone 5S Total:			
	64%		56%		58%		56%			44%			

N = North, C = Central, S = South, W = North of River, South of River, E = East of River, V = West of

Parking Utilization Color Key

- <=50%
- 70%
- 85%
- No Parking Allowed



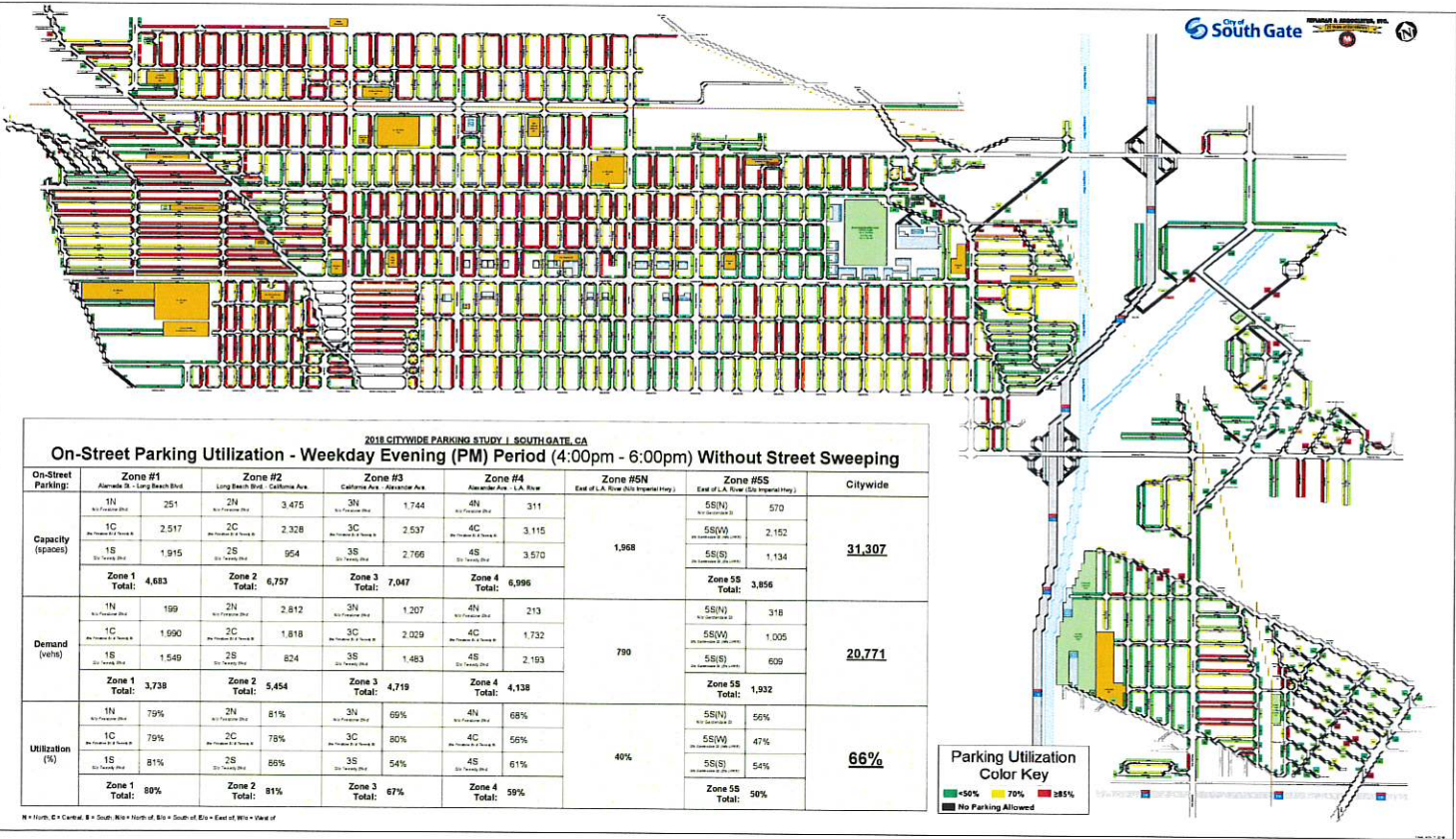
2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

On-Street Parking Utilization - Weekday Afternoon (AN) Period (2:00pm - 4:00pm) Without Street Sweeping

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alexander Ave.		Zone #4 Alexander Ave. - L.A. River		Zone #5N East of L.A. River (200 Imperial Hwy.)		Zone #5S East of L.A. River (5th Imperial Hwy.)		Citywide
Capacity (spaces)	1N 400 Spaces	251	2N 400 Spaces	3,475	3N 400 Spaces	1,744	4N 400 Spaces	311	1,968		5S(N) 400 Spaces	570	31,307
	1C 400 Spaces	2,517	2C 400 Spaces	2,328	3C 400 Spaces	2,537	4C 400 Spaces	3,115			5S(W) 400 Spaces	2,152	
	1S 400 Spaces	1,915	2S 400 Spaces	954	3S 400 Spaces	2,766	4S 400 Spaces	3,570			5S(S) 400 Spaces	1,134	
	Zone 1 Total:	4,683	Zone 2 Total:	6,757	Zone 3 Total:	7,047	Zone 4 Total:	6,996			Zone 5S Total:	3,856	
Demand (vhrs)	1N 400 Spaces	183	2N 400 Spaces	2,518	3N 400 Spaces	1,146	4N 400 Spaces	192	786		5S(N) 400 Spaces	289	18,466
	1C 400 Spaces	1,789	2C 400 Spaces	1,550	3C 400 Spaces	1,721	4C 400 Spaces	1,862			5S(W) 400 Spaces	875	
	1S 400 Spaces	1,064	2S 400 Spaces	609	3S 400 Spaces	1,196	4S 400 Spaces	2,141			5S(S) 400 Spaces	545	
	Zone 1 Total:	3,036	Zone 2 Total:	4,677	Zone 3 Total:	4,063	Zone 4 Total:	4,195			Zone 5S Total:	1,709	
Utilization (%)	1N 400 Spaces	73%	2N 400 Spaces	72%	3N 400 Spaces	66%	4N 400 Spaces	62%	40%		5S(N) 400 Spaces	51%	59%
	1C 400 Spaces	71%	2C 400 Spaces	67%	3C 400 Spaces	68%	4C 400 Spaces	60%			5S(W) 400 Spaces	41%	
	1S 400 Spaces	56%	2S 400 Spaces	64%	3S 400 Spaces	43%	4S 400 Spaces	60%			5S(S) 400 Spaces	48%	
	Zone 1 Total:	65%	Zone 2 Total:	69%	Zone 3 Total:	58%	Zone 4 Total:	60%			Zone 5S Total:	44%	

N = North, C = Central, S = South, W = North of Blvd = South of Blvd = East of Blvd = West of Blvd

Parking Utilization Color Key
 $\le 50\%$ 70% 88%
 ■ No Parking Allowed



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

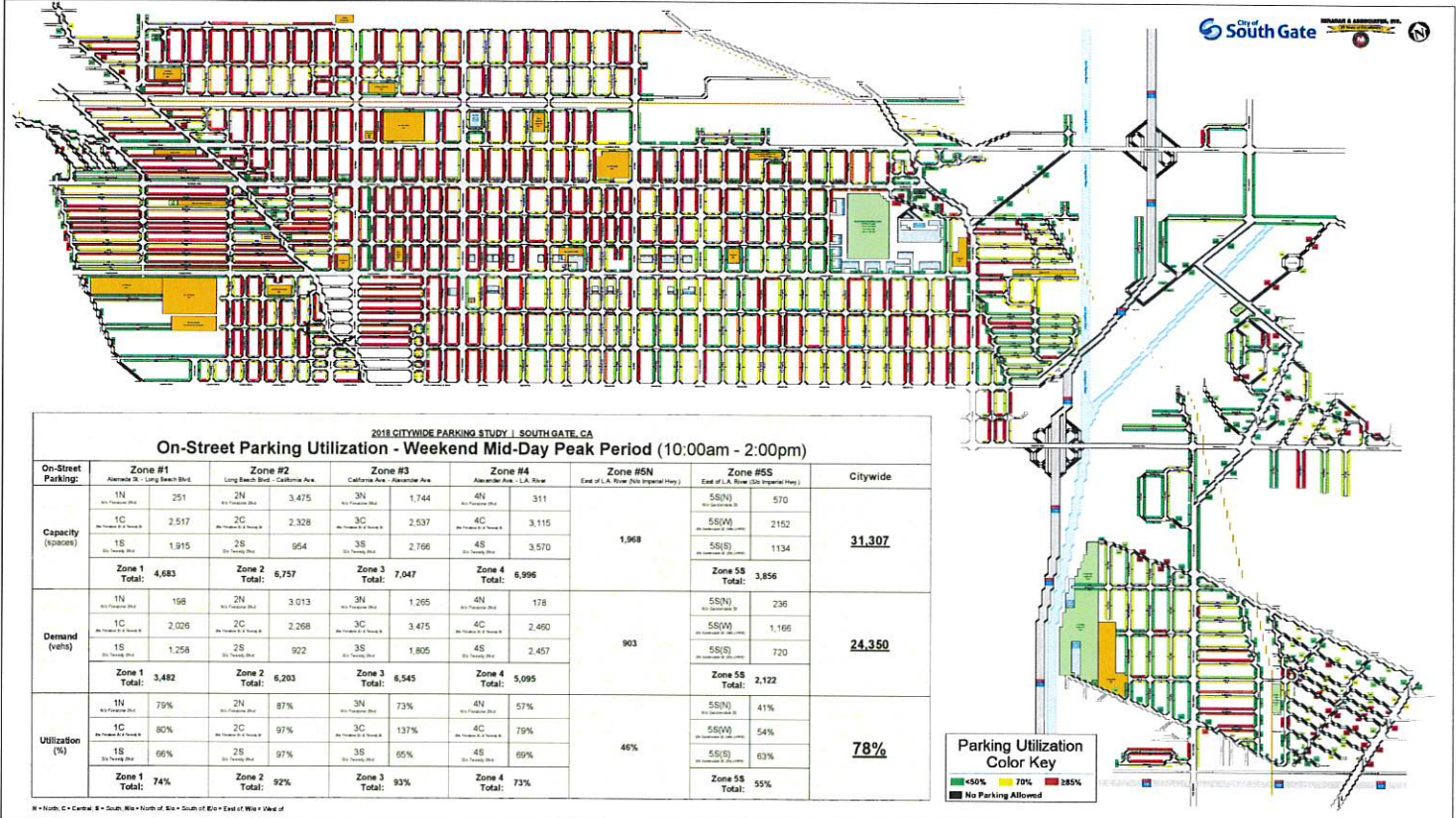
On-Street Parking Utilization - Weekday Evening (PM) Period (4:00pm - 6:00pm) Without Street Sweeping

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alhambra Ave.		Zone #4 Alhambra Ave. - I-605 Blvd.		Zone #5N East of I-605 Blvd. (Intermodal Hwy.)		Zone #5S East of I-605 Blvd. (21st International Hwy.)		Citywide				
Capacity (spaces)	1N N. Porterville Blvd.	251	2N N. Porterville Blvd.	3,475	3N N. Porterville Blvd.	1,744	4N N. Porterville Blvd.	311	1,958	55(N) N. Porterville Blvd.	570	31,307					
	1C N. Porterville Blvd. & I-605	2,517	2C N. Porterville Blvd. & I-605	2,328	3C N. Porterville Blvd. & I-605	2,537	4C N. Porterville Blvd. & I-605	3,115		55(W) N. Porterville Blvd. & I-605	2,152						
	1S S. Porterville Blvd.	1,915	2S S. Porterville Blvd.	954	3S S. Porterville Blvd.	2,766	4S S. Porterville Blvd.	3,570		55(S) S. Porterville Blvd.	1,134						
	Zone 1 Total:		4,683	Zone 2 Total:		6,757	Zone 3 Total:			7,047	Zone 4 Total:		6,996	Zone 5S Total:		3,856	
	Zone 1 Total:		4,683	Zone 2 Total:		6,757	Zone 3 Total:			7,047	Zone 4 Total:		6,996	Zone 5S Total:		3,856	
Demand (vehs)	1N N. Porterville Blvd.	199	2N N. Porterville Blvd.	2,812	3N N. Porterville Blvd.	1,207	4N N. Porterville Blvd.	213	799	55(N) N. Porterville Blvd.	318	20,771					
	1C N. Porterville Blvd. & I-605	1,990	2C N. Porterville Blvd. & I-605	1,818	3C N. Porterville Blvd. & I-605	2,029	4C N. Porterville Blvd. & I-605	1,732		55(W) N. Porterville Blvd. & I-605	1,005						
	1S S. Porterville Blvd.	1,549	2S S. Porterville Blvd.	824	3S S. Porterville Blvd.	1,483	4S S. Porterville Blvd.	2,193		55(S) S. Porterville Blvd.	609						
	Zone 1 Total:		3,738	Zone 2 Total:		5,454	Zone 3 Total:			4,719	Zone 4 Total:		4,138	Zone 5S Total:		1,932	
	Zone 1 Total:		3,738	Zone 2 Total:		5,454	Zone 3 Total:			4,719	Zone 4 Total:		4,138	Zone 5S Total:		1,932	
Utilization (%)	1N N. Porterville Blvd.	79%	2N N. Porterville Blvd.	81%	3N N. Porterville Blvd.	69%	4N N. Porterville Blvd.	68%	40%	55(N) N. Porterville Blvd.	56%	66%					
	1C N. Porterville Blvd. & I-605	79%	2C N. Porterville Blvd. & I-605	78%	3C N. Porterville Blvd. & I-605	80%	4C N. Porterville Blvd. & I-605	56%		55(W) N. Porterville Blvd. & I-605	47%						
	1S S. Porterville Blvd.	81%	2S S. Porterville Blvd.	86%	3S S. Porterville Blvd.	54%	4S S. Porterville Blvd.	61%		55(S) S. Porterville Blvd.	54%						
	Zone 1 Total:		80%	Zone 2 Total:		81%	Zone 3 Total:			67%	Zone 4 Total:		59%	Zone 5S Total:		50%	
	Zone 1 Total:		80%	Zone 2 Total:		81%	Zone 3 Total:			67%	Zone 4 Total:		59%	Zone 5S Total:		50%	

Parking Utilization Color Key

- ≤50%
- 70%
- ≥85%
- No Parking Allowed

N = North, E = Central, S = South, W = North of I-605, S = South of I-605, East of I-605 = West of I-605

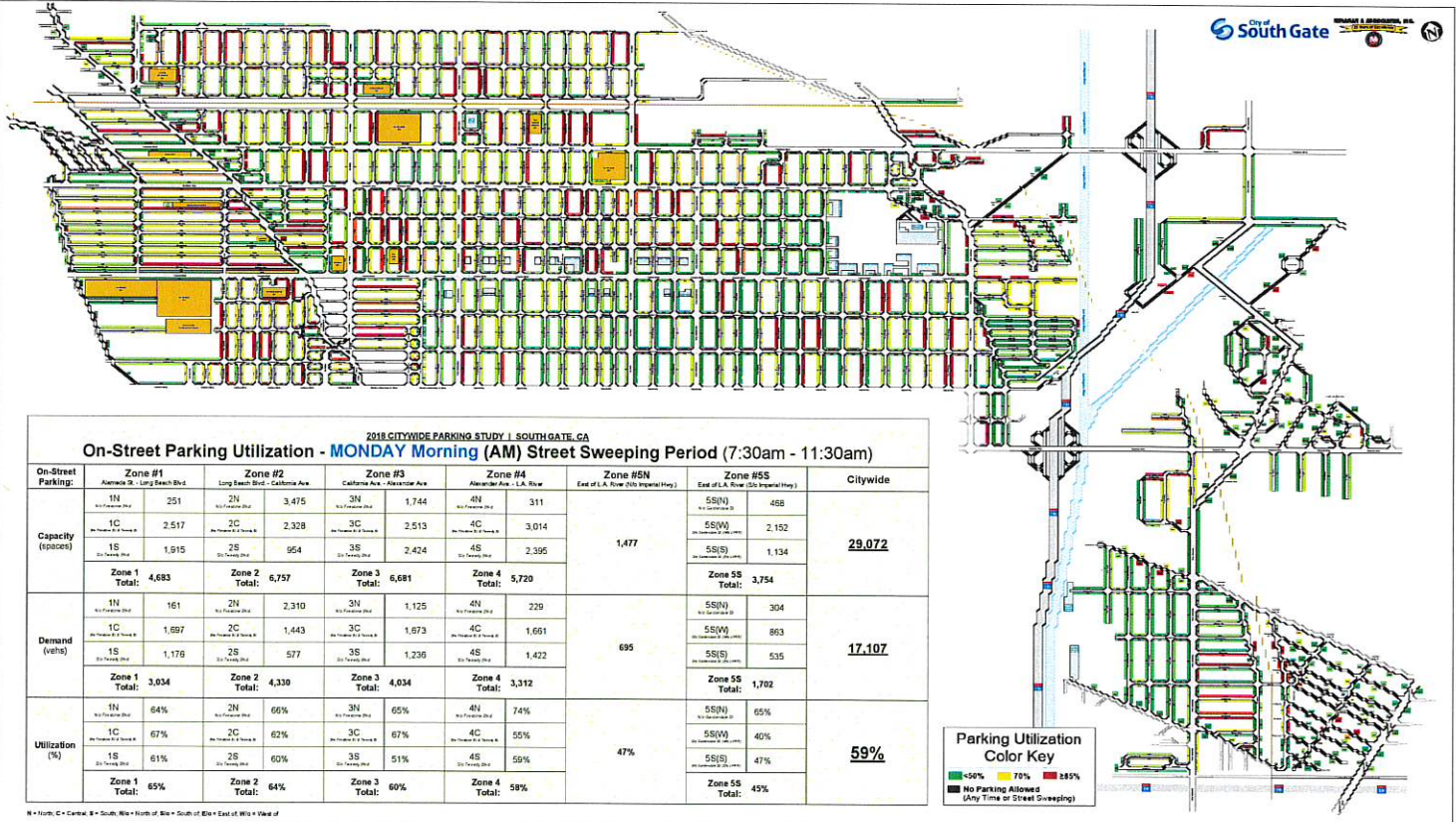


2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA
On-Street Parking Utilization - Weekend Mid-Day Peak Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alexander Ave.		Zone #4 Alexander Ave. - L.A. River		Zone #5N East of L.A. River (20th Imperial Hwy.)		Zone #5S East of L.A. River (24th Imperial Hwy.)		Citywide
Capacity (spaces)	1N No Through Traffic	251	2N No Through Traffic	3,475	3N No Through Traffic	1,744	4N No Through Traffic	311	1,968	5S(N) No Through Traffic	570	31,307	
	1C No Through Traffic	2,517	2C No Through Traffic	2,328	3C No Through Traffic	2,537	4C No Through Traffic	3,115		5S(W) No Through Traffic	2,152		
	1S No Through Traffic	1,915	2S No Through Traffic	954	3S No Through Traffic	2,766	4S No Through Traffic	3,570		5S(S) No Through Traffic	1,134		
	Zone 1 Total:	4,683	Zone 2 Total:	6,757	Zone 3 Total:	7,047	Zone 4 Total:	6,996		Zone 5S Total:	3,856		
Demand (veh)	1N No Through Traffic	198	2N No Through Traffic	3,013	3N No Through Traffic	1,265	4N No Through Traffic	178	903	5S(N) No Through Traffic	236	24,350	
	1C No Through Traffic	2,026	2C No Through Traffic	2,268	3C No Through Traffic	3,475	4C No Through Traffic	2,460		5S(W) No Through Traffic	1,166		
	1S No Through Traffic	1,258	2S No Through Traffic	922	3S No Through Traffic	1,805	4S No Through Traffic	2,457		5S(S) No Through Traffic	720		
	Zone 1 Total:	3,482	Zone 2 Total:	6,203	Zone 3 Total:	6,545	Zone 4 Total:	5,095		Zone 5S Total:	2,122		
Utilization (%)	1N No Through Traffic	79%	2N No Through Traffic	87%	3N No Through Traffic	73%	4N No Through Traffic	57%	46%	5S(N) No Through Traffic	41%	78%	
	1C No Through Traffic	80%	2C No Through Traffic	97%	3C No Through Traffic	137%	4C No Through Traffic	79%		5S(W) No Through Traffic	54%		
	1S No Through Traffic	66%	2S No Through Traffic	97%	3S No Through Traffic	65%	4S No Through Traffic	69%		5S(S) No Through Traffic	63%		
	Zone 1 Total:	74%	Zone 2 Total:	92%	Zone 3 Total:	93%	Zone 4 Total:	73%		Zone 5S Total:	55%		

N = North, C = Central, S = South, W = North of River, S = South of River, E = East of River, V = View of

Parking Utilization Color Key
 $\le 50\%$ 70% >math>85\%</math>
 No Parking Allowed



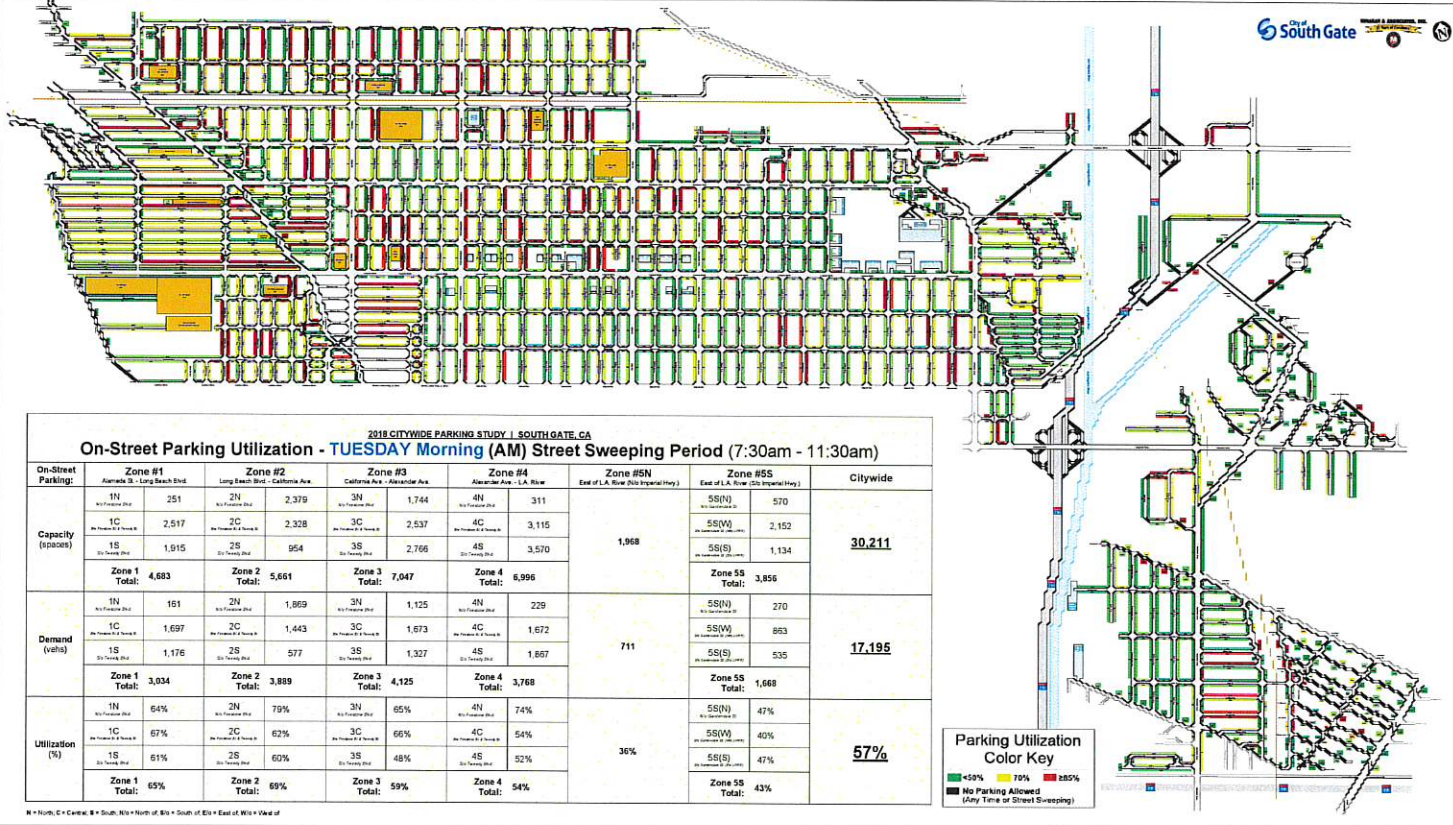
2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

On-Street Parking Utilization - MONDAY Morning (AM) Street Sweeping Period (7:30am - 11:30am)

On-Street Parking:	Zone #1 America St. - Long Beach Blvd	Zone #2 Long Beach Blvd - California Ave	Zone #3 California Ave - Alexander Ave	Zone #4 Alexander Ave - L.A. River	Zone #5N East of L.A. River (50 Imperial Hwy.)	Zone #5S East of L.A. River (50 Imperial Hwy.)	Citywide
Capacity (spaces)	1N 1,744	2N 3,475	3N 1,744	4N 311	1,477	5S(N) 458	29,072
	1C 2,517	2C 2,328	3C 2,513	4C 3,014		5S(W) 2,152	
	1S 1,915	2S 954	3S 2,424	4S 2,395		5S(S) 1,134	
	Zone 1 Total: 4,683	Zone 2 Total: 6,757	Zone 3 Total: 6,681	Zone 4 Total: 5,720		Zone 5S Total: 3,754	
	1N 161	2N 2,310	3N 1,125	4N 229		5S(N) 304	
Demand (veh)	1C 1,697	2C 1,443	3C 1,673	4C 1,661	695	5S(W) 863	17,107
	1S 1,176	2S 577	3S 1,236	4S 1,422		5S(S) 535	
	Zone 1 Total: 3,034	Zone 2 Total: 4,339	Zone 3 Total: 4,034	Zone 4 Total: 3,312		Zone 5S Total: 1,702	
	1N 64%	2N 66%	3N 65%	4N 74%		5S(N) 65%	
	1C 67%	2C 62%	3C 67%	4C 55%		5S(W) 40%	
Utilization (%)	1S 61%	2S 60%	3S 51%	4S 59%	47%	5S(S) 47%	59%
	Zone 1 Total: 65%	Zone 2 Total: 64%	Zone 3 Total: 60%	Zone 4 Total: 58%		Zone 5S Total: 45%	

■ < 50%
 ■ 50-70%
 ■ 70-85%
 ■ 85%
■ No Parking Allowed (Any Time of Street Sweeping)

N = North, C = Central, S = South, W = North of River, E = South of River, L.A. = East of L.A. River, V = View of



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

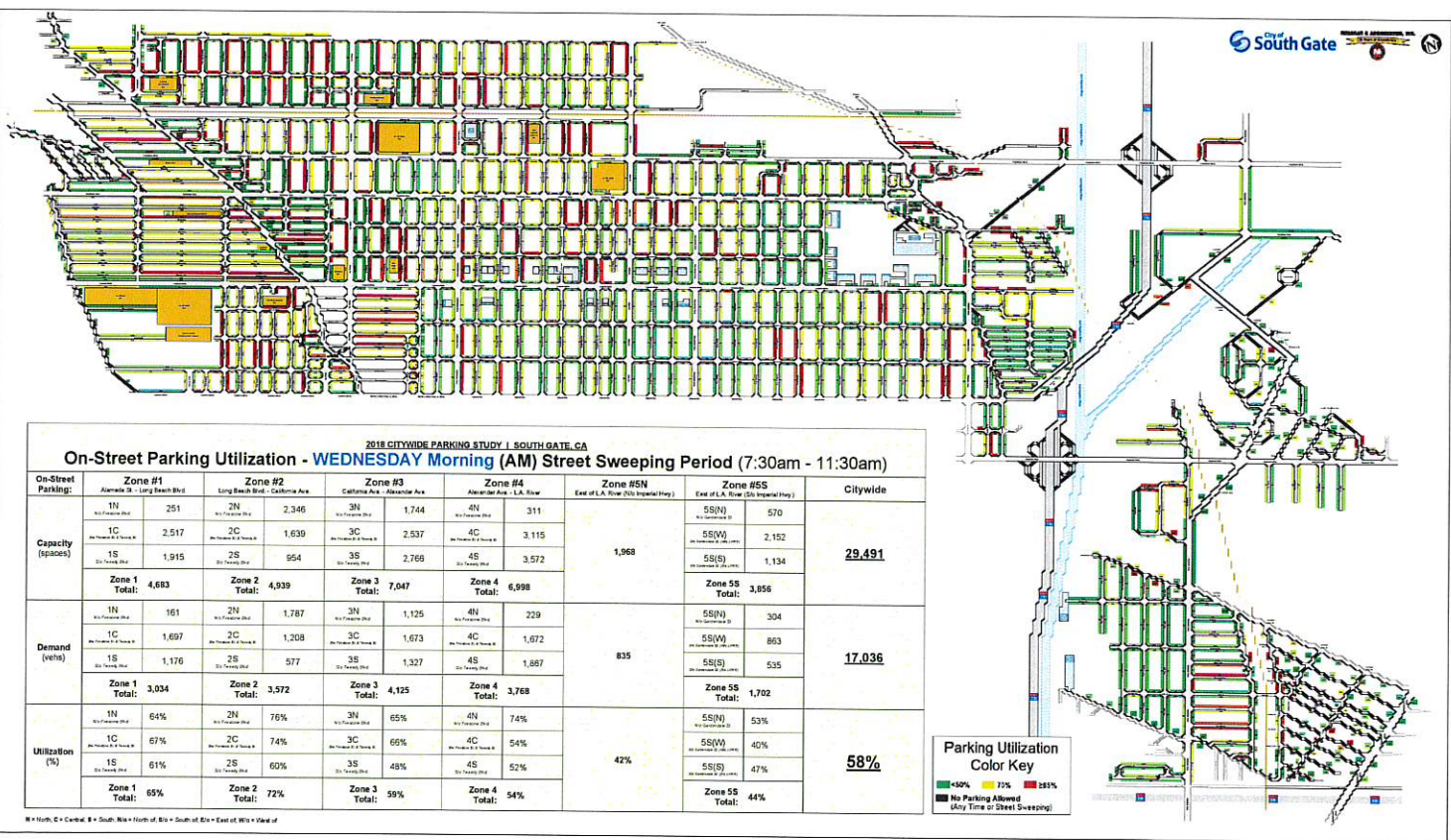
On-Street Parking Utilization - TUESDAY Morning (AM) Street Sweeping Period (7:30am - 11:30am)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.	Zone #2 Long Beach Blvd. - California Ave.	Zone #3 California Ave. - Alexander Ave.	Zone #4 Alexander Ave. - L.A. River	Zone #5N East of L.A. River (20th Imperial Hwy.)	Zone #5S East of L.A. River (5th Imperial Hwy.)	Citywide
Capacity (spaces)	1N No. Traveler Dr. 251	2N No. Traveler Dr. 2,379	3N No. Traveler Dr. 1,744	4N No. Traveler Dr. 311	1,968	5S(N) No. Traveler Dr. 570	30,211
	1C No. Traveler Dr. 2,517	2C No. Traveler Dr. 2,328	3C No. Traveler Dr. 2,537	4C No. Traveler Dr. 3,115		5S(W) No. Traveler Dr. 2,152	
	1S No. Traveler Dr. 1,915	2S No. Traveler Dr. 954	3S No. Traveler Dr. 2,766	4S No. Traveler Dr. 3,570		5S(S) No. Traveler Dr. 1,134	
	Zone 1 Total: 4,683	Zone 2 Total: 5,661	Zone 3 Total: 7,047	Zone 4 Total: 6,996		Zone 5S Total: 3,856	
Demand (veh)	1N No. Traveler Dr. 161	2N No. Traveler Dr. 1,859	3N No. Traveler Dr. 1,125	4N No. Traveler Dr. 229	711	5S(N) No. Traveler Dr. 270	17,195
	1C No. Traveler Dr. 1,697	2C No. Traveler Dr. 1,443	3C No. Traveler Dr. 1,673	4C No. Traveler Dr. 1,672		5S(W) No. Traveler Dr. 863	
	1S No. Traveler Dr. 1,176	2S No. Traveler Dr. 577	3S No. Traveler Dr. 1,327	4S No. Traveler Dr. 1,667		5S(S) No. Traveler Dr. 535	
	Zone 1 Total: 3,034	Zone 2 Total: 3,889	Zone 3 Total: 4,125	Zone 4 Total: 3,768		Zone 5S Total: 1,668	
Utilization (%)	1N No. Traveler Dr. 64%	2N No. Traveler Dr. 79%	3N No. Traveler Dr. 65%	4N No. Traveler Dr. 74%	36%	5S(N) No. Traveler Dr. 47%	57%
	1C No. Traveler Dr. 67%	2C No. Traveler Dr. 62%	3C No. Traveler Dr. 66%	4C No. Traveler Dr. 54%		5S(W) No. Traveler Dr. 40%	
	1S No. Traveler Dr. 61%	2S No. Traveler Dr. 60%	3S No. Traveler Dr. 48%	4S No. Traveler Dr. 52%		5S(S) No. Traveler Dr. 47%	
	Zone 1 Total: 65%	Zone 2 Total: 69%	Zone 3 Total: 59%	Zone 4 Total: 54%		Zone 5S Total: 43%	

Parking Utilization Color Key

- Green: <=50%
- Yellow: 70%
- Red: >80%
- Black: No Parking Allowed (Any Time or Street Sweeping)

N = North, E = Center, S = South, W = North of, NW = South of, EW = East of, WS = West of

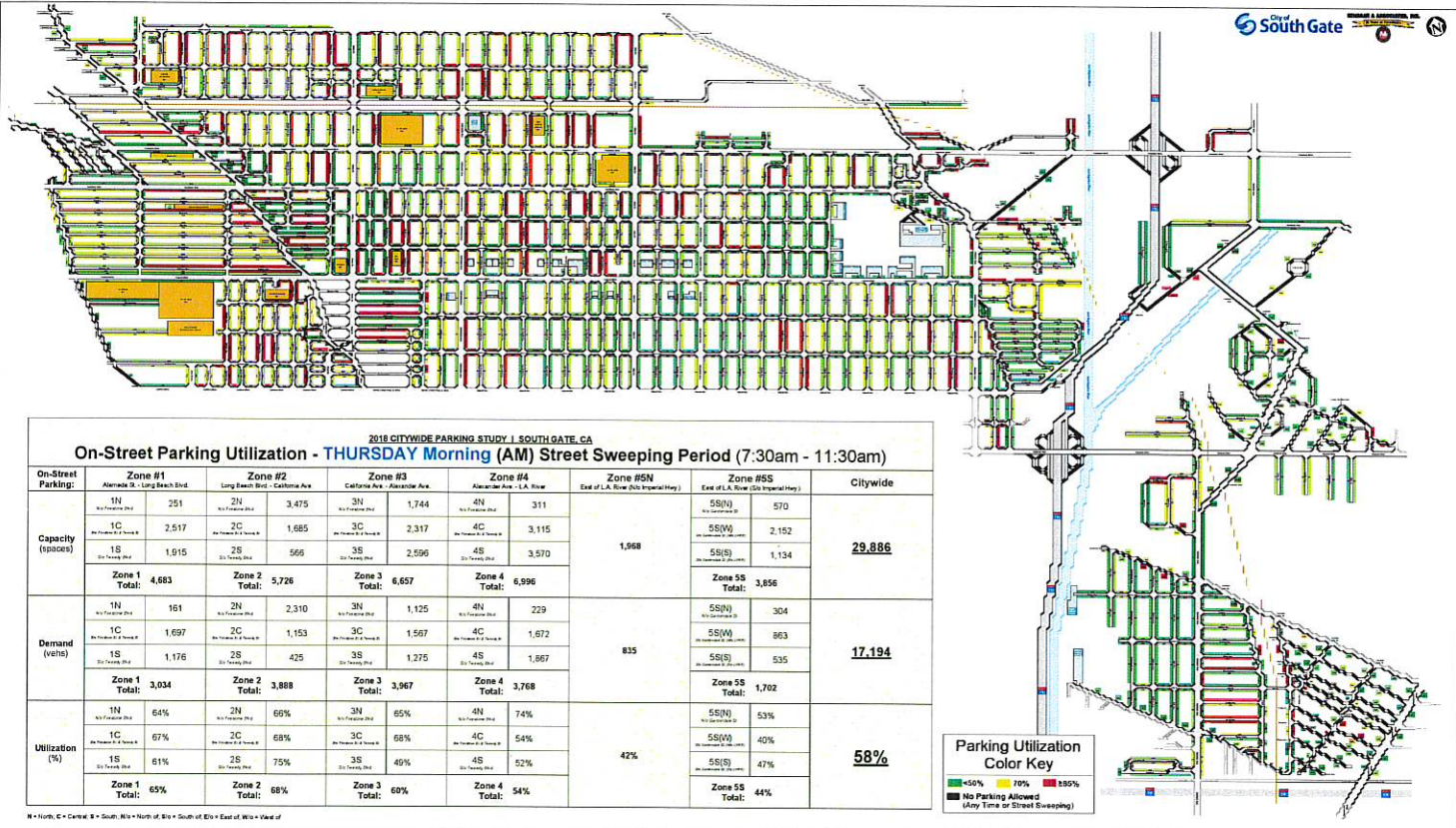


2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA
On-Street Parking Utilization - WEDNESDAY Morning (AM) Street Sweeping Period (7:30am - 11:30am)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alhambra Ave.		Zone #4 Alhambra Ave. - I-10 Blvd.		Zone #5N East of I-10 Blvd. (200 Imperial Hwy.)	Zone #5S East of I-10 Blvd. (200 Imperial Hwy.)	Citywide
Capacity (spaces)	1N No Parking Blvd.	251	2N No Parking Blvd.	2,346	3N No Parking Blvd.	1,744	4N No Parking Blvd.	311	1,968	5S(N) No Parking St.	570
	1C No Parking St. (One-Way)	2,517	2C No Parking St. (Two-Way)	1,639	3C No Parking St. (Two-Way)	2,537	4C No Parking St. (Two-Way)	3,115		5S(W) No Parking St. (One-Way)	2,102
	1S No Parking Blvd.	1,915	2S No Parking Blvd.	954	3S No Parking Blvd.	2,766	4S No Parking Blvd.	3,572		5S(S) No Parking St. (One-Way)	1,134
	Zone 1 Total:	4,683	Zone 2 Total:	4,939	Zone 3 Total:	7,047	Zone 4 Total:	6,998		Zone 5S Total:	3,856
Demand (vehs)	1N No Parking Blvd.	161	2N No Parking Blvd.	1,787	3N No Parking Blvd.	1,125	4N No Parking Blvd.	229	835	5S(N) No Parking St.	304
	1C No Parking St. (One-Way)	1,697	2C No Parking St. (Two-Way)	1,208	3C No Parking St. (Two-Way)	1,673	4C No Parking St. (Two-Way)	1,672		5S(W) No Parking St. (One-Way)	863
	1S No Parking Blvd.	1,176	2S No Parking Blvd.	577	3S No Parking Blvd.	1,327	4S No Parking Blvd.	1,867		5S(S) No Parking St. (One-Way)	535
	Zone 1 Total:	3,034	Zone 2 Total:	3,572	Zone 3 Total:	4,125	Zone 4 Total:	3,768		Zone 5S Total:	1,702
Utilization (%)	1N No Parking Blvd.	64%	2N No Parking Blvd.	76%	3N No Parking Blvd.	65%	4N No Parking Blvd.	74%	42%	5S(N) No Parking St.	53%
	1C No Parking St. (One-Way)	67%	2C No Parking St. (Two-Way)	74%	3C No Parking St. (Two-Way)	66%	4C No Parking St. (Two-Way)	54%		5S(W) No Parking St. (One-Way)	40%
	1S No Parking Blvd.	61%	2S No Parking Blvd.	60%	3S No Parking Blvd.	48%	4S No Parking Blvd.	52%		5S(S) No Parking St. (One-Way)	47%
	Zone 1 Total:	65%	Zone 2 Total:	72%	Zone 3 Total:	59%	Zone 4 Total:	54%		Zone 5S Total:	44%

Parking Utilization Color Key
 40-60% 70-80% 80-100%
 No Parking Allowed (Any Time or Street Sweeping)

N = North, C = Central, S = South, NW = North of Blvd., NE = East of Blvd., SE = East of Blvd., SW = West of Blvd.



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

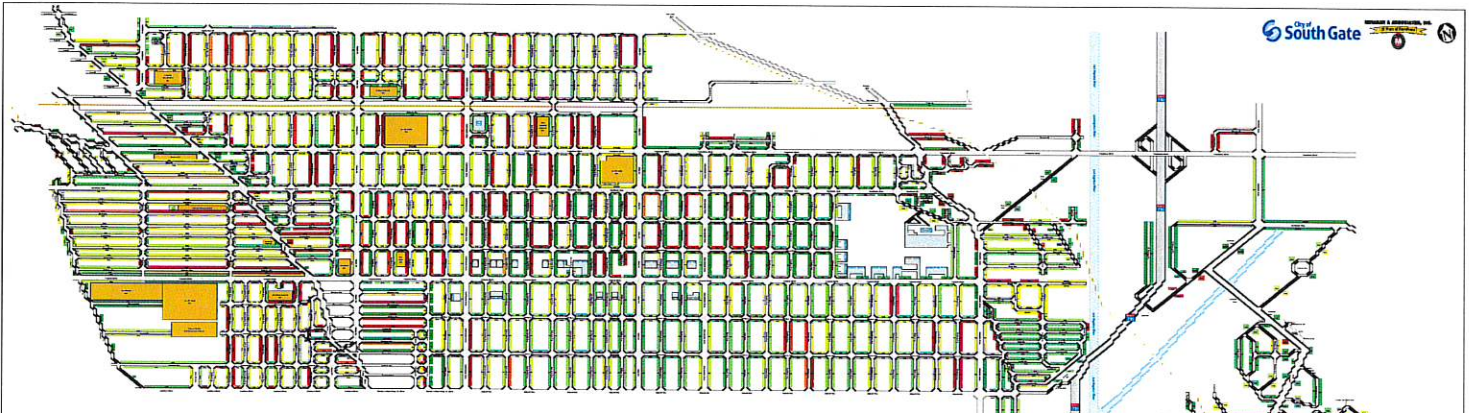
On-Street Parking Utilization - THURSDAY Morning (AM) Street Sweeping Period (7:30am - 11:30am)

On-Street Parking:	Zone #1 Alhambra St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alexander Ave.		Zone #4 Alexander Ave. - L.A. River		Zone #5N East of L.A. River (21st Imperial Hwy.)	Zone #5S East of L.A. River (21st Imperial Hwy.)	Citywide	
Capacity (spaces)	1N No Through Traffic	251	2N No Through Traffic	3,475	3N No Through Traffic	1,744	4N No Through Traffic	311	1,968	5S(N) No Through Traffic	570	29,886
	1C No Through Traffic	2,517	2C No Through Traffic	1,885	3C No Through Traffic	2,317	4C No Through Traffic	3,115		5S(W) No Through Traffic	2,152	
	1S No Through Traffic	1,915	2S No Through Traffic	566	3S No Through Traffic	2,596	4S No Through Traffic	3,570		5S(S) No Through Traffic	1,134	
	Zone 1 Total:	4,683	Zone 2 Total:	5,726	Zone 3 Total:	6,657	Zone 4 Total:	6,996		Zone 5S Total:	3,856	
Demand (vehicles)	1N No Through Traffic	161	2N No Through Traffic	2,310	3N No Through Traffic	1,125	4N No Through Traffic	229	835	5S(N) No Through Traffic	304	17,194
	1C No Through Traffic	1,697	2C No Through Traffic	1,153	3C No Through Traffic	1,567	4C No Through Traffic	1,972		5S(W) No Through Traffic	863	
	1S No Through Traffic	1,176	2S No Through Traffic	425	3S No Through Traffic	1,275	4S No Through Traffic	1,867		5S(S) No Through Traffic	535	
	Zone 1 Total:	3,034	Zone 2 Total:	3,888	Zone 3 Total:	3,967	Zone 4 Total:	3,768		Zone 5S Total:	1,702	
Utilization (%)	1N No Through Traffic	64%	2N No Through Traffic	69%	3N No Through Traffic	65%	4N No Through Traffic	74%	42%	5S(N) No Through Traffic	53%	58%
	1C No Through Traffic	67%	2C No Through Traffic	68%	3C No Through Traffic	68%	4C No Through Traffic	64%		5S(W) No Through Traffic	40%	
	1S No Through Traffic	61%	2S No Through Traffic	75%	3S No Through Traffic	49%	4S No Through Traffic	52%		5S(S) No Through Traffic	47%	
	Zone 1 Total:	65%	Zone 2 Total:	68%	Zone 3 Total:	60%	Zone 4 Total:	54%		Zone 5S Total:	44%	

N = North, C = Central, S = South, W = North of, E = South of, E = East of, W = West of

Parking Utilization Color Key

- 0-50%
- 51-70%
- 71-85%
- 86-95%
- No Parking Allowed (Any Time or Street Sweeping)



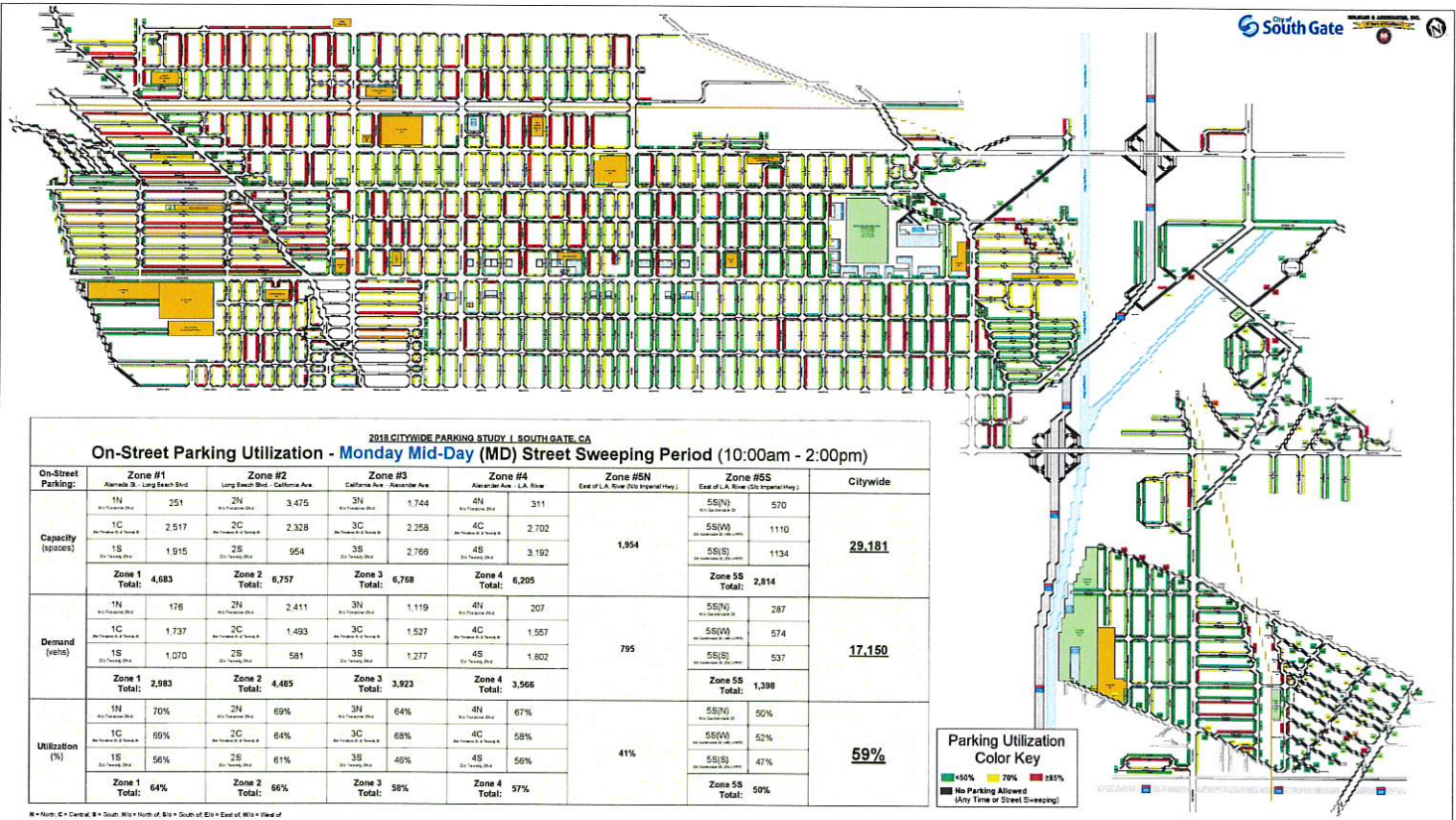
2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA
On-Street Parking Utilization - Friday Morning (AM) Street Sweeping Period (7:30am - 11:30am)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.	Zone #2 Long Beach Blvd. - California Ave.	Zone #3 California Ave. - Alexander Ave.	Zone #4 Alexander Ave. - L.A. River	Zone #5N East of L.A. River (City Hospital Hwy.)	Zone #5S East of L.A. River (City Hospital Hwy.)	Citywide
Capacity (spaces)	1N 1,915 251 2,517	2N 2,015 3475 2,015	3N 1,707 1,744 1,707	4N 3,570 311 2,589	1,968	5S(N) 570 5S(W) 2,152 5S(S) 1,134	29,228
	Zone 1 Total: 4,683	Zone 2 Total: 6,034	Zone 3 Total: 6,217	Zone 4 Total: 6,470		Zone 5S Total: 3,856	
Demand (vehs)	1N 191 1,697 1,176	2N 2,310 1,291 389	3N 1,125 1,301 1,327	4N 229 1,474 1,867	835	5S(N) 304 5S(W) 863 5S(S) 535	16,884
	Zone 1 Total: 3,034	Zone 2 Total: 3,990	Zone 3 Total: 3,753	Zone 4 Total: 3,970		Zone 5S Total: 1,702	
Utilization (%)	1N 64% 67% 61%	2N 60% 64% 72%	3N 65% 76% 48%	4N 74% 57% 52%	42%	5S(N) 53% 5S(W) 40% 5S(S) 47% Zone 5S Total: 44%	58%

Parking Utilization Color Key

- 45% (Green)
- 71% (Yellow)
- 95% (Red)
- No Parking Allowed (Any Time or Street Sweeping)

N = North, E = East, S = South, W = West, NE = North of East, SE = South of East, SW = West of South, NW = North of West



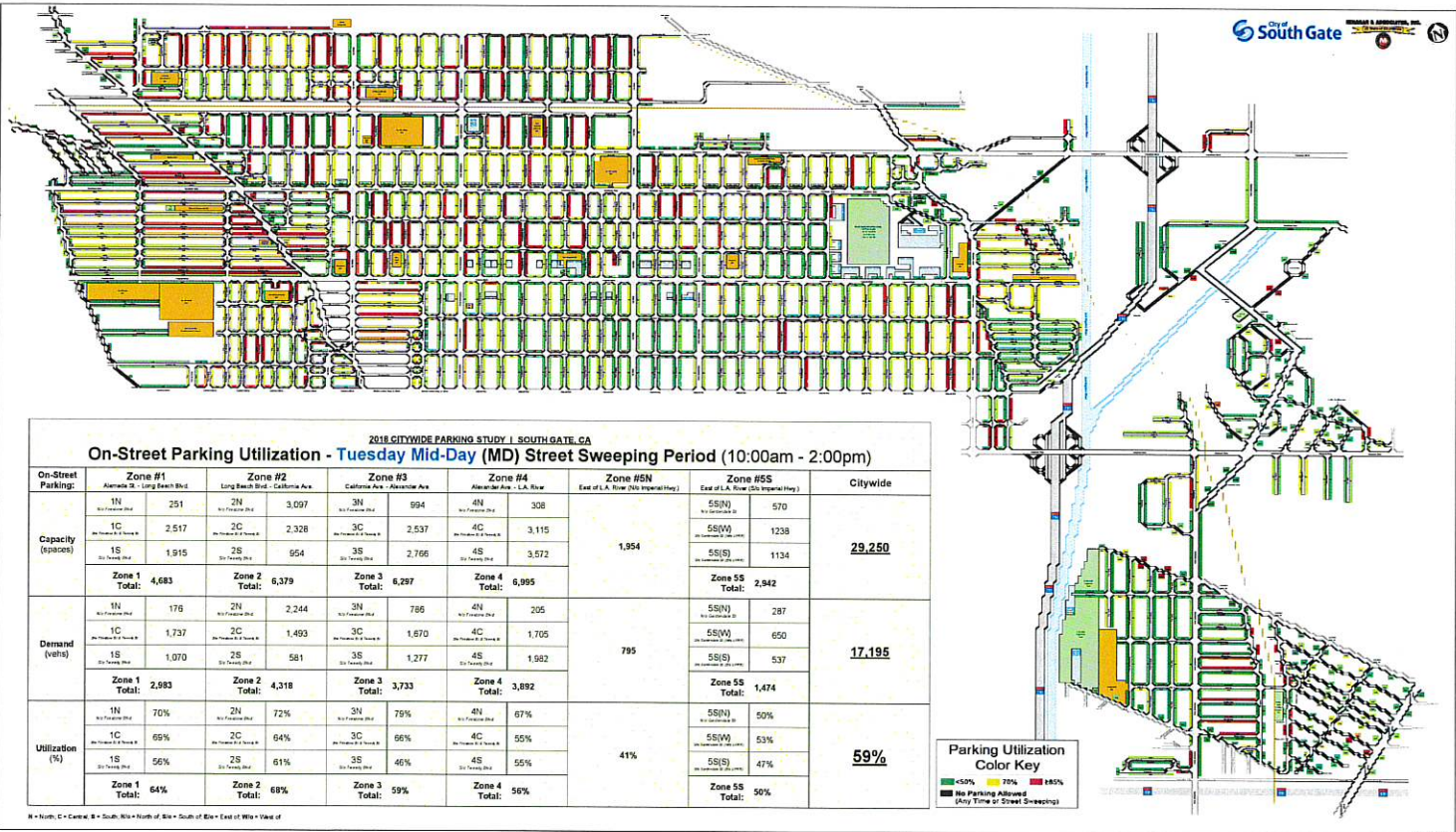
2018 CITYWIDE PARKING STUDY - SOUTH GATE, CA
On-Street Parking Utilization - Monday Mid-Day (MD) Street Sweeping Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Rosebush Ave.		Zone #4 Avalon Ave. - I. A. Row		Zone #5N East of I. A. Row (West Imperial Hwy.)		Zone #5S East of I. A. Row (East Imperial Hwy.)		Citywide
Capacity (spaces)	1N	251	2N	3,475	3N	1,744	4N	311	5S(N)	570			29,181
	1C	2,517	2C	2,328	3C	2,258	4C	2,702	5S(W)	1,110			
	1S	1,915	2S	954	3S	2,766	4S	3,192	5S(S)	1,134			
	Zone 1 Total:	4,683	Zone 2 Total:	6,757	Zone 3 Total:	6,768	Zone 4 Total:	6,205		Zone 5S Total:	2,814		
Demand (vehs)	1N	176	2N	2,411	3N	1,119	4N	207	5S(N)	287			17,150
	1C	1,737	2C	1,493	3C	1,527	4C	1,557	5S(W)	574			
	1S	1,070	2S	581	3S	1,277	4S	1,802	5S(S)	537			
	Zone 1 Total:	2,983	Zone 2 Total:	4,485	Zone 3 Total:	3,923	Zone 4 Total:	3,566		Zone 5S Total:	1,398		
Utilization (%)	1N	70%	2N	69%	3N	64%	4N	67%	5S(N)	50%			59%
	1C	69%	2C	64%	3C	68%	4C	58%	5S(W)	52%			
	1S	56%	2S	61%	3S	46%	4S	56%	5S(S)	47%			
	Zone 1 Total:	64%	Zone 2 Total:	66%	Zone 3 Total:	58%	Zone 4 Total:	57%		Zone 5S Total:	50%		

N = North, C = Central, S = South, W = West, E = East of I. A. Row, SW = West of I. A. Row, SE = East of I. A. Row

Parking Utilization Color Key

- 45-50%
- 51-60%
- 61-70%
- 71-80%
- 81-85%
- No Parking Allowed (Any Time or Street Sweeping)



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

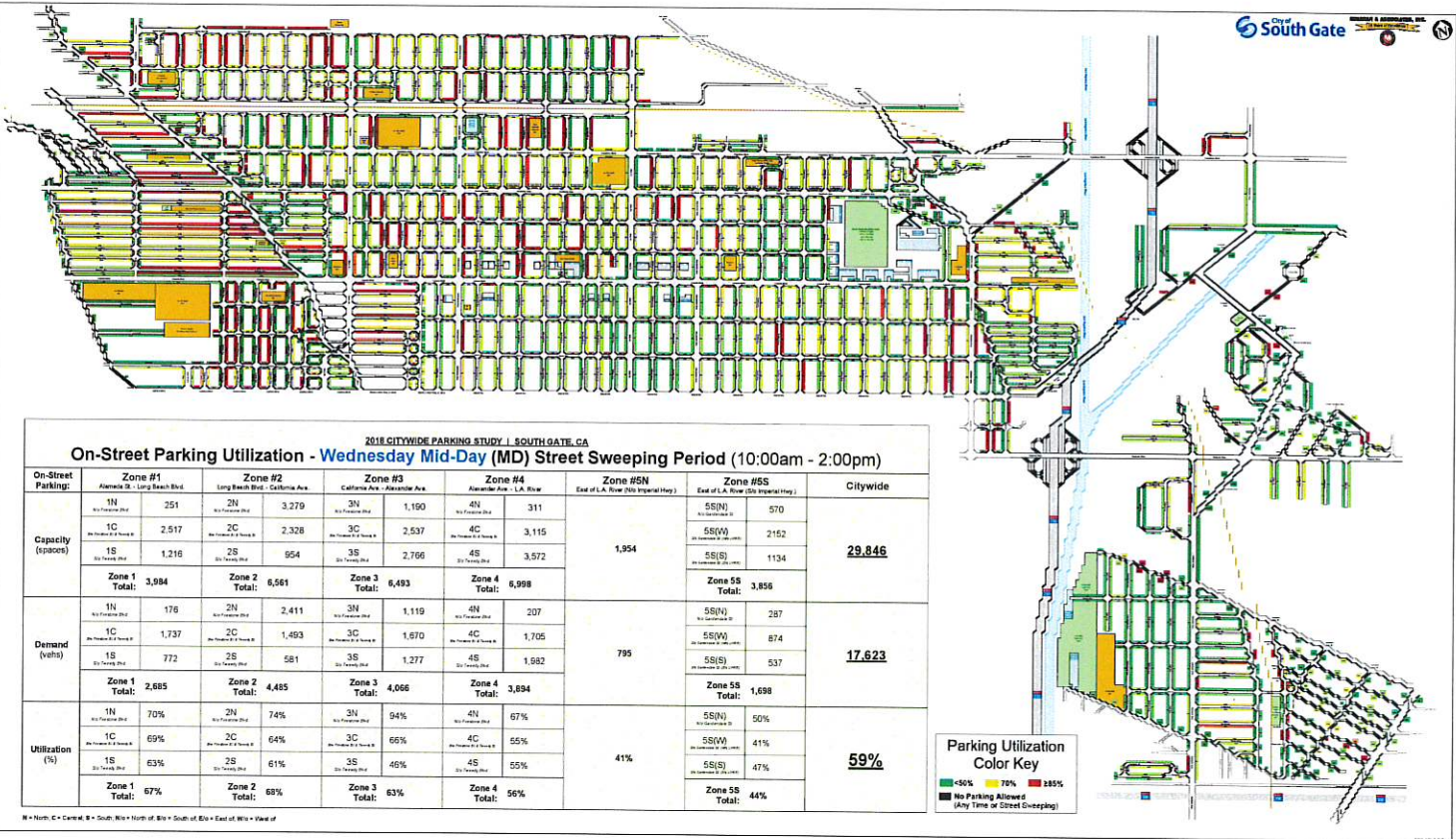
On-Street Parking Utilization - Tuesday Mid-Day (MD) Street Sweeping Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.	Zone #2 Long Beach Blvd. - California Ave.	Zone #3 California Ave. - Avastor Ave.	Zone #4 Albion Ave. - L.A. Row	Zone #5N East of L.A. Row (Sts Imperial Hwy.)	Zone #5S East of L.A. Row (Sts Imperial Hwy.)	Citywide
Capacity (spaces)	1N No. Francisco St. Blvd.	2N No. Francisco St. Blvd.	3N No. Francisco St. Blvd.	4N No. Francisco St. Blvd.	1,854	5S(N) No. California St.	29,250
	1C No. Thompson St. & Torrey P.	2C No. Thompson St. & Torrey P.	3C No. Thompson St. & Torrey P.	4C No. Thompson St. & Torrey P.		5S(W) No. Thompson St. & Torrey P.	
	1S No. Torrey P. Blvd.	2S No. Torrey P. Blvd.	3S No. Torrey P. Blvd.	4S No. Torrey P. Blvd.		5S(S) No. Thompson St. & Torrey P.	
	Zone 1 Total: 4,683	Zone 2 Total: 6,379	Zone 3 Total: 6,297	Zone 4 Total: 6,995		Zone 5S Total: 2,942	
Demand (veh/s)	1N No. Francisco St. Blvd.	2N No. Francisco St. Blvd.	3N No. Francisco St. Blvd.	4N No. Francisco St. Blvd.	785	5S(N) No. California St.	17,195
	1C No. Thompson St. & Torrey P.	2C No. Thompson St. & Torrey P.	3C No. Thompson St. & Torrey P.	4C No. Thompson St. & Torrey P.		5S(W) No. Thompson St. & Torrey P.	
	1S No. Torrey P. Blvd.	2S No. Torrey P. Blvd.	3S No. Torrey P. Blvd.	4S No. Torrey P. Blvd.		5S(S) No. Thompson St. & Torrey P.	
	Zone 1 Total: 2,983	Zone 2 Total: 4,318	Zone 3 Total: 3,733	Zone 4 Total: 3,892		Zone 5S Total: 1,474	
Utilization (%)	1N No. Francisco St. Blvd.	2N No. Francisco St. Blvd.	3N No. Francisco St. Blvd.	4N No. Francisco St. Blvd.	41%	5S(N) No. California St.	59%
	1C No. Thompson St. & Torrey P.	2C No. Thompson St. & Torrey P.	3C No. Thompson St. & Torrey P.	4C No. Thompson St. & Torrey P.		5S(W) No. Thompson St. & Torrey P.	
	1S No. Torrey P. Blvd.	2S No. Torrey P. Blvd.	3S No. Torrey P. Blvd.	4S No. Torrey P. Blvd.		5S(S) No. Thompson St. & Torrey P.	
	Zone 1 Total: 64%	Zone 2 Total: 68%	Zone 3 Total: 59%	Zone 4 Total: 56%		Zone 5S Total: 50%	

Parking Utilization Color Key

- <math>< 50\%</math>
- 70%
- 100%
- No Parking Allowed (Any Time or Street Sweeping)

N = North, C = Center, S = South, NW = North of West, SW = South of West, E = East, W = West, V = Vertical



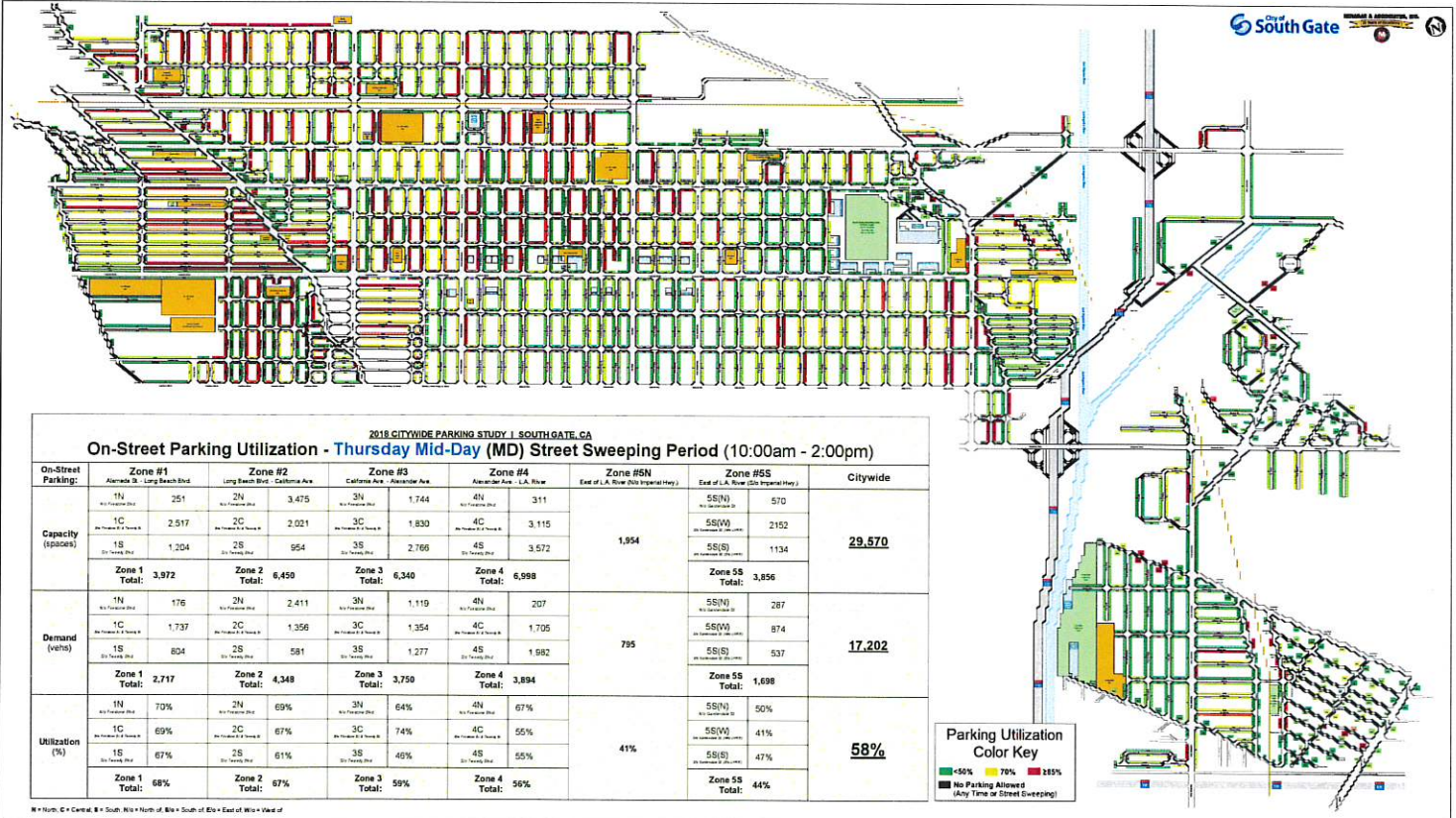
2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

On-Street Parking Utilization - Wednesday Mid-Day (MD) Street Sweeping Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Atlantic Ave.		Zone #4 Atlantic Ave. - I. St. River		Zone #5N End of I. St. River (200 Imperial Hwy.)	Zone #5S End of I. St. River (200 Imperial Hwy.)	Citywide
Capacity (spaces)	1N No Through Traffic	251	2N No Through Traffic	3,279	3N No Through Traffic	1,190	4N No Through Traffic	311	1,954	5S(N) No Through Traffic	570
	1C No Through Traffic	2,517	2C No Through Traffic	2,328	3C No Through Traffic	2,537	4C No Through Traffic	3,115		5S(W) No Through Traffic	2,152
	1S No Through Traffic	1,216	2S No Through Traffic	954	3S No Through Traffic	2,766	4S No Through Traffic	3,572		5S(S) No Through Traffic	1,134
	Zone 1 Total:	3,984	Zone 2 Total:	6,561	Zone 3 Total:	6,493	Zone 4 Total:	6,998		Zone 5S Total:	3,856
Demand (vehs)	1N No Through Traffic	176	2N No Through Traffic	2,411	3N No Through Traffic	1,119	4N No Through Traffic	207	795	5S(N) No Through Traffic	287
	1C No Through Traffic	1,737	2C No Through Traffic	1,463	3C No Through Traffic	1,670	4C No Through Traffic	1,705		5S(W) No Through Traffic	674
	1S No Through Traffic	772	2S No Through Traffic	581	3S No Through Traffic	1,277	4S No Through Traffic	1,582		5S(S) No Through Traffic	537
	Zone 1 Total:	2,685	Zone 2 Total:	4,455	Zone 3 Total:	4,066	Zone 4 Total:	3,894		Zone 5S Total:	1,698
Utilization (%)	1N No Through Traffic	70%	2N No Through Traffic	74%	3N No Through Traffic	94%	4N No Through Traffic	67%	41%	5S(N) No Through Traffic	50%
	1C No Through Traffic	69%	2C No Through Traffic	64%	3C No Through Traffic	66%	4C No Through Traffic	55%		5S(W) No Through Traffic	41%
	1S No Through Traffic	63%	2S No Through Traffic	61%	3S No Through Traffic	46%	4S No Through Traffic	55%		5S(S) No Through Traffic	47%
	Zone 1 Total:	67%	Zone 2 Total:	68%	Zone 3 Total:	63%	Zone 4 Total:	56%		Zone 5S Total:	44%

N = North, E = East, S = South, W = West, NE = North of, NW = North of, SE = East of, SW = West of

Parking Utilization Color Key
 <math>< 50\%</math> 70% >math>85\%</math>
 No Parking Allowed (Any Time of Street Sweeping)

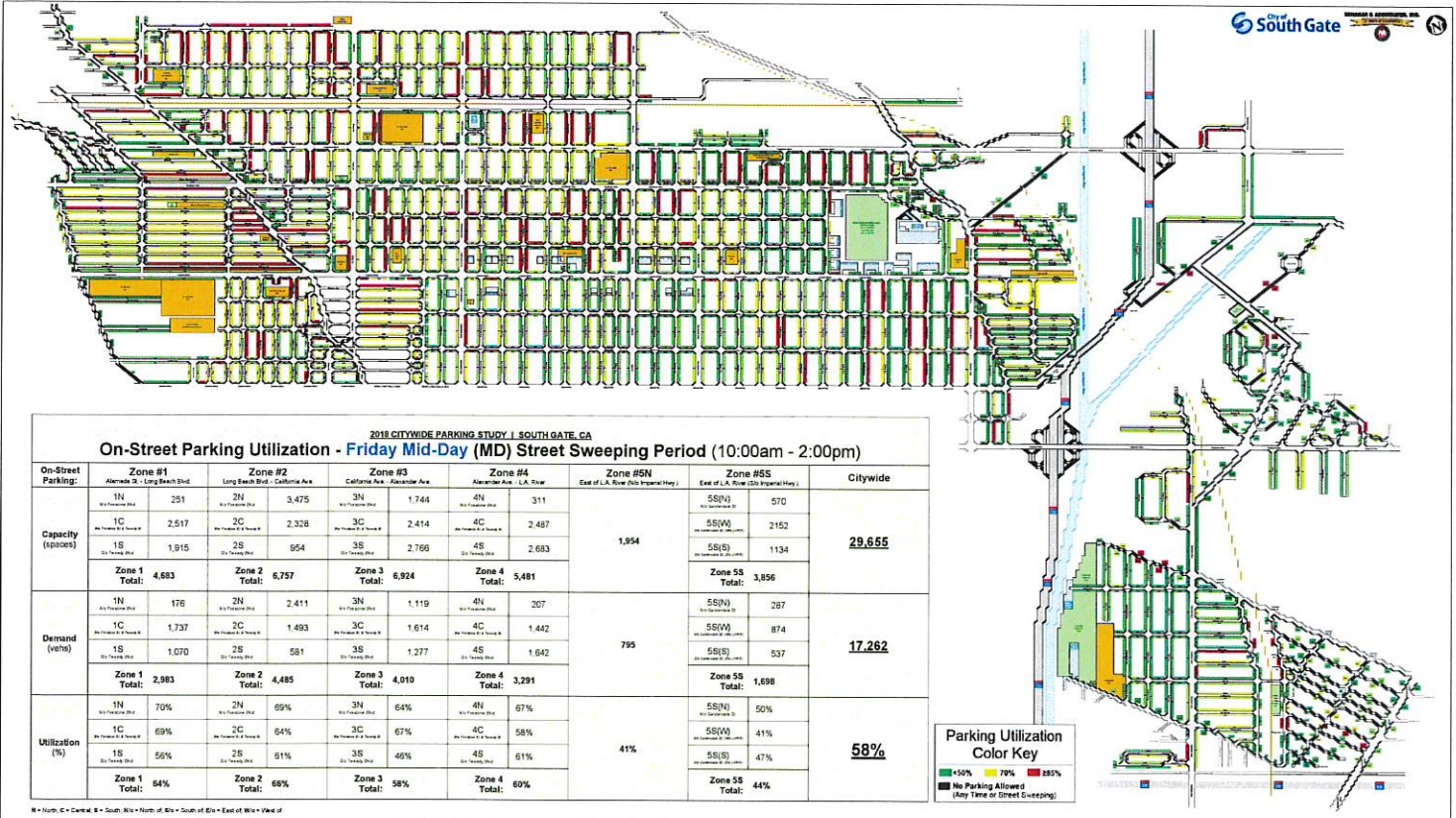


2018 CITYWIDE PARKING STUDY | SOUTH GATE, GA

On-Street Parking Utilization - Thursday Mid-Day (MD) Street Sweeping Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alexander Ave.		Zone #4 Alexander Ave. - L.A. Row		Zone #5N East of L.A. Row (20th Imperial Hwy.)	Zone #5S East of L.A. Row (20th Imperial Hwy.)	Citywide	
Capacity (spaces)	1N <small>400 Spaces</small>	251	2N <small>400 Spaces</small>	3,475	3N <small>400 Spaces</small>	1,744	4N <small>400 Spaces</small>	311	1,954	5S(N) <small>400 Spaces</small>	570	29,570
	1C <small>400 Spaces</small>	2,517	2C <small>400 Spaces</small>	2,021	3C <small>400 Spaces</small>	1,830	4C <small>400 Spaces</small>	3,115		5S(W) <small>400 Spaces</small>	2,152	
	1S <small>400 Spaces</small>	1,204	2S <small>400 Spaces</small>	954	3S <small>400 Spaces</small>	2,766	4S <small>400 Spaces</small>	3,572		5S(S) <small>400 Spaces</small>	1,134	
	Zone 1 Total:	3,972	Zone 2 Total:	6,450	Zone 3 Total:	6,340	Zone 4 Total:	6,998		Zone 5S Total:	3,856	
Demand (veh)	1N <small>400 Spaces</small>	176	2N <small>400 Spaces</small>	2,411	3N <small>400 Spaces</small>	1,119	4N <small>400 Spaces</small>	207	795	5S(N) <small>400 Spaces</small>	287	17,202
	1C <small>400 Spaces</small>	1,737	2C <small>400 Spaces</small>	1,356	3C <small>400 Spaces</small>	1,354	4C <small>400 Spaces</small>	1,705		5S(W) <small>400 Spaces</small>	874	
	1S <small>400 Spaces</small>	804	2S <small>400 Spaces</small>	581	3S <small>400 Spaces</small>	1,277	4S <small>400 Spaces</small>	1,982		5S(S) <small>400 Spaces</small>	537	
	Zone 1 Total:	2,717	Zone 2 Total:	4,348	Zone 3 Total:	3,750	Zone 4 Total:	3,894		Zone 5S Total:	1,698	
Utilization (%)	1N <small>400 Spaces</small>	70%	2N <small>400 Spaces</small>	69%	3N <small>400 Spaces</small>	64%	4N <small>400 Spaces</small>	67%	41%	5S(N) <small>400 Spaces</small>	50%	58%
	1C <small>400 Spaces</small>	69%	2C <small>400 Spaces</small>	67%	3C <small>400 Spaces</small>	74%	4C <small>400 Spaces</small>	55%		5S(W) <small>400 Spaces</small>	41%	
	1S <small>400 Spaces</small>	67%	2S <small>400 Spaces</small>	61%	3S <small>400 Spaces</small>	46%	4S <small>400 Spaces</small>	55%		5S(S) <small>400 Spaces</small>	47%	
	Zone 1 Total:	68%	Zone 2 Total:	67%	Zone 3 Total:	59%	Zone 4 Total:	56%		Zone 5S Total:	44%	

N = North, C = Central, S = South, W = North of Mid, E = South of Mid, V = View of

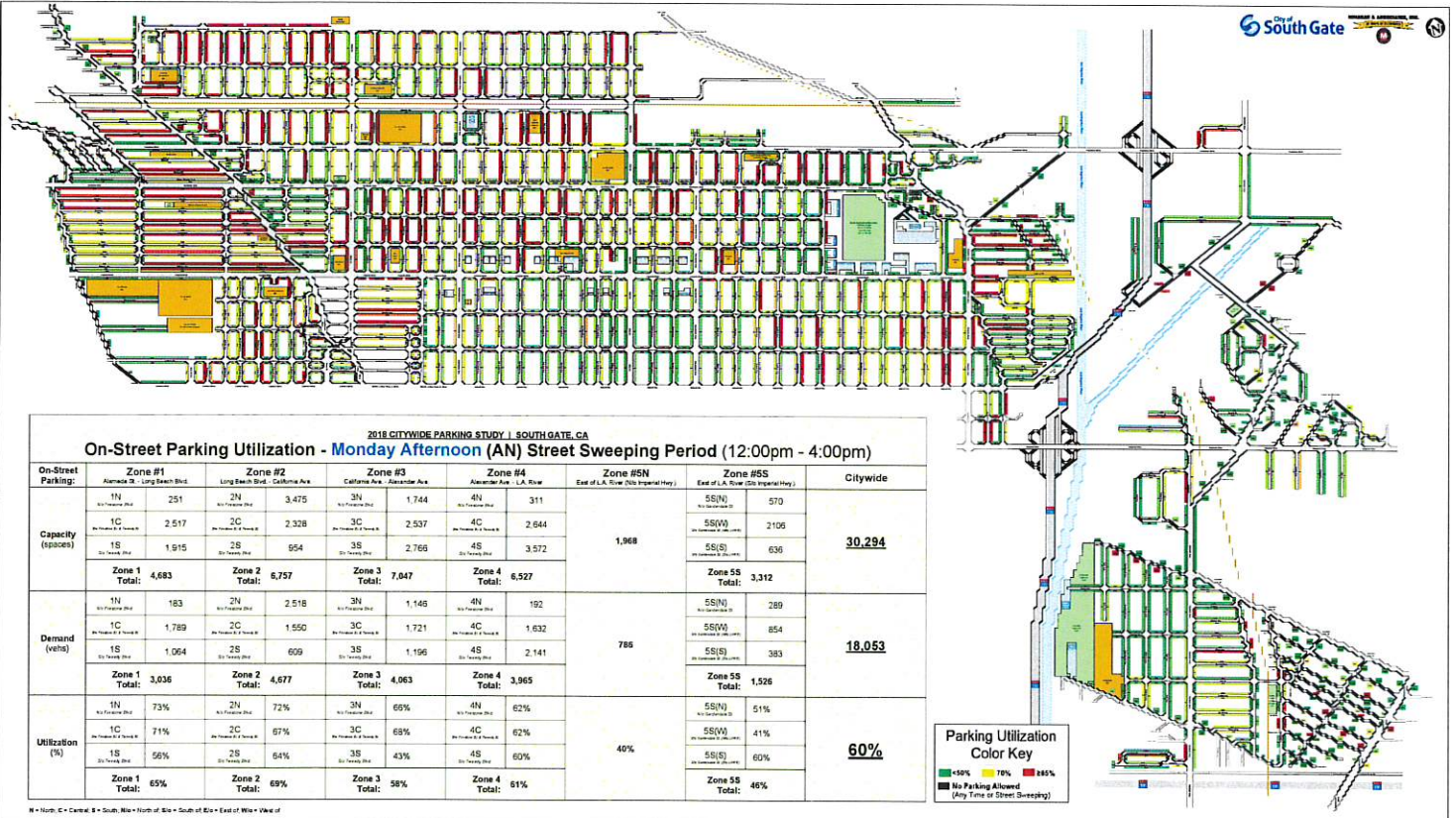


2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA
On-Street Parking Utilization - Friday Mid-Day (MD) Street Sweeping Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1 Alexander St - Long Beach Blvd	Zone #2 Long Beach Blvd - California Ave	Zone #3 California Ave - Alexander Ave	Zone #4 Alexander Ave - L.A. River	Zone #5N East of L.A. River (20th Imperial Hwy)	Zone #5S East of L.A. River (20th Imperial Hwy)	Citywide
Capacity (spaces)	1N 101 Francisco Blvd 251	2N 101 Francisco Blvd 3,475	3N 101 Francisco Blvd 1,744	4N 101 Francisco Blvd 311	1,954	5S(N) 101 Francisco St 570	29,655
	1C 101 Francisco Blvd 2,517	2C 101 Francisco Blvd 2,328	3C 101 Francisco Blvd 2,414	4C 101 Francisco Blvd 2,487		5S(W) 101 Francisco St 2,152	
	1S 101 Francisco Blvd 1,915	2S 101 Francisco Blvd 954	3S 101 Francisco Blvd 2,766	4S 101 Francisco Blvd 2,683		5S(S) 101 Francisco St 1,134	
	Zone 1 Total: 4,683	Zone 2 Total: 6,757	Zone 3 Total: 6,924	Zone 4 Total: 5,481		Zone 5S Total: 3,856	
	Zone 1 Total: 4,683	Zone 2 Total: 6,757	Zone 3 Total: 6,924	Zone 4 Total: 5,481		Zone 5S Total: 3,856	
Demand (veh)	1N 101 Francisco Blvd 176	2N 101 Francisco Blvd 2,411	3N 101 Francisco Blvd 1,119	4N 101 Francisco Blvd 207	795	5S(N) 101 Francisco St 287	17,262
	1C 101 Francisco Blvd 1,737	2C 101 Francisco Blvd 1,493	3C 101 Francisco Blvd 1,614	4C 101 Francisco Blvd 1,442		5S(W) 101 Francisco St 874	
	1S 101 Francisco Blvd 1,070	2S 101 Francisco Blvd 581	3S 101 Francisco Blvd 1,277	4S 101 Francisco Blvd 1,642		5S(S) 101 Francisco St 537	
	Zone 1 Total: 2,963	Zone 2 Total: 4,485	Zone 3 Total: 4,010	Zone 4 Total: 3,291		Zone 5S Total: 1,698	
	Zone 1 Total: 2,963	Zone 2 Total: 4,485	Zone 3 Total: 4,010	Zone 4 Total: 3,291		Zone 5S Total: 1,698	
Utilization (%)	1N 101 Francisco Blvd 70%	2N 101 Francisco Blvd 69%	3N 101 Francisco Blvd 64%	4N 101 Francisco Blvd 67%	41%	5S(N) 101 Francisco St 50%	58%
	1C 101 Francisco Blvd 69%	2C 101 Francisco Blvd 64%	3C 101 Francisco Blvd 67%	4C 101 Francisco Blvd 58%		5S(W) 101 Francisco St 41%	
	1S 101 Francisco Blvd 56%	2S 101 Francisco Blvd 61%	3S 101 Francisco Blvd 46%	4S 101 Francisco Blvd 61%		5S(S) 101 Francisco St 47%	
	Zone 1 Total: 64%	Zone 2 Total: 68%	Zone 3 Total: 58%	Zone 4 Total: 60%		Zone 5S Total: 44%	
	Zone 1 Total: 64%	Zone 2 Total: 68%	Zone 3 Total: 58%	Zone 4 Total: 60%		Zone 5S Total: 44%	

Parking Utilization Color Key
 ■ $\le 10\%$ ■ 70% ■ 85%
 ■ No Parking Allowed (Any Time or Street Sweeping)

N = North, C = Central, S = South, W = North of W, S = South of W, E = East of W, V = View of



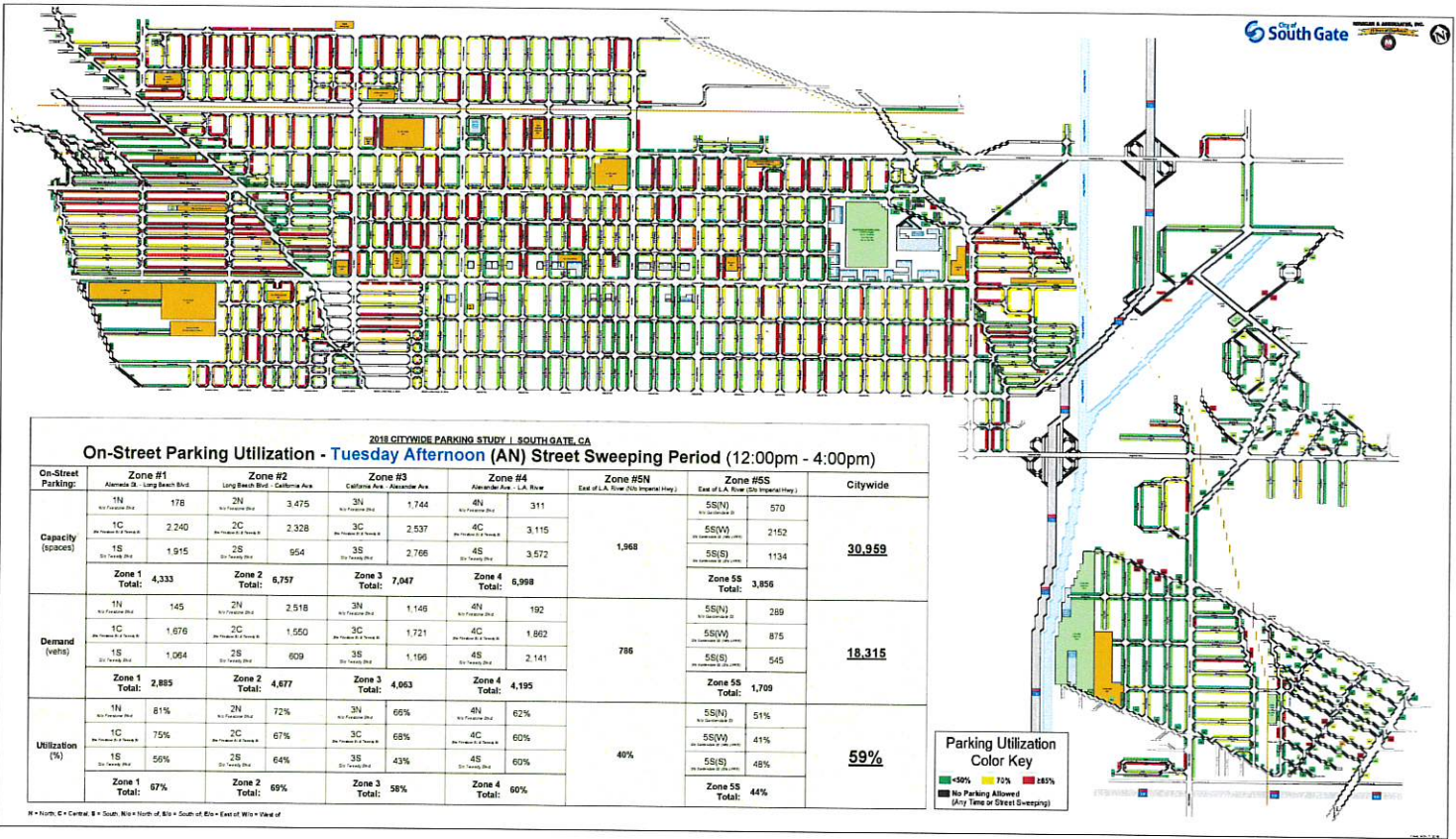
2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

On-Street Parking Utilization - Monday Afternoon (AN) Street Sweeping Period (12:00pm - 4:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.	Zone #2 Long Beach Blvd. - California Ave.	Zone #3 California Ave. - Alexander Ave.	Zone #4 Alexander Ave. - L.A. Row	Zone #5N East of L.A. Row (20th Imperial Hwy.)	Zone #5S East of L.A. Row (5th Imperial Hwy.)	Citywide
Capacity (spaces)	1N No Through Traffic	2N No Through Traffic	3N No Through Traffic	4N No Through Traffic	1,968	5S(N) No Through Traffic	30,294
	1C No Through Traffic	2C No Through Traffic	3C No Through Traffic	4C No Through Traffic		5S(W) No Through Traffic	
	1S No Through Traffic	2S No Through Traffic	3S No Through Traffic	4S No Through Traffic		5S(S) No Through Traffic	
	Zone 1 Total: 4,683	Zone 2 Total: 5,757	Zone 3 Total: 7,047	Zone 4 Total: 6,527		Zone 5S Total: 3,312	
	Zone 1 Total: 183	Zone 2 Total: 2,518	Zone 3 Total: 1,146	Zone 4 Total: 192		Zone 5S Total: 289	
Demand (veh)	1N No Through Traffic	2N No Through Traffic	3N No Through Traffic	4N No Through Traffic	786	5S(N) No Through Traffic	18,053
	1C No Through Traffic	2C No Through Traffic	3C No Through Traffic	4C No Through Traffic		5S(W) No Through Traffic	
	1S No Through Traffic	2S No Through Traffic	3S No Through Traffic	4S No Through Traffic		5S(S) No Through Traffic	
	Zone 1 Total: 3,036	Zone 2 Total: 4,677	Zone 3 Total: 4,063	Zone 4 Total: 3,965		Zone 5S Total: 1,526	
	Zone 1 Total: 183	Zone 2 Total: 2,518	Zone 3 Total: 1,146	Zone 4 Total: 192		Zone 5S Total: 289	
Utilization (%)	1N No Through Traffic	2N No Through Traffic	3N No Through Traffic	4N No Through Traffic	40%	5S(N) No Through Traffic	60%
	1C No Through Traffic	2C No Through Traffic	3C No Through Traffic	4C No Through Traffic		5S(W) No Through Traffic	
	1S No Through Traffic	2S No Through Traffic	3S No Through Traffic	4S No Through Traffic		5S(S) No Through Traffic	
	Zone 1 Total: 65%	Zone 2 Total: 69%	Zone 3 Total: 58%	Zone 4 Total: 61%		Zone 5S Total: 46%	
	Zone 1 Total: 73%	Zone 2 Total: 72%	Zone 3 Total: 69%	Zone 4 Total: 62%		Zone 5S Total: 51%	

■ 40%
 ■ 60%
 ■ 80%
■ No Parking Allowed (Any Time of Street Sweeping)

N = North, E = East, S = South, W = West, NE = North of East, SE = South of East, ESE = East of West, WSE = West of East



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

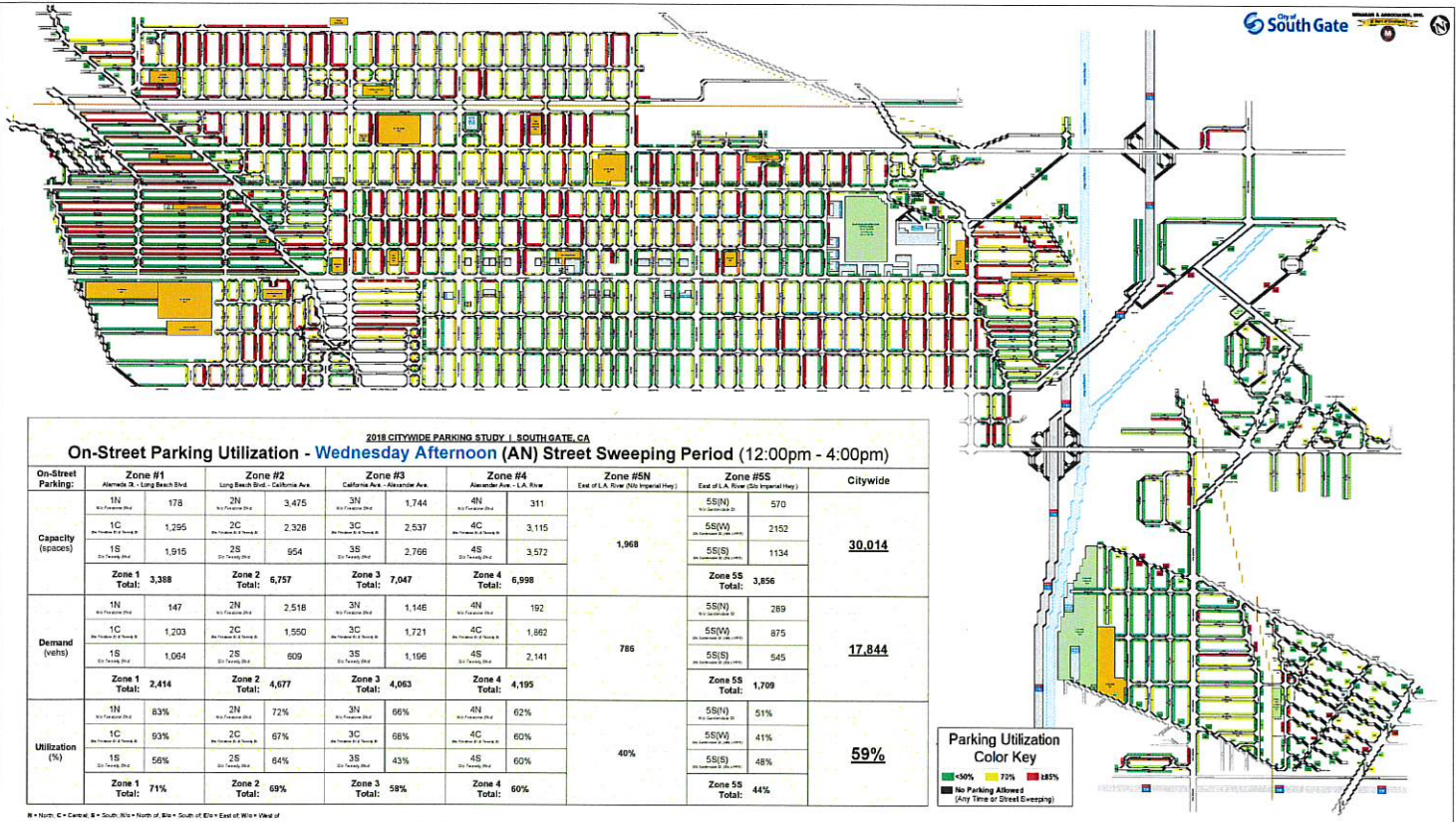
On-Street Parking Utilization - Tuesday Afternoon (AN) Street Sweeping Period (12:00pm - 4:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alexander Ave.		Zone #4 Alexander Ave. - L.A. River		Zone #5N East of L.A. River (10th Street Hwy.)	Zone #5S East of L.A. River (10th Street Hwy.)	Citywide
Capacity (spaces)	1N No Parking (No Time)	178	2N No Parking (No Time)	3,475	3N No Parking (No Time)	1,744	4N No Parking (No Time)	311	1,968	5S(N) No Parking (No Time)	570
	1C No Parking (No Time)	2,240	2C No Parking (No Time)	2,328	3C No Parking (No Time)	2,537	4C No Parking (No Time)	3,115		5S(W) No Parking (No Time)	2,152
	1S No Parking (No Time)	1,915	2S No Parking (No Time)	954	3S No Parking (No Time)	2,766	4S No Parking (No Time)	3,572		5S(S) No Parking (No Time)	1,134
	Zone 1 Total:	4,333	Zone 2 Total:	6,757	Zone 3 Total:	7,047	Zone 4 Total:	6,998		Zone 5S Total:	3,856
Demand (veh/d)	1N No Parking (No Time)	145	2N No Parking (No Time)	2,518	3N No Parking (No Time)	1,149	4N No Parking (No Time)	192	786	5S(N) No Parking (No Time)	289
	1C No Parking (No Time)	1,676	2C No Parking (No Time)	1,550	3C No Parking (No Time)	1,721	4C No Parking (No Time)	1,802		5S(W) No Parking (No Time)	875
	1S No Parking (No Time)	1,064	2S No Parking (No Time)	609	3S No Parking (No Time)	1,195	4S No Parking (No Time)	2,141		5S(S) No Parking (No Time)	545
	Zone 1 Total:	2,885	Zone 2 Total:	4,677	Zone 3 Total:	4,063	Zone 4 Total:	4,195		Zone 5S Total:	1,709
Utilization (%)	1N No Parking (No Time)	81%	2N No Parking (No Time)	72%	3N No Parking (No Time)	66%	4N No Parking (No Time)	62%	40%	5S(N) No Parking (No Time)	51%
	1C No Parking (No Time)	75%	2C No Parking (No Time)	67%	3C No Parking (No Time)	68%	4C No Parking (No Time)	60%		5S(W) No Parking (No Time)	41%
	1S No Parking (No Time)	56%	2S No Parking (No Time)	64%	3S No Parking (No Time)	43%	4S No Parking (No Time)	60%		5S(S) No Parking (No Time)	48%
	Zone 1 Total:	67%	Zone 2 Total:	69%	Zone 3 Total:	58%	Zone 4 Total:	60%		Zone 5S Total:	44%

Parking Utilization Color Key

- <math>< 50\%</math>
- 50% - 70%
- 70% - 85%
- 85%+
- No Parking Allowed (Any Time or Street Sweeping)

N = North, C = Center, S = South, NW = North of Blvd., SW = South of Blvd., E = East of Blvd., W = West of Blvd.

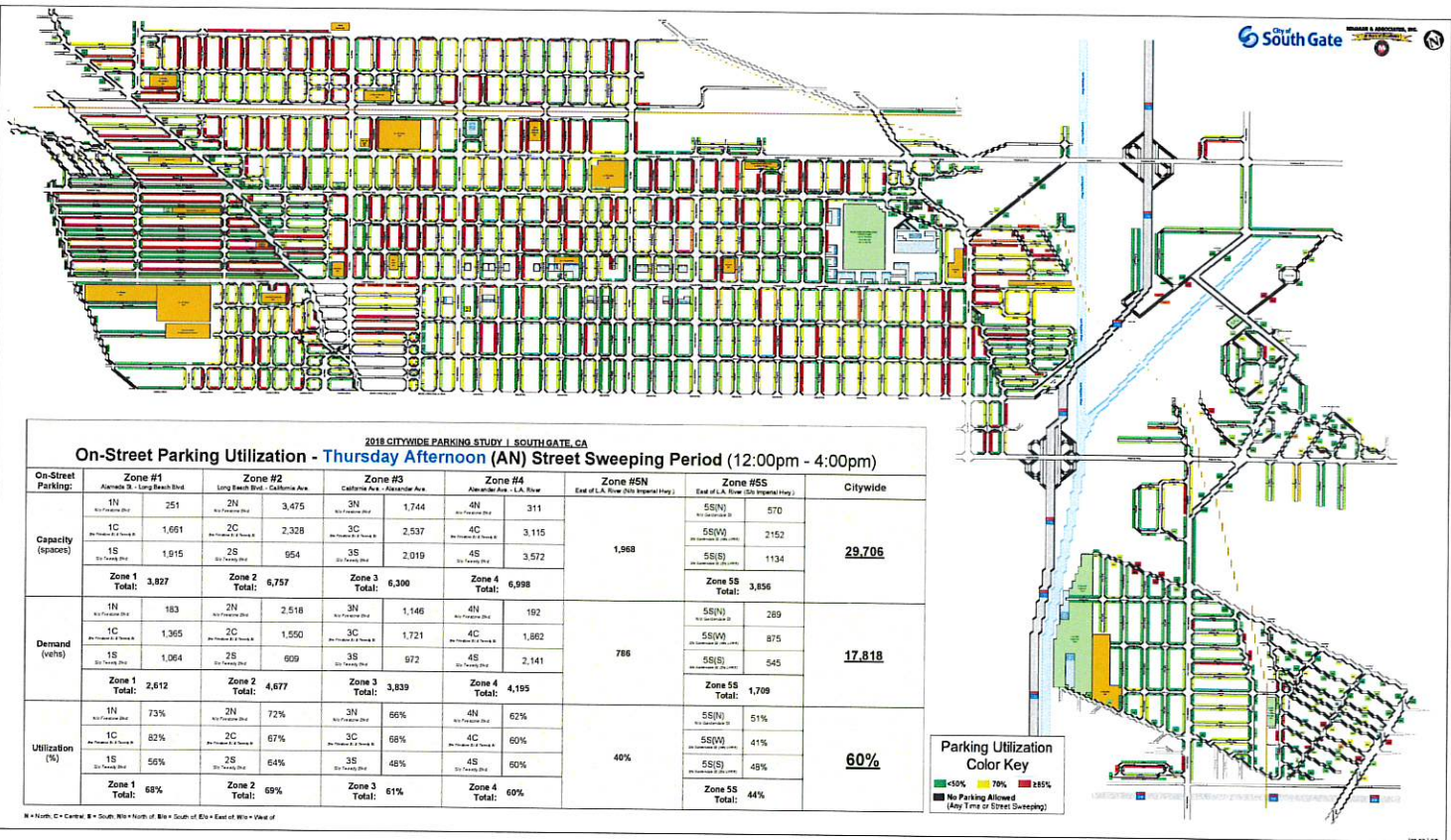


2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

On-Street Parking Utilization - Wednesday Afternoon (AN) Street Sweeping Period (12:00pm - 4:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.	Zone #2 Long Beach Blvd. - California Ave.	Zone #3 California Ave. - Alexander Ave.	Zone #4 Alexander Ave. - L.A. River	Zone #5N East of L.A. River (200 Imperial Hwy.)	Zone #5S East of L.A. River (200 Imperial Hwy.)	Citywide
Capacity (spaces)	1N 178	2N 3,475	3N 1,744	4N 311	1,968	5S(N) 570	30,014
	1C 1,295	2C 2,326	3C 2,537	4C 3,115		5S(W) 2152	
	1S 1,915	2S 954	3S 2,766	4S 3,572		5S(S) 1134	
	Zone 1 Total: 3,388	Zone 2 Total: 6,757	Zone 3 Total: 7,047	Zone 4 Total: 6,998		Zone 5S Total: 3,856	
Demand (vehs)	1N 147	2N 2,518	3N 1,146	4N 192	786	5S(N) 269	17,844
	1C 1,203	2C 1,550	3C 1,721	4C 1,862		5S(W) 875	
	1S 1,064	2S 609	3S 1,196	4S 2,141		5S(S) 545	
	Zone 1 Total: 2,414	Zone 2 Total: 4,677	Zone 3 Total: 4,063	Zone 4 Total: 4,195		Zone 5S Total: 1,709	
Utilization (%)	1N 83%	2N 72%	3N 66%	4N 62%	40%	5S(N) 51%	59%
	1C 93%	2C 67%	3C 68%	4C 60%		5S(W) 41%	
	1S 56%	2S 64%	3S 43%	4S 60%		5S(S) 48%	
	Zone 1 Total: 71%	Zone 2 Total: 69%	Zone 3 Total: 58%	Zone 4 Total: 60%		Zone 5S Total: 44%	

N = North, C = Central, S = South, W = West, E = East, V = View of



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

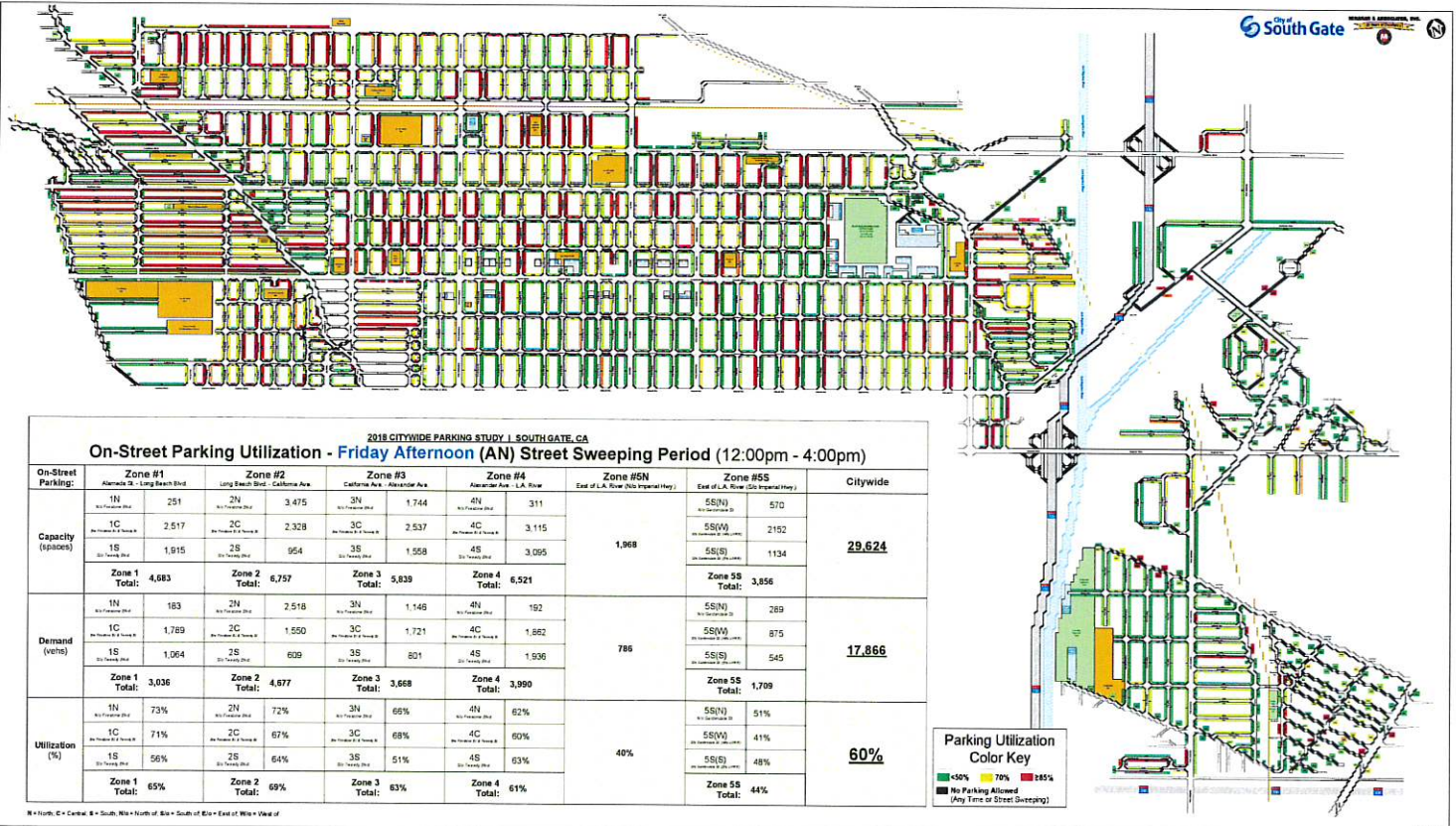
On-Street Parking Utilization - Thursday Afternoon (AN) Street Sweeping Period (12:00pm - 4:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.	Zone #2 Long Beach Blvd. - California Ave.	Zone #3 California Ave. - Alexander Ave.	Zone #4 Alexander Ave. - L.A. River	Zone #5N East of L.A. River (200' Imperial Hwy.)	Zone #5S East of L.A. River (200' Imperial Hwy.)	Citywide
Capacity (spaces)	1N No Through Traffic	2N No Through Traffic	3N No Through Traffic	4N No Through Traffic	1,968	5S(N) No Through Traffic	29,705
	1C No Through Traffic	2C No Through Traffic	3C No Through Traffic	4C No Through Traffic		5S(W) No Through Traffic	
	1S No Through Traffic	2S No Through Traffic	3S No Through Traffic	4S No Through Traffic		5S(S) No Through Traffic	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	251	3,475	1,744	311		570	
Demand (veh/h)	1N No Through Traffic	2N No Through Traffic	3N No Through Traffic	4N No Through Traffic	786	5S(N) No Through Traffic	17,818
	1C No Through Traffic	2C No Through Traffic	3C No Through Traffic	4C No Through Traffic		5S(W) No Through Traffic	
	1S No Through Traffic	2S No Through Traffic	3S No Through Traffic	4S No Through Traffic		5S(S) No Through Traffic	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	183	2,516	1,146	192		289	
Utilization (%)	1N No Through Traffic	2N No Through Traffic	3N No Through Traffic	4N No Through Traffic	40%	5S(N) No Through Traffic	60%
	1C No Through Traffic	2C No Through Traffic	3C No Through Traffic	4C No Through Traffic		5S(W) No Through Traffic	
	1S No Through Traffic	2S No Through Traffic	3S No Through Traffic	4S No Through Traffic		5S(S) No Through Traffic	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	73%	72%	66%	62%		51%	

Parking Utilization Color Key

- $\le 50\%$
- 70%
- 85%
- No Parking Allowed (Any Time or Street Sweeping)

N = North, C = Central, S = South, W = North of River, E = East of River, S = South of River, E = East of River, S = South of River



2019 CITYWIDE PARKING STUDY | SOUTH GATE, CA

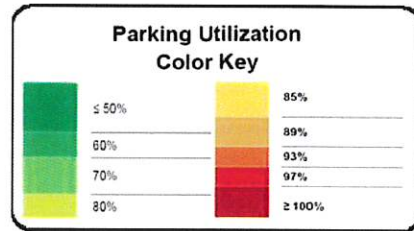
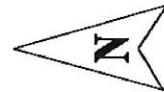
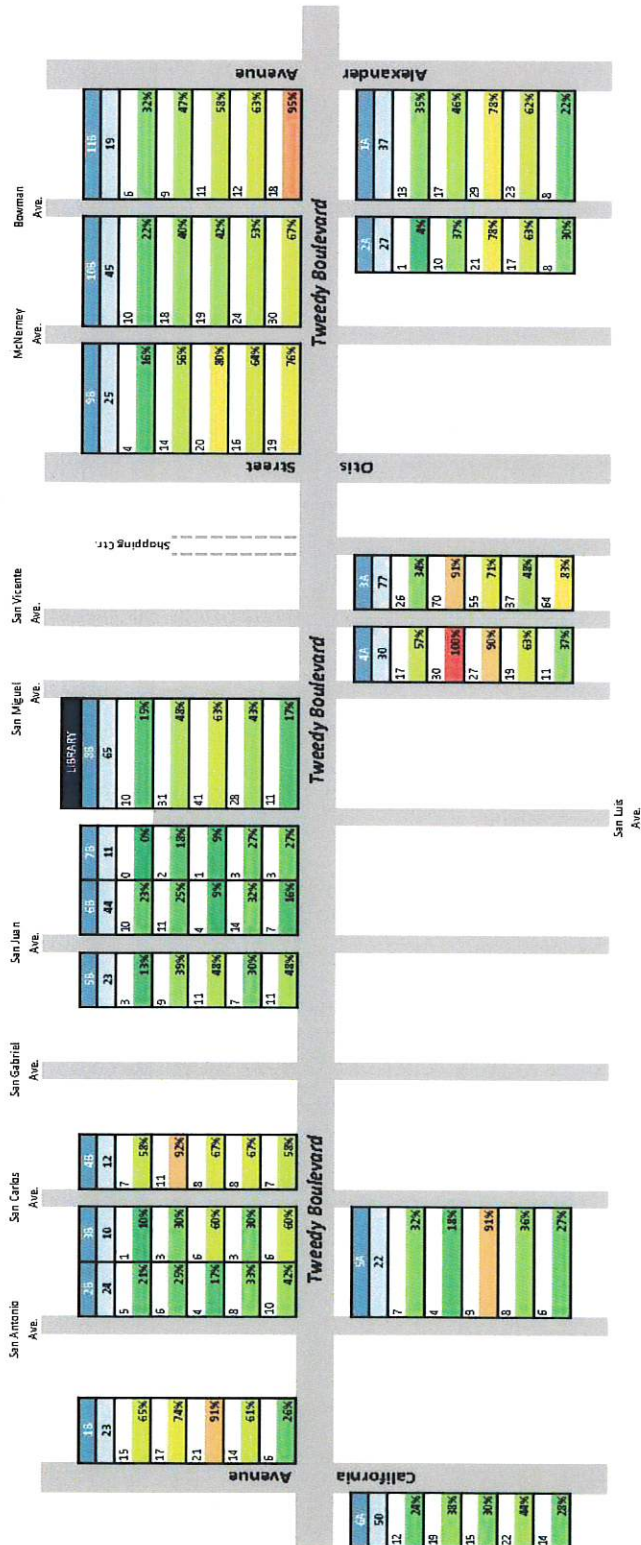
On-Street Parking Utilization - Friday Afternoon (AN) Street Sweeping Period (12:00pm - 4:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alexander Ave.		Zone #4 Alexander Ave. - L.A. River		Zone #5N East of L.A. River (21st Imperial Hwy.)		Zone #5S East of L.A. River (5th Imperial Hwy.)		Citywide
Capacity (spaces)	1N 4th Avenue Blvd.	251	2N 4th Avenue Blvd.	3,475	3N 4th Avenue Blvd.	1,744	4N 4th Avenue Blvd.	311	1,968	5S(N) 4th Avenue Blvd.	570	29,624	
	1C 4th Avenue Blvd. & 1st St.	2,517	2C 4th Avenue Blvd. & 1st St.	2,328	3C 4th Avenue Blvd. & 1st St.	2,537	4C 4th Avenue Blvd. & 1st St.	3,115		5S(W) 4th Avenue Blvd. & 1st St.	2,152		
	1S 5th Avenue Blvd.	1,915	2S 5th Avenue Blvd.	954	3S 5th Avenue Blvd.	1,558	4S 5th Avenue Blvd.	3,095		5S(S) 5th Avenue Blvd.	1,134		
	Zone 1 Total:	4,683	Zone 2 Total:	6,757	Zone 3 Total:	5,839	Zone 4 Total:	6,521		Zone 5S Total:	3,856		
	Zone 1 Demand:	183	Zone 2 Demand:	2,518	Zone 3 Demand:	1,146	Zone 4 Demand:	192		Zone 5S Demand:	269		
Demand (veh)	1N 4th Avenue Blvd.	183	2N 4th Avenue Blvd.	1,550	3N 4th Avenue Blvd.	1,721	4N 4th Avenue Blvd.	1,862	786	5S(N) 4th Avenue Blvd.	875	17,866	
	1C 4th Avenue Blvd. & 1st St.	1,789	2C 4th Avenue Blvd. & 1st St.	609	3C 4th Avenue Blvd. & 1st St.	801	4C 4th Avenue Blvd. & 1st St.	1,936		5S(W) 4th Avenue Blvd. & 1st St.	545		
	1S 5th Avenue Blvd.	1,064	2S 5th Avenue Blvd.	609	3S 5th Avenue Blvd.	801	4S 5th Avenue Blvd.	1,936		5S(S) 5th Avenue Blvd.	545		
	Zone 1 Total:	3,036	Zone 2 Total:	4,677	Zone 3 Total:	3,668	Zone 4 Total:	3,890		Zone 5S Total:	1,709		
	Zone 1 Utilization:	73%	Zone 2 Utilization:	72%	Zone 3 Utilization:	66%	Zone 4 Utilization:	62%		Zone 5S Utilization:	51%		
Utilization (%)	1N 4th Avenue Blvd.	73%	2N 4th Avenue Blvd.	67%	3N 4th Avenue Blvd.	51%	4N 4th Avenue Blvd.	63%	40%	5S(N) 4th Avenue Blvd.	41%	60%	
	1C 4th Avenue Blvd. & 1st St.	71%	2C 4th Avenue Blvd. & 1st St.	64%	3C 4th Avenue Blvd. & 1st St.	51%	4C 4th Avenue Blvd. & 1st St.	63%		5S(W) 4th Avenue Blvd. & 1st St.	48%		
	1S 5th Avenue Blvd.	56%	2S 5th Avenue Blvd.	64%	3S 5th Avenue Blvd.	51%	4S 5th Avenue Blvd.	63%		5S(S) 5th Avenue Blvd.	48%		
	Zone 1 Total:	65%	Zone 2 Total:	69%	Zone 3 Total:	63%	Zone 4 Total:	61%		Zone 5S Total:	44%		
	Zone 1 Utilization:	65%	Zone 2 Utilization:	69%	Zone 3 Utilization:	63%	Zone 4 Utilization:	61%		Zone 5S Utilization:	44%		

N = North, E = East, S = South, W = West, NW = Northwest, NE = Northeast, SW = Southwest, SE = Southeast, NE = Northeast, NW = Northwest



Public (City) Parking Lots - Tweedy Boulevard

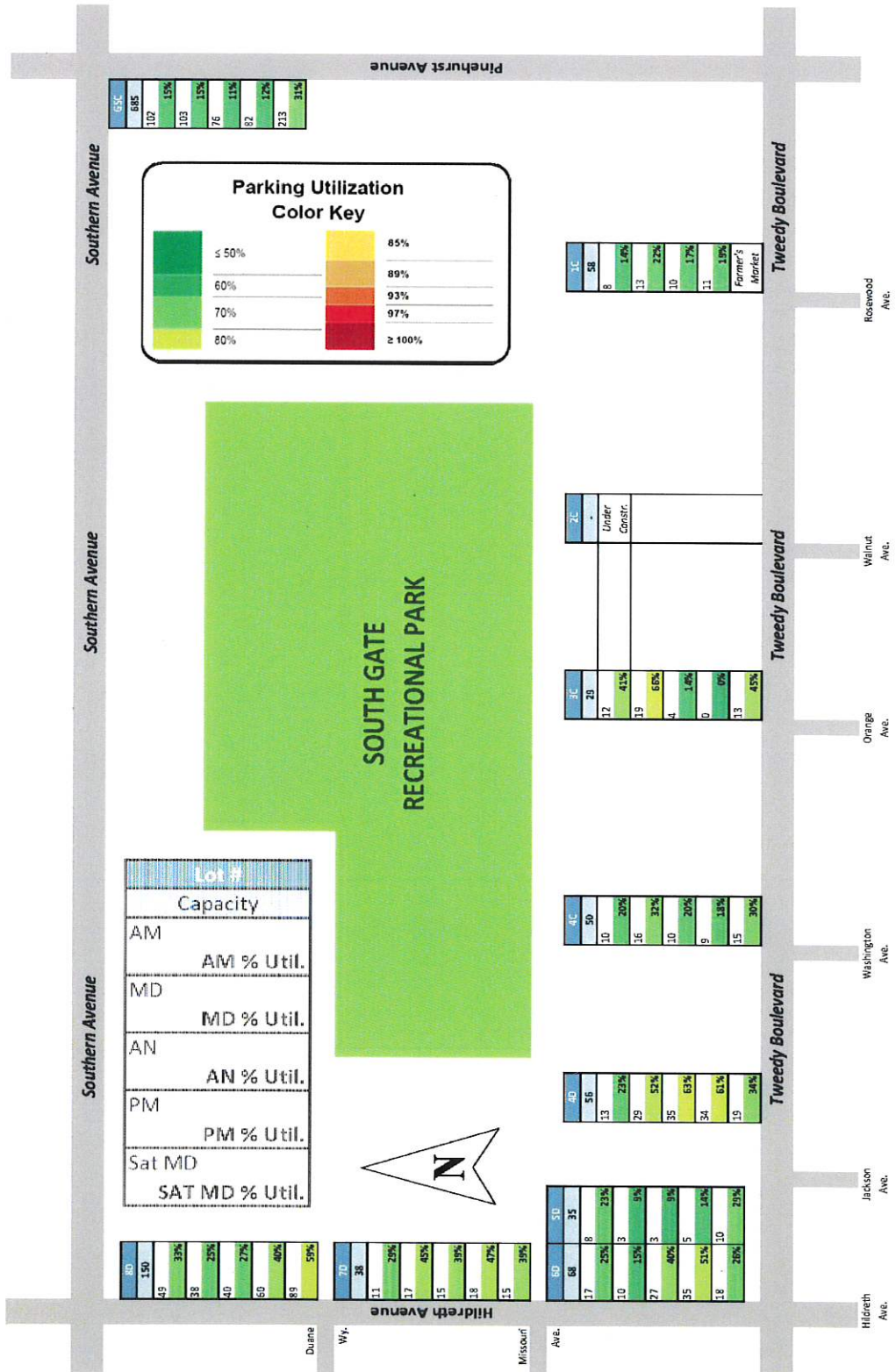


Lot #
Capacity
AM
AM % Util.
MD
MD % Util.
AN
AN % Util.
PM
PM % Util.
Sat MD
SAT MD % Util.





Public (City) Parking Lots - South Gate Park





APPENDIX B:

CITYWIDE ON-STREET PARKING ACTION PLAN– RECOMMENDED STRATEGIES

Citywide On-Street Parking Action Plan - Recommended Strategies							City of South Gate, CA				
Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted							Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE				
Guiding Principle Area #1: Organize an Internal Parking Task Force											
1.01	ST	Create a Parking Task Force to examine and address concerns raised in the Citywide On-Street Parking Management Study, and to guide the City's departments to implement the "Guiding Principles" and priority-list strategies developed in the citywide on-street parking action plan	PW	PD	CD	PR	CE				
1.02	ST	Reduced fire hydrant "No Parking" zones. Convene with city departments to discuss, draft and obtain approval on a local ordinance or resolution per CVC §22514 to reduce the citywide fire hydrant "No Parking" requirement by local authority ordinance from the standard of 15 feet in each direction.	PW	PD							
1.03	ST	Reduced fire hydrant "No Parking" zones. Conduct study to identify red curb zones at fire hydrants where the reduction of such zones could provide for at least one (1) additional on-street parking space (use Minagar's fire hydrant geo-coded database to organize work effort).	PW	PD							
1.04	ST	On-street parking stalls (parallel). Discuss implementation strategy and formulate plan to install on-street marked parking stalls.	PW	PD	CD						
1.05	ST	On-street parking stalls (parallel). Authorize on-street parking stall pilot project, or citywide with opt-out clauses via resident petition.	PW	PD	CD						
1.06	ST	Reduced on-street parking limit. Convene with city departments to discuss, draft and obtain approval on a local ordinance or resolution to reduce the 72-hour time frame to 48 hours (or 24 hours)	PW	PD		PR					
1.07	MT	Investigate limiting the number of allowable registered vehicles per household or dwelling unit.			CD				CE		
1.08	LT	Establish principles for parking in South Gate;	PW		CD						
1.09	LT	Review existing goals and policies of the City's General Plan in relation to the parking component of each Element;			CD						
1.10	LT	Annual review. Periodically review and update the recommended parking strategies and requirements outlined in the Citywide On-Street Parking Study;	PW		CD						
1.11	LT	Annual review. Periodically evaluate Parking-related ordinances to align current Parking practices and enforcement with City policy.	PW								
1.12	LT	Parking enforcement coordination. Coordinate Parking enforcement activities among all City departments including Police, Community Development and Code enforcement, Public Works, and Parks and Recreation.	PW	PD	CD						
1.13	LT	Devise phased implementation plans to implement each of the short-term, mid-term and long-term strategies outlined in the Citywide On-Street Parking Study, based On prioritized factors such as City resources, funding, and the changing organization of local Community needs and demands.	PW	PD	CD	PR	CE				
1.14	LT	Oversee City staff implementation of parking programs;	PW	PD	CD	PR	CE				
1.15	LT	Continually seek ways to improve city staff's coordination of parking-related planning and engineering activities with the reporting, monitoring and tracking of parking issues carried out by the City's Police Department/Parking Enforcement, and Zoning Code Enforcement personnel.	PW	PD	CD				CE		
1.16	LT	Provide an Annual progress report to the City Council for review.	PW	PD	CD	PR	CE				
Guiding Principle Area #2: Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets											
2.01	ST	Driveway "red-tipping". Install red curb next to residential driveways upon resident request to facilitate access and use of private driveways for parking.	PW								
2.02	ST	Reduced red curb zones at Intersections. Conduct an engineering analysis, based on the CAMUTCD and with due regard for liability concerns, evaluating the applicability of red curb paint removal at intersections where on-street parking may be added in place, whether for a given requested location or on a proposed neighborhood-wide basis.	PW								
2.03	ST	Reduced red curb zones at Intersections. Assign maintenance crews to visit selected sites and reduce or remove "No Parking" red curb paint along with any posted sign restrictions.	PW								
2.04	ST	Reduced fire hydrant "No Parking" zones. Commence citywide program to design and delineate reduced fire hydrant-related red curb zones, in accordance with the engineering study and by local authority ordinance.	PW								
2.05	ST	Reduced fire hydrant "No Parking" zones. Perform removal/reduction/modification of red curb zones at select curbside fire hydrant locations to add on-street parking space	PW								
2.06	ST	Identify neighborhood streets and blocks to restrict on-street parking for trucks	PW								
2.07	ST	On-Street Parking Stalls. Commence citywide program to design and delineate curbside "parking tees" to optimize the number of safe and legally-sized on-street parking stalls, compel residents to park in their driveways first, and minimize the occurrence of double parking, driveway blocking and other problematic parking behaviors.	PW								
2.08	ST	On-Street Parking Stalls. Implement signage and striping installations as part of the citywide on-street parking stall program.	PW								
2.09	ST	Angled On-Street Parking. Evaluate feasibility of angled parking where conditions allow (e.g., on sufficiently wide streets such as Firestone Plaza or Firestone Place), to increase the number of on-street spaces and to compensate for a low parallel parking supply.	PW								
2.10	MT	Establish parking data collection program. Conduct annual on-street parking utilization counts between the hours of 10AM and 6PM on a typical weekday during the school year to ensure that desired occupancy levels are maintained and to measure the effects of parking strategies.	PW								
2.11	MT	Monitor parking occupancies in one year and compare to existing data. Re-evaluate annually-collected parking data to guide on-street parking management and make decisions about parking regulations, strategies and enforcement efforts. If occupancies on residential streets with unregulated parking consistently reach 85 percent, evaluate whether a PPD would be appropriate to add or reconfigure in terms of physical extents or parking restrictions time periods.	PW								
2.12	MT	Preferential Parking Districts (PPDs). Create a standardized process to review, approve and administer new preferential parking districts throughout the City	PW		CD						
2.13	MT	Preferential Parking Districts (PPDs). Define locations and criteria for implementation of new PPD segments.	PW		CD						
2.14	MT	Preferential Parking Districts (PPDs). Implement new PPD streets/segments if neighborhood meets program critia (e.g., 75% petition request by residents, documented parking problems, etc).	PW		CD						

Citywide On-Street Parking Action Plan - Recommended Strategies						City of South Gate, CA				
Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted						Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE			
2.15	MT	Preferential Parking Districts (PPDs). Identify and mitigate or remove barriers to driveway sight distance within the public right-of-way (e.g., trees, bushes, sign clutter, street furniture, etc.)	PW		CD					
2.16	MT	Preferential Parking Districts (PPDs). Provide on-street parking priority to corner properties with undersized driveways.	PW		CD					
2.17	MT	Add street sweeping operators to cover more area in less time, optimize routes, reduce street sweeping No Parking time windows and modify existing signage to reflect time changes.	PW	PD						
2.18	MT	Conduct feasibility study to widen existing narrow residential streets in order to facilitate two-way traffic, driveway movements and on-street/off-street parking.	PW		CD					
2.19	MT	Implement curb lane management policies and programs for perimeter streets at public school sites.	PW							
2.20	LT	Implement residential street widening improvements per Feasibility Study, as applicable.	PW							
2.21	LT	Implement as-needed parking strategies by Public Works would involve, generally, any and all short-term improvements necessary to enhance the capacity and utilization of on-street parking on city streets, including the analysis, engineering and development of plans and specifications, and the subsequent installation of signs and pavement/curb markings for improvements such as:	PW							
2.22	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Work with Community Development to initiate a parking lot design project on UP/RR leased/acquired property, including engineering work, permitting, bidding, contracting the materials and construction, and administration project costs.	PW		CD					
2.23	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Commence design and build of asphalt-concrete surface parking lots on existing compacted dirt areas within UP/RR leased/acquired property.	PW		CD					
Guiding Principle Area #3: Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement										
3.01	ST	Implement proactive enforcement on a more regular basis in areas with the highest parking demands		PD						
3.02	ST	Implement first-offense warning system for parking violations		PD						
3.03	ST	Evaluate cost-effective options for administering enforcement		PD						
3.04	ST	Provide enforcement regulation information, such as fines and how to contest a citation, on the City's website for simplified public access		PD	CD					
3.05	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as large commercial vehicles on residential streets.		PD						
3.06	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as auto repairs by nearby businesses.		PD						
3.07	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as auto repairs by residents.		PD						
3.08	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as vehicle sales by nearby businesses.		PD						
3.09	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as automobile service/maintenance by residents.		PD						
3.10	ST	Increase parking enforcement. Minimize improper use of on-street parking, such as cars parked on the street for longer than 72 consecutive hours.		PD						
3.11	ST	Hire additional staff. Police Department to hire additional personnel to conduct parking enforcement activities to ensure that ongoing enforcement demands can be met. Offer part-time or full-time position, depending on need as determined by the Police Department, for a qualified individual(s) to augment the PD's existing parking enforcement staff.		PD						
3.12	ST	Involve Residents to Help Monitor/Enforce Parking Regulations. Develop program in collaboration with residents to enhance effectiveness of reporting improper parking activity, including the use of mobile and web		PD	CD					
3.13	ST	Parking Ambassadors and community service officers (CSOs). Conduct training of parking ambassadors/CSOs.		PD	CD					
3.14	ST	Parking Ambassadors and community service officers (CSOs). Assign parking ambassadors/CSOs to relieve officers, assist the Police Department in providing local parking enforcement, and monitoring improper parking on neighborhood streets (e.g., 72-hr. limit, abandoned cars, expired tags, double parking over marked stalls, parking in red curb zones, blocking sidewalks or front driveway approaches)		PD	CD					
3.15	ST	Prohibit and notify ELAC students not to park on residential streets	PW	PD						
3.16	MT	Parking enforcement staff to patrol and enforce the newly implemented PPDs		PD						
3.17	MT	Explore Overnight (e.g., 10pm-2am) PPDs in neighborhoods with oversaturated nighttime on-street parking utilization.	PW	PD	CD					
3.18	MT	Expand enforcement if ticketing or parking turnover data demonstrates that parking duration is an issue		PD						
3.19	MT	Extend enforcement hours to cover critical peak nighttime periods		PD						
3.20	MT	Consider implementing a parking ambassador approach to parking enforcement in select neighborhoods		PD						
3.21	MT	Implement a graduated fine structure		PD						
3.22	MT	Work with Public Works to obtain annual parking utilization count updates, and target enforcement on block faces that regularly exceed 80% occupancy.	PW	PD						
3.23	LT	Consider License Plate Recognition (LPR) technology to digitally "chalk" vehicles parked longer than 72 hours, or otherwise identify and log improperly parked vehicles in designated "No Parking" locations such as in PPDs. The LPR system should integrate with the City's residential parking website in order to reduce the need for physical parking permits; reduce staff time needed to administer, monitor, and enforce the residential parking program; allowing permit holders to more easily manage their accounts online; and allow City administrators to oversee the database system and user accounts.		PD	CD					
3.24	LT	Enforcement and Ambassadors - Expand enforcement from a complaint response basis to routine monitoring if data demonstrates that parking duration or double parking is an issue. Extend hours into the late evening if needed.		PD						

Citywide On-Street Parking Action Plan - Recommended Strategies City of South Gate, CA

RS#	Priority	Description	Primary Department(s) Responsible							
			PW	PD	CD	PR	CE			
3.25	LT	Re-evaluate enforcement needs and adjust enforcement levels as necessary								
3.26	LT	Consider purchase of and training on modernized handheld ticketing devices to expedite parking enforcement duties		PD						
				PD						
4.01	ST	Increased Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking								
4.02	ST	Increased Code Enforcement. Increase code enforcement of existing parking rules and regulations contained in the Municipal/Zoning Code								CE
4.03	ST	Increased Code Enforcement. Increase code enforcement to prohibit improper use of residential dwellings for business purposes								CE
4.04	MT	Increased Code Enforcement. Increase code enforcement to prohibit converted garages as living space (driveway-to-bedroom conversions) Involve Residents to Help Report Code Violations. Develop program in collaboration with residents to enhance effectiveness of reporting code violations, including the use of mobile and web applications to help the City receive reports on and track code violations in real-time.						CD		CE
4.05	MT	Identify and work with property owners to mitigate or remove barriers to driveway access and sight distance (e.g., vegetation overgrowth, block walls, fences, driveway gates)						CD		CE
4.06	MT	Take steps to require and ensure that existing and future permitted converted garages provide adequate parking on private property								CE
4.07	LT	Continue short-term and mid-term recommendations.						CD		CE
										CE
Guiding Principle Area #5: Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space										
5.01	ST	Formalize application permit process for a "One(1)-Year Driveway Widening Pilot Program" in which residents may obtain approval to widen their existing front paved driveways with enforcement permit/inspection fees waived for the first year.								CE
5.02	ST	Residential Driveway Widening. Upon approval of permit request, allow residents to widen their existing paved front driveway widths on their property to accommodate two side-by-side parked vehicles simultaneously.								CE
5.03	ST	Residential Driveway Widening. Upon approval of permit request, allow residents to reconstruct underused driveway approaches per APWA standards and specifications to improve users driveway accessibility.								CE
5.04	MT	Create incentive programs leading residents to use their driveways/garages. For example, develop a city program to host a "Neighborhood Garage Clean-Out" event to provide community opportunities to sell or salvage unused vehicles occupying parking space on private property, and to make space in garages for parking in order to reduce the number of vehicles parked on the street.						CD		PR
5.05	MT	Explore Potential Web-Based Parking Finder Applications						CD		CE
5.06	LT	Continue short-term and mid-term recommendations.						CD		CE
										CE
Guiding Principle Area #6: Implement Public Parking Strategies										
6.01	ST	City-owned parking lots. Create a map of public parking facilities (location and number of spaces) and post to the City's website.							CD	PR
6.02	ST	City-owned parking lots. Publish public service announcements/notices in the city newsletter advertising the general locations and availability of public off-street parking spaces.							CD	PR
6.03	ST	City-owned parking lots. Publish public service announcements/notices on the City's website advertising the general locations and availability of public off-street parking spaces.							CD	PR
6.04	ST	City-owned parking lots. Publish public service announcements/notices on the City's social media outlets advertising the general locations and availability of public off-street parking spaces.							CD	PR
6.05	ST	City-owned parking lots. Promote usage and seek means of improving public awareness of City-owned parking lots by publishing location maps in visible areas of public gathering off-street parking lots.							CD	PR
6.06	MT	Parking Wayfinding. Promote usage and seek means of improving public awareness of City-owned parking lots by installing new themed wayfinding guide signage to existing city/public off-street parking lots.								PR
6.07	MT	Parking Wayfinding. Develop additional signage for existing public parking facilities. Where possible leverage previous designs and combine the City's new "SG" logo with the universally-identified capital letter "P" in a universal color such as blue or brown, and update street pole banners to reflect this method of identification.								
6.08	MT	Parking Wayfinding. Develop additional signage for new public parking facilities created through shared parking agreements								
6.09	MT	Parking Wayfinding. Develop additional signage for new public parking facilities created through leased parking agreements								
6.10	MT	Parking Wayfinding. Initiate a project to evaluate and select an Advanced Parking System (APS) to implement at select locations through the City. The APS will obtain information about available parking spaces in nearby city-owned lots, process and present the data to drivers by means of variable message signs to both guide drivers in congested areas to the nearest parking facility with empty parking spaces, and also to guide drivers already within parking facilities to empty spaces.								
6.11	MT	Parking Wayfinding. Evaluate and select a smartphone application with Advanced Parking System (APS) technology to provide real-time parking information							CD	
6.12	MT	Parking Wayfinding. Create a map(s) of public parking facilities, including location and number of spaces, and post to the City's website							CD	PR
6.13	MT	Parking Wayfinding. Identify additional methods and opportunities to inform the public as to the locations of public parking.							CD	PR
6.14	MT	Shared parking. Allow different businesses to enter into shared parking agreements amongst themselves to take advantage of offsetting peak periods.							CD	PR
6.15	MT	Shared parking. Allow non-residential property owners to enter into shared parking agreements with nearby residents (e.g., within 150-300 feet, or along a particular block) share common off-street/on-street parking resources to meet offsetting parking needs.							CD	

Citywide On-Street Parking Action Plan - Recommended Strategies			City of South Gate, CA				
Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted			Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE
6.16	MT	Shared parking. Reconvene with business owners and document inventory of shared parking opportunities			CD		
6.17	MT	Shared parking. Develop shared parking agreement templates and resources			CD		
6.18	MT	Shared parking. Define development/business incentives for participating in shared parking programs			CD		
6.19	MT	Shared parking. Broker shared parking agreements with property owners, businesses and residents			CD		
6.20	MT	Shared parking. Evaluate shared parking opportunities for employee parking			CD		
6.21	MT	Shared parking. Establish shared agreements for overnight use of City/School/Park/Private Parking Lots. Work with school administrators and private businesses to draft, adopt and enact local shared-parking agreements with neighborhood residents. Including development of plans, coordination with various public and private organizations throughout the City, and management and administration of each program on an annual basis.	PW		CD	PR	
6.22	MT	Parking technologies. Explore the use of cloud-based parking solutions using mobile devices and web applications to manage local parking supplies and demands. Contact and consult with software and technology developers to ascertain the relative applicability of such public parking solutions in the City of South Gate, as well as the scalability of the software and the range of potential costs to the City for such tools.	PW		CD		
6.23	MT	Parking technologies. Evaluate and select a smartphone application that provides real-time parking information for City-owned parking lots.	PW		CD		
6.24	MT	New public parking lots. Purchase new parking lots or construct new lots for public use. Acquire land rights to create additional public parking areas where there is an identified need and opportunity.	PW		CD	PR	
6.25	MT	New public parking lots. Identify opportunities and locations to create new overnight public parking lots for residents	PW		CD	PR	
6.26	MT	New public parking lots. Conduct functional and financial analyses for constructing new long-term surface parking lot or parking garages	PW		CD	PR	
6.27	MT	Explore use of parking meter technology and their locations, particularly in commercial areas such as Tweedy Mile or Firestone Boulevard.	PW		CD		
6.28	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Coordinate with UP/RR to enter a lease agreement to use railroad right-of-way on the north and south sides of the railroad tracks between Armore Avenue and Independence Avenue, for public parking.	PW		CD		
6.29	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Partner up with UP/RR to promote the usage of their underutilized property for parking purposes where approved through mutual agreements.	PW		CD		
6.30	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Coordinate property rights with the Railroad Authority and other regulatory agencies to build a surface parking lot within existing underutilized railway right-of-way. Option #1: lease the existing, available underutilized UP/RR land based on a memorandum of understanding (MOU) between the City of South Gate and railroad company for a specified number of years; or 2) Purchase a portion of the land from UP/RR to construct the surface parking stalls.	PW		CD		
6.31	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Work with Public Works to initiate a parking lot design project on UP/RR leased/acquired property	PW		CD		
6.32	LT	Parking on Union Pacific Railroad (UPRR) right-of-way. Work with UP/RR to investigate opportunities to incorporate public parking into future non-rail development on UP/RR property.	PW		CD		
Guiding Principle Area #7: Implement a Community Educational Campaign							
7.01	ST	Educate public about how to reduce parking issues	PW	PD	CD	PR	CE
7.02	ST	Improve & promote good parking behavior and common courtesy amongst residents		PD	CD		
7.03	ST	Encourage residents not to double park and to pull forward or back as far as possible to occupy the available space alongside the curb.			CD		
7.04	ST	Promote the utilization of existing garage and driveway space.			CD		CE
7.05	ST	Communicate the benefits of removing or keeping gates open to facilitate use of driveways for parking			CD		
7.06	ST	Educate the public on the City's existing and upcoming reporting system leveraging the use of mobile and web applications	PW	PD	CD		
7.07	ST	Develop online residential parking resources (phased strategy). Install downloadable PPD applications and renewal forms online print, fill out, and mail the forms from home.	PW	PD	CD		
7.08	ST	Preferential Parking Districts (PPDs). Inform residents on the City's proposed fee structure for PPD permits and maximum permit allocations per dwelling unit in order to encourage residents to use on-street parking judiciously. Encourage residents to recognize that the use of public space for residential on-street parking is not free, but a privilege that is funded in part by all South Gate residents.			CD		
7.09	MT	Develop online residential parking resources (phased strategy). Update the City's existing web page and provide comprehensive information on its residential preferential parking program, including addressing the rationale for the program, the process for acquiring permits and petitioning for residential parking as well as provide all necessary forms and documents.	PW		CD		
7.10	MT	Neighborhood Garage Clean Out Event to lead residents to use their driveways/garages for parking. Use the occasion to educate and encourage people to learn about the City's on-street parking management program.			CD	PR	
7.11	LT	Develop online residential parking resources (phased strategy). Establish online payment systems for permits and fines by credit card or banking account, as well as or fillable PDF applications and renewal forms.	PW		CD		
7.12	LT	Educate public on the existing availability and future city plans for transportation demand management (TDM) strategies, such as carpooling and vanpooling ride-share programs, public transportation services, improved facilities for bicyclists and pedestrians, flexible work hours, telecommuting, and parking management strategies and incentive programs such as California's Parking "Cash-Out" Law for employers who currently provide free parking to their employees.	PW		CD	PR	

Citywide On-Street Parking Action Plan - Recommended Strategies						City of South Gate, CA				
Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted						Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE			
7.13	LT	Maintain a long-term educational campaign on parking management in South Gate which incorporates an on-street parking information component, illustrating priorities, procedures, and options for citizens and community groups to proactively assist the City in managing parking in their local neighborhoods. The educational campaign will also provide a means by which residents may continue to provide input on ongoing parking issues and potential new strategies moving forward.	PW		CD	PR				
Guiding Principle Area #8: Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions										
8.01	ST	Reach out to apartment owners and multi-family building managers to provide tenants with secure bike facilities			CD					
8.02	ST	Improve public notice of existing transit facilities	PW		CD					
8.03	ST	Create permitted exemptions for short-term parking permits for contractors (e.g., 30-day) and in-home care professionals (e.g., up to one year) who may be operating an approved business at a residence.			CD					
8.04	MT	Reconsider parking policies for upcoming new developments and accessory dwelling units (ADUs)			CD		CE			
8.05	MT	Look into new and/or more stringent off-street parking restrictions		PD	CD					
8.06	MT	Study and reform parking code requirements			CD					
8.07	MT	Monitor and evaluate the need for additional parking construction	PW		CD					
8.08	MT	Improve parking governance in commercial areas adjacent to residential neighborhoods (e.g., Tweedy Mile, commercial and industrial zones along Firestone Boulevard, Atlantic and Long Beach Boulevard)			CD					
8.09	MT	Preferential Parking Districts (PPDs). Conduct a financial evaluation of PPD permit pricing to meet resident needs while accounting for administrative and enforcement costs; set prices to reflect demand and available curb space; and/or limit the number of new PPDs which may be approved over a given time (e.g., annually)			CD					
8.10	MT	Preferential Parking Districts (PPDs). Increase the # of allowable permits per property.	PW		CD					
8.11	MT	Preferential Parking Districts (PPDs). Continue to establish PPDs to provide on-street parking supply equity among properties along a street, and to ensure residents and their visitors have a place to park	PW		CD					
8.12	MT	Preferential Parking Districts (PPDs). Corrodate with Public Works to monitor occupancies annually. If occupancies consistently reach 85 percent in residential areas, evaluate whether a PPD would be appropriate.	PW		CD					
8.13	MT	Preferential Parking Districts (PPDs). Corrodate with Public Works to establish a process to remove or redefine existing residential PPDs, achieved in a similar way as the petition and parking survey count method proposed as the basis for establishing new residential parking restrictions.	PW		CD					
8.14	MT	Work with businesses generating high, event-driven traffic and parking on nearby residential streets to consider implementing valet-assist parking services to (1) reduce the number of cars driving around looking for a space who may eventually wind up parking on residential streets; (2) increase parking turnover, and (3) allow twice as many cars into a lot due to stack parking.			CD					
8.15	MT	Work with businesses generating high, unavoidable event-driven traffic and parking on nearby residential streets to engage in good neighbor efforts to compensate for spillover parking impacts (e.g., free tickets to events and sporting functions to residents near schools)			CD					
8.16	MT	Ensure that school sites generating student-driven parking (e.g., Legacy HS, East L.A. Community College Expansion) provide adequate on-site parking	PW		CD					
8.17	MT	Work with businesses with quick turnarounds and/or delivery needs (e.g., banks, dry cleaners) to mark loading/unloading zones along the curb within the public right-of-way.			CD					
8.18	MT	Work with Parks and Recreation to expand GATE (Get Around Town Express) bus/shuttle service			CD	PR				
8.19	MT	Work with local schools to develop neighborhood traffic management plans (NTMP) which incorporate parking mitigation strategies for faculty, staff and students who currently park on adjacent residential streets	PW		CD					
8.20	MT	Investigate the potential need, viability and benefit of "cut-through" pedestrian paths between residential neighborhoods and commercial or school areas to encourage walking as a viable mode of transportation.	PW		CD					
8.21	MT	Coordinate with Unified School Districts and individual elementary/middle schools to augment existing Safe Routes to School (SRTS) Plans with parking/circulation plans in order to minimize the use and impact of pick-up, drop-off and faculty/staff parking on public streets.	PW		CD					
8.22	MT	Update city practices, principles, policies and standards to improve minimum lot size dimensions for new applications/projects.			CD					
8.23	MT	Improve public transportation ridership, visibility, availability and accessibility. Add new and/or improve existing bus stops.	PW		CD					
8.24	MT	Improve public transportation ridership, visibility, availability and accessibility. Implement discounted bus fares to encourage ridership.	PW		CD					
8.25	MT	Ensure Conditions of Approval for new developments to locate employee parking on-site.			CD					
8.26	MT	Require development projects to implement and/or contribute toward Transportation Demand Management (TDM) improvements as part of approval.	PW		CD					
8.27	MT	Design and build new pedestrian paths; improve walkability of school routes and downtown walking areas to encourage foot travel.	PW		CD					
8.28	MT	Work with local schools to improve and increase school busing, carpooling, vanpooling and/or shuttling services to remove single-occupant auto trips from city streets near schools.	PW		CD					
8.29	MT	Codify and set conditions for new developments to provide Free Parking to customers and tenants			CD					
8.30	MT	Planning and zoning to consider ending approval of garage-dwelling and SFDU-to-MFDU conversions			CD		CE			
8.31	MT	Work collaboratively with other departments to develop fund prioritization plan for long-term parking improvements. Study the opportunity costs of using land and funds for automobile parking supply versus providing resources for non-auto modes to increase transportation choices.	PW		CD	PR				

Citywide On-Street Parking Action Plan - Recommended Strategies

City of South Gate, CA

Recommended Strategy (RS) — High Priority strategies shown in bold/highlighted			Primary Department(s) Responsible				
RS#	Priority	Description	PW	PD	CD	PR	CE
8.32	LT	Address the need to maintain City transportation infrastructure - consider policies, programs, and improvements that can reduce maintenance and administrative costs, or generate revenues to help fund capital needs for mass transit or non-motorized projects and/or parking reduction programs.	PW		CD		
8.33	LT	Work with local businesses to promote preferential parking for carpools and vanpools, in order to help reduce the need for single-auto employee parking.			CD		
8.34	LT	Approve developments with adequate on-site parking facilities to increase off-street parking capacity	PW		CD		
8.35	LT	Explore options to implement traffic management associations providing parking brokerage services, so that facilities with excess parking capacity can seek, lease or trade it to others. Facilitate the benefits of flexible parking requirements between all building owners in a given area, new just developers of new facilities.			CD		
8.36	LT	Use zoning as a tool to encourage new developments to be more pedestrian friendly, such as defining pedestrian-oriented shopping or mixed-use areas, and discouraging the placement of parking between the building and the street (rear parking lots preferred).			CD		
8.37	LT	Encourage new developers to implement "green parking lots" (e.g., turf grids) where deemed appropriate, in order to address issues encountered when attempting to meet developmental off-street parking supply requirements, such providing an overabundance of typical paved parking stalls, discouraging pedestrian or bicycle travel, or detracting from the character or visual appearance of the surrounding community.			CD		
8.38	LT	Encourage employers to participate in a "Cash Out" program for the value of employee parking, in order to fully or partially subsidize parking and offer workers the option to give up their parking space in exchange for its monetary value.			CD		
8.39	LT	Decrease population density through multi-use developments with adequate parking provisions			CD		
8.40	LT	Improve planning and zoning policies to better scrutinize the potential parking impacts of high-density residential developments where the surrounding on-street parking infrastructure cannot support the anticipated demand.			CD		
8.41	LT	For MFDU owners who do not provide sufficient parking, consider implementing a tax and create a 5-year plan to use funds for street resurfacing or other local parking improvements.			CD		
8.42	LT	Invest in and implement socioeconomic strategies. Explore widespread socioeconomic strategies to reduce citywide residential population/density, increase income and education levels.			CD		
8.43	LT	Invest in and implement socioeconomic strategies. Improve local job market and opportunities to promote local travel and reduce car ownership. Approve developments to create jobs (e.g., Employment Resource Center, Azalea Regional Shopping Center) to lower unemployment, improve housing affordability, reduce population density and reduce auto ownership per household.			CD		
8.44	LT	Invest in and implement socioeconomic strategies. Explore feasible mid-term solutions to reduce the occurrence of multiple families per household/parcel.			CD		
8.45	LT	Invest in and implement socioeconomic strategies. Provide education improvement opportunities for working age citizens (e.g., EIAC Expansion) to increase household income and improve affordability, reduce population density and reduce auto ownership per household			CD		
8.46	LT	Preferential Parking Districts (PPDs). Work with Public Works to define comprehensive criteria for implementation of new PPDs; accept and review applications/petitions; identify new or modified locations; implement PPDs where neighborhoods meet program criteria			CD		
8.47	LT	Preferential Parking Districts (PPDs). Evaluate effectiveness of PPDs on an ongoing basis	PW		CD		
8.48	LT	Develop planning and zoning policies to ensure wider minimum street widths.	PW		CD		
8.49	LT	Work with L.A. County Metro to implement free/discounted local shuttle services.	PW		CD		
8.50	LT	Reduce wide-scale auto dependency and encourage transportation alternatives; Introduce light rail transit (LRT) options.	PW		CD		
8.51	LT	Assess viability of First-Mile/Last-Mile (FM/LM) implementation.	PW		CD		
8.52	LT	Maintain, update and implement the City's a Bicycle Facility Master Plan.	PW		CD		
8.53	LT	Pursue ATP Funding for bike paths, bike lanes, bike routes and/or cycle tracks.	PW		CD	PR	
8.54	LT	Take steps to ensure the City of South Gate sees the benefits of future light-rail transit (LRT) systems (e.g., Eco Rapid Transit)	PW		CD		
8.55	LT	Encourage "park once and walk" shared parking environments to discourage commercial parking in residential areas near popular destinations.			CD		
8.56	LT	Encourage/set policies for TOD (Transit-Oriented Developments).			CD		
8.57	LT	Evaluate the effectiveness of local curb lane management policies and adjust as needed.	PW		CD		
8.58	LT	Explore 1-way street circulation plans to enhance mobility and encourage driveway use.	PW		CD		

Notes:

- ST Short-term priority/implementation (Within 1 Year)
- MT Mid-term priority/implementation (Within 1 to 5 years)
- LT Long-term priority/implementation (Within 5 to 10 years)

Responsible Department(s)

- PW: Public Works PD: Police CE: Code Enforcement
- CD: Community Development / Planning
- PR: Parks and Recreation Department



APPENDIX C:

PRIORITY TOOL KIT

TOP SHORT-, MID- AND LONG-TERM STRATEGIES PER GUIDING PRINCIPLES



PRIORITY TOOL KIT Top Short-, Mid- and Long-term Strategies per Guiding Principles				Citywide On-Street Parking Action Plan - South Gate, CA		
RS = Recommended Strategy (only High Priority strategies shown)				Responsible Department(s)		
RS#	Timeframe	Description	PW	PD	CD	
Guiding Principle Area #1: Organize an Internal Parking Task Force						
1.01	ST	Create a Parking Task Force to guide City Departments in the implementation of the Citywide On-Street Parking Management Study, with a focus on the Priority Tool kit.	PW	PD	CD	
1.02	ST	Pursue City Council approval to modify programs, policies, and ordinances that impact on-street parking conditions, such as, Preferential Parking Districts (PPD), parking restrictions, development policies, private property improvements, etc.	PW	PD	CD	
1.03	ST	Provide an annual report to the City Council on the accomplishment of the Parking Task Force in implementing the Citywide On-Street Parking Management Study and Priority Tool kit.	PW			
1.04	MT	Develop a strategy to proactively, cost-effectively and efficiently implement short-term, mid-term and long-term strategies outlined in the Citywide On-Street Parking Study.	PW	PD	CD	
Guiding Principle Area #2: Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets						
2.01	ST	Collaborate with external agencies in the development of passenger light rail to promote alternative modes of transportation.			CD	
2.02	ST	To enhance parking, assess parking restrictions, such as at intersections and adjacent to fire hydrants, and make recommendations that could lead to increasing on-street parking capacity however in a manner that meets safety standards.	PW			
2.03	ST	Assess traffic signage prohibiting the parking of commercial and oversized vehicles on residential streets, for adequacy in resolving parking issues.	PW			
2.04	ST	Implement pilot programs in advance of implementing parking solutions that could be impactful to the community, such as area wide Preferential Parking Districts and marking of on-street parking stalls.	PW			
2.05	MT	Prioritize the assessment of the City's Preferential Parking District and recommend improvements to optimize its effectiveness.	PW			
2.06	LT	Pursue grant opportunities to implement capital projects for alternative modes of transportation such as bike facilities, as means to encourage non-motorized modes of travel.	PW			
Guiding Principle Area #3: Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement						
3.01	ST	Assess parking enforcement activities in areas with the highest on-street parking demands, for sufficiency in addressing parking issues.			PD	
3.02	ST	Publicize new parking restrictions and provide a 30-day grace period for enforcement.			PD	
3.03	MT	Assess staffing capacity of the parking enforcement program to determine if additional parking enforcement officers could improve on-street parking conditions.			PD	
3.04	MT	Work with East Los Angeles College Expansion Project representatives to develop programs that prohibit students from parking on residential streets.			PD	CD
3.05	LT	Consider License Plate Recognition (LPR) technology to digitally "chalk" vehicles parked longer than 72 hours, or otherwise identify and log improperly parked vehicles in designated "No Parking" locations such as in PPDs.			PD	
Guiding Principle Area #4: Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking						
4.01	ST	Identify and assess enforcement of City Ordinances that regulate issues that negatively impact parking and traffic flows (e.g. converted garages, illegal businesses in residential neighborhoods, etc.), for sufficiency in resolving parking issues.			CD	
4.02	MT	Enforce existing ordinances and design requirements to mitigate issues discouraging usage of private driveways (e.g. sight distance, vegetation, block walls, etc.).			CD	
4.03	MT	Where possible, require project sponsors seeking to convert garages to residential dwellings to provide adequate parking on private property, in a manner that complies with State law.			CD	
4.04	MT	Assess the impact of adding Code Enforcement personnel to enforce city ordinances that lead to enhancing parking conditions.			CD	
Guiding Principle Area #5: Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space						
5.01	ST	Consider implementing pilot programs to allow improvements on residential properties that could lead to increasing parking capacity within the property, such as, allowing the widening of existing driveways to provide parking for an additional vehicle.	PW		CD	
5.02	MT	Develop programs that encourage and/or enable residents to utilize their garages for vehicle parking.			CD	
Guiding Principle Area #6: Implement Public Parking Strategies						
6.01	ST	Develop strategies to enable residents to locate and park on public parking lots and municipal parks facilities, inclusive of allowing overnight parking (i.e. modifying ordinance to allow overnight parking, way finding signage, etc.).	PW		CD	
6.02	MT	Evaluate an Advanced Parking System (APS) to facilitate ways to find parking availability at City-owned parking lots.	PW			
6.03	MT	Develop strategies for shared parking agreements amongst private property owners that would also consider allowing overnight parking.			CD	
6.04	LT	Coordinate with UPRR to provide public parking within their right-of-way, along Ardmore Avenue and Independence Avenue.	PW			
Guiding Principle Area #7: Implement a Community Educational Campaign						
7.01	ST	Provide educational information to residents on what they can do to enhance parking conditions on residential streets.	PW			
7.02	ST	Develop online residential parking resources and information fact sheets.	PW			
Guiding Principle Area #8: Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions						
8.01	ST	Encourage apartment owners and multi-family building managers to provide tenants with secure bike facilities.			CD	
8.02	LT	Support Light-Rail (Eco-Rapid Transit) projects and enhanced access to light rail stations.	PW		CD	
8.03	LT	Encourage businesses to explore feasibility of ride-sharing programs or parking incentive programs, such as California's Parking "Cash-Out" Law (AB 219) for employers who currently provide free parking.			CD	
8.04	MT	Work with local schools to develop neighborhood traffic management plans (NTMP) which incorporate parking mitigation strategies for faculty, staff and students who currently park on adjacent residential streets.			CD	
8.05	MT	Investigate the potential need, viability and benefit of "cut-through" pedestrian paths between residential neighborhoods and commercial or school areas to encourage walking as a viable mode of transportation.	PW		CD	
8.06	MT	Require development projects to implement and/or contribute toward Transportation Demand Management (TDM) improvements.			CD	
8.07	MT	Require new development to create safe pedestrian and bicycle paths towards schools, shopping centers and other destinations to encourage walkability.	PW		CD	

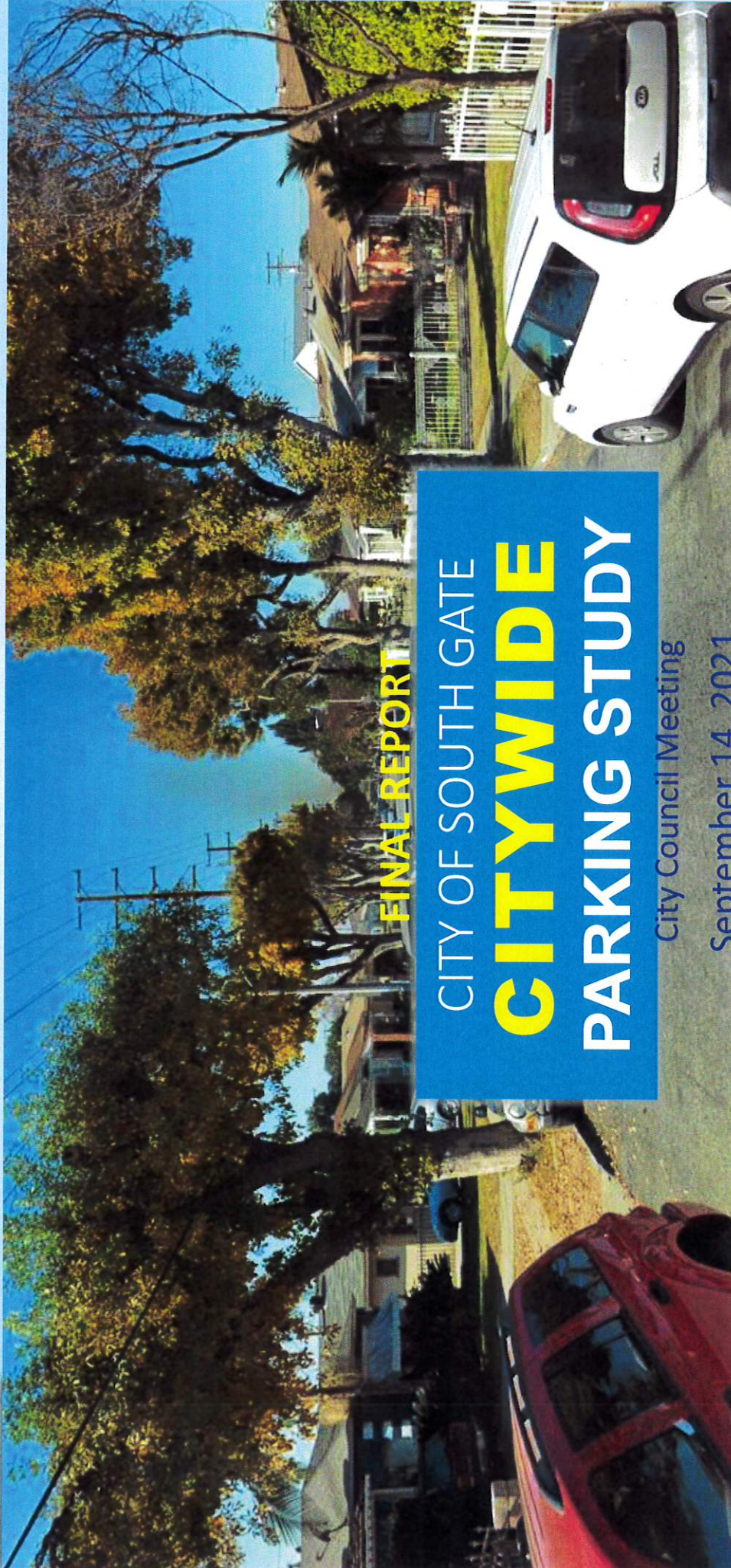
PRIORITY TOOL KIT | Top Short-, Mid- and Long-term Strategies per Guiding Principles Citywide On-Street Parking
Action Plan - South Gate, CA

RS = Recommended Strategy (only High Priority strategies shown)			Responsible Department(s)		
RS#	Timeframe	Description	PW	PD	CD

Notes:			Responsible Department(s)		
ST	Short-term priority/implementation (Within 1 Year)		PW: Public Works PD: Police		
MT	Mid-term priority/implementation (Within 1 to 5 years)		CD: Community Development		
LT	Long-term priority/implementation (Within 5 to 10 years)				

PRIORITY TOOL KIT Top Short-, Mid- and Long-term Strategies per Guiding Principles				Citywide On-Street Parking Action Plan - South Gate, CA		
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RS#	Timeframe	Description	PW	PD	CD	
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1.01	ST	Create a Parking Task Force to guide City Departments in the implementation of the Citywide On-Street Parking Management Study, with a focus on the Priority Tool kit.	PW	PD	CD	
1.02	ST	Pursue City Council approval to modify programs, policies, and ordinances that impact on-street parking conditions, such as, Preferential Parking Districts (PPD), parking restrictions, development policies, private property improvements, etc.	PW	PD	CD	
1.03	ST	Provide an annual report to the City Council on the accomplishment of the Parking Task Force in implementing the Citywide On-Street Parking Management Study and Priority Tool kit.	PW			
1.04	MT	Develop a strategy to proactively, cost-effectively and efficiently implement short-term, mid-term and long-term strategies outlined in the Citywide On-Street Parking Study.	PW	PD	CD	
Guiding Principle Area #2: Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets						
2.01	ST	Collaborate with external agencies in the development of passenger light rail to promote alternative modes of transportation.	PW			CD
2.02	ST	To enhance parking, assess parking restrictions, such as at intersections and adjacent to fire hydrants, and make recommendations that could lead to increasing on-street parking capacity.	PW			
2.03	ST	Assess traffic signage prohibiting the parking of commercial vehicles on residential streets.	PW			
2.04	ST	Implement pilot programs in advance of implementing parking solutions that could be impactful to the community, such as area wide Preferential Parking Districts and on-street parking stalls.	PW			
2.05	MT	Prioritize the assessment of the City's Preferential Parking District and recommend improvements to optimize its effectiveness.	PW			
2.06	LT	Pursue grant opportunities to further implement alternative modes of transportation systems, such as bike facilities, as means to encourage non-motorized modes of travel.	PW			
Guiding Principle Area #3: Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement						
3.01	ST	Assess parking enforcement in areas with the highest on-street parking demands.			PD	
3.02	ST	Publicize parking restrictions in new zones and provide a 30-day grace for enforcement.			PD	
3.03	MT	Assess capacity of the parking enforcement program to determine if additional parking enforcement officers could improve on-street parking conditions.			PD	
3.04	MT	Work with East Los Angeles College Expansion Project representatives to develop programs that prohibit students from parking on residential streets.			PD	CD
3.05	LT	Consider License Plate Recognition (LPR) technology to digitally "chalk" vehicles parked longer than 72 hours, or otherwise identify and log improperly parked vehicles in designated "No Parking" locations such as in PPDs.			PD	
Guiding Principle Area #4: Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking						
4.01	ST	Identify and assess enforcement of City Ordinances that regulate issues that negatively impact parking and traffic flows (e.g. converted garages, illegal businesses in residential neighborhoods, etc.).				CD
4.02	MT	Enforce existing ordinances and design requirements to mitigate issues discouraging usage of private driveways (e.g. slight distance, vegetation, block walls, etc.).				CD
4.03	MT	Require project sponsors seeking to convert garages to residential dwellings to provide adequate parking on private property, in a manner that complies with State law.				CD
4.04	MT	Assess the impact of adding Code Enforcement personnel to enforce city ordinances that lead to enhancing parking conditions.				CD
Guiding Principle Area #5: Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space						
5.01	ST	Consider implementing pilot programs to allow improvements on residential properties that could lead to increasing parking capacity within the property, such as, allowing the widening of existing driveways to provide parking for an additional vehicles.	PW			CD
5.02	MT	Consider programs that enable residents to utilize their garages for parking vehicles.				CD
Guiding Principle Area #6: Implement Public Parking Strategies						
6.01	ST	Consider strategies to enable residents to locate and park on public parking lots, inclusive of allowing overnight parking (i.e. modifying ordinance to allow overnight parking, way finding signage, etc.).	PW			CD
6.02	MT	Evaluate an Advanced Parking System (APS) to facilitate ways to find parking availability at City owned parking lots.	PW			
6.03	MT	Assess strategies for shared parking agreements for overnight use of City, municipal park and private parking lots.				CD
6.04	LT	Coordinate with UPRR to provide public parking within their right-of-way, along Ardmore Avenue and Independence Avenue.	PW			
Guiding Principle Area #7: Implement a Community Educational Campaign						
7.01	ST	Provide educational information to residents on what they can do to enhance parking conditions on residential streets.	PW			
7.02	ST	Develop online residential parking resources and information fact sheets.	PW			
Guiding Principle Area #8: Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions						
8.01	ST	Encourage apartment owners and multi-family building managers to provide tenants with secure bike facilities.				CD
8.02	LT	Support Light-Rail (Eco-Rapid Transit) and enhanced access to light rail stations.	PW			CD
8.03	LT	Encourage businesses to explore feasibility of ride-sharing programs or parking incentive programs such as California's Parking "Cash-Out" Law (AB 219) for employers who currently provide free parking.				CD
8.04	MT	Work with local schools to develop neighborhood traffic management plans (NTMP) which incorporate parking mitigation strategies for faculty, staff and students who currently park on adjacent residential streets.				CD
8.05	MT	Investigate the potential need, viability and benefit of "cut-through" pedestrian paths between residential neighborhoods and commercial or school areas to encourage walking as a viable mode of transportation.	PW			CD
8.06	MT	Require development projects to implement and/or contribute toward Transportation Demand Management (TDM) improvements.				CD
8.07	MT	Design and build new pedestrian paths; improve walkability of school routes and downtown walking areas to encourage foot travel.	PW			CD

PRIORITY TOOL KIT Top Short-, Mid- and Long-term Strategies per Guiding Principles			Citywide On-Street Parking Action Plan - South Gate, CA		
RS = Recommended Strategy (only High Priority strategies shown)			Responsible Department(s)		
RS#	Timeframe	Description	PW	PD	CD
Notes: ST Short-term priority/implementation (Within 1 Year) MT Mid-term priority/implementation (Within 1 to 5 years) LT Long-term priority/implementation (Within 5 to 10 years)			Responsible Department(s) PW: Public Works PD: Police CD: Community Development		



FINAL REPORT

CITY OF SOUTH GATE
CITYWIDE
PARKING STUDY

City Council Meeting

September 14, 2021



PROJECT GOALS

- **Inventory and analyze** citywide on-street parking conditions, block-by-block, at various times – *most comprehensive on-street parking survey in U.S. history.*
- **Identify** where parking shortages and operational problems occur, and why.
- Meet with community to **obtain public input** on concerns and proposed solutions.
- Create a **Action Plan** toolbox/matrix of short-, mid- and long-term strategies and recommendations to address citywide on-street parking issues over the next 1, 5 and 10 years

Why Now?

- Parking has been a problem for many years, and a clear set of solutions has not yet been developed.
- Need to understand current parking issues to ID City Departments' roles in addressing them.
- Establish an On-street Parking Management Program that is implementable for the next 10 years.

PROJECT CONSIDERATIONS



- Measure and understand current on-street parking issues, causes, needs, violations, and opportunities for improvement



- Present parking study data to the public and solicit input



- Refine goals and recommendations based on feedback



- Develop Action Plan of Parking Strategies

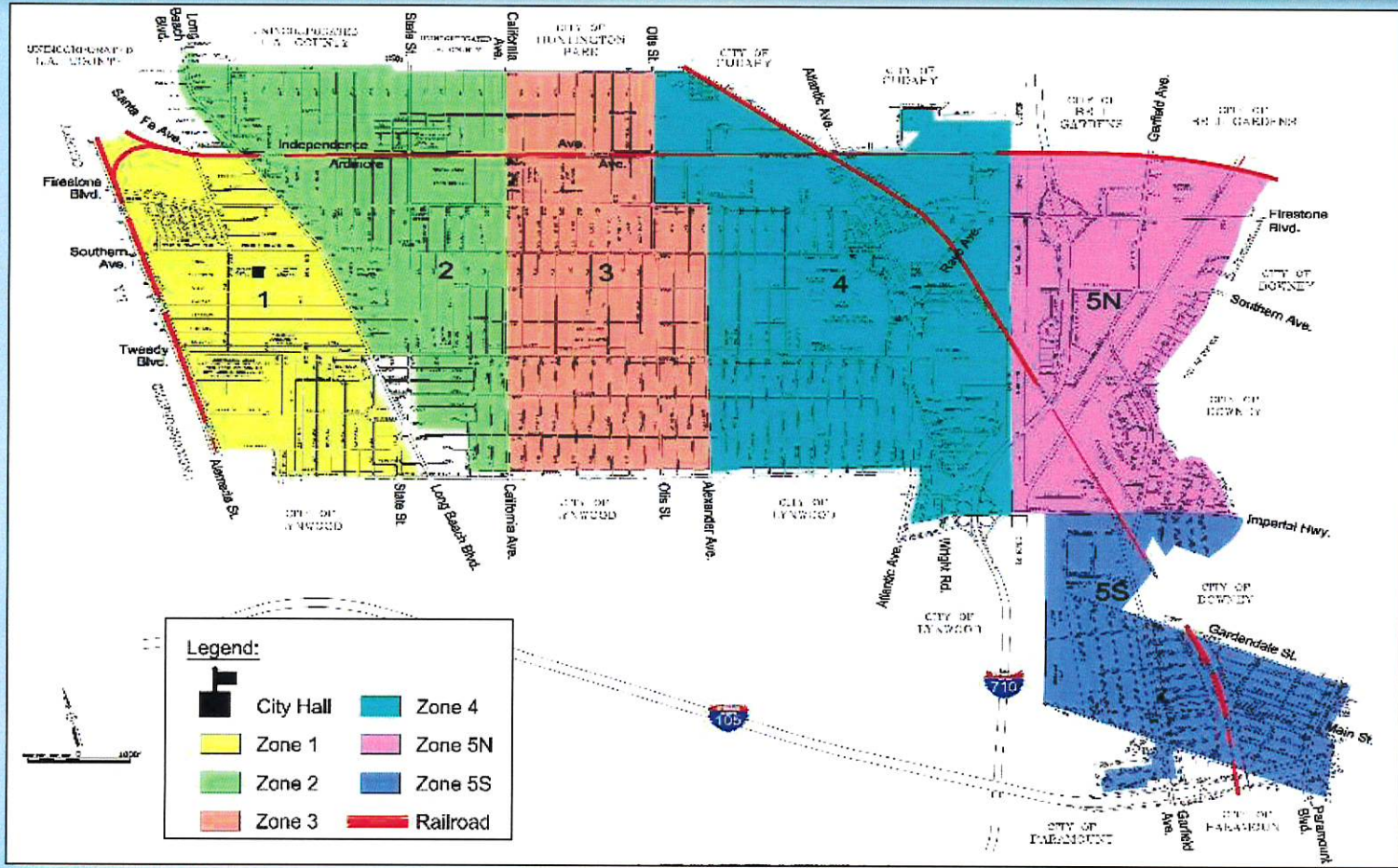
**We
are
here**



- Obtain City Council consensus to solidify vision of the parking study and point strategies in the right direction



CITYWIDE SURVEY ZONES





WHAT WE'VE LEARNED AND ACHIEVED

Inventory & Analysis

- ±31,300 on-street parking spaces citywide
- ± 2,000 block faces, with 1-2 on-street spaces per property
- Citywide Overnight Parking Utilization = **76%** (~1 open space / 2 properties)
- Highest Parking Utilization = Zone #1 (**92%**) and Zone #2 (**93%**)
 - ~1-3 open spaces on an *entire block* (overnight period)
- Lowest Parking Utilization = Zone #5N (**46%**)
 - ~1 available on-street parking space per property



CAUSES OF PARKING ISSUES



High Population Density



Automotive Dependency



Lack of Alternative Transportation Modes



School Parking, Pick-up & Drop-Off



Behavior Related Parking Issues



Public Street Regulations



PUBLIC OUTREACH

What Does the Public Think are the Issues?

- 5 public meetings (~400 attendees); Online survey (~800 participants)
- **Top 5 Issues:**
 - 1.) Too Many Cars/Drivers per Household
 - 2.) People Are Not Using Their Own Garages/Driveways to Park
 - 3.) Excessive Number of Unused Cars Parked/Stored on the Street
 - 4.) Not Enough On-Site Parking for Apartment Tenants
 - 5.) Not Enough Parking and/or Code Enforcement





PUBLIC OUTREACH

What Parking Solutions/Strategies Does the Public Support?

• *Top 5 Strategies:*

1. Preferential Parking Districts (PPDs) and Permits
2. Mark Striped Parking Stalls on the Street
3. Find Ways to Encourage Residents to Use their own Garages/Driveways;
Allow Front Driveway Widening
4. More Code/Parking Enforcement
5. Created Shared Parking Agreements to Use Empty Parking Lots at Night
and other underutilized areas for residents' use



CITYWIDE PARKING STRATEGIES & RECOMMENDATIONS

What is the City Going to Do?

- *Eight (8) “Guiding Principles”, or recommended policy areas:*
 1. Organize an internal Parking Task Force
 2. Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets
 3. Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement
 4. Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking
 5. Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space
 6. Implement Public Parking Strategies
 7. Implement a Community Educational Campaign
 8. Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions



CITYWIDE PARKING STRATEGIES & RECOMMENDATIONS

- **“Priority Toolkit”** (*Top Short-, Mid- and Long-Term Strategies*)

- **#1.) Organize an internal Parking Task Force**

- Create Parking Task Force to guide City Departments to implement **Citywide On-Street Parking Management Study**, with a focus on **“Priority Tool Kit.”**
- Pursue City Council Approval to modify programs, policies, and ordinances impacting on-street parking conditions.
e.g., Preferential Parking Districts (PPD); Parking Restrictions; Development Policies; etc.
- Provide annual report to City Council on accomplishment of Parking Task Force in implementing the **Parking Study** and **“Priority Tool Kit.”**

- **#2.) Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets**

- Collaborate with external agencies in development of passenger light rail to promote alternative modes of transportation.
- Enhance parking, assess parking restrictions, such as intersections & adjacent to fire hydrants and make recommendations.
- Assess traffic signage prohibiting parking of commercial and oversized vehicles on residential streets for adequacy.
- Implement pilot programs in advance of implementing parking solutions that could be impactful to the community.



CITYWIDE PARKING STRATEGIES & RECOMMENDATIONS

- **“Priority Toolkit”** (*Top Short-, Mid- and Long-Term Strategies*)

- **#3.) Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement**

- Assess parking enforcement in areas with the highest on-street parking demands for sufficiency in addressing parking issues.
- Publicize new parking restrictions and provide a 30-day grace period for enforcement.
- Assess staffing capacity of the parking enforcement program to determine if additional parking enforcement officers could improve on-street parking conditions.
- Work with East Los Angeles College Expansion Project reps to develop programs prohibiting students from parking on residential street s.
- Consider License Plate Recognition (LRP) technology to digitally “chalk” vehicles parked longer than 72 hours, or otherwise identify and log improperly parked vehicles in designated “no parking” locations such as in PPDs.

- **#4.) Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking**

- Identify and assess enforcement of City Ordinances that regulate issues that negatively impact parking and traffic flows (e.g. converted garages)
- Enforce existing parking ordinances and design requirements to mitigate issues discouraging usage of private driveways (e.g. sight distance)
- Where possible, require project sponsors seeking to convert garages to residential dwellings to provide adequate parking on private property, in a manner that complies with State law.
- Assess impact of adding Code Enforcement personnel to enforce city ordinances that lead to enhancing parking conditions.



CITYWIDE PARKING STRATEGIES & RECOMMENDATIONS

- **“Priority Toolkit”** (*Top Short-, Mid- and Long-Term Strategies*)

#5.) Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space

- Consider implementing pilot programs to allow improvements on residential properties that could lead to increasing parking capacity within the property, such as , allowing the widening of existing driveways to provide parking for an additional vehicle.
- Develop programs that encourage and/or enable residents to utilize their garages for vehicle parking.

#6.) Implement Public Parking Strategies

- Develop strategies to enable residents to locate and park on public parking lots and municipal parking facilities, inclusive of allowing overnight parking (*e.g., Modifying ordinance to allow overnight parking, way finding signage, etc.*)
- Evaluate an Advanced Parking System (APS) to facilitate ways to find parking availability at City-owned parking lots.
- Develop strategies for shared agreements amongst private property owners that would also consider allowing overnight parking.
- Coordinate with UPRR to provide public parking within their ROW, along Ardmore Avenue and Independence Avenue.



CITYWIDE PARKING STRATEGIES & RECOMMENDATIONS

- **“Priority Toolkit”** (*Top Short-, Mid- and Long-Term Strategies*)

- **#7.) Implement a Community Educational Campaign**

- Provide educational information to residents on what they can do to enhance parking conditions on residential streets.
- Develop online residential parking resources and information fact sheets.

- **#8.) Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions**

- Encourage apartment owners and multi-family building managers to provide tenants with secure bike facilities.
- Encourage businesses to explore feasibility of ride-sharing programs or parking incentive programs.
- Support Light-Rail (Eco-Rapid Transit) projects and enhanced access to light rail stations.
- Work with local schools to develop neighborhood traffic management plans (NTMP).
- Require development projects to implement and/or contribute toward Transportation Demand Management (TDM) improvements.
- Require new development to create safe pedestrian and bicycle paths toward schools, shopping centers and other destinations to encourage walkability.

TASK 3 - Practical/Short-Term Solutions which can be implemented now



Red Curb Reduction for Extra On-Street Parking Space



Stripe Parallel On-Street Parking Stalls



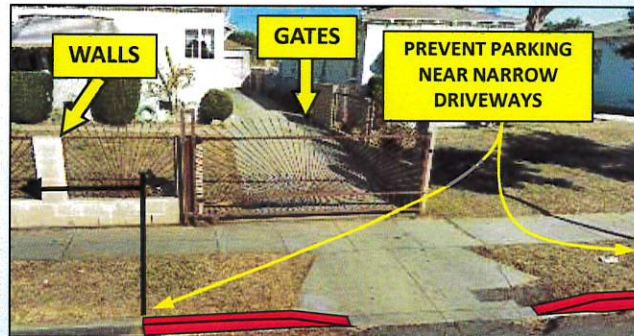
Increase Code Enforcement; Additional Parking Enforcement Officers/Community Service Officers



Promote Public Notice of Existing Transit Services



Promote Use of City Parking Lots



Remove Barriers to Driveway Sight Angles and Install Minor Red Curb



Allow Driveway Widening on Private Property

TASK 3 - Practical/Mid-Range Solutions which can be implemented in 1-5 years



Local Ordinance to reduce 15' fire hydrant requirement



Active Transportation Plan (ATP) Projects



Design and build new and improved pedestrian paths on school routes and to shopping centers



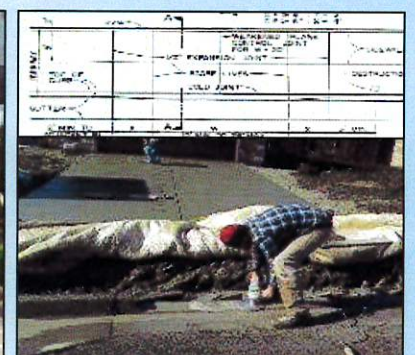
Convert parking lanes to bicycle lanes



Encourage employers on Ridesharing Incentive Programs



Consider angled parking reconfiguration on wider streets



Increase City's minimum driveway apron standard (from 10' to 12') and allow widening

TASK 3 - Practical/Long-Term Solutions which can be implemented in 5-10 years



Expand Citywide Parking Enforcement Program



Invest in Long-Range Transportation Alternatives (e.g., EcoRapid Light Rail)



Implement the City's Bicycle Facility Master Plan



Expand the City's Preferential Parking Districts (PPD) Program



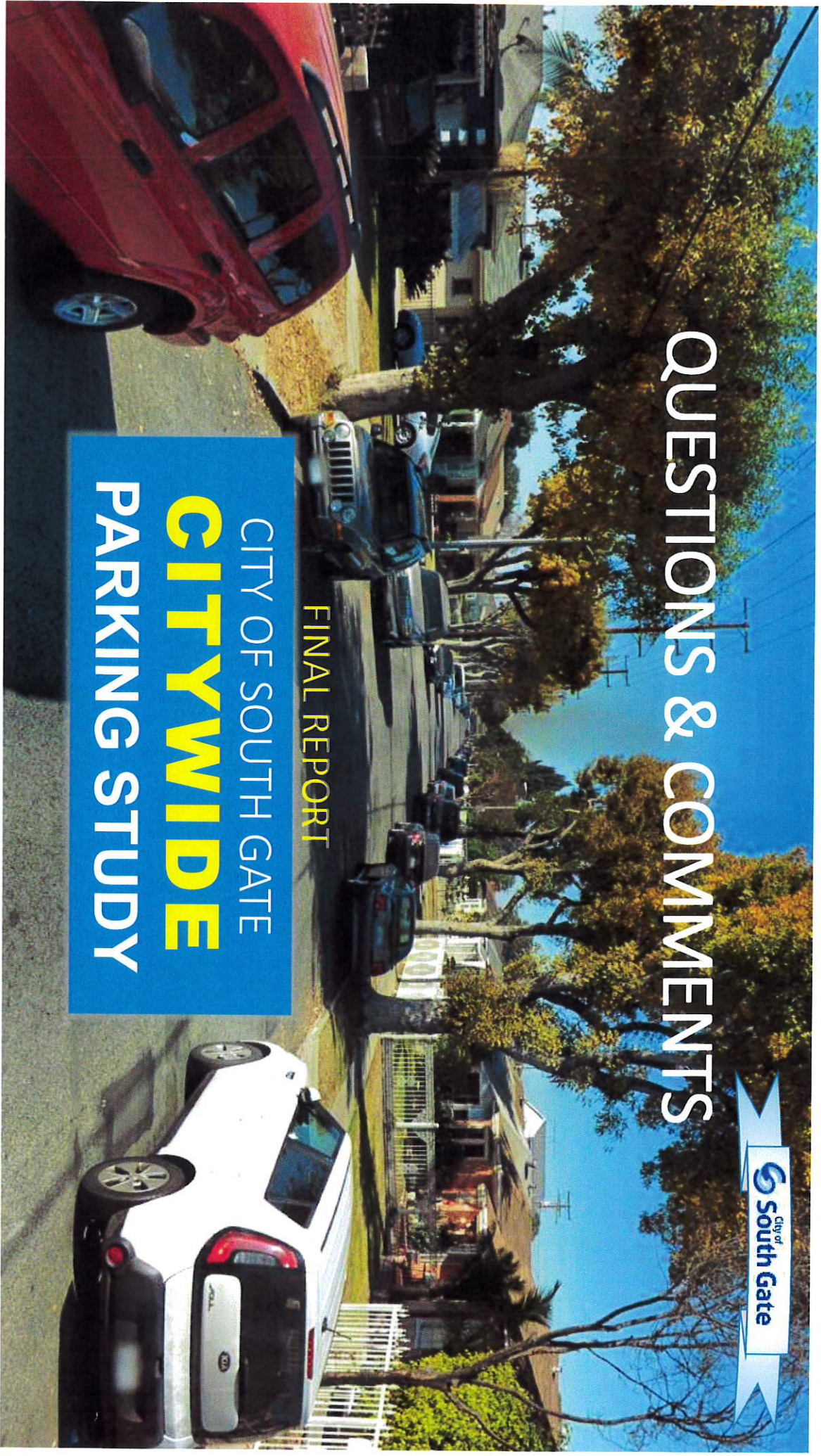
Invest in "First-Mile/Last-Mile" Improvements and Enhancements



QUESTIONS & COMMENTS

FINAL REPORT

CITY OF SOUTH GATE
CITYWIDE
PARKING STUDY



**PARTIAL WARRANT REGISTER FOR COUNCIL MEETING OF 9/14/2021 (FY 2020/21)
(CHECK NOT APPROVED ON 8/10/2021)**

PART I

apChkLst
08/16/2021 4:54:09PM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93439	8/10/2021	0011336 AVANT-GARDE INC.	7092	7/20/2021	JUN 2021: 2ND YEAR OF CONTRAC	31,395.00	
	Voucher:		6763	2/16/2021	FEB 2021: 2ND YEAR OF CONTRAC	10,660.00	42,055.00
Sub total for BANK OF THE WEST:							42,055.00
Grand Total All Checks:							42,055.00

1 check in this report.

PARTIAL WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING OF 9/14/2021
(CHECK NOT APPROVED ON 8/10/2021)

TOTAL PART I - ACCOUNTS PAYABLE CHECK

42,055.00

GRAND TOTAL

42,055.00

WARRANT REGISTER FOR COUNCIL MEETING 9/14/2021 (FY 2021/22)

PART I

apChkLst
08/18/2021 10:28:48AM

Final Check List
CITY OF SOUTH GATE

Page: 1

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
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Voucher:								
93726	8/18/2021	0013100	TRACY HAIR & NAIL	2021-101-12-AC	7/19/2021	CDBG - SMALL BUSINESS GRAN	7,500:00	7,500:00
Voucher:								
Sub total for BANK OF THE WEST:							8,050.00	
Grand Total All Checks:							8,050.00	

2 checks in this report.

Gray highlights indicate prepaid checks

WARRANT REGISTER FOR COUNCIL MEETING 9/14/2021 (FY 2021/22)

PART II

apChkLst
08/18/2021 2:22:20PM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

<u>Check #</u>	<u>Date</u>	<u>Vendor</u>	<u>Invoice</u>	<u>Inv Date</u>	<u>Description</u>	<u>Amount Paid</u>	<u>Check Total</u>
93727	8/19/2021	0012107	CALIFORNIA STATE DISBURSEMIBen289030	8/19/2021	CA STATE DISB. UNIT: PAYMENT	299.99	299.99
					Voucher:		
93728	8/19/2021	00002138	FRANCHISE TAX BOARD Ben289026	8/19/2021	GARNISHMENT - FRANCHISE TA	396.14	396.14
					Voucher:		
93729	8/19/2021	0009920	OCSE CLEARINGHOUSE SDU Ben289028	8/19/2021	GARNISHMENT - AR CHILD SUPP	324.00	324.00
					Voucher:		
Sub total for BANK OF THE WEST:							1,020.13
3 checks in this report.							
Grand Total All Checks:							1,020.13

WARRANT REGISTER FOR COUNCIL MEETING 9/14/2021 (FY 2020/21)

PART III

apChkLst
08/25/2021 2:14:23PM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93732	8/25/2021	0012885	CANON FINANCIAL SERVICES	26969419	6/28/2021	BILLING DATE 6/17/2021-07/16/20	2,105.01
	Voucher:			26819554	8/25/2021	BILLING DATE 5/17/2021-06/16/20	2,094.83
				26640666	4/27/2021	BILLING DATE 4/17/2021-05/16/20	1,943.27
							6,143.11
93733	8/25/2021	0012868	COMPATIOR, INC	MAY-2021	7/1/2021	MAY 2021 FREE MENTAL HEALTH	20,404.07
	Voucher:			JUNE-2021	8/25/2021	JUNE 2021 ADMINISTRATIVE FEE	6,520.16
				MAY-21	7/1/2021	MAY 2021 ADMINISTRATIVE FEE	5,520.16
							32,444.39
93734	8/25/2021	00000028	WATER REPLENISHMENT DIST	JUNE 2021	8/19/2021	JUNE 2021 GROUNDWATER PRO	235,071.34
	Voucher:						235,071.34
Sub total for BANK OF THE WEST:							273,658.84
3 checks in this report.							Grand Total All Checks: 273,658.84

Gray highlights indicate prepaid checks

WARRANT REGISTER FOR COUNCIL MEETING 9/14/2021 (FY 2020/21)

PART V

apChkLst
08/25/2021 3:10:23PM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93742	9/14/2021	00001467	ADMINISTRATIVE SERV. CO-OP	11767	6/30/2021	JUNE 2021 FOOD INSECURITY P	2,759.75
	Voucher:	93742		11500	5/31/2021	5/1/21-5/31/21 SENIOR MEALS DE	1,958.70
				11268	4/30/2021	4/1/21-4/30/21 SENIOR MEALS DE	1,883.55
				155599	5/27/2021	PRINTING & MAILING OF VISTA /I	15,421.19
93743	9/14/2021	0010970	ADVANTAGE	155599	5/27/2021	PRINTING & MAILING OF VISTA /I	15,421.19
	Voucher:	93743					
93744	9/14/2021	00001727	AMERICAN RED CROSS	22359002	6/30/2021	LIFEGUARDING TRAINING	774.00
	Voucher:	93744					774.00
93745	9/14/2021	00003098	AMERINAT	21-00611	7/1/2021	JUN 2021: LOANS BOARDED- AS	109.20
	Voucher:	93745					109.20
93746	9/14/2021	0009798	ANIMAL FRIENDS PET HOTEL	441281	6/27/2021	06/21/2021 BOARDING SERVICE	160.00
	Voucher:	93746		441367	6/28/2021	06/28/2021 BOARDING SERVICE	140.00
				81896	7/30/2021	JUN 2021: DESIGN OF THE SOU	8,177.25
93747	9/14/2021	0009876	BIGGS CARDOSA	81896	7/30/2021	JUN 2021: DESIGN OF THE SOU	8,177.25
	Voucher:	93747					8,177.25
93748	9/14/2021	00001045	COMPETITIVE AQUATIC SUPPLY	202527	9/15/2020	LIFEGARD UNIFORMS, SWIM TR	1,877.83
	Voucher:	93748					1,877.83
93749	9/14/2021	00000989	HARRIS & ASSOCIATES	49288	7/28/2021	MARCH 1 2021-JUNE 30 2021 GA	750.11
	Voucher:	93749		47910	3/18/2021	JAN 31,2021-FEB 27,2021 GARFII	651.35
				47113	1/12/2021	NOV 22,2020-JAN 2 2021 GARFIE	309.92
				9718378	7/8/2021	JUNE 2021- PROFESSIONAL SEF	577.35
93750	9/14/2021	0012871	HF&H CONSULTANTS, LLC	9718378	7/8/2021	JUNE 2021- PROFESSIONAL SEF	577.35
	Voucher:	93750					577.35
93751	9/14/2021	00000268	HOME DEPOT CREDIT SERVICES	4974837	6/7/2021	PD LOUNGE FURNISHINGS	1,428.04
	Voucher:	93751		4974838	6/7/2021	PD LOUNGE FURNISHINGS	1,281.81
93752	9/14/2021	0011187	HUB CITIES CONSORTIUM	93-0121-03210	4/30/2021	FY 20 JAN 1-MAR 31, 2021 WORK	31,295.04
	Voucher:	93752					31,295.04

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93753	9/14/2021	0008655	HYDROSCIENTIFIC WEST	2026	8/18/2021	DEC 2020: AS-NEEDED SCADA S	5,056.45
	Voucher:	93753		2022	8/18/2021	AUG 2020: AS-NEEDED SCADA S	3,807.04
				2025	8/18/2021	NOV 2020: AS-NEEDED SCADA S	3,440.20
				2019-A	8/18/2021	MAY 2021: AS-NEEDED SCADA S	3,339.25
				2028	8/18/2021	JAN 2021: AS-NEEDED SCADA SI	2,618.75
				2023	8/18/2021	SEP 2020: AS-NEEDED SCADA S	2,038.10
				2027	8/18/2021	APR 2021: AS-NEEDED SCADA S	1,856.25
				2020	8/18/2021	JUN 2021: AS-NEEDED SCADA SI	1,630.00
				2017-A	6/17/2021	AS-NEEDED SCADA SERVICES &	1,450.49
				2024	8/18/2021	OCT 2020: AS-NEEDED SCADA S	1,012.30
				2030	8/18/2021	MAR 2021: AS-NEEDED SCADA S	498.75
				2029	8/18/2021	FEB 2021: AS-NEEDED SCADA SI	415.63
				2021	8/18/2021	JUL 2020: AS-NEEDED SCADA SE	213.75
							27,376.96
93754	9/14/2021	00004578	INTERWEST CONSULTING GROU	71150	8/10/2021	JUN 2021: PLAN CHECK SERVICI	39,097.04
	Voucher:	93754		71148	8/10/2021	MAY 2021: PLAN CHECK SERVIC	21,558.32
							60,655.36
93755	9/14/2021	0011585	JOHNSON CONTROLS FIRE	21742561A	7/10/2020	1/1/20-6/30/20: JOHNSON CONTR	474.00
	Voucher:	93755					474.00
93756	9/14/2021	00004269	M.L. BERNIE COMPANY INC	167225	4/26/2021	SHOP SUPPLIED FOR TIRE MAIN	576.98
	Voucher:	93756					576.98
93757	9/14/2021	0012932	MUNICIPAL RESOURCE GROUP,	103-21-291	7/13/2021	TOTAL COMPENSATION ANALYS	19,600.00
	Voucher:	93757		03-21-292	7/13/2021	TOTAL COMPENSATION ANALYS	9,300.00
				03-21-219	6/15/2021	TOTAL COMPENSATION ANALYS	6,100.00
				03-21-216	6/15/2021	TOTAL COMPENSATION ANALYS	3,000.00
				03-21-290	7/12/2021	TOTAL COMPENSATION ANALYS	2,100.00
				03-21-218	6/15/2021	TOTAL COMPENSATION ANALYS	600.00
							40,700.00
93758	9/14/2021	0005405	POLLARDWATER.COM	0184253	2/1/2021	RED B GONE SPRAY 48 P/CS	1,782.88
	Voucher:	93758					1,782.88
93759	9/14/2021	0005368	PRINTCO DIRECT	83900	8/12/2021	PRINTS - GARFIELD AVENUE CO	126.79
	Voucher:	93759					126.79
93760	9/14/2021	00000416	RAPID-O-PRINT	22399	3/10/2021	FLUSHING FAQ - PRINTING QTY:	1,649.34
	Voucher:	93760					1,649.34
93761	9/14/2021	00004834	SECURITY SIGNAL DEVICES SYSS-01042205		3/1/2021	2/25/21: SPORTS CENTER PANEL	364.93
	Voucher:	93761		S-01048275	6/4/2021	6/3/21: MODIFY PANEL PROGRAI	238.00
							602.93
93762	9/14/2021	00004874	SO GATE CHAMBER OF COMMEF1168		6/28/2021	3RD QTR 2021: ADMINSITRATIVE	18,246.88
	Voucher:	93762					18,246.88

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93763	9/14/2021	0012517 T.Y. LIN INTERNATIONAL	102107296	7/27/2021	JUN 2021: CONSTRUCTION MAN	68,947.30	68,947.30
		Voucher: 93763					
93764	9/14/2021	0006351 TRENCH PLATE RENTAL COMPAN	333686	7/31/2021	RENTAL OF CRANE TRUCK AND	442.82	442.82
		Voucher: 93764					
93765	9/14/2021	00002593 WAXIE'S SANITARY SUPPLY	8088766	6/16/2021	15 - DOGGY BAG DEPOT	706.48	706.48
		Voucher: 93765					
93766	9/14/2021	0010476 WECK LABORATORIES INC	W1F0947-COSOU	6/15/2021	WATER QUALITY SAMPLING	205.00	
		Voucher: 93766	W1F0980-COSOU	6/16/2021	WATER QUALITY SAMPLING	130.00	
			W1C0009-COSOL	3/1/2021	WATER QUALITY SAMPLING	70.00	405.00
93767	9/14/2021	00000032 WEST COAST MAILERS	10811	6/23/2021	LONG BEACH BLVD PROJECT - C	909.50	909.50
		Voucher: 93767					
93768	9/14/2021	00001280 WILLDAN	00621593	7/30/2021	2021-06-30 AS-NEEDED ENGINEI	652.50	652.50
		Voucher: 93768					

Sub total for BANK OF THE WEST: 293,810.81

27 checks in this report.

Grand Total All Checks: 293,810.81

WARRANT REGISTER FOR COUNCIL MEETING 9/14/2021 (FY 2021/22)

PART VI

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Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93769	9/2/2021	00000437	AFLAC	Ben289575	9/2/2021	AMERICAN FAMILY LIFE INS.: PA	635.82	635.82
		Voucher:						
93770	9/2/2021	00002417	AMERICAN FIDELITY ASSURANCIBen289567	Ben289567	9/2/2021	AMERICAN FIDELITY (ABT): PAYI	326.26	326.26
		Voucher:						
93771	9/2/2021	0011469	CALIFORNIA DENTAL NETWORK, Ben289559	Ben289559	9/2/2021	CALIFORNIA DENTAL NETWORK	3,002.42	3,002.42
		Voucher:						
93772	9/2/2021	0012107	CALIFORNIA STATE DISBURSEMIBen289581	Ben289581	9/2/2021	CA STATE DISB. UNIT: PAYMENT	299.99	299.99
		Voucher:						
93773	9/2/2021	0011535	CDTFA	Ben289577	9/2/2021	CA DEPT OF TAX & FEE ADMIN: F	386.68	386.68
		Voucher:						
93774	9/2/2021	00000438	COLONIAL INSURANCE CO.	Ben289563	9/2/2021	COLONIAL INSURANCE CO: PAYI	2,692.39	2,692.39
		Voucher:						
93775	9/2/2021	00002138	FRANCHISE TAX BOARD	Ben289571	9/2/2021	GARNISHMENT - FRANCHISE TA	396.14	396.14
		Voucher:						
93776	9/2/2021	0009920	OCSE CLEARINGHOUSE SDU	Ben289579	9/2/2021	GARNISHMENT - AR CHILD SUPP	324.00	324.00
		Voucher:						
93777	9/2/2021	00002421	POLICE MANAGEMENT ASSOCIA'Ben289569	Ben289569	9/2/2021	POLICE MANAGEMENT ASSOC. I	2,250.00	2,250.00
		Voucher:						
93778	9/2/2021	00000335	POLICE OFFICERS ASSOCIATIONBen289573	Ben289573	9/2/2021	POLICE ASSOCIATION DUES: PA	4,900.00	4,900.00
		Voucher:						
93779	9/2/2021	0011466	PRINCIPAL LIFE INSURANCE CO. Ben289555	Ben289555	9/2/2021	PRINCIPAL DENTAL PPO (MISC):	29,565.94	29,565.94
		Voucher:						
93780	9/2/2021	0011467	RELIANCE STANDARD	Ben289561	9/2/2021	LONG TERM DISABILITY: PAYME	4,152.43	4,152.43
		Voucher:						
93781	9/2/2021	0011468	SUPERIOR VISION SERVICES, IN Ben289557	Ben289557	9/2/2021	SUPERIOR VISION MISC.: PAYME	3,906.76	3,906.76
		Voucher:						
93782	9/2/2021	00000334	UNITED WAY OF GREATER LOS A Ben289565	Ben289565	9/2/2021	UNITED WAY: PAYMENT	34.33	34.33
		Voucher:						

Sub total for BANK OF THE WEST: 52,873.16

14 checks in this report.

Grand Total All Checks: 52,873.16

WARRANT REGISTER FOR COUNCIL MEETING 9/14/2021 (FY 2021/22)

PART VII

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Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93785	9/1/2021	0012868	COMPATIOR, INC	JUNE 2021-2	8/25/2021	JUNE 2021 FREE MENTAL HEALT	35,712.42	35,712.42
Voucher:								
93786	9/1/2021	0012516	ORTIZ ENTERPRISES, INC	OEI NO. 17	8/25/2021	JULY 21 - AUG 20, 21 CONS SER F	47,814.92	47,814.92
Voucher:								
Sub total for BANK OF THE WEST:							83,527.34	
2 checks in this report.							Grand Total All Checks:	83,527.34

WARRANT REGISTER FOR COUNCIL MEETING 9/14/2021 (FY 2021/22)

PART VIII

apChkLst
09/07/2021 10:01:48AM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93787	9/7/2021	00000688	AARDVARK	PIN12780	7/19/2021	P7 BALLISTIC VEST W/ADDITION	8,920.19	8,920.19
		Voucher:						
93788	9/7/2021	00003502	ABC BATTERY INC.	06497	7/29/2021	BATTERIES	95.63	
		Voucher:		9908	7/28/2021	UNIT#132 BATTERY	92.07	
				06342	7/2/2021	UNIT#288 12 STUDS	197.01	
				06450	7/22/2021	SHOP STOCK BATTERIES	567.99	952.70
93789	9/7/2021	00003766	ABEL GLASS & SCREEN	31960	7/12/2021	SG PARK SIGNS	357.21	357.21
		Voucher:						
93790	9/7/2021	00001467	ADMINISTRATIVE SERV. CO-OP	11982	7/31/2021	JULY 2021 CDBG FOOD INSECUI	3,406.65	3,406.65
		Voucher:						
93791	9/7/2021	00003971	ADMINSURE INC.	14436	8/15/2021	SEPT 2021: WORKERS COMP CL	9,409.00	9,409.00
		Voucher:						
93792	9/7/2021	00004372	AIRGAS USA, LLC	9115770285	7/26/2021	INVENTORY PO/ SAFETY SUPPL	1,216.70	
		Voucher:		9115769467	7/26/2021	INVENTORY PO/ SAFETY SUPPL	479.06	
				9115367116	7/13/2021	CARBON DIOXIDE FOR POOL	193.25	
				9115265545	7/7/2021	CARBON DIOXIDE FOR POOL	158.86	
				9116080590	8/3/2021	CARBON DIOXIDE FOR POOL CH	283.65	
				9115265546	8/7/2021	DISTRIBUTION OF SPECIALTY	144.98	
				9115712771	7/20/2021	CARBON DIOXIDE FOR POOL	205.02	
				9115814408	7/26/2021	CARBON DIOXIDE FOR POOL	267.26	2,948.78
93793	9/7/2021	0011325	ALAN'S LAWN & GARDEN CENTE	1039525	7/27/2021	CHAINSAW PARTS AND LABOR	154.41	
		Voucher:		1039523	8/30/2021	PART FOR CHAINSAW REPAIR	20.00	
				1039524	7/27/2021	CHAINSAW PARTS AND REPAIR	93.68	
				1039519	7/27/2021	WEEDEATER PARTS AND REPAI	111.03	
				1036502	7/13/2021	REPLACEMENT PARTS	81.52	
				1035311	7/7/2021	SMALL EQUIP REPLACEMENT P/	294.39	
				1039522	7/27/2021	POWER PRUNER WITH LOOP H/	117.21	
				1036502-2	7/13/2021	REPLACEMENT PARTS	81.52	
				1040701	8/3/2021	SMALL EQUIPMENT PARTS	1,097.47	2,051.23
93794	9/7/2021	0011577	ALL PHASE ELECTRIC SUPPLY C	0946-1018335	7/7/2021	LIGHT FIXTURE LENS REPLACEI	654.89	
		Voucher:		0946-1016058	7/6/2021	HIGH VOLTAGE SERIES LIGHTIN	1,193.46	
				0946-1018749	7/19/2021	STREET LIGHT MAINTENANCE M	7,603.67	9,452.02
93795	9/7/2021	00003098	AMERINAT	FS-5170	7/27/2021	HOME IMPROVEMENT PROGRAI	409.00	409.00
		Voucher:						

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93796	9/7/2021	00003885	AMERON INTERNATIONAL	119476	7/16/2021	STREET LIGHT POLE INVENTOR	30,845.87	
		Voucher:		119477	7/16/2021	STREET LIGHT POLE ARMS AND	5,375.38	36,221.25
93797	9/7/2021	0013131	APEX MOBILE	2204	4/19/2021	5/1/21-4/30/22: SUBSCRIPTION T	2,450.00	2,450.00
		Voucher:						
93798	9/7/2021	0007290	APW KNOX-SEEMAN	16708675	7/29/2021	UNIT#166,167 FRONT STRUTS A:	602.76	
		Voucher:		16676066	7/20/2021	12- OIL FILTER FOR ALL FLEET V	27.59	
				16629761	7/6/2021	UNIT# 291 WIPER BLADE MOTOF	107.79	
				16733935	8/5/2021	UNIT#180,222,445,413,446,663,61	159.81	
				16681324	7/21/2021	UNIT# 116,483 IGNITION COILS A	211.97	
				16686972	7/22/2021	UNIT#129,145 BELTS AND INJEC	308.48	
				16676065	7/19/2021	UNIT#663 ANTIFREEZE AND RAC	195.81	
				16733934	8/5/2021	UNIT#411,448,614 AIR FILTER	23.20	1,637.41
93799	9/7/2021	00000201	ATLANTIC LOCK & KEY	00327	9/1/2021	REPLACEMENT LOCK CESAR CH	141.46	141.46
		Voucher:						
93800	9/7/2021	0009040	ATLAS BACKFLOW	35586	7/9/2021	BACKFLOW TEST	600.00	
		Voucher:		35715	7/22/2021	BACKFLOW TEST	300.00	900.00
93801	9/7/2021	00004459	ATSI - THE TEST EQUIPMENT EXI	INV107770	8/14/2021	CALIBRATION MMU TESTERS AN	2,042.77	
		Voucher:		INV107767	7/13/2021	BIU TESTER TRAFFIC MAINTENA	6,075.00	8,117.77
93802	9/7/2021	0010585	AUTOZONE STORES, INC.	5488448807	7/19/2021	UNIT#614 DURALAST FUEL FILTE	14.76	
		Voucher:		5488442882	7/14/2021	UNIT#320 ENGINE DEGREASER.	38.98	
				5488435780	7/7/2021	UNIT#115 SPAKR PLUGS, BELT, C	62.02	
				5488434506	7/6/2021	FUSES	10.13	
				5488457744	7/28/2021	UNIT#208 CEMENT WELDING EP	18.43	
				5488457853	7/28/2021	UNIT#132 BATTERY QUICK DISC	52.90	
				5488466059	8/5/2021	UNIT#320 DURALAST BRASS SW	14.80	
				5488464203	8/3/2021	UNIT#198 COOLING SYSTEM CO	55.92	
				5488455729	7/26/2021	UNIT#196 OIL PRESSURE SWITC	14.00	
				5488442249	7/13/2021	ENGINE DEGREASER, CLEANER	64.67	
				5488463230	8/2/2021	UNIT#329 RAIDATOR HOSE	14.29	
				5488434828	7/6/2021	UNIT#155 & 197 AIR FILTER	23.13	
				5488429532	7/1/2021	MOTOR FLUSH	20.46	
				5488450165	7/20/2021	UNIT# 614 AUTOMATIC TRANS FI	99.09	
				5488465211	8/4/2021	UNIT#127 LEFT HEAD LAMP ASS	1,072.35	
				5488426212		CREDIT: RETURNED PART, INVO	-340.55	1,235.38

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93803	9/7/2021	0012979	BERNARDS OFFICE FURNITURE 44354	7/14/2021	CITY HALL SOCIAL DISTANCING	3,457.23	
	Voucher:		44353	7/14/2021	CITY HALL SOCIAL DISTANCING	6,019.06	
			44352	7/14/2021	PROPOSAL:48275E CITY HALL S	29,110.35	38,586.64
93804	9/7/2021	0008396	BLUE DIAMOND MATERIALS 2311811	7/19/2021	COLD MIX TO SOUTH GATE BC F	289.41	
	Voucher:		2299561	7/12/2021	SERVICE PICKUP AT SOUTH GA1	350.00	
			2349045	8/9/2021	DUMP BOBTAIL PICK UP	475.00	1,114.41
93805	9/7/2021	00000418	BRADLEYS PLASTIC BAG CO 342968	7/26/2021	SUPPLIES FOR JAIL - 8X15 POLY	118.30	118.30
	Voucher:						
93806	9/7/2021	00001489	BRAKE-CO 81624	8/3/2021	UNIT#368 LIGHTS	157.24	
	Voucher:		81628	8/4/2021	UNIT#240 AIR BRAKE VALVE	264.34	421.58
93807	9/7/2021	0011469	CALIFORNIA DENTAL NETWORK, AUG 2021	8/7/2021	AUG 2021: ADJ FOR MISC & SWC	248.46	248.46
	Voucher:						
93808	9/7/2021	00000759	CALIFORNIA FRAME & AXLE 64584	7/1/2021	UNIT REPAIRS 611 FOR DOT	1,071.33	1,071.33
	Voucher:						

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93809	9/7/2021	0006239	CENTRAL FORD	376687	8/11/2021	UNIT#444 HYDRO BOOST	306.30
	Voucher:			376715	8/11/2021	UNIT#155 OXYGEN SENSOR	163.26
				376635	8/10/2021	UNIT#342 - HOSE	92.92
				376645	8/10/2021	UNIT#343 RAIDATOR RESERVOII	24.66
				376462	8/5/2021	UNIT#180 STEEL BACK RIM	121.22
				375976	7/21/2021	UNIT#401 RUNNING BOARD	398.28
				376413	8/4/2021	UNIT#142 OXYGEN SENSOR	81.63
				376605	8/9/2021	UNIT#142 DOOR CYLINDER KIT	109.84
				375364	7/14/2021	UNIT#116 COOLANT TEMP SENS	33.52
				376444	8/5/2021	UNIT#180 WINDSHIELD WASHEF	56.45
				C75192-2	6/24/2021	REPLACED OXYGEN SENSOR	225.22
				375436	7/15/2021	UNIT#145 FUEL INJECTORS AND	492.37
				375973	7/27/2021	UNIT#195 LIGHT SIDE MIRROR C	89.16
				375044	7/6/2021	UNIT#147 &197 FRONT BRAKE P,	187.60
				376123	7/29/2021	UNIT#145 2-INSULA	266.78
				375657	7/20/2021	UNIT#293 AC LOW PRESSURE S'	55.96
				375725	7/21/2021	STOCK FOR SHOP	95.08
				375726	7/21/2021	UNIT#155 TRANSMISSION MOUN	141.58
				375818	7/22/2021	UNIT#418 OIL PRESSURE SWITC	11.61
				375625	7/19/2021	UNIT#614 TRANMISSION FILTER	78.38
				376146	7/29/2021	UNIT#155,157 BRAKE PADS	161.69
				375692	7/20/2021	UNIT#156 EMISSION DEVICE EV/	54.68
				375839	7/23/2021	UNIT#662 RAIDATOR	590.70
				376266	8/2/2021	UNIT#197 HOSE	87.14
				376257	8/2/2021	UNIT#198 OIL COOLER HOSE	73.49
93810	9/7/2021	0005839	CHAMPION CHRYSLER JEEP DOI	635749	7/1/2021	UNIT#166 BRAKE PADS	288.64
	Voucher:			637305	7/19/2021	UNIT#167 RADIATOR FAN MOTOI	198.00
				638046	7/28/2021	UNIT#184 EPOXY SEALANT	9.30
				637399	7/21/2021	UNIT#149,151 BRAKE PAD KITAN	1,212.64
				638044	7/28/2021	UNIT#184 ENGINE CYLINDER HE	60.46
93811	9/7/2021	0005622	CLARK SEIF CLARK, INC.	070866	8/5/2021	7/21/21-8/5/21: ASBESTOS AND L	2,510.40
	Voucher:						1,769.04
93812	9/7/2021	0012713	CMR: DE LA PAZ, JOSE	JUL 6 & AUG 17 21	8/23/2021	JUL 6 & AUG 17 2021 - PLANNING	250.00
	Voucher:						250.00
							3,999.52

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93813	9/7/2021	0008971	CMR: DELGADO, JOSE G.	JUL 6 & AUG 17 21	8/23/2021	JUL 6 & AUG 17 2021 - PLANNING	250.00	250.00
		Voucher:						
93814	9/7/2021	0010997	CMR: INZUNZA, FABIOLA	JUL 6 & AUG 17 21	8/23/2021	JUL 6 & AUG 17 2021 - PLANNING	250.00	250.00
		Voucher:						
93815	9/7/2021	0010131	CMR: PEREZ, JENNY	JUL 6 2021	8/23/2021	JUL 6, 2021 - PLANNING COMMIS	125.00	125.00
		Voucher:						
93816	9/7/2021	0012710	CMR:SEPULVEDA SOTO, DIEGO	JUL 6 & AUG 17 21	8/23/2021	JUL 6 & AUG 17 2021 - PLANNING	250.00	250.00
		Voucher:						
93817	9/7/2021	00000311	COASTLINE EQUIPMENT	818658		CREDIT: RETURNED PART, INVO	-841.98	
		Voucher:		815639	7/2/2021	UNIT#288 ALTERNATOR	841.98	
				818858	7/15/2021	INSPECT PUMP,REINSTALL PLUC	480.07	480.07
93818	9/7/2021	0011922	CONCENTRA MEDICAL CENTER	72229891	7/28/2021	MEDICAL SERVICES PROVIDED	868.00	
		Voucher:		72147221	7/21/2021	MEDICAL SERVICES PROVIDED	683.50	
				72068587	7/14/2021	MEDICAL SERVICES PROVIDED	1,387.00	
				71919531	7/14/2021	PROVIDE MEDICAL SERVICES	214.50	
				71986193	7/19/2021	MEDICAL SERVICES PROVIDED	204.00	
				71921658	7/7/2021	07/03/2021: DUI BLOOD DRAW (1	52.00	
				71990218	7/14/2021	7/9/21-7/12/21: DUI BLOOD DRAW	405.00	
				72231613	8/4/2021	07/31/2021: DUI BLOOD DRAW (1	52.00	
				72073155	7/21/2021	7/16/21-7/18/21: DUI BLOOD DRA	135.00	
				72302727	8/11/2021	DUI BLOOD DRAW (5)	260.00	
				72381444	8/17/2021	PROVIDE 8/17/2021 MEDICAL SE	143.00	4,404.00
93819	9/7/2021	0009793	CONSOLE CLEANING SPECIALIS	2654M	7/30/2021	SERVICES - DISPATCH CONSOLI	1,200.00	1,200.00
		Voucher:						
93820	9/7/2021	00002182	COPWARE, INC.	85582	7/1/2021	JULY 2021 - JUNE 2022 CA PEAC	2,220.00	2,220.00
		Voucher:						
93821	9/7/2021	00005061	COUNTY OF LOS ANGELES FIRE	IN0348572	7/27/2021	LACO/CUPA AR0013632: HAZARI	559.00	
		Voucher:		IN0344620	7/27/2021	LACO/CUPA AR0013632: HAZARI	691.00	1,250.00
93822	9/7/2021	00001423	DAILY JOURNAL CORPORATION	B3498324	8/19/2021	NOTICE OF HEARING: CAPER NC	375.00	
		Voucher:		B3502533	8/19/2021	NOTICE OF HEARING: CUP #851	265.00	
				B3502066	8/19/2021	NOTICE OF HEARING: CUP #848	285.00	925.00
93823	9/7/2021	0009070	DECALS BY DESIGN, INC	15944	7/1/2021	VINYL WRAP FOR SHOW MOBILI	7,724.13	7,724.13
		Voucher:						
93824	9/7/2021	00001565	DEPT OF JUSTICE-(DOJ) CENTR	4526302	8/12/2021	JUL 2021 - FINGERPRINT APPS -	588.00	588.00
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93825	9/7/2021	00003777	DON MILLER & SONS PLUMBING 345318	7/6/2021	REPLACE FLOOR SINK IN GOLF	133.58	
	Voucher:		346845	8/6/2021	12 TOILET SEATS FOR PARKS RI	383.92	517.50
93826	9/7/2021	00001782	EBERHARD EQUIPMENT 93517	7/20/2021	EQUIPMENT REPLACEMENT PAF	164.82	
	Voucher:		93456	7/15/2021	UNIT#406 TRACTOR	948.15	
			93457	7/15/2021	UNIT#406 EDGED BUCKET TRAC	1,095.86	
			93678	7/29/2021	TIRE FOR REAR OF KABOTA MO	332.48	2,541.31
93827	9/7/2021	00001788	ECONOLITE SYSTEMS, INC. INV204954	7/22/2021	TRAFFIC SIGNAL SYSTEM EQUIP	826.88	
	Voucher:		35057	7/29/2021	7/1/21-6/30/22:: CENTRACS SYST	10,010.00	10,836.88
93828	9/7/2021	00005113	EMP: BERRIOS, DAVID CERT EXAMS	8/13/2021	REIMB: PROPERTY MAINTENAN	438.00	438.00
	Voucher:						
93829	9/7/2021	0012019	EMP: SAO, KIM 2021-22 CMTA	8/30/2021	REIMB: 2021-22 CMTA GOVERN	95.00	95.00
	Voucher:						
93830	9/7/2021	00001917	ENTENMANN - ROVIN CO. 0159568-IN	7/2/2021	BADGES REPAIR/REFINISH/REPI	183.83	
	Voucher:		0160244-IN	8/5/2021	BADGES REPAIR/REFINISH/REPI	157.22	
			0159567-IN	7/2/2021	BADGES REPAIR/REFINISH/REPI	345.69	686.74
93831	9/7/2021	0010017	ENTERPRISE FM TRUST FBN4239628	7/3/2021	JUL 2021: PD LEASED VEHICLE-	1,611.91	
	Voucher:		FBN4274541	8/4/2021	AUG 2021 PD- LEASED VEHICLE	1,488.03	
			FBN4260925	8/4/2021	AUG 2021: PD LEASED VEHICLE-	1,613.26	
			FBN4274546	8/4/2021	AUG 2021 PD LEASED VEHICLE-	1,005.22	5,718.42
93832	9/7/2021	0013133	EPIC OUTDOOR CINEMA, LLC 11581	7/19/2021	INFLATABLE MOVIE SCREEN (PA	8,001.89	8,001.89
	Voucher:						
93833	9/7/2021	0010558	FACTORY MOTOR PARTS COMP#12-4170974	8/5/2021	REAR BREAK BAD - REF BPO 10-	37.47	
	Voucher:		12-4170986	8/5/2021	BRAKE PADS AND ROTORS - RE	298.75	336.22
93834	9/7/2021	00002026	FEDERAL EXPRESS CORPORATI#7-467-55213	8/13/2021	FEDEX PRIORITY OVERNIGHT	29.66	
	Voucher:		7-459-82073	8/6/2021	FEDEX GROUND	4.54	
			7-460-42266	8/6/2021	FEDEX PRIORITY OVERNIGHT	26.74	
			7-465-65424	8/12/2021	FEDEX STANDARD OVERNIGHT	7.19	68.13

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93835	9/7/2021	0010625 FLEETCREW	48686	7/28/2021	UNIT#294 EMISSION DURATHON	559.95	
	Voucher:		48687	7/28/2021	UNIT#208 EMISSION DURATHON	559.95	
			48689	7/27/2021	UNIT317 EMISSION DURATHON I	559.95	
			48683	7/28/2021	UNIT#209 EMISSION DURATHON	684.95	
			48684	7/29/2021	UNIT#240 EMISSION DURATHON	684.95	
			48685	7/28/2021	UNIT#293 EMISSION DURATHON	559.95	
			48691	7/27/2021	UNIT#664 EMISSION DURATHON	559.95	
			48742	7/29/2021	UNIT#282 OPACITY TEST	75.00	
			48746	7/29/2021	UNIT#359 OPACITY LABOR	75.00	
			48745	7/29/2021	OPACITY/SMOKE TEST- UNIT 329	75.00	
			48688	7/27/2021	UNIT#203 EMISSION DURATHON	684.95	5,079.60
93836	9/7/2021	00003770 FLEMING ENVIRONMENTAL INC.	17574	7/8/2021	MONTHLY INSPECTION 7/1/2021	540.00	
	Voucher:		17667	8/2/2021	MONTHLY INSPECT. MULTIPLE F	803.95	1,343.95
93837	9/7/2021	0012760 Foothill Communications, Inc	ININV5388	7/2/2021	LABOR TO DIAGNOSE UNIT 195-	350.00	350.00
	Voucher:						
93838	9/7/2021	00003955 GALLS/QUARTERMASTER	BC1401438	7/15/2021	BOOTS AND RAINCOAT FOR MO	438.80	438.80
	Voucher:						
93839	9/7/2021	00004934 GAS COMPANY					
	Voucher:		013-900-7300-3 08	8/13/2021	BILLING PRD-7/13/21 -08/11/21	561.82	
			126 300 9600 1 08	8/13/2021	BILLING PRD- 07/13/21 -08/11/21	18.92	
			189 300 9500 7 8/	8/18/2021	BILLING PRD- 07/16/21 -08/16/21	1,497.59	
			083 407 6536 4 8/	8/23/2021	BILLING PRD-7/21/21 -08/19/21	18.94	
			045 400 7300 6 08	8/13/2021	BILLING PRD- 07/13/21 -08/11/21	22.01	
			130 500 9400 5 08	8/12/2021	BILLING PRD- 07/12/21 -08/10/21	102.04	
			134 700 9400 7 08	8/12/2021	BILLING PRD- 07/12/21 -08/10/21	14.30	
			102 000 8100 7 08	8/12/2021	BILLING PRD-7/12/21 -08/10/21	80.49	
			049 200 7902 9 08	8/16/2021	BILLING PRD- 07/14/21 -08/12/21	28.16	
			115 800 9600 3 08	8/13/2021	BILLING PRD- 07/13/21 -08/11/21	2,206.11	
			132 600 9400 1 08	8/12/2021	BILLING PRD-07/12/21 -08/10/21	35.85	
			186 100 7200 3 08	8/13/2021	BILLING PRD- 07/13/21 -08/11/21	437.79	
			094 300 7500 3 08	8/17/2021	BILLING PRD-7/15/21 -08/13/21	73.72	5,097.74
93840	9/7/2021	0009764 GOVERNMENT FINANCE OFFICE	8053	8/26/2021	FY 2020 CERTIFICATE OF ACHIE	610.00	610.00
	Voucher:						
93841	9/7/2021	00002890 GRAINGER	9961257905	7/13/2021	HITCH BALLS FOR ELECT DEPT	281.49	
	Voucher:		9004547056		CREDIT: RETURNED PART, INVO	-176.48	
			9008171523	8/2/2021	3 DUMMY CAMERAS FOR ILLEG/	239.63	344.64

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93842	9/7/2021	0011526 HASA, INC.	766256	7/29/2021	MULTI-CHLOR	201.76	
	Voucher:		769807	8/12/2021	MULTI-CHLOR	295.91	
			767932	8/5/2021	MULTI-CHLOR	269.01	
			760919	7/8/2021	RESTOCK CHLORINE HAWKINS	309.36	
			767930	8/5/2021	MULTI-CHLOR	591.82	
			767931	8/5/2021	MULTI-CHLOR	242.11	
			769804	8/12/2021	MULTI-CHLOR	242.11	
			769802	8/12/2021	MULTI-CHLOR	188.31	
			762985	7/15/2021	MULTI-CHLOR	219.24	
			763039	7/15/2021	MULTI-CHLOR	443.87	
			764580	7/22/2021	MULTI-CHLOR	188.31	
			764579	7/22/2021	MULTI-CHLOR	242.11	
			764578	7/22/2021	MULTI-CHLOR	255.56	
			766254	7/29/2021	MULTI-CHLOR	269.01	
			766255	7/29/2021	MULTI-CHLOR	201.76	
			759333	7/1/2021	RESTOCK CHLORINE WELL 28	174.86	
			759331	7/1/2021	RESTOCK CHLORINE WELL 27	161.41	
			760920	7/8/2021	RESTOCK CHLORINE WELL 27	309.36	
			760921	7/8/2021	RESTOCK CHLORINE PARK RES	309.36	
			762987	7/15/2021	MULTI-CHLOR	262.28	
			762986	7/15/2021	WATER TREATMENT CHEMICALS	564.92	5,942.44
93843	9/7/2021	00001522 HD SUPPLY WHITE CAP	10014764397	8/16/2021	BLADE FOR CONCRETE WORK	286.63	286.63
	Voucher:						
93844	9/7/2021	0005767 HERTZ EQUIPMENT RENTAL COF32216986-001		7/2/2021	BOOM TRUCK RENTAL TO REPA	1,010.96	1,010.96
	Voucher:						
93845	9/7/2021	0012871 HF&H CONSULTANTS, LLC	9718381	7/8/2021	JUN 2021: COMPETITIVE PROCL	13,455.90	13,455.90
	Voucher:						
93846	9/7/2021	00002529 HINDERLITER DE LLAMAS & ASS SIN010892		8/19/2021	QTR 1 2021 SALES TAX CONTRA	2,449.60	2,449.60
	Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93848	9/7/2021	00000268	HOME DEPOT CREDIT SERVICES7012644	8/3/2021	TRAFFIC SIGNAL POLE BASE RE	165.31	
	Voucher:		4374499	8/16/2021	DROP CLOTH FOR CONCRETE C	15.46	
			8374016	7/3/2021	MATERIAL TO REMOVE GRAFFIT	127.31	
			4352603	7/7/2021	STAND BY VAN MATERIALS UNIT	663.15	
			3341838	7/8/2021	COLOR MATCH FOR GRAFFITI U	282.48	
			3341937	7/28/2021	PART FOR SHOP PLUMPING REF	57.06	
			3341839	7/8/2021	TOOL REPLACEMENT FOR UNIT	96.47	
			4360411	7/7/2021	MATERIAL FOR STAND BY VAN 6	76.10	
			9360422	7/12/2021	ALGIC AND HOSE FOR POOL AN	153.89	
			5352589	7/6/2021	COLOR MATCH FOR GRAFFITI U	414.48	
			3374098	7/8/2021	2 NEW FAUCETS IN HR CIVIC CE	221.03	
			8341857	7/13/2021	WORK ORDER 818531 REPLACE	58.42	
			5360410	7/6/2021	PART'S TO REPAIR THE FOUNTA	20.79	
			4512109	7/7/2021	REPAIRS ON SINK AT HR	35.13	
			7360448	8/3/2021	TOOL FOR SEWER CREW OPER.	229.55	
			6352901	8/4/2021	2X4 LUMBER FOR CONCRETE P	77.53	
			1181964		CREDIT: RETURNED PART, INVO	-86.90	
			8203761		CREDIT: RETURNED PART, INVO	-48.34	
			7113222		CREDIT: RETURNED PART, INVO	-31.36	
			9374262	7/22/2021	PURCHASED DOOR SWEEPS FC	56.41	
			7341860	7/12/2021	SUPPLIES & HARDWARE TO REF	44.83	
			3374099	7/8/2021	PLAYGROUND SURFACE REPAIF	58.55	
			5374059	7/6/2021	SUPPLIES FOR RUBBERIZED MI	26.60	
			7341961	8/3/2021	POOL/SPA/ FOUNTAIN SUPPLIES	58.74	
			8374401	8/2/2021	WO# 818669 FIRE HYDRANT MA	46.92	
			4352602	7/7/2021	FENCE REPAIRS AT CIRCLE PAR	46.74	
			3374339	7/28/2021	HOLLYDALE HOSE BID PUTTY, F	21.96	
			9360437	7/22/2021	TOOLS FOR SPECIAL CITY EVEN	230.75	
			0352533	7/1/2021	GRINDING STONE TO SHARPEN	19.70	
			7360430	7/14/2021	HOLLYDALE SUPPLIES	359.98	
			8374153	7/13/2021	TRUCK TIE DOWN STRAPS	19.78	
			0360436	7/21/2021	HOLLYDALE - IRRIGATION SUPP	183.40	
			2352849	7/29/2021	GROUNDS MAINTENANCE SUPP	144.35	
			4374322	7/27/2021	FACILITY MAINTENANCE SUPPL	140.33	
			8512623	7/13/2021	GROUNDS MAINT. SUPPLIES	144.72	

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
			1352954	8/9/2021	REPAINTING YELLOW STRIPPING	65.75		
			5341972	8/5/2021	PAINT FOR HYDRANT AT HOLLYDALE	65.77		
			1352956	8/9/2021	MISC MATERIAL FOR GM SHOP	144.76		
			5374062	7/6/2021	REPAIRS FOR JAIL CELL #14 SHOWER	201.86		
			8374391	8/2/2021	WO#818502 NEW HOCKY PUCKS	67.43		
			8341956	8/2/2021	WO#818669 DOG PARK AREA FENCE	120.07		
			9374130	7/12/2021	HOLLYDALE - KEYS	8.65		
			8352681	7/13/2021	GROUNDS SUPPLIES	118.20		
			2360432	7/19/2021	SEWER LATERAL REPAIRS PART	24.67		
			5374060	7/6/2021	WELL 27 AIR VALVE COMPRESSOR	251.81		
			9360417	7/12/2021	IRRIGATION SUPPLIES	259.66		
			6374173	7/14/2021	PRESSURE WASHERSS	347.36	5,807.31	
93849	9/7/2021	00004578	INTERWEST CONSULTING GROU71122	8/18/2021	JUL 2021: PLAN CHECK SERVICE	10,351.80		
		Voucher:	70961	7/29/2021	7/1/20-7/29/21: VISUAL CONDITIO	1,800.00	12,151.80	
93850	9/7/2021	00000209	JHM SUPPLY , INC.	68875/3	7/28/2021	IRRIGATION PARTS - HOLLYDALI	1,317.30	1,317.30
		Voucher:						
93851	9/7/2021	0005586	JOE A. GONSALVES & SONS	159252	8/18/2021	SEPTEMBER 2ND QUARTER FILING	2,545.00	
		Voucher:	159183	7/16/2021	AUGUST SERVICES STATE LOBE	2,500.00		
			159112	6/15/2021	JULY SERVICES 1ST QUARTER F	2,545.00	7,590.00	
93852	9/7/2021	0012510	KILEY & ASSOCIATES, LLC	SG 210901	9/1/2021	AUG 2021 FEDERAL LEGISLATIV	3,333.33	3,333.33
		Voucher:						
93853	9/7/2021	00003387	KNORR SYSTEMS, INC.	SI231962	7/21/2021	CHEMICALS FOR POOL TEST KIT	92.35	
		Voucher:	SI232093	7/27/2021	PULSAR BRIQUETTES FOR SPA/	1,778.45	1,870.80	
93854	9/7/2021	0008150	L.N. CURTIS & SONS	INV511497	7/27/2021	UNIFORM AND ACCESSORIES FO	22.33	22.33
		Voucher:						
93855	9/7/2021	00001151	LA COUNTY REGISTRAR-RECOR22-4006	8/18/2021	BILLIG FOR VOTER NOTIFICATIO	16,644.24	16,644.24	
		Voucher:						
93856	9/7/2021	00005062	LA CTY POLICE CHIEF'S ASSOC. LACPCA 2021	8/18/2021	10/19/21-10/22/21- 2021 LACPCA	200.00	200.00	
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93857	9/7/2021	0012590	LA TRUCK & AUTO INC, NAPA AU	5156-199000	7/13/2021	MOTOR OIL- SHOP STOCK	163.52
		Voucher:		5156-198581	7/8/2021	UNIT#ST205 SUPPLIES	324.61
				5156-199219	7/14/2021	UNIT#116 TEMPERATURE SENS(37.82
				5156-199764	7/20/2021	UNIT#483 WATER PUMPAND RA	205.76
				5156-200030	7/22/2021	UNIT#483 RADIATOR	251.36
				5156-200378	7/26/2021	UNIT#117 PUSHROD ENGINE	53.98
				5156-200774	7/29/2021	STOCK ORDER- WINDSHEILD AN	71.27
				5156-199747	7/20/2021	RESTOCK ON MOTOR OIL	189.98
				5156-199767	7/20/2021	UNIT#151 TWO FRONT STRUTS ,	526.44
				5156-200511	7/27/2021	UNIT#483 RADIATOR HOSE	53.38
							1,878.12
93858	9/7/2021	00003793	LONG BEACH BMW MOTORCYCL	40905	7/15/2021	HEADLIGHT HIGH BEAM	60.76
		Voucher:					60.76
93859	9/7/2021	00004060	MCMaster-CARR SUPPLY CO	61808926	7/19/2021	BUILDING LIGHT SYSTEM REPAI	73.43
		Voucher:		61179614	7/7/2021	AIR PLUG WITH CHAIN FOR VET	91.29
				63043111	8/10/2021	PIPE FITTING FOR WELL REPAIF	95.61
				62808175	8/5/2021	BRASS TUBE FITTING - WATER I	80.83
				62800092	8/5/2021	LOW PRESSURE HOSE - WATER	332.09
				61271423	7/8/2021	WHEEL WITHOUGHT BEARING 4	23.18
				61485411	7/13/2021	PIPE FITTINGS AND CABLE TIES	168.99
				62200628	7/26/2021	PLUMBING PARTS FOR POLICE I	126.37
							991.79
93860	9/7/2021	00003815	MICHELSON LABORATORIES, INC	0608321	7/5/2021	MONTHLY BILLING- JUNE 2021	1,058.75
		Voucher:					1,058.75
93861	9/7/2021	00000170	MISC - PKS & REC REFUND	241580	8/7/2021	241580-REFUND FACILITY RENT,	277.00
		Voucher:					277.00
93862	9/7/2021	00000170	MISC - PKS & REC REFUND	243200	8/14/2021	243200-REFUND FACILITY RENT,	277.00
		Voucher:					277.00
93863	9/7/2021	00000170	MISC - PKS & REC REFUND	242160	8/14/2021	REFUND OF FACILITY FEES DUE	66.00
		Voucher:					66.00
93864	9/7/2021	0012788	MSA SYSTEM, INC	SGX16776	8/16/2021	ZEBRA PRINTER FOR JAIL TICKE	996.06
		Voucher:					996.06
93865	9/7/2021	0012932	MUNICIPAL RESOURCE GROUP,	103-21-359	8/18/2021	7/13/21-7/23/21: TOTAL COMPEN:	300.00
		Voucher:		03-21-361	8/18/2021	7/12/21-7/23/21: TOTAL COMPENE	800.00
				03-21-360	8/18/2021	7/12/21-7/23/21: TOTAL COMPEN:	1,700.00
							2,800.00
93866	9/7/2021	00004620	MUTUAL LIQUID GAS & EQUIPME	543160	7/27/2021	PROPANE GAS AND COMPLIANC	672.64
		Voucher:					672.64

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93867	9/7/2021	0009426	MV CHENG & ASSOCIATES, INC. 7/31/2021	8/5/2021	JULY 2021 PROFESSIONAL SER\	31,430.00	31,430.00
		Voucher:					
93868	9/7/2021	00004969	NATIONAL READY MIXED CONCR784847	7/8/2021	READY MIXED CONCRETE FOR	761.95	
		Voucher:	785532	7/14/2021	READY MIXED CONCRETE FOR .	647.86	
			788508	8/5/2021	READY MIXED CONCRETE AT 24	881.50	2,291.31
93869	9/7/2021	0009990	NATURE'S SELECT PET FOOD 4348	7/19/2021	DOG FOOD VEGA/MAILLO (07/19/21)	108.10	108.10
		Voucher:					
93870	9/7/2021	00003771	NETMOTION SOFTWARE, INC. 10059689	8/4/2021	NETMOTION VPN ONE YEAR SU	4,500.00	4,500.00
		Voucher:					
93871	9/7/2021	00003962	NICKEY PETROLEUM CO., INC. 358023	8/24/2021	INVENTORY PO/ BARE BRICK	3,259.02	3,259.02
		Voucher:					
93872	9/7/2021	0005289	NOBEL SYSTEMS 15175	7/30/2021	GIS UPDATE - PARK VALVE REPI	480.00	
		Voucher:	15165	7/28/2021	WATER LOSS AUDIT VALIDATION	2,500.00	2,980.00
93873	9/7/2021	0009134	NORTHGATE MARKET 88987	7/21/2021	6/28/21-7/4/21: CDBG FOOD INSE	9,828.88	
		Voucher:	88988	7/21/2021	7/5/21-7/11/21: CDBG FOOD INSE	9,857.67	
			88989	7/21/2021	7/12/21-7/18/21: CDBG FOOD INS	10,139.25	
			89194	7/28/2021	7/18/21-7/25/21: CDBG FOOD INS	9,819.24	39,645.04
93874	9/7/2021	0012202	NUMA NETWORKS 30131	7/1/2021	JUL 2021: YEAR2 - OFFSITE BAC	2,000.00	2,000.00
		Voucher:					
93875	9/7/2021	0013096	OFFICE TEAM 58230228	8/16/2021	W/E 8/13/21: TEMPORARY STAFF	1,637.60	
		Voucher:	58298134	8/24/2021	WE 8/20/2021 HR/TEMPORARY S	1,617.13	3,254.73
93876	9/7/2021	0013158	OLIVER ORRANO 00VERT SOLU 0000210818	8/18/2021	8/18/2021 TRAINING-SWAT PISTC	400.00	400.00
		Voucher:					

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93877	9/7/2021	0007984	O'REILLY AUTO PARTS	OCBO200847-020	8/16/2021	CB ON CK69736 CUST LISTED CI	29.70
		Voucher:		OCBOB01650-103	8/16/2021	CB CK 79815 CUSTOMER LISTEI	103.07
				3063-411553		CREDIT: RETURNED PART, INVO	-265.43
				3063-412984		CREDIT: RETURNED PART, INVO	-85.97
				3063-413563		CREDIT: RETURNED PART, INVO	-189.77
				3063-402795		CREDIT: RETURNED PART, INVO	-68.76
				3063-415760	7/8/2021	UNIT#114,115,195,117 AIR CONDI	22.16
				3063-416517	7/13/2021	UNIT#ST205 CONNECTOR	4.40
				3063-415865	7/9/2021	EQUIPMENT REPLACEMENT PAI	72.16
				3063-418882	7/28/2021	PARK YARD VEHICLE WASH SUF	96.99
				3063-415425	7/6/2021	FUSES	14.31
				3063-415675	7/7/2021	TOOL PARTS	87.73
				3063-415585	7/7/2021	REPLACEMENT PARTS	108.03
				3063-414631	7/1/2021	UNIT#666 THROTTLE POSITIONI	43.23
				3063-416511	7/13/2021	UNIT#ST205 ROOT GRINDER AD	185.18
				3063-415410	7/6/2021	RELAY SOCKETS HOLDERS	71.61
				3063-416524	7/13/2021	UNIT#208 HEATER CORE	112.23
93878	9/7/2021	00002769	PARIS LASER PRINTER REPAIR	27827	7/14/2021	PD PRINTER REPAIR, CIT AND S	144.95
		Voucher:					340.87
93879	9/7/2021	00004582	PARKHOUSE TIRE INC	1010811123	7/19/2021	UNIT#352 TWO TIRES PLUS REC	1,646.20
		Voucher:					1,646.20
93880	9/7/2021	0010857	PD: GONZALEZ, ALEXIS	TSM# 1-3058	7/26/2021	JULY 19-JULY 23, 2021 TRAINING	333.80
		Voucher:					333.80
93881	9/7/2021	0011213	PD: ROSE, RYAN	TMS#1-3063	7/26/2021	JULY 5-JULY 6, 2021 TRAINING:P	37.05
		Voucher:		TMS#1-3064	7/26/2021	JULY 7-JULY 8, 2021 TRAINING: A	37.05
							74.10
93882	9/7/2021	0011317	PD: VARELA, GILBERTO	TMS#1-3049	7/26/2021	JULY 12-JULY 16, 2021 TRAINING	305.01
		Voucher:					305.01
93883	9/7/2021	0012846	PECKHAM & MCKENNEY, INC.	#3 POLICE CHIEF	8/17/2021	EXECUTIVE SEARCH - RECRUIT	9,000.00
		Voucher:		#3 DIR OF COMM	8/17/2021	EXECUTIVE SEARCH - RECRUIT	8,333.34
							17,333.34
93884	9/7/2021	00004713	PETTY CASH- PARKS & REC.DEP	7/12/21-8/12/21	8/19/2021	7/12/21-8/12/21: PETTY CASH RE	189.11
		Voucher:					189.11
93885	9/7/2021	00004714	PETTY CASH- POLICE DEPT. -	7/26/2021-8/3/2021	7/26/2021	06/28/2021-07/02/2021 JM - PETT	163.36
		Voucher:					163.36
93886	9/7/2021	00003720	PK: RODRIGUEZ, BEATRIZE J	BRSUMMER0821	8/12/2021	7/20/21-8/12/21: OVER EASY CLA	160.00
		Voucher:					160.00

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93887	9/7/2021	0005405	POLLARDWATER.COM	0194363	7/9/2021	BLK RUB WATER HOSE	288.86	288.86
		Voucher:						
93888	9/7/2021	00000488	PRAXAIR DISTRIBUTION, INC.	64922528	7/22/2021	CYLINDER RENTAL FOR WELDING	106.36	
		Voucher:		64863500	7/21/2021	LENS INSIDE AND FRONT COVER	205.02	311.38
93889	9/7/2021	0011466	PRINCIPAL LIFE INSURANCE CO.	AUG 2021	7/28/2021	AUG 2021: ADJ FOR MISC & SWC	4,499.74	4,499.74
		Voucher:						
93890	9/7/2021	0005368	PRINTCO DIRECT	83872	8/6/2021	PRINT SETS - GARFIELD AVENUE	507.15	
		Voucher:		83890	8/10/2021	PRINT SETS - TRAFFIC SIGNAL AT	171.99	
				83871	8/5/2021	PRINT SETS - GARFIELD AVENUE	2.76	
				83857	8/2/2021	PRINT SETS - EAST ALAMEDA ST	127.34	
				83888	8/10/2021	PRINT SETS -SGPD FUEL STATIC	146.63	
				83889	8/10/2021	PRINT SETS - SGPD AC PROJEC	141.12	1,096.99
93891	9/7/2021	00004055	PROFORCE LAW ENFORCEMENT	1150784	7/31/2021	DUI BLOOD (1) 06/04/2021	703.00	703.00
		Voucher:						
93892	9/7/2021	0006933	PSYCHOLOGICAL CONSULTING	1525315	7/31/2021	CC999-60 MINUTES INDIVIDUAL	550.00	550.00
		Voucher:						
93893	9/7/2021	00001322	PVP COMMUNICATIONS INC.	129149	4/20/2021	HEADSET BLUETOOTH MODULE	214.99	
		Voucher:		129553	7/9/2021	HELMET FOR NEW MOTOR OFFICER	1,194.01	1,409.00
93894	9/7/2021	0012784	R&R INDUSTRIES, INC	602786	9/2/2021	BOMBER JACKETS FOR STAFF:	3,219.19	3,219.19
		Voucher:						
93895	9/7/2021	0012992	RAK DEVELOPMENT, INC.	21-084	8/6/2021	JUL 2021: ENGINEERING DESIGN	9,480.00	9,480.00
		Voucher:						
93896	9/7/2021	0012962	REGIONAL TAP SERVICE CENTER	6014628	7/31/2021	JUL 2021: TAP BUS PASSES	154.00	154.00
		Voucher:						
93897	9/7/2021	00002735	ROADLINE PRODUCTS, INC.	16742	8/3/2021	SUPPLIES FOR PAINT AND SIGN	1,925.08	1,925.08
		Voucher:						
93898	9/7/2021	0009447	RWC GROUP	23563	8/9/2021	UNIT#209 COOLANT	99.16	
		Voucher:		XA301033950:01	7/26/2021	SWAT TRUCK OIL, FUEL FILTER,	434.55	533.71
93899	9/7/2021	00004821	S & J SUPPLY COMPANY, INC.	S100178121.001	7/30/2021	VARIOUS WATER SUPPLIES	1,105.00	
		Voucher:		S100178839.001	8/12/2021	CONCRETE BOX AND LID FOR WATER	148.08	
				S100178593.001	8/9/2021	WATER SUPPLIES - KIT SERIES	194.48	1,447.56
93900	9/7/2021	00000322	SAM'S CLUB	009247	7/22/2021	GOLF COURSE CONCESSIONS	121.89	121.89
		Voucher:						
93901	9/7/2021	0010623	SECTRAN SECURITY INC.	21080469	8/7/2021	AUG 2021: SECTRAN SECURITY	280.24	280.24
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93902	9/7/2021	00004834	SECURITY SIGNAL DEVICES SYSS-01051531	7/21/2021	REMOUNTED HOLD UP BOTTON	69.50	69.50
		Voucher:					
93903	9/7/2021	00002616	SHRED-IT US JV LLC 8182584227	7/31/2021	JULY 2021 SHREDDING OF DOCI	88.20	88.20
		Voucher:					
93904	9/7/2021	00004857	SMITH FASTENER COMPANY 0034388	8/3/2021	DIFFERENT SIZE OPEN END BLII	11.97	
		Voucher:	0034327	7/30/2021	UNIT#354 SCREWS, HITCH PINS	74.10	86.07
93905	9/7/2021	0011484	SMITHSON ELECTRIC, INC. 62047	7/6/2021	INSTALL TRAFFIC LOOPS AT VAF	3,600.00	3,600.00
		Voucher:					
93906	9/7/2021	0012098	SO CAL COMPTON PIPE SUPPLY 2348	8/11/2021	VALVE BOX - WATER DIV AND W	130.92	
		Voucher:	2340	8/9/2021	HYDRANT SPOOL - WATER SUPP	134.71	
			2336	8/6/2021	BORING BAR FOR WATER DIV	501.55	
			2312	7/27/2021	GAUGE PRESSURE - WATER DIV	103.24	
			2300	7/22/2021	BRASS MATERIAL - WATER DIVIS	162.24	
			2310	7/27/2021	DRILL BITS - WATER DIVISION	598.00	
			2258	7/6/2021	WATER SUPPLIES - CORP STOP.	685.82	2,316.48
93907	9/7/2021	0012980	SPECTRUM 108308401080121	8/1/2021	8/1/21-8/31/21: FIBER OPTICS FO	945.21	945.21
		Voucher:					
93908	9/7/2021	00004908	STATUS ONE MEDICAL INC 62561	7/19/2021	FIRST AID SUPPLIES	1,820.06	1,820.06
		Voucher:					
93909	9/7/2021	0005394	STEVE SWAIN INVESTIGATOR 1405	7/10/2021	BACKGROUND INVESTIGATION I	1,349.95	1,349.95
		Voucher:					
93910	9/7/2021	0013157	STREET COP TRANING 45959-554-1-7ABE	7/22/2021	10/21/21-TRAINING INTERDICTIC	249.00	249.00
		Voucher:					
93911	9/7/2021	0010270	STUDIO SPECTRUM, INC. 191917	8/16/2021	7/13/21: STUDIO SPECTRUM ON	1,200.00	1,200.00
		Voucher:					
93912	9/7/2021	0011468	SUPERIOR VISION SERVICES, IN543459	8/1/2021	AUG 2021 - ADJ FOR ACTIVE SW	17.38	17.38
		Voucher:					
93913	9/7/2021	00004906	SWRCB FEES 537488	8/10/2021	APPLICAION FEE - PERMIT REGI	729.00	729.00
		Voucher:					
93914	9/7/2021	00004906	SWRCB FEES 10/1/2021	8/25/2021	KENNETH TANG: RENEWAL - CE	90.00	90.00
		Voucher:					
93915	9/7/2021	0013047	TAIT ENVIRONMENTAL SERVICE\$897175	7/31/2021	THRU7/31/21: ENGINEERING DE	7,988.75	7,988.75
		Voucher:					
93916	9/7/2021	0010931	TELARUS, INC. 5696	6/8/2021	TELARUS VXTRACKER CALL ACI	1,055.80	1,055.80
		Voucher:					

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93917	9/7/2021	0005498	TESCO CONTROLS, INC	0074121-IN	7/22/2021	TESCO CONTROLS-SERVICE PE	14,012.78	14,012.78
		Voucher:						
93918	9/7/2021	0009039	TETRA TECH	51770215	8/5/2021	THRU 7/23/21: PROF ENGINEERI	8,250.00	
		Voucher:		51769978	8/5/2021	P/E 7/23/21: REMEDIATION ACTI\	30,260.97	38,510.97
93919	9/7/2021	00003851	THOMSON REUTERS	844795357	8/1/2021	JUL 2021 WEST INFORMATION C	501.59	501.59
		Voucher:						
93920	9/7/2021	0008153	TIME WARNER CABLE-	0008335080121	8/1/2021	AUG 2021: ACCT# 8448 30 017 0C	161.26	
		Voucher:		0490384072721	7/27/2021	7/27/21-8/26/21: ACCT# 8448 30 0	146.40	307.66
93921	9/7/2021	0011640	TIREHUB, LLC	21831959	7/28/2021	UNIT#453 TIRES	619.99	619.99
		Voucher:						
93922	9/7/2021	0010699	TRANSYSTEMS CORPORATION	INV0003734335	8/3/2021	JUL 2021: CONSTRUCTION OF R	4,271.04	4,271.04
		Voucher:						
93923	9/7/2021	00000637	TURF STAR INC	7184095-00	7/22/2021	EQUIPMENT REPLACEMENT PAF	1,697.75	
		Voucher:		7184095-01	7/23/2021	EQUIPMENT REPLACEMENT PAF	238.66	1,936.41
93924	9/7/2021	00004964	UNDERGROUND SERVICE ALERT	720210194	8/1/2021	UTILITY MARKING TICKET CHAR	643.60	
		Voucher:		DSB20203656	8/1/2021	BILLABLE DIG ALERT TICKETS	197.75	841.35
93925	9/7/2021	0005750	UNITED INDUSTRIES	216886	7/23/2021	INVENTORY PO/ SIMPLE GREEN	384.44	384.44
		Voucher:						
93926	9/7/2021	00003928	US BANK TRUST N.A.	788757000-SEP/2	8/30/2021	SEP 2021: COSG 2005 PENSION	167,814.33	167,814.33
		Voucher:						
93927	9/7/2021	00000379	VERIZON BUSINESS	74276799	8/25/2021	BILLING PRD- 07/15/21 -08/14/21	40.00	
		Voucher:		74799007	8/10/2021	BILLING PRD- 07/01/21 -07/31/21	83.93	123.93
93928	9/7/2021	00001848	VERIZON WIRELESS	9884778814	7/23/2021	BILLING PRD- 06/24/21-07/23/21	8,761.73	8,761.73
		Voucher:						
93929	9/7/2021	00002634	VULCAN MATERIALS COMPANY	73010027	7/19/2021	ASPHALT & ENVIRONMENTAL FE	171.42	
		Voucher:		73012076	7/21/2021	ASPHALT & ENVIRONMENTAL FE	86.49	
				73014906	7/23/2021	ASPHALT & ENVIRONMENTAL FE	255.98	
				73014907	7/23/2021	ASPHALT & ENVIRONMENTAL FE	422.29	
				73017114	7/26/2021	ASPHALT & ENVIRONMENTAL FE	95.59	
				73022193	7/30/2021	ASPHALT & ENVIRONMENTAL FE	169.17	
				73022194	7/30/2021	ASPHALT & ENVIRONMENTAL FE	236.97	
				73039189	8/16/2021	ASPHALT & ENVIRONMENTAL FE	148.69	1,586.60

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93930	9/7/2021	0010476	WECK LABORATORIES INC	W1G1924-COSOL	7/29/2021	WATER SAMPLES	115.00	
	Voucher:			W1G1615-COSOL	7/23/2021	WATER SAMPLES	540.00	
				W1G1549-COSOL	7/22/2021	WATER SAMPLES	170.00	
				W1G0670-COSOL	7/9/2021	WATER SAMPLES	105.00	
				W1G1745-COSOL	7/27/2021	WATER SAMPLES	150.00	
				W1G1693-COSOL	7/27/2021	WATER SAMPLES	30.00	
				W1G0835-COSOL	7/12/2021	WATER SAMPLES	75.00	
				W1G0836-COSOL	7/12/2021	WATER SAMPLES	150.00	
				W1G0767-COSOL	7/12/2021	WATER SAMPLES	130.00	
				W1G1373-COSOL	7/19/2021	WATER SAMPLES	130.00	
				W1G1187-COSOL	7/15/2021	WATER SAMPLES	30.00	
				W1G1033-COSOL	7/14/2021	WATER SAMPLES	170.00	
				W1H0386-COSOL	8/9/2021	WATER SAMPLES	135.00	1,930.00
93931	9/7/2021	00000482	WEST COAST ARBORISTS, INC.	175135	7/15/2021	7/1/21-7/15/21: AMEND 2-TREE M	3,326.40	
	Voucher:			175788	7/31/2021	7/16/21-7/31/21: AMEND 2-TREE M	4,804.80	8,131.20
93932	9/7/2021	0012301	WHITTIER FERTILIZER COMPANY	373982	7/20/2021	DECOMPOSED GRANITE FOR H	1,218.27	
	Voucher:			373983	7/20/2121	CLAY AND GRASS SEED	1,416.71	2,634.98
93933	9/7/2021	00003442	YOUNGBLOOD & ASSOCIATES, I	1509A	7/8/2021	PRE-EMPLOYMENT POLYGRAPH	350.00	350.00
	Voucher:							

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93934	9/7/2021	00000062	ZIEGLER'S HARDWARE& SUPPLY12207	7/14/2021	WORK ORDER 818509 SCREW D	15.96	
	Voucher:		11988	7/1/2021	GOLF COVERS REPAIRS	33.01	
			11997	7/3/2021	MATERIAL TO REPAIR BROKEN F	35.24	
			12043	7/19/2021	WORK ORDER #818554 BADGES	17.62	
			12049	7/20/2021	KEY DUPLICATE YARD RESTROC	8.78	
			12023	7/13/2021	PVC ELBOW AND COUPLING - W	8.73	
			12048	7/20/2021	WATER SUPPLIES - SAWBLADES	17.62	
			12069	7/26/2021	FOR POOL MECHANICAL PIPE LI	36.35	
			12072	7/27/2021	SHUT OFF VALVES FOR PLUMBII	50.69	
			12003	7/7/2021	WORK ORDER #818253 PAINT &	55.39	
			12047	7/20/2021	MATERIAL FOR UNIT 659	12.12	
			12078	7/28/2021	FRONT OFFICE TOILET REPAIRS	28.64	
			12068	7/26/2021	AUDITORIUM FLAG POLE CABLE	71.44	
			12070-2021	7/27/2021	METER BOX - ANT KILLER SPRA'	6.60	
			12063-2021	7/22/2021	CITY HALL LUNCH ROOM KITCHI	132.28	
			12060-2021	7/21/2021	WORK ORDER #818552 SHOWEF	27.55	
			12091	8/3/2021	STRAINERS FOR STREET MARK	26.37	
			12092-2021	8/3/2021	CITY HALL ADMIN CARPET WATE	30.36	
			12113	8/9/2021	4 BUCKETS OF PAINT THINNER	88.16	
			12127	8/12/2021	BLADES FOR WATER DIV	74.88	
			12016	7/12/2021	PURCHASE THINNER AND STRA	105.75	
			12025	7/13/2021	WHEEL BARROW FOR CONCRE	99.21	
			11998	7/3/2021	COMPRESSION FITTINGS FOR DA	95.87	
			12116	8/10/2021	PAINTING SAFETY STRIPS AT PL	66.14	
			12032	7/15/2021	CHAINSAW STONES TO SHARPE	44.59	
			12007	7/7/2021	REPAIRS ON SINK IN HR	44.06	
			12020	7/12/2021	WATER SERVICE LINE REPAIR F	14.27	1,247.68

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
1996810	6/30/2021	00004266	U.S. BANK CORPORATE PAYMEN				
		0008578	POINT EMBLEMS	11601-A	6/10/2021	LANYARDS, SUBLIMATED FAMIL	995.71
		0008578	POINT EMBLEMS	11606-B	6/10/2021	1.75 HARD ENAMEL TWO TWONI	912.00
		0010470	PANERA BREAD	576347606	5/28/2021	EVENTS & MEETINGS: LUNCH PI	152.47
		0010470	PANERA BREAD	576376643	5/28/2021	EVENTS & MEETINGS LUNCH PF	48.38
		0010470	PANERA BREAD	576395278	5/27/2021	EVENTS & MEETINGS LUNCH PF	12.62
		0008578	POINT EMBLEMS	11601	6/10/2021	1" PURPLE PATCH PIN-FAMILY V	460.49
		00001414	OFFICE DEPOT	000146	6/2/2021	OFFICE SUPPLIES	290.06
		00004001	NATIONAL TRAINING CONCEPTS21-114		5/24/2021	TRAINING:DIVERSIONARY DEVIC	50.00
		00001398	PD: ORANGE COUNTY SHERIFF'S872107		6/16/2021	TRAINING: FIRST AID CRPAED-0	100.00
		00001398	PD: ORANGE COUNTY SHERIFF'S872109		6/16/2021	TRAINING: FIRST AID CRPAED-0	100.00
		0010827	CARD INTEGRATORS CORPORAT100003157		6/16/2021	POLICE DEPARTMENT EMPLOYE	295.00
		00000825	SAN BERNARDINO SHERIFF'S DERNG-19-152		6/15/2021	TRANING: DEFENSIVE TACTICS	500.00
		0008155	DROPBOX.COM	2M4VZS63BD9M	5/30/2021	5/30/21-6/30/21 DROPBOX BUSIN	45.00
		00005096	SOUTH COAST A.Q.M.D.	3810186	6/9/2021	AQMD FEE AT 4900 SOUTHERN /	140.69
		00005096	SOUTH COAST A.Q.M.D.	3774881-	6/9/2021	5% LATE PENALTY FEE	8.31
		0008153	TIME WARNER CABLE-	0586090052621	5/26/2021	5/26/21-6/25/21 SPECTRUM SUBS	242.35
		0008153	TIME WARNER CABLE-	0490491042721	4/27/2021	4/27/21-5/26/21 SPECTRUM SUBS	233.81
		0008153	TIME WARNER CABLE-	0490491052721	5/27/2021	5/27/21-6/26/21 SPECTRUM SUBS	233.81
		0008153	TIME WARNER CABLE-	0426628043021	4/30/2021	04/30/21- 05/29/21 FOR FITNESS	127.12
		0008153	TIME WARNER CABLE-	0500034042721	4/27/2021	05/27/21-06/26/21 FOR SG PARK,	233.81
		0008153	TIME WARNER CABLE-	0500034052721	5/27/2021	5/25/21-6/24/21 SPECTRUM SUBS	233.81
		0008153	TIME WARNER CABLE-	0426263051421	5/14/2021	05/14/21- 06/13/21 SPECTRUM SU	5.29
		0010682	VISTAPRINT	G4MPN-K6A11-9L	8/24/2021	CUSTOM BANNERS-FAMILY VIOL	665.63
		0010682	VISTAPRINT	T8MFV-K6A48-1/3	6/14/2021	SMALL BUSINESS MAGNETS FAI	261.28
		0005292	TARGET	004379	8/24/2021	CLOCK FOR BANQUET ROOM/FL	60.63
		0011135	LINE X PROTECTIVE COATINGS	18729	6/1/2021	PROTECTIVE TRUCK BED LINER	671.00
		0005514	TIME CLOCK SALES & SERVICE (R582528		6/21/2021	REPLENISH TIME CARDS	153.51
		0005347	AMAZON.COM	112-4924785-2125	5/24/2021	POWERSTRIPS & EXTENSION C	96.36
		0005347	AMAZON.COM	112-6362040-9607	5/26/2021	PRIVACY COVER FOR WEB CAM	33.03
		0005347	AMAZON.COM	112-3981899-4991	6/15/2021	DELL C2660DN DRUM	165.36
		0005347	AMAZON.COM	112-8431070-4025	6/14/2021	FIBER CABLE LC/ST SFP COPPE	164.05
		0005347	AMAZON.COM	112-6084340-5448	6/14/2021	FIBER CABLE LC/LS	69.06
		00005096	SOUTH COAST A.Q.M.D.	3814936	5/4/2021	8650 CALIFORNIA AVE	140.69
		0008153	TIME WARNER CABLE-	0426628053021	5/30/2021	04/30/21- 05/29/21 FOR FITNESS	127.12

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
0008684		CAPIO	12763	5/3/2021	6/10/22 RENEWAL OF YEARLY MI	275.00	
00004234		CHANDLER'S AIR CONDITIONING	167708	5/24/2021	SENIOR CENTER FREEZER REP.	897.43	
0005347		AMAZON.COM	111-2920944-5521	5/24/2021	MOUTHGUARD:TRAINING EQUIP	8.81	
00000825		SAN BERNARDINO SHERIFF'S DERNG-19-148		6/8/2021	TRAINING DEFENSIVE TACTICS	500.00	
00005096		SOUTH COAST A.Q.M.D.	3808005	4/16/2021	AQMD FEE AT 8620 CALIFORNIA	140.69	
00005096		SOUTH COAST A.Q.M.D.	3807985	4/16/2021	AQMD FEE 4933 SOUTHERN AVE	140.69	
00005096		SOUTH COAST A.Q.M.D.	3809161	4/16/2021	AQMD FEE 4244 SANTA ANA	140.69	
00005096		SOUTH COAST A.Q.M.D.	3811245	4/16/2021	AQMD FEE 3414 ARDMORE	140.69	
0009026		TGI FRIDAY'S RESTAURANT	50002	5/25/2021	LUNCH FOR ORAL INTERVIEW P	75.46	
0005368		PRINTCO DIRECT	83609	5/25/2021	NAME PLATES TO HOLD NAME A	148.84	
0008153		TIME WARNER CABLE-	0586017051821	5/18/2021	5/18/21 - 06/17/21 SPECTRUM SL	601.93	
0013130		SHOWCLIX	6/21/21-refund	6/21/2021	CREDIT FOR DISPUTED CHARGI	-179.56	
0009649		AT&T	MAY 29th 2021	5/29/2021	MAY 2021 INTERNET SERVICES,	124.14	
0009418		SMARTSIGN	176819	5/25/2021	PARKING PLACARDS FOR PARK	1,942.21	
0005958		AWWA	7001930302	5/20/2021	REGISTRATION FOR FOUR E-LE	1,020.00	
0010518		A TECH ESPRESSO & COFFEE	ZVonwFk4UbO5ID	6/8/2021	SERVICE COFFEE MACHINE LAE	147.00	
00003730		LEAGUE OF CALIFORNIA CITIES	456903	6/21/2021	REGISTRATION TO THE LEAGUE	550.00	
0008153		TIME WARNER CABLE-	0426602052521	5/25/2021	4/27/21-5/26/21 SPECTRUM SUBS	233.81	
00001625		EMBASSY SUITES HOTEL	85464329	6/6/2021	TRAINING: EMERGENCY VEHICL	876.12	
0011139		NORM REEVES SUPERSTORE	944426	6/11/2021	KEY MADE FOR UNIT # 403	297.38	
0008153		TIME WARNER CABLE-	0495151050721	5/7/2021	05/07/21-06/06/21 FOR SPORTS C	129.99	
00004418		VINCE'S TRUCK BODIES	206091	6/10/2021	TOMMY LIFT GATE-REMOVAL AN	815.48	
0008153		TIME WARNER CABLE-	0600966052221	6/3/2021	5/22/21-06/21/21 SPECTRUM SUE	119.99	
0012205		SOUTH COAST SHINGLE CO., INC	400720	6/16/2021	BOULDERS FOR HOLLYDALE PA	626.26	
0011323		PRO GROWERS, INC.	17989-1	6/17/2021	REPLACEMENT PLANTS HOLLYC	219.00	
0008153		TIME WARNER CABLE-	0435603051421	5/14/2021	5/14/21-6/13/21 SPECTRUM SUBS	130.56	
0008153		TIME WARNER CABLE-	0426271051421	5/14/2021	05/14/21-06/13/21 FOR GIRLS CLI	15.86	
00003960		MAJESTIC TROPHY & AWARDS	021191	5/20/2021	RETIREMENT PLAQUE (SEKIYA)	111.10	
00004313		AT&T	562 602 5215 218	5/16/2021	MAY 15-JUNE 16, 2021 PHONE LI	417.45	
00002063		CACEO	200017107	6/10/2021	CALIFORNIA ASSOCIATION OF C	200.00	
00002063		CACEO	1001360563	6/10/2021	INTERNATIONAL CODE COUNCIL	400.00	
00002871		ICC-INTERNATIONAL CODE COU	440894	6/17/2021	INTERNATIONAL CODE COUNCIL	50.00	
0012606		AMAZON CAPITAL SERVICES,INC	113-1560930-5037	6/15/2021	SEAT CUSHION AP CLAUDIA	48.84	
0012606		AMAZON CAPITAL SERVICES,INC	113-5487863-5315	6/15/2021	SOCIAL DISTANCING STICKERS	155.79	
0012993		SPORTS FACILITIES GROUP, INCA	14056	6/8/2021	FIELD CHALK FOR BASEBALL DI	1,471.49	

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
		0005347	AMAZON.COM	114-6603897-2104	6/2/2021	YOUTH SPORTS SUPPLIES	238.12
		00000415	NATIONAL CONSTRUCTION REN	6141452	5/13/2021	NATIONAL CONSTRUCTION REN	269.28
		00000902	NAN MCKAY & ASSOCIATES INC.	147464	5/11/2021	NAN MCKAY & ASSOCIATES PST	850.00
		0011323	PRO GROWERS, INC.	17992-1	6/17/2021	REPLACEMENT PLANTS HOLLYI	279.23
		0012474	THE HOME DEPOT DEPOT PRO	4511624	8/24/2021	FRENCH DRAIN SUPPLIES-HOLL	163.64
		00004353	VORTEX INDUSTRIES, INC	07-1507190	5/6/2021	REPAIRS TO HOLLOW METAL DC	537.50
		0012934	AMERICAN ASSOCIATION FOR S	074552	8/24/2021	AMERICANS FOR THE ARTS	75.00
		0005368	PRINTCO DIRECT	83646	5/27/2021	SPECIAL EVENTS BANNERS	317.56
		0013076	FABRIC WHOLESALE DIRECT	FWD517331	6/21/2021	SPECIAL SUPPLIES CULTURAL A	50.26
		0012474	THE HOME DEPOT DEPOT PRO	1858 00097 04974	6/2/2021	REPLACEMENT HARDWARE ANI	135.03
		0005347	AMAZON.COM	114-7816917-2126	6/3/2021	WATER HOSE NOZZLES FOR BA	35.26
		0008510	WORLD WATERPARK ASSOC.	27763	6/2/2021	WSL-REGISTRATION	79.00
		0011705	HI TECH GYM EQUIPMENT	3132	5/21/2021	FITNESS CENTER MAINTENACE	861.00
		0011192	ANDY'S AUTO SOUND	23478	5/27/2021	WINDOW TINT FOR NEW UNIT #	120.00
		0012961	CUTTING EDGE REEL SHARPENI	0000861	6/2/2021	SHARPEN REELS ON GREEN MC	165.00
		00002063	CACEO	300005446	6/10/2021	CALIFORNIA ASSOCIATION OF C	75.00
		00003843	NORTH STAR ELECTRONICS, LLC	2858	5/24/2021	POLICE RADIO-REPAIRS UNIT #	800.00
		0011135	LINE X PROTECTIVE COATINGS	C2744	5/22/2021	BED LINER FOR NEW UNIT # 403	577.50
		0010311	TASER TRAINING ACADEMY	1-3034	5/23/2021	TRAINING: TASER INSTRUCTOR	750.00
		0013118	THE GREEN OLIVE	086754	6/2/2021	EVENTS & MEETINGS: LUNCH PI	56.94
		0013118	THE GREEN OLIVE	033280	6/2/2021	EVENTS & MEETINGS: LUNCH PI	56.94
		0012361	CARMEL MISSION INN	139820739	6/6/2021	TRAINING: ICI ROBBERY INVEST	811.15
		0005305	PAYPAL	9GR09016GU735	6/7/2021	RUBBER DUMMIES USED FOR F	588.25
		0005422	SHERATON HOTELS	869125	6/6/2021	TRAINING:ICI GANG INVESTIGAT	781.74
		0011042	RELIAS LEARNING	0201379572	6/4/2021	TRAINING: JAIL TRAINING MAND	52.50
		0011042	RELIAS LEARNING	o201836021	6/7/2021	TRAINING: JAIL TRAINING MAND	50.00
		0011042	RELIAS LEARNING	o201839195	6/8/2021	TRAINING: JAIL TRAINING MAND	55.00
		00005220	TROY GROUP, INC.	CS11222	6/8/2021	AP & PAYROLL CHECK PRINTER	276.16
		0012612	PAESSLER AG	#R2021-06-03167	6/8/2021	PRTG REAL-TIME NETWORK MC	371.88
		0008452	CXTEC	7094248	6/9/2021	CISCO ANALOG GATEWAY VG22	430.55
		0011437	YOBITECH LLC	129537	6/12/2021	REPLACEMENT HARD DRIVES F	310.00
		0012596	ZOOM.US	INV92558607	6/20/2021	ZOOM STANDARD PRO MONTHL	119.92
		0009420	SPARKLETT'S	16963364 052721	5/27/2021	DS SERVICE STANDARD COFF	21.43
		0005347	AMAZON.COM	112-5246654-4822	6/9/2021	TRIPOD FOR CITY ID'S	40.56
		0008464	APPLE SPICE JUNCTION	131097249-REFUI	6/7/2021	REFUND LUNCH FOR DIRECTOF	-112.98
							31,310.01

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
48822723	8/30/2021	0008914 AMERICAN EXPRESS					
		00004000 WASTE MANAGEMENT	1253133-2684-0	8/2/2021	AUG 2021: 263-1669: SG RESDTL	326,119.00	
		00004000 WASTE MANAGEMENT	1251533-2684-3	7/1/2021	JUL 2021: 263-1669: SG RESDTL	326,119.00	652,238.00
Sub total for BANK OF THE WEST:							1,377,731.18

147 checks and 2 wire transfers in this report.

Grand Total All Checks and Wire Transfers: 1,377,731.18

Void Checks

Bank code: botw

Check #	Date
93847	9/7/2021

WARRANT REGISTER FOR COUNCIL MEETING 9/14/2021 (FY 2021/22)

PART IX

apChkLst
08/26/2021 4:17:53PM

Trial Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

<u>Check #</u>	<u>Date</u>	<u>Vendor</u>	<u>Invoice</u>	<u>Inv Date</u>	<u>Description</u>	<u>Amount Paid</u>	<u>Check Total</u>
2140	8/19/2021	00000004	NATIONWIDE RETIREMENT SOLLBen289032	8/19/2021	DEF COMP NATIONWIDE: PAYME	28,737.95	28,737.95
2141	8/19/2021	00000343	PUBLIC EMPLOYEES RETIREMENTBen289034	8/19/2021	PERS RETIREMENT: PAYMENT	221,875.71	221,875.71
2142	8/19/2021	00001186	EMPLOYMENT DEVELOPMENT DBen289036	8/19/2021	SDI: PAYMENT	35,076.74	35,076.74
2143	8/19/2021	00002370	INTERNAL REVENUE SERVICE Ben289038	8/19/2021	MEDICARE: PAYMENT	105,753.26	105,753.26
2145	8/19/2021	00004836	SEIU LOCAL 721 CTW CLC-23900Ben289040	8/19/2021	SEIU DUES: PAYMENT	3,113.37	3,113.37
2146	8/19/2021	00004996	SEIU-COPE LOCAL 721, LA/OC CIBen289042	8/19/2021	SEIU- COPE LOCAL 721 DEDUCT	39.00	39.00
2147	8/19/2021	00004988	CHILD SUPPORT ON-LINE, STATEBen289044	8/19/2021	CHILD SUPPORT-ONLINE: PAYMI	1,905.96	1,905.96
Sub total for BANK OF THE WEST:							396,501.99
7 wire transfers this report.							Grand Total All Wire Transfers: 396,501.99

WARRANT REGISTER FOR COUNCIL MEETING 9/14/2021 (FY 2021/22)

PART X

apChkLst
09/02/2021 5:13:44PM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
2129	8/5/2021	00004708	PERS HEALTH PLAN	Ben288402	8/5/2021	SEP 2021: MEDICAL HMO ANTHE	391,965.38	391,965.38
		Voucher:						
2148	9/2/2021	00000343	PUBLIC EMPLOYEES RETIREMEN	Ben289585	9/2/2021	PERS RETIREMENT: PAYMENT	226,983.78	226,983.78
		Voucher:						
2149	9/2/2021	00001186	EMPLOYMENT DEVELOPMENT D	Ben289587	9/2/2021	SDI: PAYMENT	73,739.65	73,739.65
		Voucher:						
2150	9/2/2021	00002370	INTERNAL REVENUE SERVICE	Ben289589	9/2/2021	MEDICARE: PAYMENT	259,576.50	259,576.50
		Voucher:						
2151	9/2/2021	00000004	NATIONWIDE RETIREMENT SOLL	Ben289591	9/2/2021	DEF COMP NATIONWIDE: PAYME	94,150.53	94,150.53
		Voucher:						
2152	9/2/2021	00004836	SEIU LOCAL 721 CTW CLC-23900	Ben289593	9/2/2021	SEIU DUES: PAYMENT	3,094.14	3,094.14
		Voucher:						
2153	9/2/2021	00004996	SEIU-COPE LOCAL 721, LA/OC C	Ben289595	9/2/2021	SEIU- COPE LOCAL 721 DEDUCT	39.00	39.00
		Voucher:						
2154	9/2/2021	00004988	CHILD SUPPORT ON-LINE, STATE	Ben289597	9/2/2021	CHILD SUPPORT-ONLINE: PAYMI	1,905.96	1,905.96
		Voucher:						
Sub total for BANK OF THE WEST:							1,051,454.94	

8 wire transfers in this report.

Grand Total All Wire Transfers: 1,051,454.94

**WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING OF 9/14/2021**

TOTAL PART I - PREPAID CHECKS (8/18/2021, FY 2021/22)	8,050.00
TOTAL PART II - PAYROLL-RELATED CHECKS (FY 2021/22)	1,020.13
TOTAL PART III - PREPAID CHECK (8/25/2021, FY 2020/21)	273,658.84
TOTAL PART IV - PREPAID CHECKS (8/25/2021, FY 2021/22)	602,219.62
TOTAL PART V - ACCOUNTS PAYABLE CHECKS (FY 2020/21)	293,810.81
TOTAL PART VI - PAYROLL-RELATED CHECKS (FY 2021/22)	52,873.16
TOTAL PART VII - PREPAID CHECK (9/1/2021, FY 2021/22)	83,527.34
TOTAL PART VIII - ACCOUNTS PAYABLE CHECKS & WIRE TRANSFERS (FY 2021/22)	1,377,731.18
TOTAL PART IX - PAYROLL-RELATED WIRE TRANSFERS (FY 2021/22)	396,501.99
TOTAL PART X - PAYROLL-RELATED WIRE TRANSFERS (FY 2021/22)	1,051,454.94
	<hr/>
SUB - TOTAL	4,140,848.01
LESS: VOIDS (FY 2021/22)	(20,451.94)
LESS: EMPLOYEE PAYROLL DEDUCTIONS (FY 2021/22)	(745,620.20)
	<hr/>
GRAND TOTAL	3,374,775.87
	<hr/> <hr/>

