



SOUTH GATE CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, September 28, 2021 at 6:30 p.m.

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

MEETING ID: 822 6559 2419

<https://us02web.zoom.us/j/82265592419>

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

CALL TO ORDER	Al Rios, Mayor
INVOCATION	Bishop Juan Carlos Mendez, Centro Cristiano Bet-El Church
PLEDGE OF ALLEGIANCE	Nancy Elizarraras, Police Officer
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 October 6, 2021, As California Clean Air Day

The City Council will issue a Proclamation declaring October 6, 2021, as California Clean Air Day in the City of South Gate. (CM)

Documents:

[ITEM 1 REPORT 09282021.PDF](#)

2. Proclamation Declaring October 11-15, 2021 Code Enforcement Officer Appreciation Week

The City Council will issue a Proclamation declaring the week of October 11 - 15, 2021, as Code Enforcement Officer Appreciation Week in the City of South Gate. (CM)

Documents:

[ITEM 2 REPORT 09282021.PDF](#)

3. Proclamation Declaring October 2021 As National Domestic Violence Awareness Month

The City Council will issue a Proclamation declaring the month of October 2021, as National Domestic Violence Awareness Month in the City of South Gate. (CM)

Documents:

[ITEM 3 REPORT 09282021.PDF](#)

4. Proclamation Declaring October 2021 As National Bullying Prevention Month

The City Council will issue a Proclamation declaring October 2021, as National Bullying Prevention Month in the City of South Gate. (CM)

Documents:

[ITEM 4 REPORT 09282021.PDF](#)

5. Proclamation Declaring October 2021 As National Breast Cancer Awareness Month

The City Council will issue a Proclamation declaring the month of October 2021 as National Breast Cancer Awareness Month in the City of South Gate (CM)

Documents:

[ITEM 5 REPORT 09282021.PDF](#)

6. Proclamation Declaring October 2021 As Crime Prevention Month

The City Council will issue a Proclamation declaring the month of October 2021, as Crime Prevention Month in the City of South Gate. (PD)

Documents:

[ITEM 6 REPORT 09282021.PDF](#)

7. Introduction Of Promoted Employee

The City Council will allow staff to introduce the new and promotional full-time employees hired or promoted during August 2021. (ADMIN SVCS)

Documents:

[ITEM 7 REPORT 09282021.PDF](#)

V. Public Hearings

8. Ordinance Amending Section 1.52.081 (Electronic Filing) To Chapter 1.52 (Municipal Elections) Of Title 1 (Administration And Personnel) To Allow For Electronic Filing Of 700 Forms

The City Council will conduct a Public Hearing to consider waiving the reading in full and introducing an **Ordinance** _____ adding Section 1.52.081 (Electronic Filing) to Chapter 1.52 (Municipal Elections) of Title 1 (Administration and Personnel), of the South Gate Municipal Code relating to electronic filing of Campaign Statements and Statements of Economic Interest (Form 700). (CLERK)

Documents:

[ITEM 8 REPORT 09282021.PDF](#)

VI. Item Moved Up From Reports, Recommendations And

Requests (Per City Council Direction At Sept. 14, 2021 Meeting)

9. 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 9 REPORT 09282021.PDF](#)

VII. 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.

VIII. 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.

IX. Consent Calendar Items

Agenda Items **10, 11, 12, 13, 14, 15, and 16** 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.

10. Resolution Adopting The Clarification Of Authority Granted The City Manager As Personnel Officer

The City Council will consider adopting a **Resolution** _____ clarifying the authority granted the City Manager under South Gate Municipal Code Section 1.24.150 (Personnel Officer).

Documents:

[ITEM 10 REPORT 09282021.PDF](#)

11. Resolution Extending The Local Emergency As A Result Of The Ongoing Coronavirus Disease 2019 Pandemic

The City Council will consider adopting a **Resolution** _____ extending the Local Emergency within the City as a result of the ongoing Coronavirus Disease 2019 Pandemic.

Documents:

[ITEM 11 REPORT 09282021.PDF](#)

12. Resolution Authorizing Modification Of Requirements Of CA Vehicle Code Section 22514 To Reduce Parking Restrictions Near Fire Hydrants

The City Council will consider: (PW)

a. Adopting a **Resolution** _____ authorizing a modification to the requirements of California Vehicle Code Section 22514, to reduce the stopping, parking or standing distance restriction from 15 feet to at least 5 feet on both sides of a fire hydrant, where necessary to increase parking capacity;

b. Authorizing the Director of Public Works to reduce the length of red curb adjacent to fire hydrants from 15 feet to at least 5 feet on both sides of a fire hydrant, on an as-needed basis, where necessary to create additional on-street parking spaces; and

- c. Authorizing the Mayor to execute the Resolution in a form acceptable to the City Attorney.

Documents:

[ITEM 12 REPORT 09282021.PDF](#)

13. Resolution Accepting Grant Deed For PATH Villas South Gate LP

The City Council will consider: (PW)

- a. Accepting the Grant Deed from PATH Villas South Gate, LP, as necessary to secure a 13-foot-wide swath of property along Imperial Highway for roadway purposes; and
- b. Authorizing the Mayor to execute the Certificate of Acceptance in a form acceptable to the City Attorney.

Documents:

[ITEM 13 REPORT 09282021.PDF](#)

14. Agreements With Security Signal Devices, Inc., (SSD) For Additional Equipment And Security Services

The City Council will consider: (PARKS)

- a. Approving the proposed **agreements** with Security Signal Devices, Inc. ("SSD") for the purchase, installation, and monitoring of additional cameras and security devices for a total cost not to exceed \$137,132;
- b. Appropriating \$58,159 from the unrestricted fund balance in the Building & Infrastructure Maintenance Fund, \$29,342 from the unrestricted fund balance in the Water Fund, \$14,671 from the unrestricted fund balance in the Sewer Fund, and \$14,671 from the unrestricted fund balance in the Refuse Fund, for a total of \$116,843 to Account No. 524-401-61-9100 (BIM - Facility Improvements) for the purchase of equipment;
- c. Appropriating \$20,289 from the unrestricted CDBG Fund to Account No. 243-634-61-6101 (CDBG Fund - Professional Services) for security monitoring services; and

d. Authorizing the Mayor to execute the agreements in a form acceptable to the City Attorney.

Documents:

[ITEM 14 REPORT 09282021.PDF](#)

15. Amendment No. 2 To Contract No. 3378 Metro For Measure R Funding For The Firestone Boulevard City Project No. 476-TRF

The City Council will consider: (PW)

a. Approving **Amendment No. 2 to Contract No. 3378** Measure R Funding Agreement with the Los Angeles County Metropolitan Transportation Authority ("Metro") retroactively extending the lapsing date from June 30, 2021 to June 30, 2022, for the Firestone Boulevard Regional Corridor Capacity Enhancement Phase II Project, City Project No. 476-TRF, Metro Project ID No. MR306.33; and

b. Authorizing the Mayor to execute Amendment No. 2 in a form acceptable to the City Attorney.

Documents:

[ITEM 15 REPORT 09282021.PDF](#)

16. Amendment No. 2 To Contract No. 3158 With Etrak Recreation Software, LLC., Extending Service

The City Council will consider: (PARKS)

a. Approving Amendment No. 2 to Contract No. 3185 with "eTrak-plus", now doing business as "etrak Recreation Software, LLC.," extending the term from January 1, 2022, through December 31, 2023; and

b. Authorizing the Mayor to execute the agreement in a form acceptable to the City Attorney.

Documents:

[ITEM 16 REPORT 09282021.PDF](#)

17. Item Was Removed From The Agenda

X. Reports, Recommendations And Requests

18. Ordinance Adopting A Moratorium On Permits And/Or Licenses For New Schools

The City Council will consider adopting an **Interim Urgency Ordinance** _____ adopting as an urgency measure by the City Council of the City of South Gate, imposing a moratorium on the approval of permits, licenses, variances and entitlements for the establishment of new or expansion of existing school uses within the City's commercial and industrial zones. (CM)

Documents:

[ITEM 18 REPORT 09282021.PDF](#)

19. American Rescue Plan Act Allocation

The City Council will: (CM)

- a. Consider proposed programs/projects to be funded in Fiscal Year 2021-22 with American Rescue Plan Act (ARPA) funds; and
- b. Authorizing necessary budget appropriation and adjustments to implement approved programs/projects totaling \$21,561,290; and
- c. Directing staff to seek appropriate proposals from qualified third-party providers for designated social services eligible under the ARPA guidelines.

Documents:

[ITEM 19 REPORT 09282021.PDF](#)

20. Warrant Register For September 28, 2021

The City Council will consider: (ADMIN SVCS)

- a. Approving Check No. 93793 from September 14, 2021, Check No. 93597 from August 24, 2021, Check No 93439 from August 10, 2021; and
- b. Approving the Warrant Register for September 28, 2021

Total of Checks : \$9,976,723.89

Voids: \$ (703.00)

Total of Payroll Deductions \$ (327,614.15)

Grand Total: \$9,648,406.74

Cancellations: 93891, 94042, 94043

Documents:

[ITEM 20A REPORT 09282021.PDF](#)

[ITEM 20B REPORT 09282021.PDF](#)

XI. Adjournment

I, Carmen Avalos, City Clerk, certify that a true and correct copy of the foregoing Meeting Agenda was posted September 23, 2021 at 9:50 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 21 2021

8:00 Am.

City of South Gate

CITY COUNCIL

Item No. 1

AGENDA BILL

For the Regular Meeting of September 28, 2021

Originating Department: City Manager's Office

Interim City Manager: CM (A) Interim City Manager: CM (A)
 Chris Jeffers Chris Jeffers

SUBJECT: PROCLAMATION DECLARING OCTOBER 6, 2021, AS CALIFORNIA CLEAN AIR DAY

PURPOSE: To declare October 6, 2021, as California Clean Air Day.

RECOMMENDED ACTION: Mayor Al Rios will issue a Proclamation declaring October 6, 2021, as California Clean Air Day in the City of South Gate.

FISCAL IMPACT: None

ANALYSIS: None

BACKGROUND: When it comes to air pollution, we can all do our part. Whether you are an individual, business, government agency or nonprofit organization, there are things that can be done to improve air quality and protect public health. In a state with some of the worst air pollution in the United States, it is imperative that we act now.

California Clean Air Day is built on the idea that shared experiences unite people to action to improve community health. By joining together for a unified day of action, we can create new habits to clear the air for all members of our community. Take the pledge to make a difference. You can choose to plant a tree or try out public transit or biking for the day. Small changes garner big results.

The statistics are staggering: 7 of 10 most ozone-polluted U.S. cities are in California; 1 million annual school absences by California students are related to air pollution; and Californians are 4 times more likely to experience serious air pollution-related problems. We can do better.

City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring California Clean Air Day October 6, 2021

WHEREAS, air pollution contributes to higher rates of cancer and heart and lung diseases which adversely affect health; and

WHEREAS, California has some of the most polluted regions in the United States where 7 of the 10 most ozone-polluted cities are in California; and

WHEREAS, 1 million annual school absences by California students are related to air pollution; and

WHEREAS, Californians are 4 times more likely to experience serious air pollution-related problems; and

WHEREAS, it is vital that we protect the health and well-being of our residents, visitors, and workforce; and

WHEREAS, individual actions such as not idling vehicles, walking, or biking to work and school, carpooling and conserving energy can directly improve air quality in our regions; and

WHEREAS, The City of South Gate is committed to the health of our residents and encourage each and every one to create new habits to clear the air and participate in the movement to invest in the air quality for future generations;

NOW, THEREFORE, be it proclaimed on this 28th 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 October 6, 2021, as California Clean Air Day and encourage citizens to participate in Clean Air Day by making a pledge to reduce their carbon footprint to create a cleaner environment and raise awareness of the consequences of air pollution.

Al Rios, Mayor

SEP 21 2021

1:15 pm

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of September 28, 2021

Originating Department: City Manager's Office

Interim City Manager: CM^{AE}
Chris Jeffers

Interim City Manager: CM^{AE}
Chris Jeffers

SUBJECT: PROCLAMATION DECLARING THE SECOND WEEK OF OCTOBER 2021 CODE ENFORCEMENT OFFICER APPRECIATION WEEK

PURPOSE: To recognize the South Gate Code Enforcement Officers for their role in keeping the City beautiful, free of graffiti, trash, and blighting conditions.

RECOMMENDED ACTION: Mayor Al Rios will issue a Proclamation declaring the week of October 11 – 15, 2021, as Code Enforcement Officer Appreciation Week in the City of South Gate.

FISCAL IMPACT: None

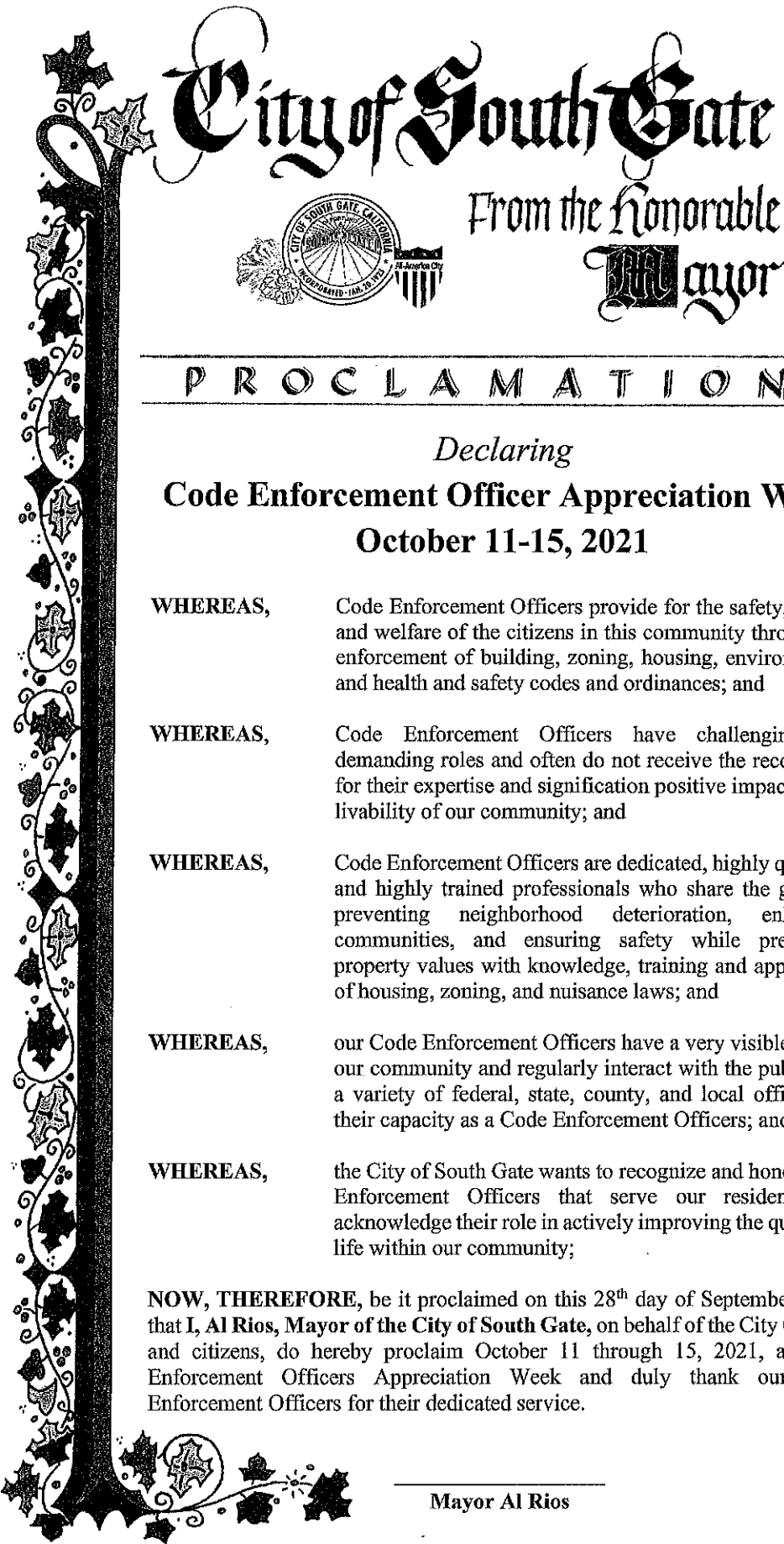
ANALYSIS: None

BACKGROUND: The Code Enforcement Division was created by the City Council in 1983 to establish specific standards to beautify the community while eliminating hazardous, unsafe, and unhealthy conditions. Code Enforcement Officers work together with residents and the business community to preserve clean and safe neighborhoods. The Code Enforcement Division regulates property and guides maintenance standards to address illegal units and unauthorized use conversions in all buildings/areas of South Gate. In addition, Code Enforcement Officers enforce the removal of blighting conditions, such as illegal dumping and graffiti.

On September 7, 2018, the California legislature passed Assembly Concurrent Resolution No. 283, which annually designates the 2nd week of October as Code Enforcement Officer Appreciation Week.

In accordance with Resolution No. 283, the City of South Gate wants to recognize and honor Code Enforcement Officers that serve our residents and acknowledge their role in actively improving the quality of life within our community.

ATTACHMENT: Proclamation



City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring
Code Enforcement Officer Appreciation Week
October 11-15, 2021

WHEREAS, Code Enforcement Officers provide for the safety, health, and welfare of the citizens in this community through the enforcement of building, zoning, housing, environmental and health and safety codes and ordinances; and

WHEREAS, Code Enforcement Officers have challenging and demanding roles and often do not receive the recognition for their expertise and signification positive impact on the livability of our community; and

WHEREAS, Code Enforcement Officers are dedicated, highly qualified and highly trained professionals who share the goals of preventing neighborhood deterioration, enhancing communities, and ensuring safety while preserving property values with knowledge, training and application of housing, zoning, and nuisance laws; and

WHEREAS, our Code Enforcement Officers have a very visible role in our community and regularly interact with the public and a variety of federal, state, county, and local officials in their capacity as a Code Enforcement Officers; and

WHEREAS, the City of South Gate wants to recognize and honor Code Enforcement Officers that serve our residents and acknowledge their role in actively improving the quality of life within our community;

NOW, THEREFORE, be it proclaimed on this 28th 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 October 11 through 15, 2021, as Code Enforcement Officers Appreciation Week and duly thank our Code Enforcement Officers for their dedicated service.

Mayor Al Rios

CITY MANAGER'S OFFICE

SEP 21 2021

2:30 pm

City of South Gate

CITY COUNCIL

Item No. 3

AGENDA BILL


For the Regular Meeting of September 28, 2021

Originating Department: City Manager's Office

Interim City Manager:


Chris Jeffers

Interim City Manager:


Chris Jeffers

SUBJECT: PROCLAMATION DECLARING THE MONTH OF OCTOBER AS NATIONAL DOMESTIC VIOLENCE AWARENESS MONTH

PURPOSE: To declare October as National Domestic Violence Awareness Month.

RECOMMENDED ACTION: Mayor Al Rios will issue a Proclamation declaring the month of October 2021 as National Domestic Violence Awareness Month in the City of South Gate.

FISCALIMPACT: None

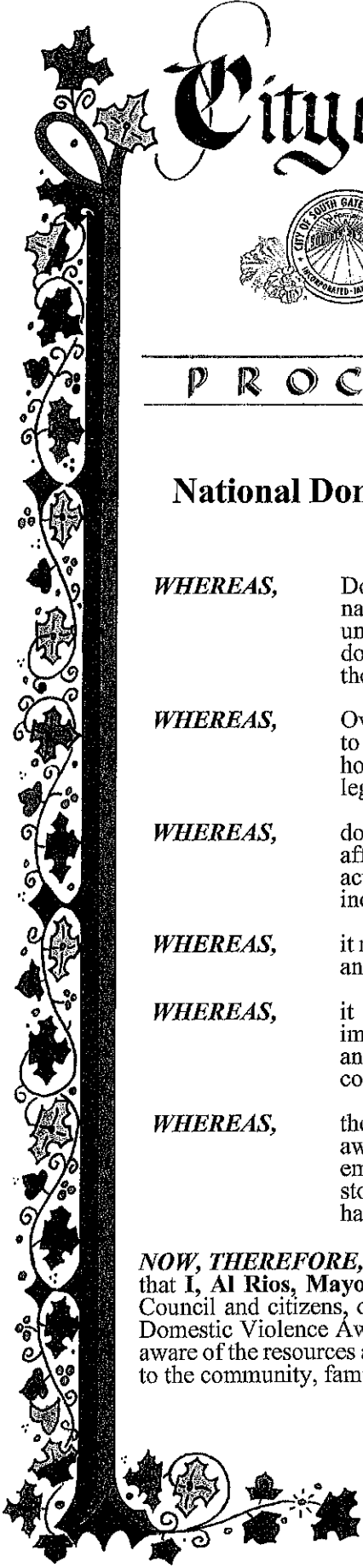
ANALYSIS: None.

BACKGROUND: In October of 1987, Domestic Violence Awareness Month was first launched nationwide and in 1989, the U.S. Congress passed Public Law 101-112 designating October as National Domestic Violence Awareness Month.

In commemorating Domestic Violence Awareness Month, we are vowing to initiate an awareness campaign for the community and employees and to be active participants in ending the circle of violence by helping to make available the information and support need by victims of abuse.

During the month of October, the Family Violence Prevention and Education Program will work to bring awareness and resources to the community and will also be conducting educational events and presentations throughout the community to continue to bring awareness to the prevalence of domestic violence in society.

ATTACHMENT: Proclamation



City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring
National Domestic Violence Awareness Month
October 2021

WHEREAS, Domestic Violence Awareness Month was launched nationwide in October 1987 as a way to connect and unite individuals and organizations working on domestic violence issues while raising awareness for those issues; and

WHEREAS, Over the past 30+ years, much progress has been made to support domestic violence victims and survivors, to hold abusers accountable, and to create and update legislation to further those goals; and

WHEREAS, domestic violence is not a private, family dispute that affects only the people involved; it is a violent criminal act that affects us all, regardless of gender, race, income, or age, in every community in this country; and

WHEREAS, it means higher health care costs, increased absenteeism and declining productivity; and

WHEREAS, it destroys families, relationships and lives; more importantly, it tears at the moral fabric of who we are and undermines the very institution that has been the cornerstone of our country which is family; and

WHEREAS, the month of October should serve to initiate an awareness campaign for the community and employees emphasizing the circle of violence must and can be stopped, and that there is help available to make this happen; and

NOW, THEREFORE, be it proclaimed on this 28th 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 the month of October as National Domestic Violence Awareness Month, and encourage all citizens to become aware of the resources available and join me in disseminating this information to the community, family members and friends.

Al Rios, Mayor

City of South Gate

Item No. 4

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of September 28, 2021

Originating Department: City Manager's Office

Interim City Manager: CM ^{AE} Chris Jeffers Interim City Manager: CM ^{AE} Chris Jeffers

SUBJECT: PROCLAMATION DECLARING OCTOBER 2021 NATIONAL BULLYING PREVENTION MONTH

PURPOSE: To declare the month of October 2021, as National Bullying Prevention Month.

RECOMMENDED ACTION: Mayor Al Rios will issue a Proclamation declaring October 2021, as National Bullying Prevention Month in the City of South Gate.

FISCAL IMPACT: None

ANALYSIS: None

BACKGROUND: Every October, schools, communities, and organizations across the country observe National Bullying Prevention Month to raise awareness about bullying and encourage everyone to act with kindness, acceptance, and inclusion.

One out of every five students report being bullied each year and students affected by bullying are at greater risk of both mental health and behavioral problems because of bullying. Children who are bullied often experience learning problems, sleep difficulties, anxiety, depression, loss of self-esteem and confidence. Consequences of bullying can be tragic. The majority of school shootings can be linked to bullying and some students have resorted to suicide to escape the painful effects of being bullied by their peers.

The goal of promoting National Bullying Prevention Month is start conversations about bullying, its effects on our students and community, and promote remedies on how we can work together responsibly and collaboratively to create safe environments for our youth and the entire community.

ATTACHMENT: Proclamation

City of South Gate



From the Honorable
Mayor

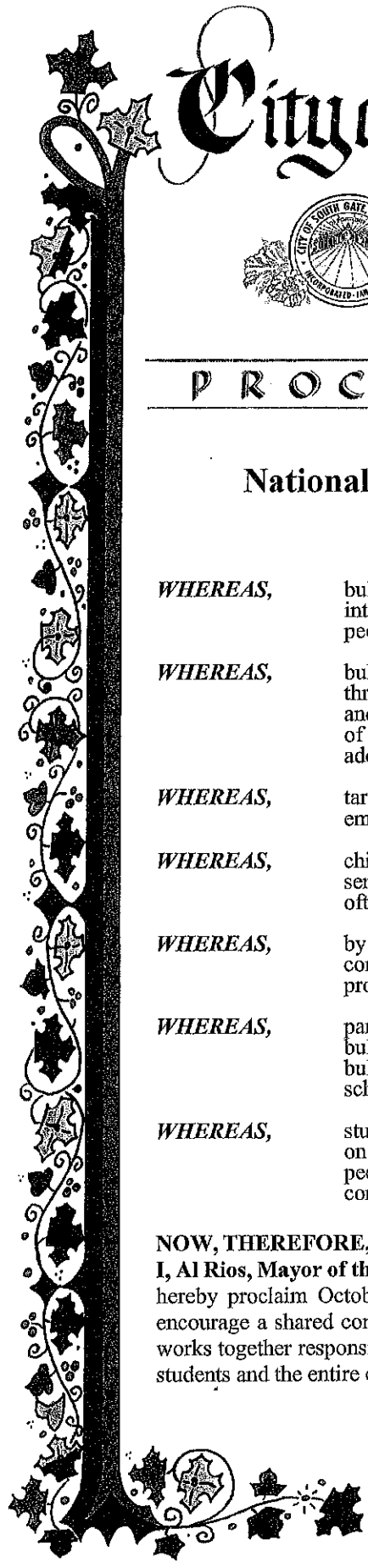
PROCLAMATION

Declaring
National Bullying Prevention Month
October 2021

- WHEREAS,* bullying is physical, verbal, sexual, emotional harm and intimidation intentionally directed at a person or group of people; and
- WHEREAS,* bullying occurs in neighborhoods, playgrounds, schools and through technology, such as the Internet and cell phones, and research shows that bullying is the most common form of violence, affecting millions of American children and adolescents, annually; and
- WHEREAS,* targets of bullying are more likely to acquire physical, emotional and learning problems; and
- WHEREAS,* children who bully are at greater risk of engaging in more serious violent behaviors and children who witness bullying often feel less secure, more fearful, and intimidated; and
- WHEREAS,* by promoting awareness to bullying we hope to inspire our community to get involved with social change and promoting kindness, acceptance, and inclusion; and
- WHEREAS,* parents are encouraged to get informed of the dynamics of bullying and acquire tools to help their children through bullying situations and learn how to communicate with school staff; and
- WHEREAS,* students are encouraged to obtain resources and information on how to manage bullying situations, be supportive of their peers, and take action to prevent bullying in their school, community, and online;

NOW, THEREFORE, be it proclaimed on this 28th day of September 2021, that **I, Al Rios, Mayor of the City of South Gate,** on behalf of the City Council, do hereby proclaim October 2021 as National Bullying Prevention Month and encourage a shared conversation and response to bullying in which everyone works together responsibly and collaboratively to create safe environments for students and the entire community.

Mayor Al Rios



City of South Gate

CITY COUNCIL

Item No. 5

AGENDA BILL

For the Regular Meeting of September 28, 2021

Originating Department: City Manager's Office

Interim City Manager:



Chris Jeffers

Interim City Manager:



Chris Jeffers

SUBJECT: PROCLAMATION DECLARING OCTOBER 2021 AS NATIONAL BREAST CANCER AWARENESS MONTH

PURPOSE: To declare October 2021 as National Breast Cancer Awareness Month.

RECOMMENDED ACTION: Mayor Al Rios will issue a Proclamation declaring the month of October 2021 as National Breast Cancer Awareness Month in the City of South Gate.

FISCAL IMPACT: None

ANALYSIS: None

BACKGROUND: Since 1985, National Breast Cancer Awareness Month has been observed in October as an annual international health campaign to increase cancer awareness and prevention, encourage those suffering from cancer, and to raise funds for cancer research and the cure.

One in 8 women will develop invasive breast cancer, which is the second leading cause of cancer death in women. Approximately, 43,600 women in the U.S. are expected to die in 2021 from breast cancer.

Although the exact cause of breast cancer is unknown, experts agree that there are several factors that increase the risk such as gender, age, genetics, family history, weight, and race. Early detection and improved medical treatment have significantly increased the chances of survival in individuals diagnosed with breast cancer.

The City Council encourages the community to do annual breast cancer detection examinations and reminds everyone to support and celebrate breast cancer survivors. Additionally, the City Council commends the South Gate Police Department for continuing to be active representatives of the Pink Patch Project.

ATTACHMENT: Proclamation

City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring
National Breast Cancer Awareness Month
October 2021

- WHEREAS,** National Breast Cancer Awareness Month was founded in 1985 as a partnership between the American Cancer Society and the pharmaceutical division of Imperial Chemical Industries and is observed the month of October as an annual international health campaign to increase awareness of the disease and to raise funds for research of the cause, prevention, diagnosis, treatment, and cure; and
- WHEREAS,** men can also develop breast cancer, but the disease is much more common in women and 1 in 8 women have a lifetime risk of developing invasive breast cancer which is the second leading cause of cancer death in women; and
- WHEREAS,** about 43,600 women in the U.S. are expected to die in 2021 from breast cancer; and
- WHEREAS,** although the exact cause of breast cancer is unknown, most experts agree that there are several factors that increase your risk such as gender, age, genetics, family history, weight and race; and
- WHEREAS,** Nearly 80% of young women diagnosed with breast cancer find their breast abnormality themselves; and
- WHEREAS,** a variety of events around the world are organized throughout October including Relay for Life walks/runs; wearing and displaying pink ribbons; most professional sport organizations promote breast cancer awareness by wearing pink on and off the field; and pledged Police Departments participate in the Pink Patch Project; and
- WHEREAS,** this is the 6th year the South Gate Police Department is a member of the Pink Patch Project which is a public awareness campaign designed to increase breast cancer awareness and throughout the month of October, South Gate Police Officers wear the pink patch on their uniforms showing commitment and support of this project; and
- WHEREAS,** there are millions of breast cancer survivors in the United States and the reported breast cancer survivorship has tripled over the past 60 years due to increased early detection and improved medical treatments;
- NOW, THEREFORE,** be it proclaimed on this 28th day of September 2021, that I, **Al Rios, Mayor of the City of South Gate**, on behalf of the City Council, do hereby proclaim October 2021 as National Breast Cancer Awareness Month, encourage annual breast cancer detection practices, and remind citizens to support and celebrate breast cancer survivors. Furthermore, I duly thank the members of the South Gate Police Department for being active representatives of the Pink Patch Project.

Mayor Al Rios

SEP 21 2021

10:00 A.M.

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 28, 2021

Originating Department: Police

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

SUBJECT: PROCLAMATION DECLARING THE MONTH OF OCTOBER 2021 AS CRIME PREVENTION MONTH

PURPOSE: To declare October 2021 as Crime Prevention Month as it is designated nationwide.

RECOMMENDED ACTION: Mayor Al Rios will issue a Proclamation declaring the month of October 2021, as Crime Prevention Month in the City of South Gate.

FISCAL IMPACT: None

ANALYSIS: Crime Prevention Month reflects the strong belief that time, money and other resources spent on prevention yield tremendous benefits in reducing crime and making communities stronger, safer and better places to live, work and play. The City must build on our successes and continue to forge new partnerships to reduce crime.

BACKGROUND: The National Crime Prevention Council, the nation's focal point for stopping crime, in 1984 designated October as Crime Prevention Month. The month-long celebration recognizes successful crime prevention efforts on the local, state and national levels while promoting awareness of important issues such as victimization, volunteerism, and creating safer, more caring communities.

As part of Crime Prevention Month, the Police Department will be hosting Family Day in the Park on October 9, 2021, from 12:00 p.m. to 5:00 p.m. to promote families as the foundation for the future and to educate residents on the various services that are available in the community.

ATTACHMENT: Proclamation

City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring
Crime Prevention Month
October 2021

WHEREAS, the vitality of the City of South Gate depends on how safe we keep our homes, neighborhoods, schools, workplaces, and communities; and

WHEREAS, crime and fear of crime destroy our trust in others and in institutions, threatening the community's health, prosperity, and quality of life; and

WHEREAS, people of all ages must be made aware of what they can do to prevent themselves, their families, neighbors, and co-workers from being harmed by drugs, violence, and other crimes; and

WHEREAS, the personal injury, financial loss, and community deterioration resulting from crime are intolerable and require investment from the whole community; and

WHEREAS, crime prevention initiatives must include self-protection and security, but they must go beyond these to promote collaborative efforts to make neighborhoods safer for all ages and to develop positive educational and recreational opportunities for young people; and

WHEREAS, adults must invest time, resources, and support policy in effective prevention and intervention strategies for youth, and teens must be engaged in driving crime from their communities; and

WHEREAS, effective crime prevention programs excel because of partnerships among law enforcement, other government agencies, civic groups, schools, faith communities, businesses, and individuals who help nurture communal responsibility and instill pride;

NOW, THEREFORE, be it proclaimed on this 28th day of September 2021, that **I, Al Rios, Mayor of the City of South Gate**, on behalf of the City Council, do hereby proclaim October 2021 as "Crime Prevention Month" in South Gate, and urge all citizens, government agencies, public and private institutions, and businesses to invest in the power of prevention and work together to make South Gate a safer, stronger, and more caring community.

Al Rios, Mayor

SEP 21 2021

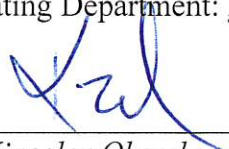
3:30 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 28, 2021
Originating Department: Administrative Services

Interim Department Director:


Kingsley Okereke

Interim City Manager:

 (AE)
Chris Jeffers

SUBJECT: INTRODUCTION OF THE CITY'S NEW AND PROMOTIONAL FULL-TIME EMPLOYEES

PURPOSE: To introduce to the City Council the City's new and promotional full-time employees hired or promoted during August 2021.

RECOMMENDED ACTION: Allow staff to introduce the new and promotional full-time employees hired or promoted during August 2021.

FISCAL IMPACT: None

ANALYSIS: None

BACKGROUND: Following is a list of new and promotional full-time city employees who were hired or promoted during August 2021:

Employee	Title	Department	Division	Original Hire Date	Promotion Date	Promoted From
Ai Min Wu	Senior Financial Analyst	Administrative Services	Finance	08/02/21		
Alejandro Mendoza	Housing Specialist	Community Development	Housing	08/12/12	08/16/21	Clerical Assistant III
Gerardo Hernandez	Senior Grounds Worker	Parks & Recreation	Maintenance	01/31/20	08/29/21	Grounds Worker
Raul Martinez	Senior Grounds Worker	Parks & Recreation	Maintenance	04/13/08	08/29/21	Grounds Worker
Nancy Elizarraras	Police Officer	Police	Patrol	12/07/20	08/15/21	Police Recruit
Adrian Armenta	Civilian Custody Officer	Police	Services	08/19/21		

ATTACHMENTS: None



**INTRODUCTION OF THE
CITY'S NEW & PROMOTIONAL
FULL-TIME EMPLOYEES**





Administrative Services



Ai Min Wu

Senior Financial Analyst
Administrative Services

Hire Date: 8/2/21



Community Development



Alejandro Mendoza

Housing Specialist

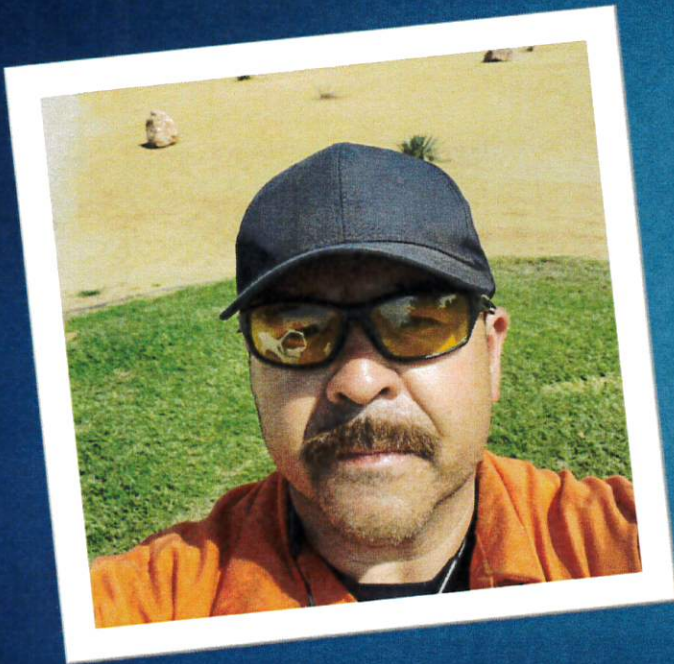
Community Development

Original Hire Date: 8/12/12

Promotion Date: 8/16/21



Parks & Recreation



Gerardo Hernandez

Senior Grounds Worker

Parks & Recreation

Original Hire Date: 1/31/20

Promotion Date: 8/29/21



Raul Martinez

Senior Grounds Worker
Parks & Recreation

Original Hire Date: 4/13/08

Promotion Date: 8/29/21



Police



Nancy Elizarraras

Police Officer

Police

Original Hire Date: 12/7/20

Promotion Date: 8/15/21



Adrian Armenta

Civilian Custody Officer
Police

Hire Date: 8/19/21

SEP 21 2021
4:00 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 28, 2021

Originating Department: Office of the City Clerk

Department Director:

Carmen Avalos
Carmen Avalos, City Clerk

Interim City Manager:

Chris Jeffers
Chris Jeffers

SUBJECT: ORDINANCE ADDING CERTAIN SECTIONS TO CHAPTER 1.52 (MUNICIPAL ELECTIONS)

RECOMMENDED ACTION: Following the conclusion of a Public Hearing, the City Council will consider waiving the reading in full and introducing an Ordinance adding Section 1.52.081 (Electronic Filing) to Chapter 1.52 (Municipal Elections) of Title 1 (Administration and Personnel), of the South Gate Municipal Code relating to electronic filing of Campaign Statements and Statements of Economic Interest (Form 700).

NOTICING REQUIREMENTS: A public hearing notice was duly published in the Los Angeles Wave, a newspaper of general circulation, on Thursday, September 9, 2021.

FISCAL IMPACT: As a promotion, NetFile is offering a full use of its electronic filing software at no cost for the remainder of 2021. Beginning in January 2022, the cost will be \$6,030.00 per year and will be budgeted for in the City Clerk's budget line item (Account No. 100-140-11-6101).

ANALYSIS: Effective January 1, 2021, Assembly Bill 2151 requires a local government agency to post on its internet website, within 72 hours of the applicable filing deadline, a copy any campaign statement, report, or other document required by the Political Reform Act that is filed with that agency in paper format. AB 2151 was added to the Government Code as Section 84616. The City Clerk's Office currently accepts all paper filings of the Fair Political Practices Commission ("FPPC") campaign disclosure statements and FPPC Form 700 statements of economic interests. Ordinance No. 2021-09-CC (Attachment No. 1) will mandate that persons subject to filing campaign statements, reports, or other documents by the Political Reform Act, do so solely by means of an electronic filing and not by paper format to ensure compliance with AB 2151, provide more transparency to the public, and offer an easier way for all filers to complete their required filings to the City Clerk's Office. The City Clerk's office is in the process of entering into a contract with NetFile, Inc. for the use of its electronic filing and administration system.

BACKGROUND:

Government Code Section 84615 allows local government agencies to require an elected and appointed official, candidate, or committee to file FPPC campaign statements, reports, or other

documents online or electronically with a local filing office. The City Clerk is the local filing officer for the City of South Gate (“City”).

In order for the City to mandate electronically filed statements, under state law the City Council must adopt an ordinance permitting the use of an online electronic filing system. (Gov. Code Section 84615.) In addition, the system must operate securely and effectively be no cost to filers, be available to the public to view filings, not place an undue burden on filers, and include procedures for filers to comply with the requirement that they sign statements and reports under penalty of perjury. (Id.)

NetFile, Inc. is a California based corporation which has developed a software system (“Netfile system”) created specifically for cities and counties responsible for administering campaign finance filings and Statements of Economic Interest (Form 700); meets the filings requirements mandated by the Secretary of State; and allows for electronic and paperless filing of campaign statements. The City Clerk proposes to use NetFile as the provider of electronic software for the proposed ordinance.

The NetFile system is a web-based, vendor-hosted application that utilizes “industry best practices; for securing data, using the same data encryption for online filings that is used by banks for online banking. NetFile stores and backs up data at three separate locations, creating the essential safety measures and redundancy that will allow for recovery of information in the event of an emergency or disaster. The city’s data will be retained for the required minimum 10-year period. For professional reassures that have already purchased campaigning software, NetFile is able to receive upload data from certain types of third-party application for electronic filing purposes.

Adoption of the proposed ordinance is required to implement electronic filings of FPPC Form 700 “Statement of Economic Interest.” In addition, the proposed ordinance will apply to those filers submitting campaign finance documents that report income that exceeds a threshold of \$2,000 as “Controlled Committees.” Under the Act, these types of committees are obligated to file detailed campaign finance disclosure statements using FPPC Form 460. For those smaller campaigns that do not exceed \$2,000 threshold, they may continue to file paper versions of the FPPC Form 470 disclosure forms. It should be noted that the NetFile system is able to accommodate online filings of several type of forms required by the FPPC, including Form 460, 470, 496 and 497, which are the most commonly used in local election campaigns.

Government Code 84615 authorizes a local government agency to mandate electronic filing subject to making certain findings, including that “the online or electronic filing system will operate securely and effectively and would not unduly burden filers.” Staff recommends upon adoption of the proposed ordinance that Form 700 filers and elected officers, candidates, and committees required to file campaign finance statements must file such statements using the online system, unless exempt from the requirement to file online pursuant to Section 84615(a) because the officer, candidate, or committee receives less than \$2,000 in contributions and makes less than \$2,000 in expenditures in a calendar year.

To ensure a smooth transition, and as part of the agreement and acquisition of the system, NetFile and the City Clerk’s Office can offer training to filers and committees. Staff can schedule one-on-one training with NetFile staff and individual filers and treasurers that will cover the entire electronic filing process. This can include the set-up of filer accounts, explaining the online filing process, showing how to input data and save reports, preparing statements for e-signature, and finalizing statements for electronic filing.

Implementation of the NetFile system will promote transparency and make it more convenient for committees, individuals, and the public. It provides 24-hour filing and viewing accessibility for campaign finance information from any computer, anywhere. In certain instances, the NetFile system will also increase the accuracy of filing campaign statements by prohibiting any filings that may have inadvertently omitted required information (e.g., missing addresses or the stated occupation of an individual donor).

Statement of Economic Interest (Form 700)

This component of NetFile does not require an ordinance and is simply an internal procedure change. However, with the transition to electronic filing of campaign disclosure statements and related FPPC required reports, staff recommends the Statement of Economic Interest be filed electronically rather than by paper. The City Clerk's Office is currently responsible for the annual filing of all Form 700's, which include the City Council, Planning Commission, City Manager, City Attorney, City Clerk, City Treasurer, designated City employees, board and commission members, and consultants. Form 700's occasionally needs amendments or are submitted incomplete or without marked schedules attached. The Form 700 electronic filing incorporates an initial review process and alerts the filer of errors at the time he or she is submitting the form.

ATTACHMENTS: Proposed Ordinance
Notice of Public Hearing

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, ADDING SECTION 1.52.081 (ELECTRONIC FILING) TO CHAPTER 1.52 (MUNICIPAL ELECTIONS) OF TITLE 1 (ADMINISTRATION AND PERSONNEL), OF THE SOUTH GATE MUNICIPAL CODE RELATING TO ELECTRONIC FILING OF CAMPAIGN STATEMENTS AND STATEMENTS OF ECONOMIC INTERESTS (FORM 700)

WHEREAS, Government Code Section 84615 currently provides that a local agency may adopt an ordinance to require an elected officer, candidate, and committee or other person required to file statements, reports, or other documents required by Chapter 4 of the Political Reform Act (commencing with Section 84100 of the Gov. Code), except an elected officer, candidate, committee, or other person who receives contributions totaling less than \$2,000 and who makes independent expenditures totaling less than \$2,000 in a calendar year, to file those statements, reports, or other documents online or electronically with the local filing officer; and

WHEREAS, the City of South Gate ("City") intends to enter into an agreement with a vendor approved by the California Secretary of State, to provide an online electronic filing system ("System") for campaign disclosure statements and statements of economic interest forms; and

WHEREAS, the System will operate securely and effectively and will not unduly burden filers. Specifically: (1) the System will ensure the integrity of the data and includes safeguards against efforts to tamper with, manipulate, alter, or subvert the data; (2) the System will only accept a filing in the standardized record format developed by the Secretary of State and compatible with the Secretary of State's system for receiving an online or electronic filings; and (3) the System will be available free of charge to filers and to the public for viewing filings; and

WHEREAS, the City of South Gate desires to amend the South Gate Municipal Code to add a new Section relating to electronic filings for campaign and conflict of interest statements;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of South Gate as follows:

SECTION 1. That the purpose of this Ordinance is to require the filing of campaign disclosure statements and Statements of Economic Interest by elected officials, candidates, staff, consultants or committees to be completed electronically rather than by paper. The City Council enacts this ordinance in accordance with the authority granted to local government agencies by state law pursuant to Government Code 84615, and further finds that the System will operate securely and effectively and would not unduly burden filers. This ordinance is intended to supplement and not conflict with the Political Reform Act.

SECTION 2. Adding Section 1.52.081 (Electronic Filing) to Chapter 1.52 (Municipal Elections) of Title 1 (Administration and Personnel) is hereby added and adopted to read as follows:

Electronic Filing. Electronic filings of campaign statements and statements of economic interest.

- A. Any elected officer, candidate, committee, or other person required to file statements, reports, or other documents required by Government Code Chapter 4 - Political Reform Act (commencing with Section (84100) shall file those statements, reports, or other documents online or electronically with the City Clerk. Elected officers, candidates, or committees required to file statements must file such Statements using the City Clerk's online system, unless exempt from the requirement to file online pursuant to Government Code Section 84615(a) because the officer, candidate, or committee receives less than \$2,000 in contributions and makes less than \$2,000 in expenditures in a calendar year. All other individuals required to file Statements of Economic Interest according to the City's adopted Code of Conflict of Interest must file electronically using the City Clerk's online system.
- B. Any person holding a position listed in Government Code Section 87200 or designated in the city's local conflict of interest code adopted pursuant to Government Code section 87300, shall file any required Statement of Economic Interest reports (Form 700) online or electronically with the City Clerk. Any elected officer, candidate, or committee who has electronically filed a statement using the City Clerk's online system is not required to file a copy of that document in paper format with the City Clerk.
- C. In any instance in which an original statement, report or other documents must be filed with the California Secretary of State and a copy of that statement, report or other document is required to be filed with the City Clerk, the filer may but is not required to file the copy electronically.
- D. Requirements of the online filing system:
 1. The online filing system shall ensure the integrity of the data transmitted and shall include safeguards against efforts to tamper with, manipulate, alter, or subvert the data.
 2. The online filing system shall only accept a filing in the standardized record format that is developed by the California Secretary of State pursuant to Section 84602(a)(2) of the California Government Code and that is compatible with the Secretary of State's system for receiving an online or electronic filing.
 3. The online filing system shall include a procedure for filers to comply with the requirements that they sign statements and reports under penalty of perjury pursuant to Section 81004 of the Government Code.
 4. The online filing system shall enable electronic filers to complete and submit filings free of charge.

E. Electronic Confirmation:

1. The City Clerk shall issue an electronic confirmation that notifies the filer that the Statement was received, the notification shall include the date and the time that the Statement was received and the method by which the filer may view and print the data received by the City Clerk. The date of filing for a Statement filed online shall be the day that it is received by the City Clerk.
2. If the City Clerk's system is not capable of accepting a Statement due to technical difficulties, an elected officer, candidate, or committee shall file that Statement in paper format with the City Clerk.
3. The City Clerk's system shall make all the data filed available on the City's webpage in an easily understood format that provides the greatest public access. The data shall be made available free of charge and as soon as possible after receipt. The data made available on the City's webpage shall not contain the street name and building number of the persons or entity representatives listed on the electronically filed forms or any bank account number required to be disclosed by the filer. The City Clerk's office shall make a complete, unredacted copy of the statement, including any street names, building numbers, and bank account numbers disclosed by the filer available to any person upon request.
4. The City Clerk's office shall maintain, for a period of at least (ten) 10 years commencing from the date filed, a secured, official version of each online or electronic statement which shall serve as the official version of that record for purpose of audits and any other legal purpose.

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SECTION 3. The City Clerk shall certify to the passage of this Ordinance and shall cause same to be posted as required by law and this Ordinance shall take effect thirty (30) days after its adoption.

PASSED, APPROVED and ADOPTED this 28th day of September 2021.

CITY OF SOUTH GATE

By: _____
AL Rios, Mayor

ATTESTED:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

SEP 02 2021

FILED

**CITY OF SOUTH GATE
NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that the City Council of South Gate, California will conduct a Public Hearing for the purpose of introducing an Ordinance adding Section 1.52.081 (Electronic Filings) to Chapter 1.52 (Municipal Elections), of Title 1 (Administration and Personnel), of the South Gate Municipal Code. A copy of the Ordinance may be reviewed in the City Clerk's office during normal business hours.

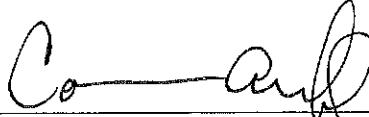
DATE: September 28, 2021

TIME: 6:30 pm

LOCATION: 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 28th City Council meeting please visit the City's website at ww.cityofsouthgate.org/AgendaCenter OR attend in person in Council Chambers, 8650 California Avenue, South Gate, California

NOTICE IS HEREBY GIVEN that any all persons interested in the matter herein above set for are privileged to attend said hearing and then and there testify or present evidence upon any matter relating thereto.

THIS NOTICE IS GIVEN by order of the City Clerk of said City and is dated September 9, 2021.



Carmen Avalos, City Clerk

Publication Date: September 9, 2021

SEP 21 2021

CITY COUNCIL

12:30pm

AGENDA BILL

For the Regular Meeting of: September 28, 2021

Originating Department: Public Works

Department Director:

Arturo Cervantes

Interim City Manager:

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, May 12, 2020, and September 14, 2021 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.

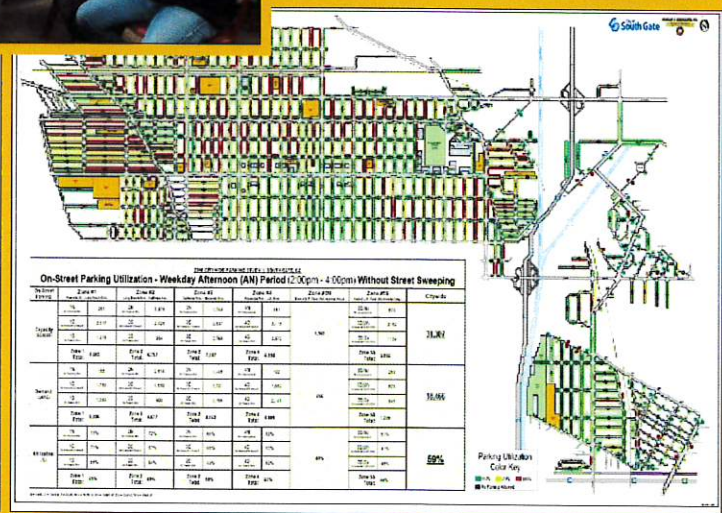
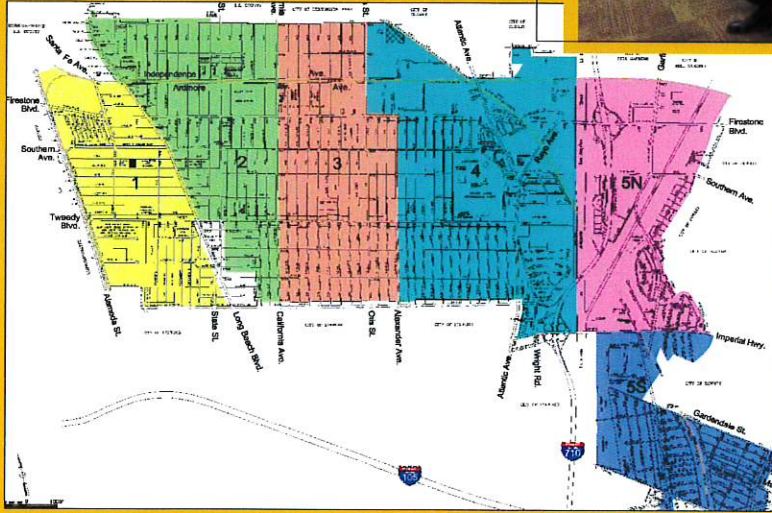
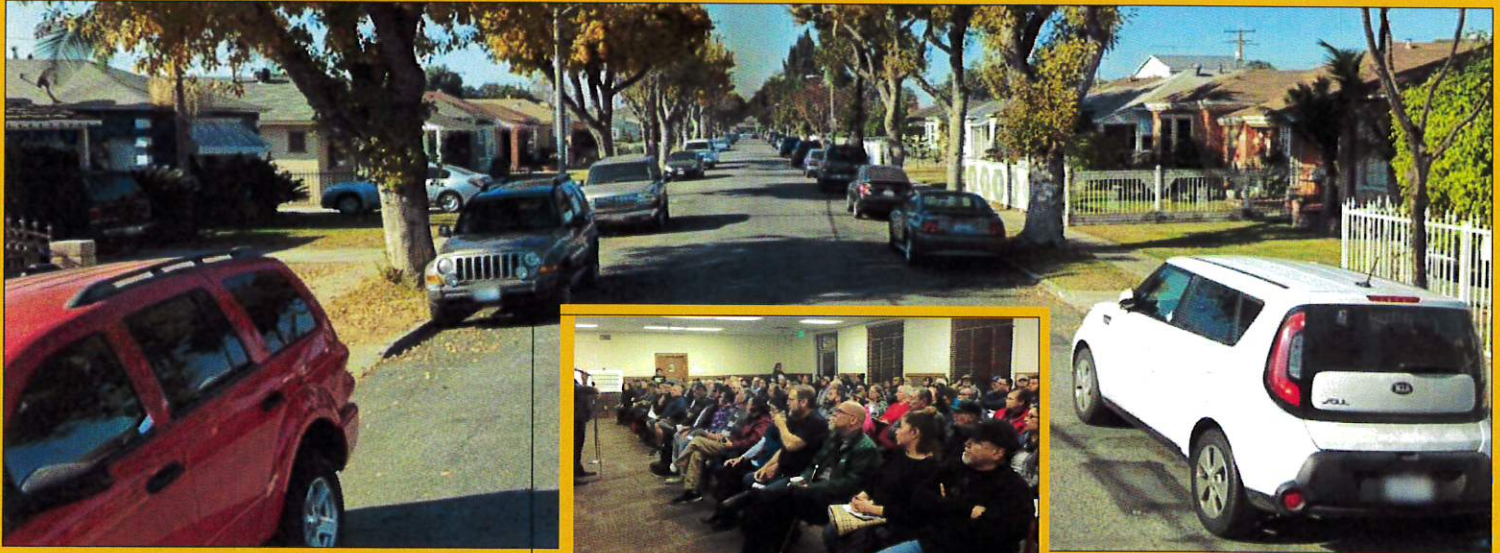
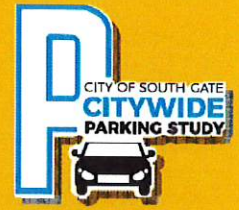
ATTACHMENTS: A. Citywide Parking Study
B. Priority Tool Kit
C. Presentation

JL:lc

FINAL REPORT

Citywide On-Street Parking Management Plan (City Project No. 590-RPT)

City of South Gate Public Works Department – Engineering Division



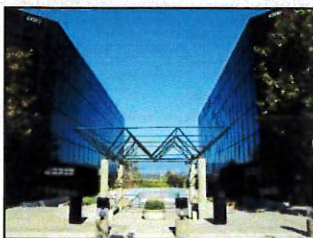
PREPARED FOR:



City of South Gate
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
 8650 California Avenue
 South Gate, CA 90280



PREPARED BY:



MINAGAR & ASSOCIATES, INC.
 ITS – Traffic/Civil/Electrical Engineering – Transportation Planning
 23282 Mill Creek Drive
 Suite 120
 Laguna Hills, CA 92653
 Tel: (949)707-1199 • Web: www.minagarinc.com



26 Years of Excellence

July 6, 2021

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- 1.4 - Recommended Parking Strategies and Policies

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- 2.2 - Methodology

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- 3.3 - Parking Utilization Findings
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- 6.5 - Citywide On-Street Parking Action Plan (Recommended Strategies)

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- Appendix B – Citywide On-Street Parking Action Plan – Recommended Strategies
- Appendix C – Priority Tool Kit: Top Short-, Mid- and Long-term Strategies per Guiding Principles



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. These surveys began with Minagar staff conducting walking audits along every city block to



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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



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





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.



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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).

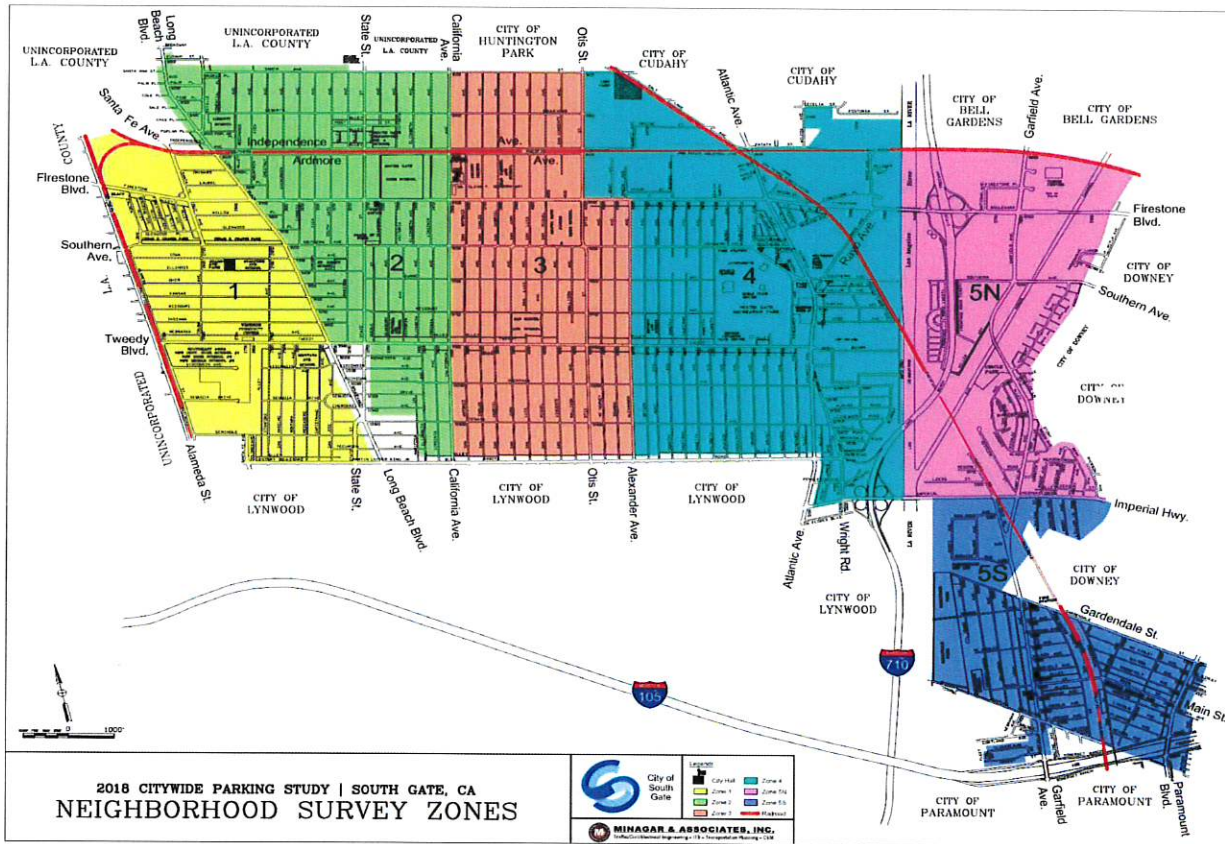
List of Citywide Parking Survey Zones:

- 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



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA
 NEIGHBORHOOD SURVEY ZONES

City of South Gate

MINAGAR & ASSOCIATES, INC.
 11000 Wilshire Blvd., Suite 1000, Los Angeles, CA 90024



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.

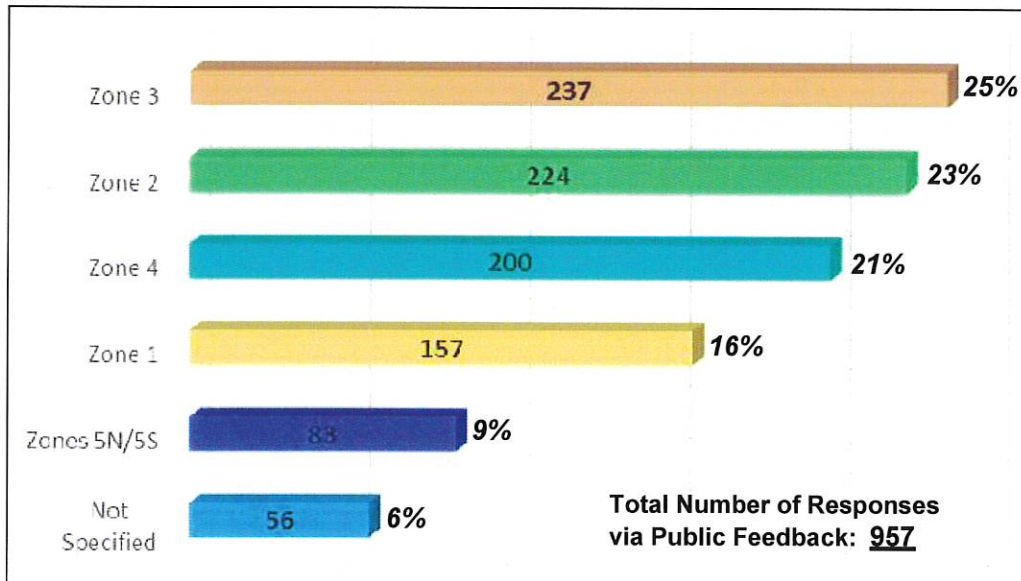
In the appendix section of this report is a series of matrices compiled and organized to reflect the most frequently mentioned issues and supported potential strategies, according to those who spoke at the community meetings and submitted written comments. The City also extended an open invitation for 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	
Too Many Drivers per Household	36	1	6	
		2	8	
		3	10	
		4	9	
		5N/5S	3	
Lack of Available Off-Street Parking	26	1	3	
		2	6	
		3	3	
		4	5	
		5N/5S	9	
Cars Stored on the Street for Sale, Servicing or Repair	17	1	5	
		2	1	
		3	5	
		4	4	
		5N/5S	2	
People Not Using Garages/Driveways to Park	16	1	2	
		2	4	
		3	6	
		4	1	
		5N/5S	3	
Cars Parked on the Street from Nearby Business Employees	13	1	3	
		2	0	0
		3	5	
		4	1	
		5N/5S	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



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
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 Preferen al 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 addi on to personal vehicle → Higher-than-expected on-street parking demand
D-08	Lack of code enforcement on non-permitted business out of homes → Residence genera ng non-residen al traffic and customer-parked vehicle(s) → Higher-than-expected on-street parking demand
D-09	Lack of Parking Enforcement → Perpetua on/con nuance of viola ons 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 popula on 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 popula on 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”) → Popula on 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 solu ons more mely 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 popula on 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 facili es → High auto dependency/ownership → Too many cars per property
D-20	Limited public bikeway infrastructure → Lack of bicycle facili es → 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 alterna ve transporta on mode → High auto dependency/ownership → Too many cars per property

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
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

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
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 opting 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 forcing 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%	9	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%	20	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%	32	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	32	25	
Business Incentives for free residential parking - No	-	-	-	10	7%	-	-	10	7%	23	26	26	
Add Bike Lanes	-	-	-	-	5	10%	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	33	33	
No Overnight Parking (regardless of permits)	-	-	-	-	0	0%	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.



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 Wed-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:



- 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.

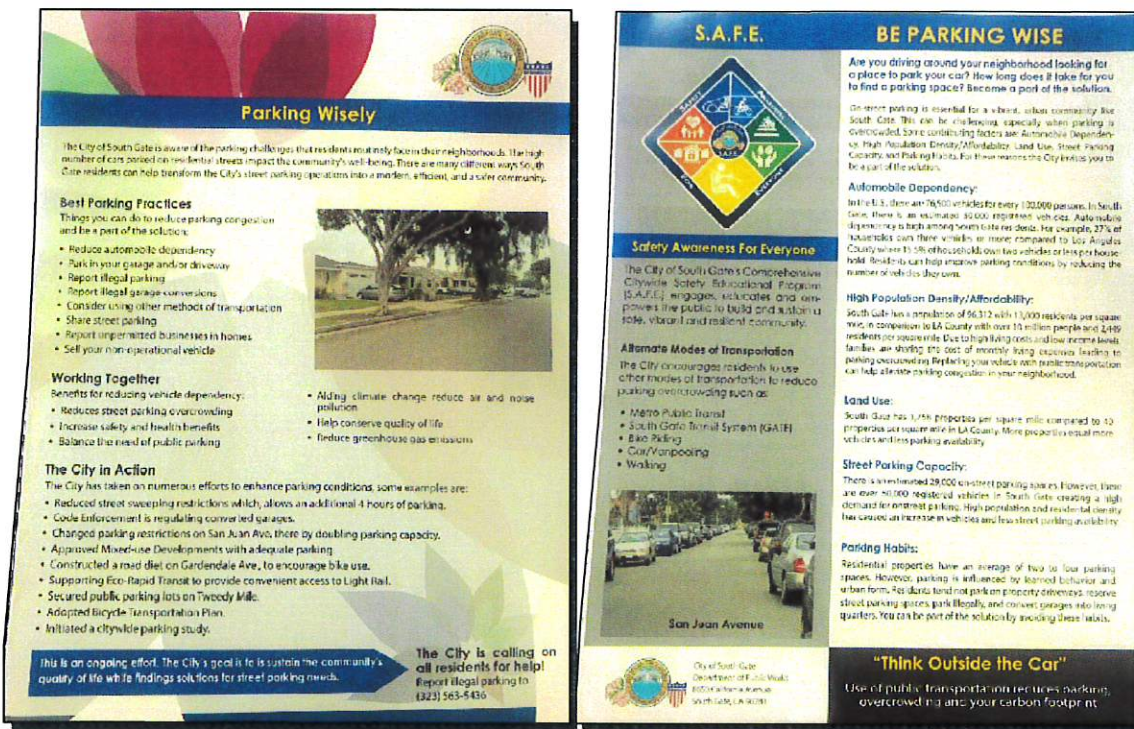


The informational brochure can also include a section promoting viably alternative modes of transportation that are available to South Gate citizens as a means of legitimately replacing automobile use and ownership (e.g., showing easy-to-understand public transit routes, maps, services, and incentive 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 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 curb lane management policies and adjust as needed.
 20. Explore 1-way street circulation plans to enhance mobility and encourage driveway use.

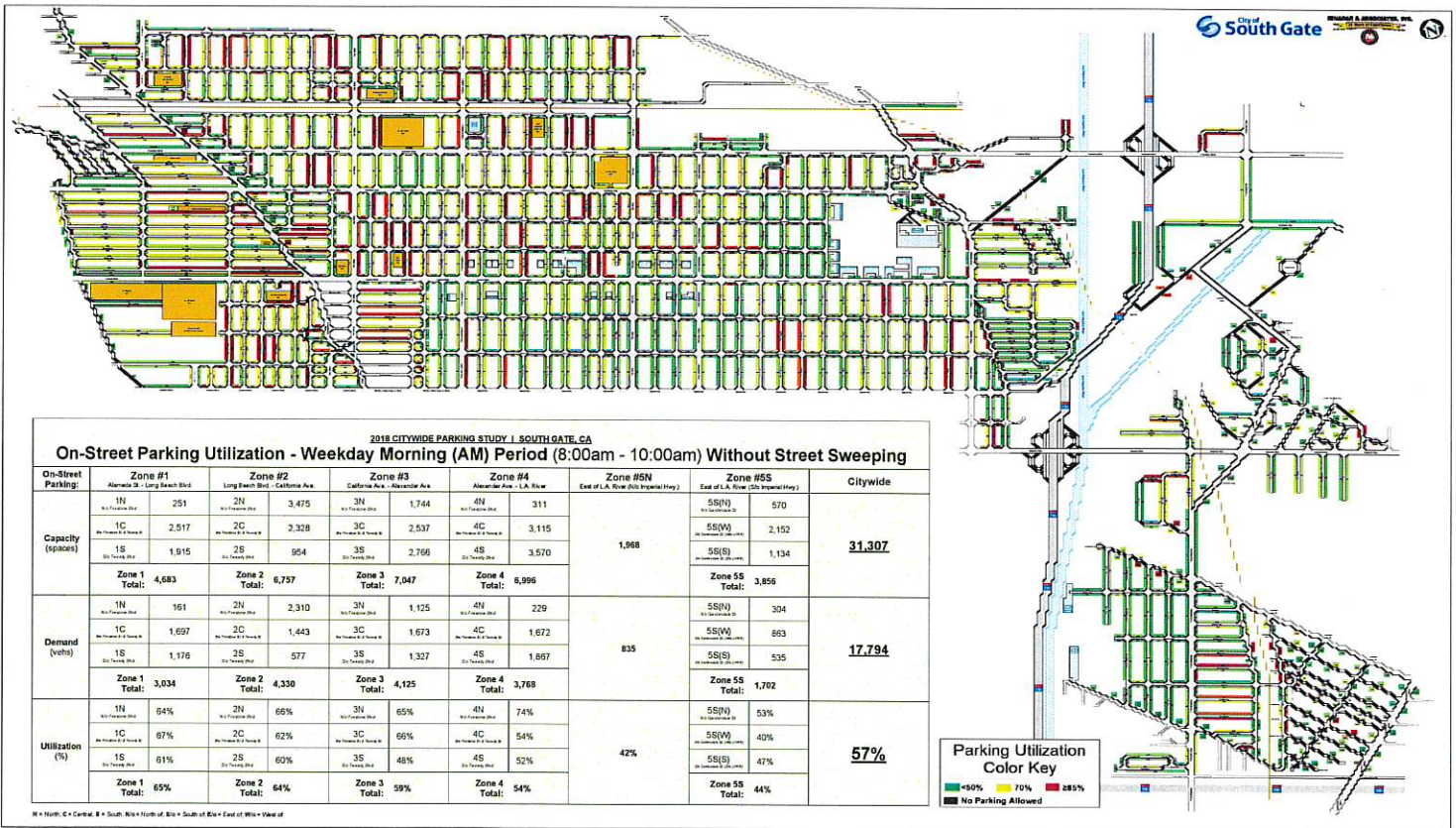




APPENDIX A:

PARKING UTILIZATION MAPS



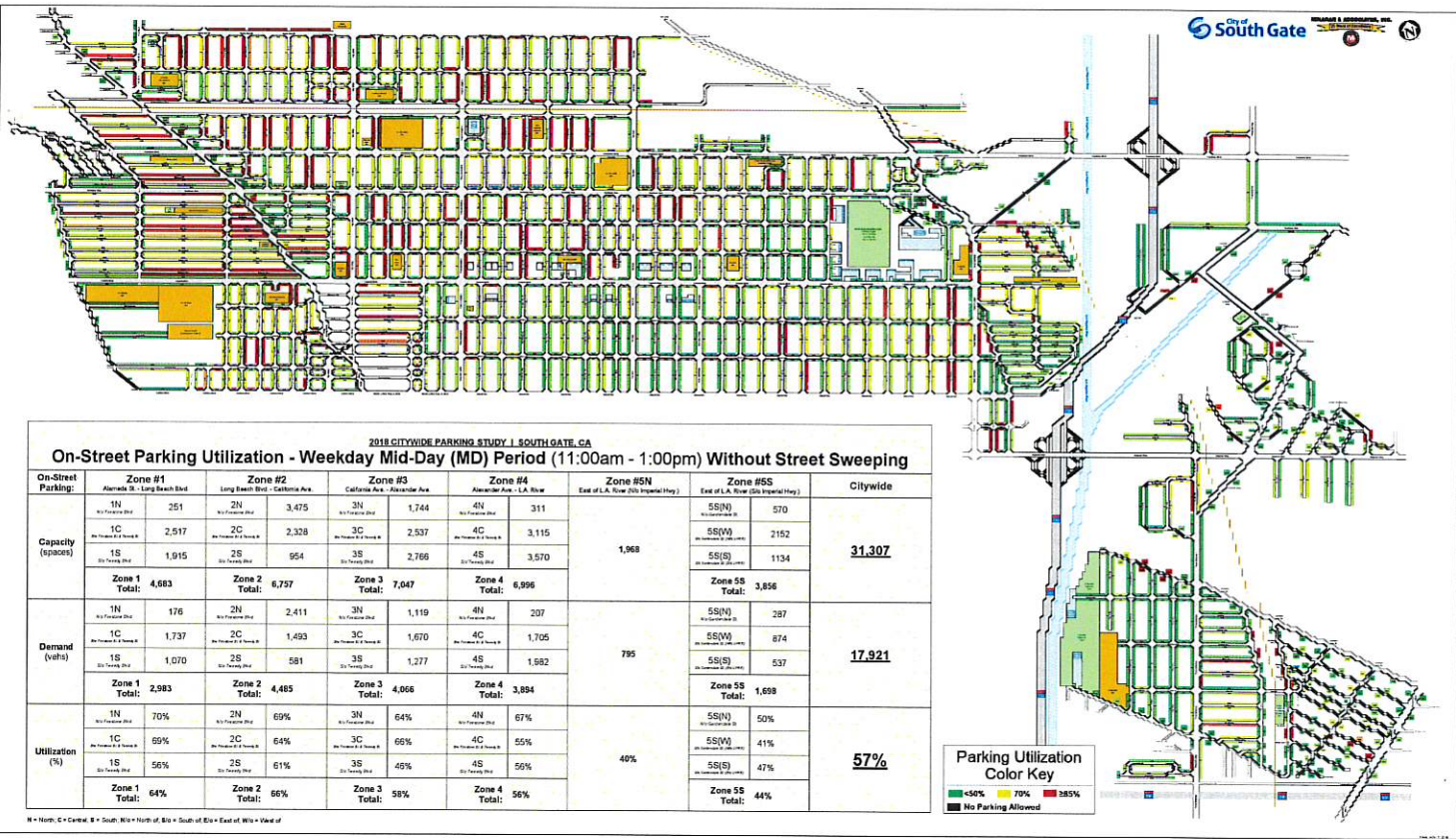


2019 CITYWIDE PARKING STUDY I - SOUTH GATE, CA
On-Street Parking Utilization - Weekday Morning (AM) Period (8:00am - 10:00am) Without Street Sweeping

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. - I.A. River		Zone #5N East of I.A. River (200 Impervious Hwy.)	Zone #5S East of I.A. River (200 Impervious Hwy.)	Citywide
Capacity (spaces)	1N No Through or Through Dr.	251	2N No Through or Through Dr.	3,475	3N No Through or Through Dr.	1,744	4N No Through or Through Dr.	311	1,968	5S(N) No Through or Through Dr.	570
	1C No Through or Through Dr.	2,517	2C No Through or Through Dr.	2,328	3C No Through or Through Dr.	2,537	4C No Through or Through Dr.	3,115		5S(W) No Through or Through Dr.	2,152
	1S No Through or Through Dr.	1,915	2S No Through or Through Dr.	954	3S No Through or Through Dr.	2,766	4S No Through or Through Dr.	3,570		5S(S) No Through or Through Dr.	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 (vehs)	1N No Through or Through Dr.	161	2N No Through or Through Dr.	2,310	3N No Through or Through Dr.	1,125	4N No Through or Through Dr.	229	835	5S(N) No Through or Through Dr.	304
	1C No Through or Through Dr.	1,697	2C No Through or Through Dr.	1,443	3C No Through or Through Dr.	1,673	4C No Through or Through Dr.	1,672		5S(W) No Through or Through Dr.	853
	1S No Through or Through Dr.	1,176	2S No Through or Through Dr.	577	3S No Through or Through Dr.	1,327	4S No Through or Through Dr.	1,867		5S(S) No Through or Through Dr.	535
	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 No Through or Through Dr.	64%	2N No Through or Through Dr.	66%	3N No Through or Through Dr.	65%	4N No Through or Through Dr.	74%	42%	5S(N) No Through or Through Dr.	53%
	1C No Through or Through Dr.	67%	2C No Through or Through Dr.	62%	3C No Through or Through Dr.	66%	4C No Through or Through Dr.	54%		5S(W) No Through or Through Dr.	40%
	1S No Through or Through Dr.	61%	2S No Through or Through Dr.	60%	3S No Through or Through Dr.	48%	4S No Through or Through Dr.	52%		5S(S) No Through or Through Dr.	47%
	Zone 1 Total:	65%	Zone 2 Total:	64%	Zone 3 Total:	59%	Zone 4 Total:	54%		Zone 5S Total:	44%

Parking Utilization Color Key
 <60% 60-70% 70-80% >80%
 No Parking Allowed

N = North, C = Central, S = South, NW = North of, SW = South of, E = East of, W = West of

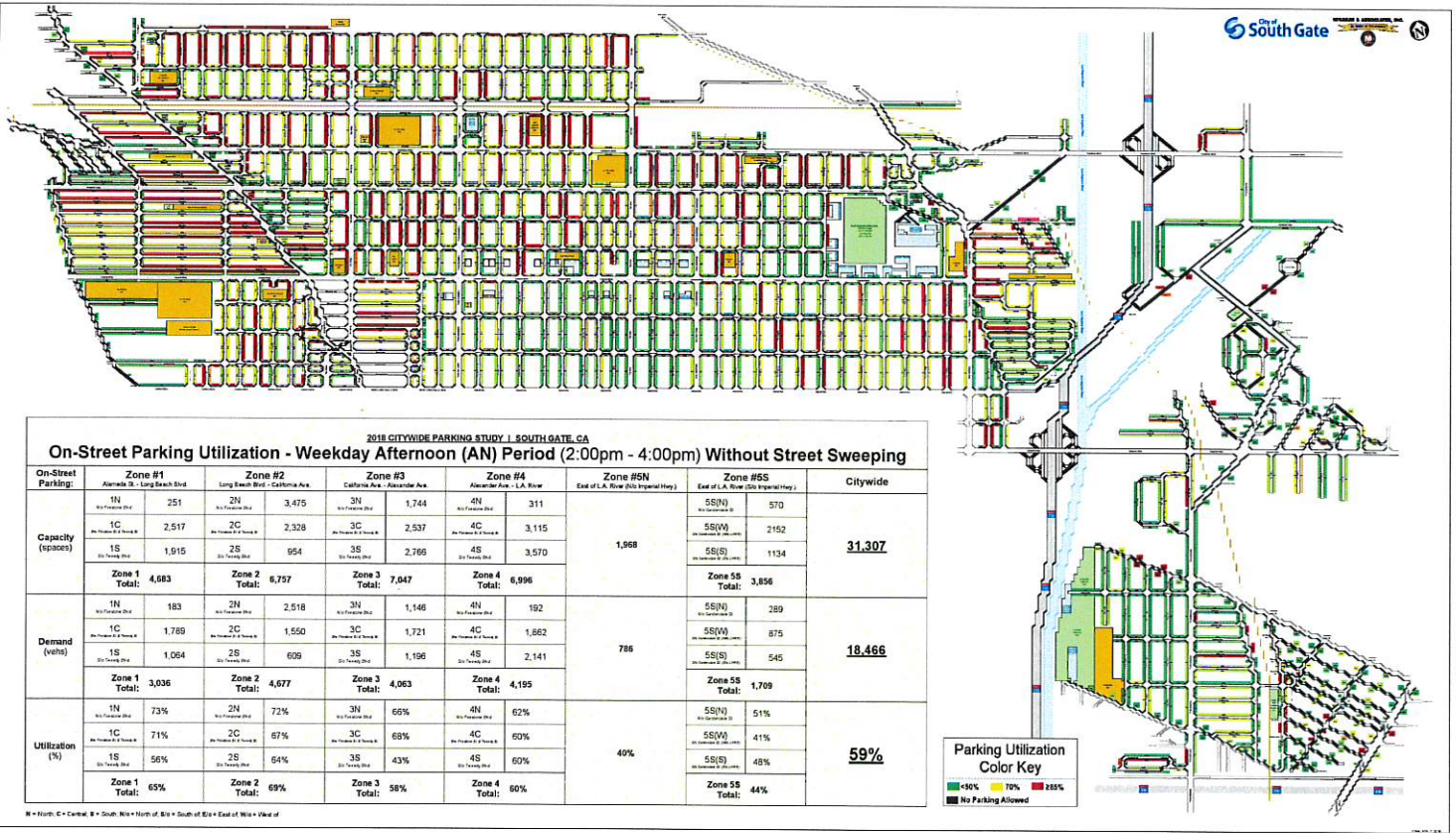


2019 CITYWIDE PARKING STUDY | SOUTH GATE, CA
On-Street Parking Utilization - Weekday Mid-Day (MD) Period (11:00am - 1:00pm) Without Street Sweeping

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alameda Ave.		Zone #4 Alameda Ave. - I.A. Blvd.		Zone #5N East of I.A. Blvd. (200 Imperial Hwy.)		Zone #5S East of I.A. Blvd. (200 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:	6,896		Zone 5S Total:	3,856		
Demand (veh/s)	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	17,921	
	1C No Through Traffic	1,737	2C No Through Traffic	1,493	3C No Through Traffic	1,670	4C No Through Traffic	1,705		5S(W) No Through Traffic	674		
	1S No Through Traffic	1,070	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:	2,983	Zone 2 Total:	4,485	Zone 3 Total:	4,066	Zone 4 Total:	3,884		Zone 5S Total:	1,698		
Utilization (%)	1N No Through Traffic	70%	2N No Through Traffic	69%	3N No Through Traffic	64%	4N No Through Traffic	67%	40%	5S(N) No Through Traffic	50%	57%	
	1C No Through Traffic	69%	2C No Through Traffic	64%	3C No Through Traffic	66%	4C No Through Traffic	65%		5S(W) No Through Traffic	41%		
	1S No Through Traffic	56%	2S No Through Traffic	61%	3S No Through Traffic	48%	4S No Through Traffic	50%		5S(S) No Through Traffic	47%		
	Zone 1 Total:	64%	Zone 2 Total:	66%	Zone 3 Total:	58%	Zone 4 Total:	56%		Zone 5S Total:	44%		

Parking Utilization Color Key
 <50% 70% 85%
 No Parking Allowed

N = North, C = Central, S = South, N/C = North of, S/C = South of, E/W = East of, W/W = West of

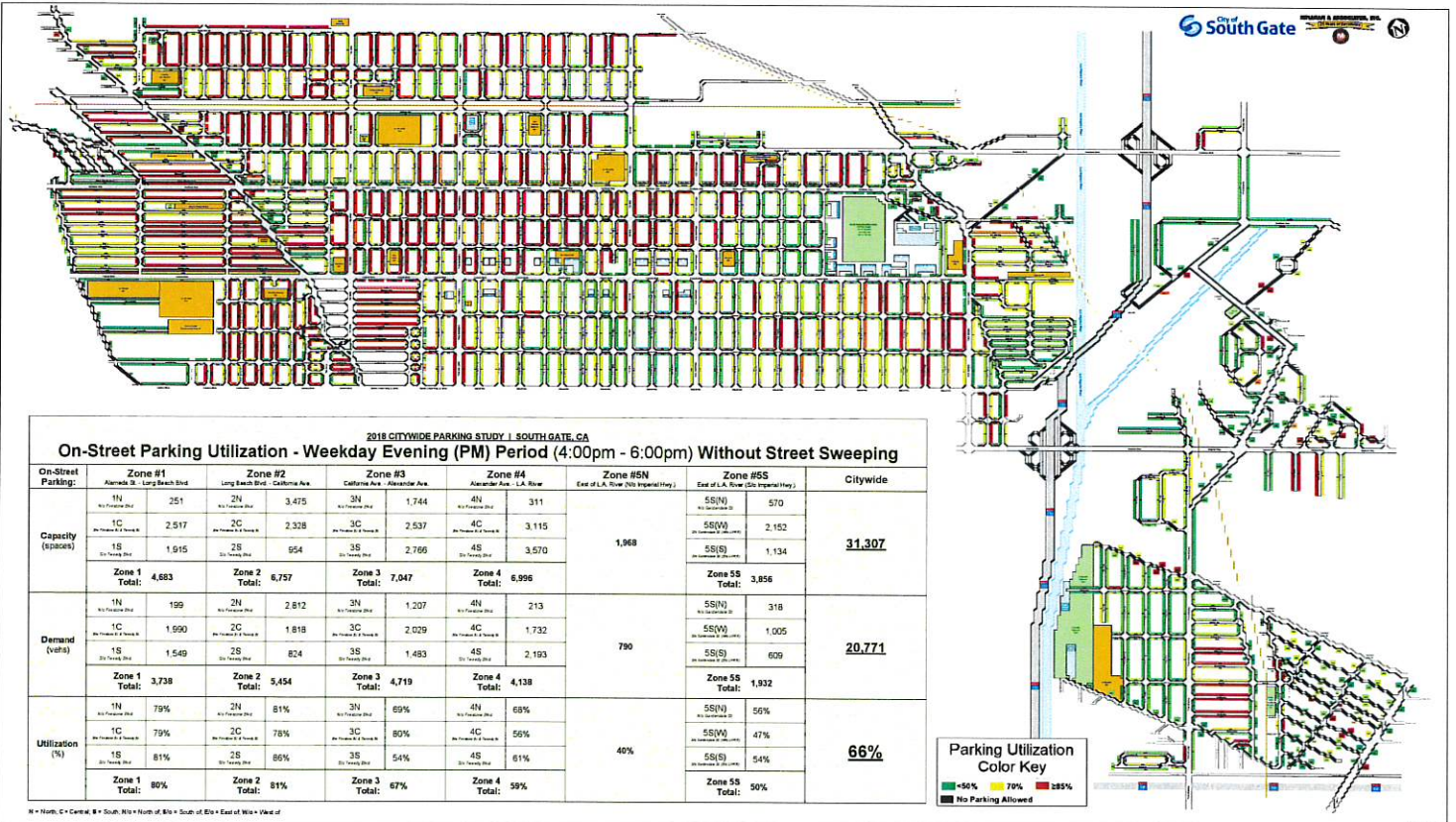


2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA
On-Street Parking Utilization - Weekday Afternoon (AN) Period (2:00pm - 4:00pm) Without Street Sweeping

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alameda Ave.		Zone #4 Alameda Ave. - I-5 Row		Zone #5N East of I-5 Row (Old Imperial Hwy)		Zone #5S East of I-5 Row (Old 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	2,769	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:	6,896		Zone 5S Total:	3,856		
Demand (vehs)	1N No Through Traffic	183	2N No Through Traffic	2,518	3N No Through Traffic	1,146	4N No Through Traffic	192	786	5S(N) No Through Traffic	289	18,466	
	1C No Through Traffic	1,789	2C No Through Traffic	1,550	3C No Through Traffic	1,721	4C No Through Traffic	1,662		5S(W) No Through Traffic	875		
	1S No Through Traffic	1,064	2S No Through Traffic	609	3S No Through Traffic	1,196	4S No Through Traffic	2,141		5S(S) No Through Traffic	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 No Through Traffic	73%	2N No Through Traffic	72%	3N No Through Traffic	66%	4N No Through Traffic	62%	40%	5S(N) No Through Traffic	51%	59%	
	1C No Through Traffic	71%	2C No Through Traffic	67%	3C No Through Traffic	68%	4C No Through Traffic	60%		5S(W) No Through Traffic	41%		
	1S No Through Traffic	55%	2S No Through Traffic	64%	3S No Through Traffic	43%	4S No Through Traffic	60%		5S(S) No Through Traffic	48%		
	Zone 1 Total:	65%	Zone 2 Total:	69%	Zone 3 Total:	58%	Zone 4 Total:	60%		Zone 5S Total:	44%		

Parking Utilization Color Key
 40-60% 70% 85%
 No Parking Allowed

N = North, E = East, S = South, W = West, NE = North of E, SE = South of E, SW = West of S, NW = West of N



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

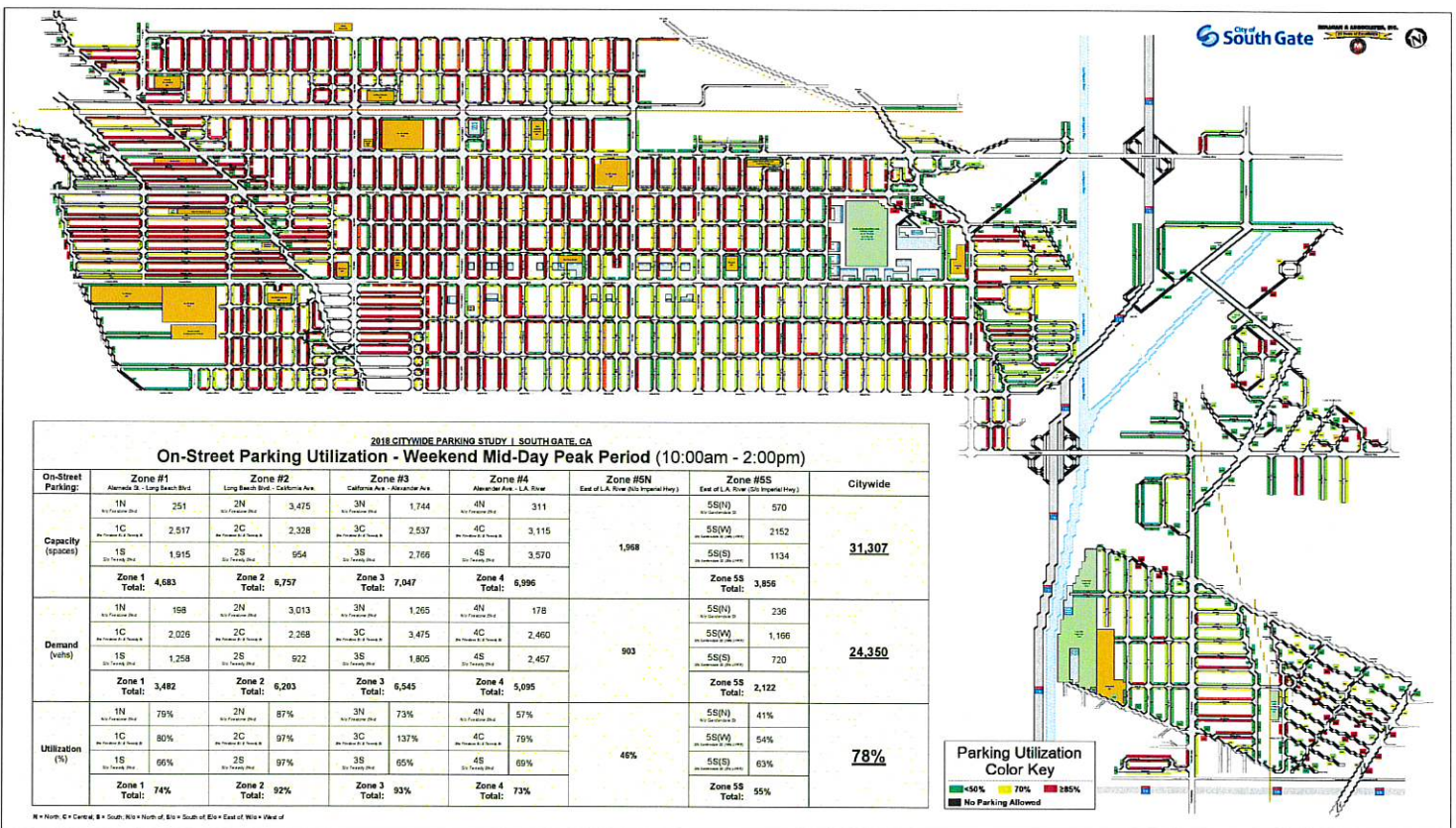
On-Street Parking Utilization - Weekday Evening (PM) Period (4:00pm - 6:00pm) Without Street Sweeping

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alexander Ave.		Zone #4 Alexander Ave. - L.A. Row		Zone #5N East of L.A. Row (200 Imperial Hwy.)		Zone #5S East of L.A. Row (500 Imperial Hwy.)		Citywide
Capacity (spaces)	1N 401-402 St. Blvd.	251	2N 401-402 St. Blvd.	3,475	3N 401-402 St. Blvd.	1,744	4N 401-402 St. Blvd.	311	1,968		5S(N) 401-402 St. Blvd.	570	31,307
	1C 401-402 St. Blvd.	2,517	2C 401-402 St. Blvd.	2,338	3C 401-402 St. Blvd.	2,537	4C 401-402 St. Blvd.	3,115			5S(W) 401-402 St. Blvd.	2,152	
	1S 401-402 St. Blvd.	1,915	2S 401-402 St. Blvd.	954	3S 401-402 St. Blvd.	2,766	4S 401-402 St. Blvd.	3,570			5S(S) 401-402 St. 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	
Demand (vehicles)	1N 401-402 St. Blvd.	199	2N 401-402 St. Blvd.	2,812	3N 401-402 St. Blvd.	1,207	4N 401-402 St. Blvd.	213	790		5S(N) 401-402 St. Blvd.	318	20,771
	1C 401-402 St. Blvd.	1,990	2C 401-402 St. Blvd.	1,818	3C 401-402 St. Blvd.	2,029	4C 401-402 St. Blvd.	1,732			5S(W) 401-402 St. Blvd.	1,005	
	1S 401-402 St. Blvd.	1,549	2S 401-402 St. Blvd.	824	3S 401-402 St. Blvd.	1,483	4S 401-402 St. Blvd.	2,193			5S(S) 401-402 St. 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	
Utilization (%)	1N 401-402 St. Blvd.	79%	2N 401-402 St. Blvd.	81%	3N 401-402 St. Blvd.	69%	4N 401-402 St. Blvd.	68%	40%		5S(N) 401-402 St. Blvd.	56%	66%
	1C 401-402 St. Blvd.	79%	2C 401-402 St. Blvd.	78%	3C 401-402 St. Blvd.	80%	4C 401-402 St. Blvd.	56%			5S(W) 401-402 St. Blvd.	47%	
	1S 401-402 St. Blvd.	81%	2S 401-402 St. Blvd.	86%	3S 401-402 St. Blvd.	54%	4S 401-402 St. Blvd.	61%			5S(S) 401-402 St. Blvd.	54%	
	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% (Green)
- 70% (Yellow)
- 85% (Red)
- No Parking Allowed (Black)

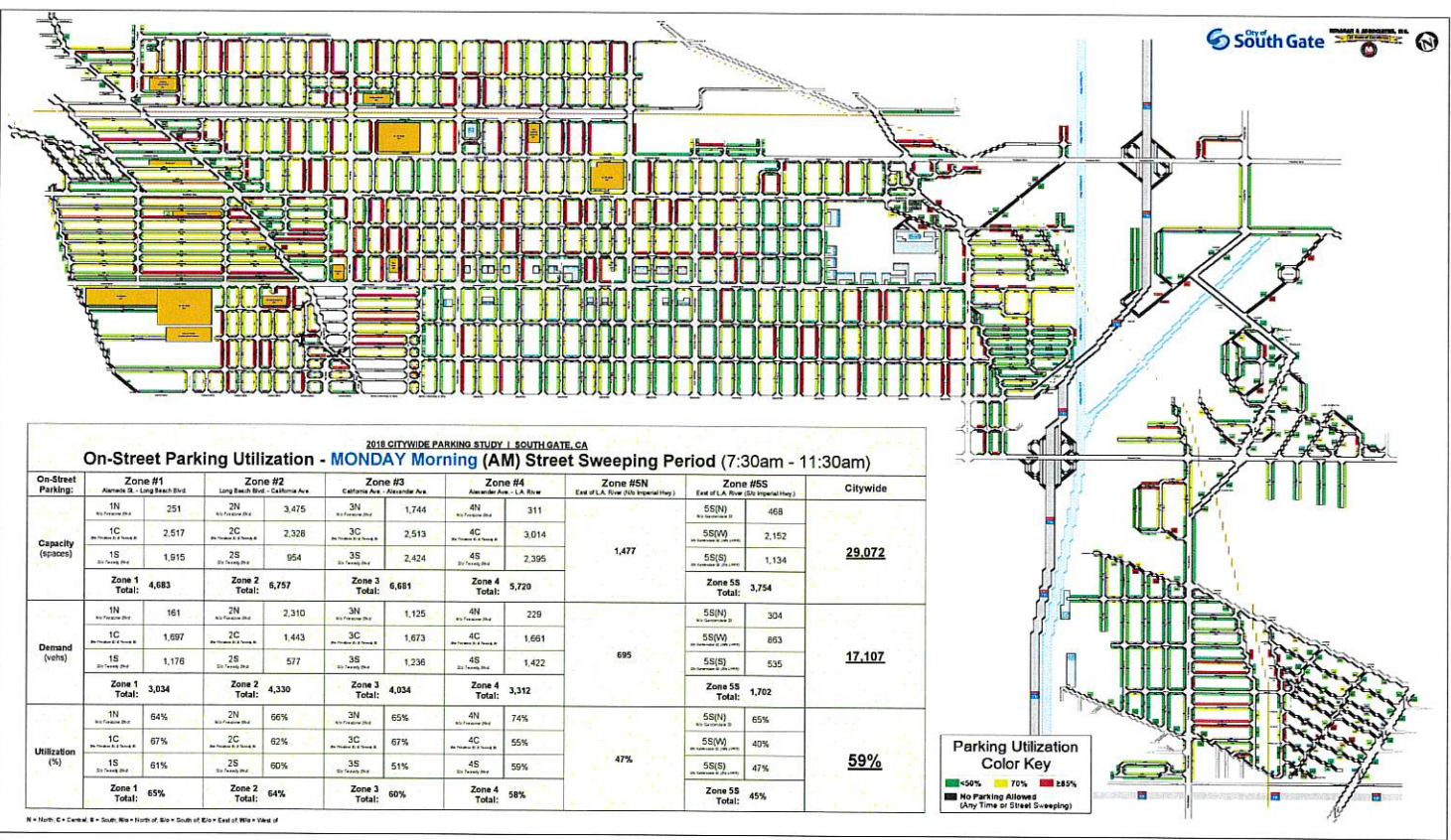
N = North, C = Central, S = South, W = West, E = East, NE = Northeast, SE = Southeast, SW = Southwest, NW = Northwest



2019 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 (21st Imperial Hwy.)		Zone #5S East of L.A. River (21st Imperial Hwy.)		Citywide
Capacity (spaces)	1N	251	2N	3,475	3N	1,744	4N	311	1,958	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: 4,683		Zone 2 Total: 5,757		Zone 3 Total: 7,047		Zone 4 Total: 6,996			Zone 5S Total: 3,856			
	Zone 1 Total: 4,683		Zone 2 Total: 5,757		Zone 3 Total: 7,047		Zone 4 Total: 6,996			Zone 5S Total: 3,856			
Demand (vehicles)	1N	198	2N	3,013	3N	1,295	4N	178	903	5S(N)	236	24,350	
	1C	2,026	2C	2,268	3C	3,475	4C	2,460		5S(W)	1,166		
	1S	1,258	2S	922	3S	1,805	4S	2,457		5S(S)	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			
	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	79%	2N	87%	3N	73%	4N	57%	46%	5S(N)	41%	78%	
	1C	80%	2C	97%	3C	137%	4C	78%		5S(W)	54%		
	1S	66%	2S	97%	3S	65%	4S	69%		5S(S)	63%		
	Zone 1 Total: 74%		Zone 2 Total: 92%		Zone 3 Total: 93%		Zone 4 Total: 73%			Zone 5S Total: 55%			
	Zone 1 Total: 74%		Zone 2 Total: 92%		Zone 3 Total: 93%		Zone 4 Total: 73%			Zone 5S Total: 55%			

N = North; E = East; S = South; W = West; NE = North of East; SE = South of East; SW = West of South; NW = West of North

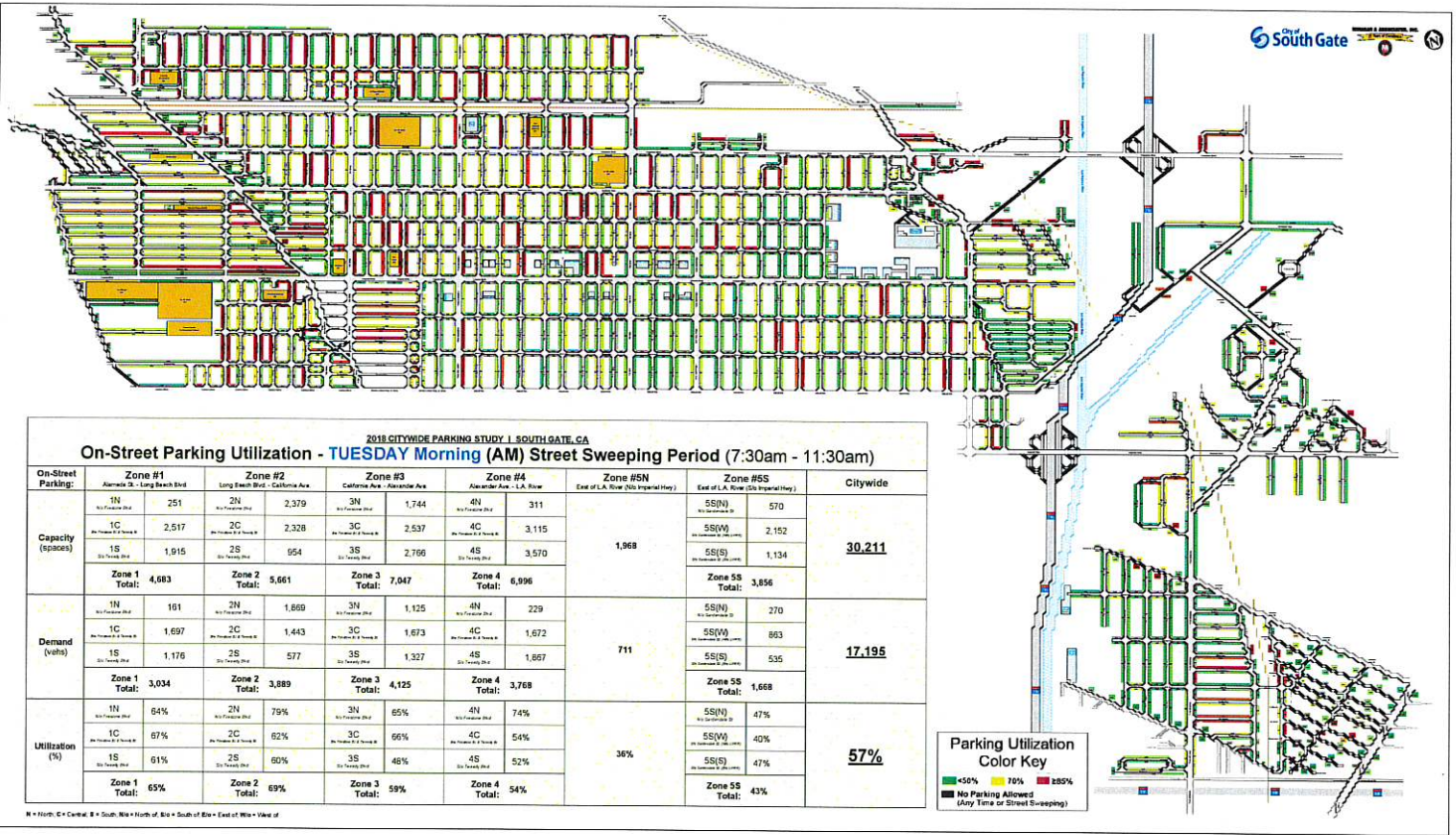


2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

On-Street Parking Utilization - MONDAY Morning (AM) Street Sweeping Period (7:30am - 11:30am)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alhambra Ave.		Zone #4 Alhambra Ave. - I-605 River		Zone #5N End of I-605 River (20th Imperial Hwy.)	Zone #5S End of I-605 River (20th Imperial Hwy.)	Citywide
Capacity (spaces)	1N No Through or Through	251	2N No Through or Through	3,475	3N No Through or Through	1,744	4N No Through or Through	311	1,477	5S(N) No Through or Through	468
	1C No Through or Through	2,517	2C No Through or Through	2,328	3C No Through or Through	2,513	4C No Through or Through	3,014		5S(W) No Through or Through	2,152
	1S No Through or Through	1,515	2S No Through or Through	954	3S No Through or Through	2,424	4S No Through or Through	2,395		5S(S) No Through or Through	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
Demand (vehs)	1N No Through or Through	161	2N No Through or Through	2,310	3N No Through or Through	1,125	4N No Through or Through	229	695	5S(N) No Through or Through	304
	1C No Through or Through	1,697	2C No Through or Through	1,443	3C No Through or Through	1,673	4C No Through or Through	1,661		5S(W) No Through or Through	863
	1S No Through or Through	1,176	2S No Through or Through	577	3S No Through or Through	1,236	4S No Through or Through	1,422		5S(S) No Through or Through	535
	Zone 1 Total:	3,034	Zone 2 Total:	4,330	Zone 3 Total:	4,034	Zone 4 Total:	3,312		Zone 5S Total:	1,702
Utilization (%)	1N No Through or Through	64%	2N No Through or Through	66%	3N No Through or Through	65%	4N No Through or Through	74%	47%	5S(N) No Through or Through	65%
	1C No Through or Through	67%	2C No Through or Through	62%	3C No Through or Through	67%	4C No Through or Through	55%		5S(W) No Through or Through	40%
	1S No Through or Through	61%	2S No Through or Through	60%	3S No Through or Through	51%	4S No Through or Through	59%		5S(S) No Through or Through	47%
	Zone 1 Total:	65%	Zone 2 Total:	64%	Zone 3 Total:	60%	Zone 4 Total:	58%		Zone 5S Total:	45%

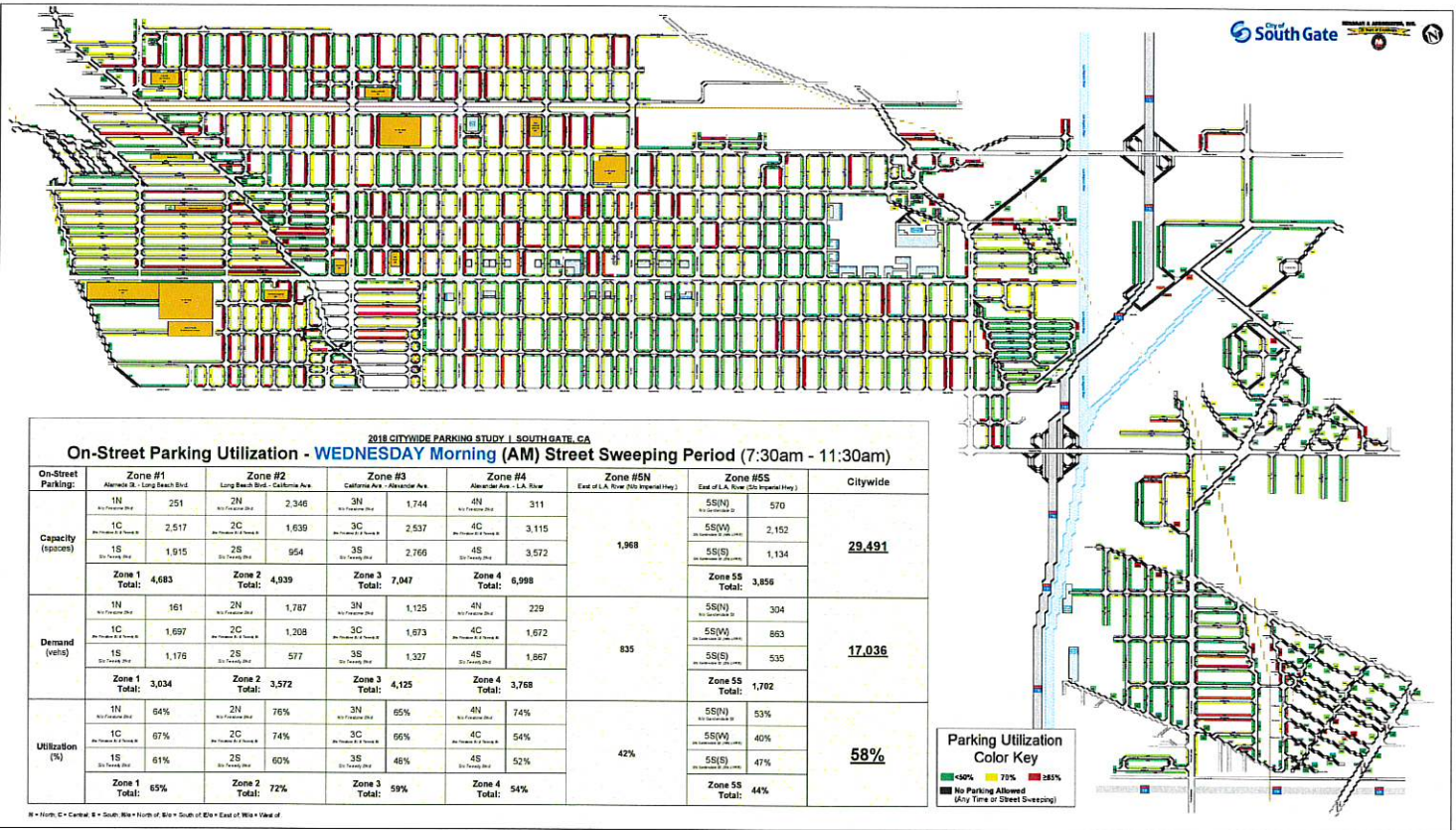
N = North, C = Central, S = South, W = North of I-605, E = South of I-605, End of I-605 = View of



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. - Maryland Ave		Zone #4 Alameda Ave. - I.A. Row		Zone #5N East of I.A. Row (Old Imperial Hwy)		Zone #5S East of I.A. Row (Old Imperial Hwy)		Citywide
Capacity (spaces)	1N No Parking Blvd	251	2N No Parking Blvd	2,379	3N No Parking Blvd	1,744	4N No Parking Blvd	311	1,968	5S(N) No Parking Blvd	570	30,211	
	1C No Parking Blvd	2,517	2C No Parking Blvd	2,328	3C No Parking Blvd	2,537	4C No Parking Blvd	3,115		5S(W) No Parking Blvd	2,152		
	1S No Parking Blvd	1,915	2S No Parking Blvd	954	3S No Parking Blvd	2,766	4S No Parking Blvd	3,570		5S(S) No Parking Blvd	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 Parking Blvd	161	2N No Parking Blvd	1,869	3N No Parking Blvd	1,125	4N No Parking Blvd	229	711	5S(N) No Parking Blvd	270	17,195	
	1C No Parking Blvd	1,697	2C No Parking Blvd	1,443	3C No Parking Blvd	1,673	4C No Parking Blvd	1,672		5S(W) No Parking Blvd	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 Blvd	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 Parking Blvd	64%	2N No Parking Blvd	79%	3N No Parking Blvd	65%	4N No Parking Blvd	74%	36%	5S(N) No Parking Blvd	47%	57%	
	1C No Parking Blvd	67%	2C No Parking Blvd	62%	3C No Parking Blvd	66%	4C No Parking Blvd	54%		5S(W) No Parking Blvd	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 Blvd	47%		
	Zone 1 Total:	65%	Zone 2 Total:	69%	Zone 3 Total:	59%	Zone 4 Total:	54%		Zone 5S Total:	43%		

N = North, C = Central, S = South, W = North of, E = South of, B = East of, W = West of

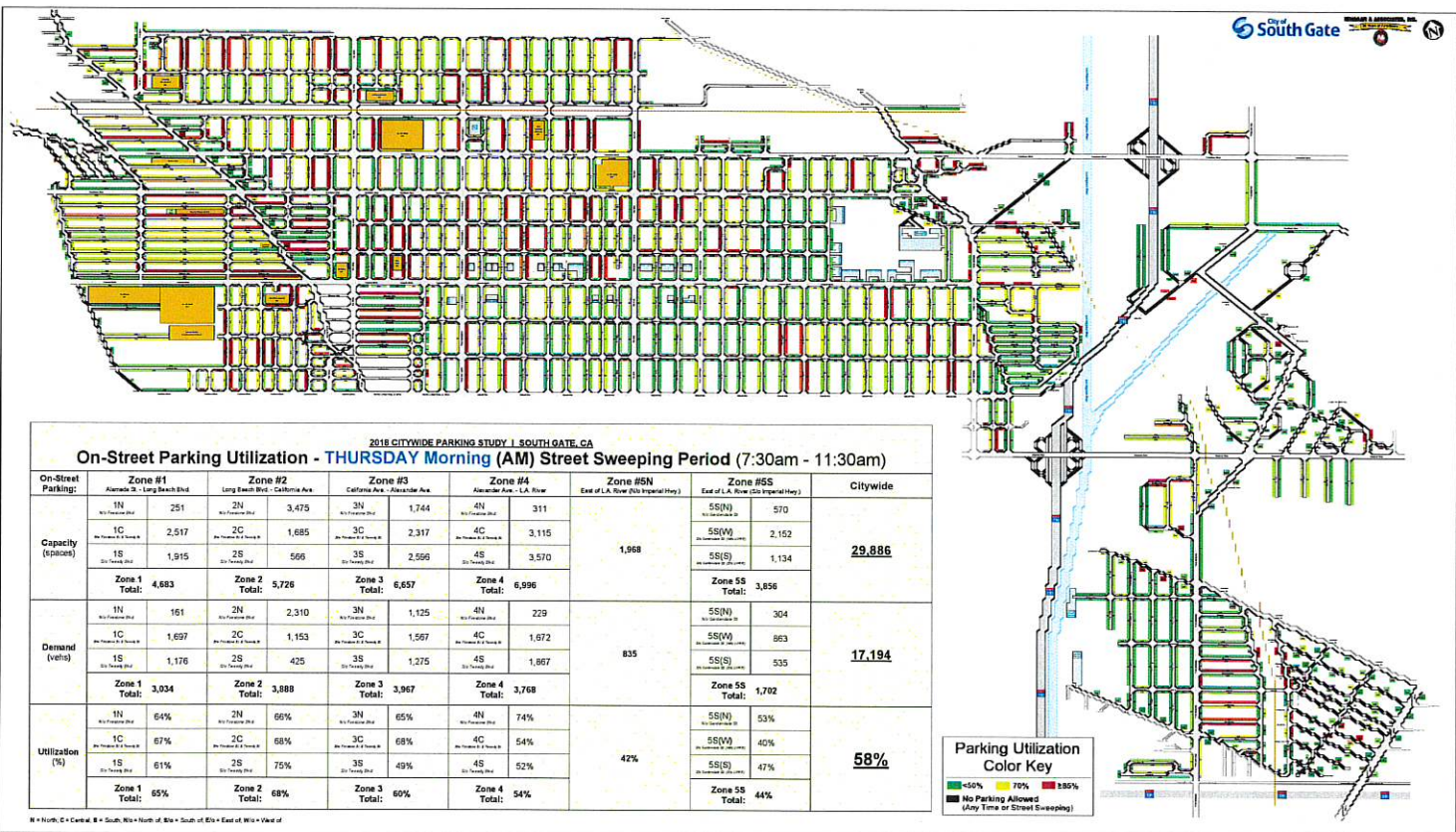


2018 CITYWIDE PARKING STUDY | SOUTH GATE, GA
On-Street Parking Utilization - WEDNESDAY Morning (AM) Street Sweeping Period (7:30am - 11:30am)

On-Street Parking:	Zone #1 Alexander St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - Catherine Ave.		Zone #3 Catherine 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 <small>1017 Frederick Blvd.</small>	2N <small>1017 Frederick Blvd.</small>	2,340	3N <small>1017 Frederick Blvd.</small>	1,744	4N <small>1017 Frederick Blvd.</small>	311	1,968	5S(N) <small>1017 Frederick Blvd.</small>	570	29,491	
	1C <small>1017 Frederick Blvd.</small>	2C <small>1017 Frederick Blvd.</small>	1,639	3C <small>1017 Frederick Blvd.</small>	2,537	4C <small>1017 Frederick Blvd.</small>	3,115		5S(W) <small>1017 Frederick Blvd.</small>	2,152		
	1S <small>1017 Frederick Blvd.</small>	2S <small>1017 Frederick Blvd.</small>	954	3S <small>1017 Frederick Blvd.</small>	2,766	4S <small>1017 Frederick Blvd.</small>	3,572		5S(S) <small>1017 Frederick Blvd.</small>	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			
	1N <small>1017 Frederick Blvd.</small>	2N <small>1017 Frederick Blvd.</small>	1,787	3N <small>1017 Frederick Blvd.</small>	1,125	4N <small>1017 Frederick Blvd.</small>	229		5S(N) <small>1017 Frederick Blvd.</small>	304		
Demand (vehs)	1C <small>1017 Frederick Blvd.</small>	2C <small>1017 Frederick Blvd.</small>	1,208	3C <small>1017 Frederick Blvd.</small>	1,673	4C <small>1017 Frederick Blvd.</small>	1,672	835	5S(W) <small>1017 Frederick Blvd.</small>	863	17,036	
	1S <small>1017 Frederick Blvd.</small>	2S <small>1017 Frederick Blvd.</small>	577	3S <small>1017 Frederick Blvd.</small>	1,327	4S <small>1017 Frederick Blvd.</small>	1,867		5S(S) <small>1017 Frederick Blvd.</small>	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			
	1N <small>1017 Frederick Blvd.</small>	2N <small>1017 Frederick Blvd.</small>	76%	3N <small>1017 Frederick Blvd.</small>	65%	4N <small>1017 Frederick Blvd.</small>	74%		5S(N) <small>1017 Frederick Blvd.</small>	53%		
	1C <small>1017 Frederick Blvd.</small>	2C <small>1017 Frederick Blvd.</small>	74%	3C <small>1017 Frederick Blvd.</small>	66%	4C <small>1017 Frederick Blvd.</small>	54%		5S(W) <small>1017 Frederick Blvd.</small>	40%		
Utilization (%)	1S <small>1017 Frederick Blvd.</small>	2S <small>1017 Frederick Blvd.</small>	60%	3S <small>1017 Frederick Blvd.</small>	48%	4S <small>1017 Frederick Blvd.</small>	52%	42%	5S(S) <small>1017 Frederick Blvd.</small>	47%	58%	
	Zone 1 Total: 65%		Zone 2 Total: 72%		Zone 3 Total: 59%		Zone 4 Total: 54%		Zone 5S Total: 44%			

Parking Utilization Color Key
 0-30% 31-60% 61-70% 71-80% 81-90%
 No Parking Allowed (Any Time of Street Sweeping)

N = North, C = Central, S = South, W = West, E = East, SE = Southeast, SW = Southwest, NE = Northeast, NW = Northwest

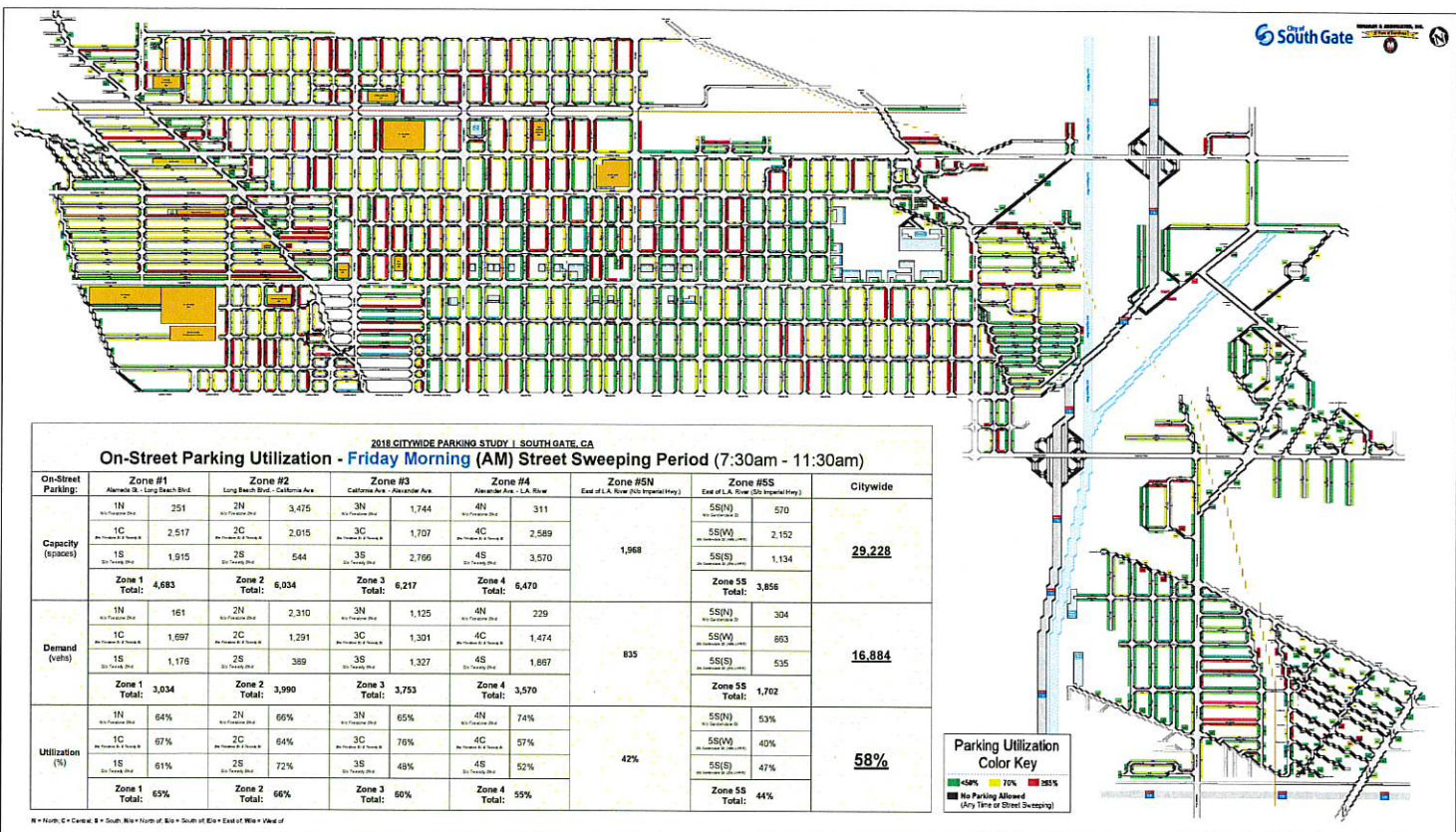


2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

On-Street Parking Utilization - THURSDAY Morning (AM) Street Sweeping Period (7:30am - 11:30am)

On-Street Parking:	Zone #1 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 (21st Imperial Hwy.)	Zone #5S East of L.A. River (5th Imperial Hwy.)	Citywide
Capacity (spaces)	1N No. Tractor & P. Storage St.	2N No. Tractor & P. Storage St.	3N No. Tractor & P. Storage St.	4N No. Tractor & P. Storage St.	5S(N) No. Tractor & P. Storage St.	570	1,968	5S(W) No. Tractor & P. Storage St.	2,152	29,886	
	1C No. Tractor & P. Storage St.	2C No. Tractor & P. Storage St.	3C No. Tractor & P. Storage St.	4C No. Tractor & P. Storage St.	5S(S) No. Tractor & P. Storage St.	1,134					
	1S No. Tractor & P. Storage St.	2S No. Tractor & P. Storage St.	3S No. Tractor & P. Storage St.	4S No. Tractor & P. Storage St.	Zone 5S Total:	3,856					
	Zone 1 Total:	4,683	Zone 2 Total:	5,726	Zone 3 Total:	6,657		Zone 4 Total:	6,996		
	Zone 1 Total:	4,683	Zone 2 Total:	5,726	Zone 3 Total:	6,657		Zone 4 Total:	6,996		Zone 5S Total:
Demand (veh)	1N No. Tractor & P. Storage St.	2N No. Tractor & P. Storage St.	3N No. Tractor & P. Storage St.	4N No. Tractor & P. Storage St.	5S(N) No. Tractor & P. Storage St.	304	835	5S(W) No. Tractor & P. Storage St.	863	17,194	
	1C No. Tractor & P. Storage St.	2C No. Tractor & P. Storage St.	3C No. Tractor & P. Storage St.	4C No. Tractor & P. Storage St.	5S(S) No. Tractor & P. Storage St.	535					
	1S No. Tractor & P. Storage St.	2S No. Tractor & P. Storage St.	3S No. Tractor & P. Storage St.	4S No. Tractor & P. Storage St.	Zone 5S Total:	1,702					
	Zone 1 Total:	3,034	Zone 2 Total:	3,888	Zone 3 Total:	3,967		Zone 4 Total:	3,768		
	Zone 1 Total:	3,034	Zone 2 Total:	3,888	Zone 3 Total:	3,967		Zone 4 Total:	3,768		Zone 5S Total:
Utilization (%)	1N No. Tractor & P. Storage St.	2N No. Tractor & P. Storage St.	3N No. Tractor & P. Storage St.	4N No. Tractor & P. Storage St.	5S(N) No. Tractor & P. Storage St.	53%	42%	5S(W) No. Tractor & P. Storage St.	40%	58%	
	1C No. Tractor & P. Storage St.	2C No. Tractor & P. Storage St.	3C No. Tractor & P. Storage St.	4C No. Tractor & P. Storage St.	5S(S) No. Tractor & P. Storage St.	47%					
	1S No. Tractor & P. Storage St.	2S No. Tractor & P. Storage St.	3S No. Tractor & P. Storage St.	4S No. Tractor & P. Storage St.	Zone 5S Total:	44%					
	Zone 1 Total:	65%	Zone 2 Total:	68%	Zone 3 Total:	60%		Zone 4 Total:	54%		
	Zone 1 Total:	65%	Zone 2 Total:	68%	Zone 3 Total:	60%		Zone 4 Total:	54%		Zone 5S Total:

N = North, C = Central, S = South, W = West, E = East, View of



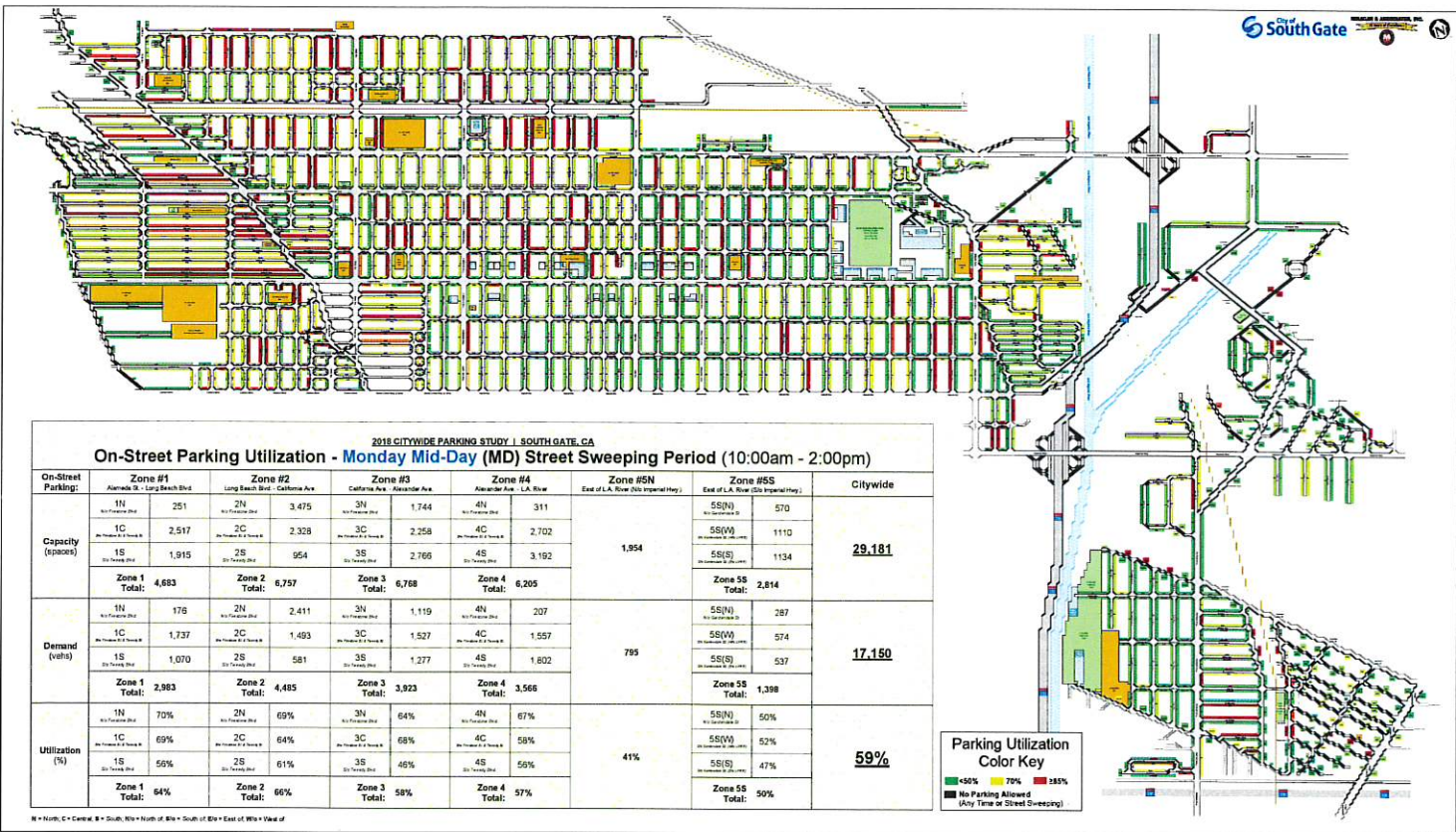
2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA
On-Street Parking Utilization - Friday Morning (AM) Street Sweeping Period (7:30am - 11:30am)

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 (21st Imperial Hwy.)	Zone #5S East of L.A. River (5th Imperial Hwy.)	Citywide
Capacity (spaces)	1N No Through Pkgs. B	2N No Through Pkgs. B	3N No Through Pkgs. B	4N No Through Pkgs. B	1,968	5S(N) No Through Pkgs. B	29,228
	1C No Through Pkgs. B	2C No Through Pkgs. B	3C No Through Pkgs. B	4C No Through Pkgs. B		5S(W) No Through Pkgs. B	
	1S No Through Pkgs. B	2S No Through Pkgs. B	3S No Through Pkgs. B	4S No Through Pkgs. B		5S(S) No Through Pkgs. B	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	1N No Through Pkgs. B	2N No Through Pkgs. B	3N No Through Pkgs. B	4N No Through Pkgs. B		5S(N) No Through Pkgs. B	
Demand (vehicles)	1C No Through Pkgs. B	2C No Through Pkgs. B	3C No Through Pkgs. B	4C No Through Pkgs. B	835	5S(W) No Through Pkgs. B	16,884
	1S No Through Pkgs. B	2S No Through Pkgs. B	3S No Through Pkgs. B	4S No Through Pkgs. B		5S(S) No Through Pkgs. B	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	1N No Through Pkgs. B	2N No Through Pkgs. B	3N No Through Pkgs. B	4N No Through Pkgs. B		5S(N) No Through Pkgs. B	
	1C No Through Pkgs. B	2C No Through Pkgs. B	3C No Through Pkgs. B	4C No Through Pkgs. B		5S(W) No Through Pkgs. B	
Utilization (%)	1S No Through Pkgs. B	2S No Through Pkgs. B	3S No Through Pkgs. B	4S No Through Pkgs. B	42%	5S(S) No Through Pkgs. B	58%
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	1N No Through Pkgs. B	2N No Through Pkgs. B	3N No Through Pkgs. B	4N No Through Pkgs. B		5S(N) No Through Pkgs. B	
	1C No Through Pkgs. B	2C No Through Pkgs. B	3C No Through Pkgs. B	4C No Through Pkgs. B		5S(W) No Through Pkgs. B	
	1S No Through Pkgs. B	2S No Through Pkgs. B	3S No Through Pkgs. B	4S No Through Pkgs. B		5S(S) No Through Pkgs. B	

Parking Utilization Color Key

- 45% (Green)
- 70% (Yellow)
- 95% (Red)
- No Parking Allowed (Any Time of Street Sweeping) (Black)

N = North, E = East, S = South, W = West, NE = North of, SE = South of, E of, W of



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

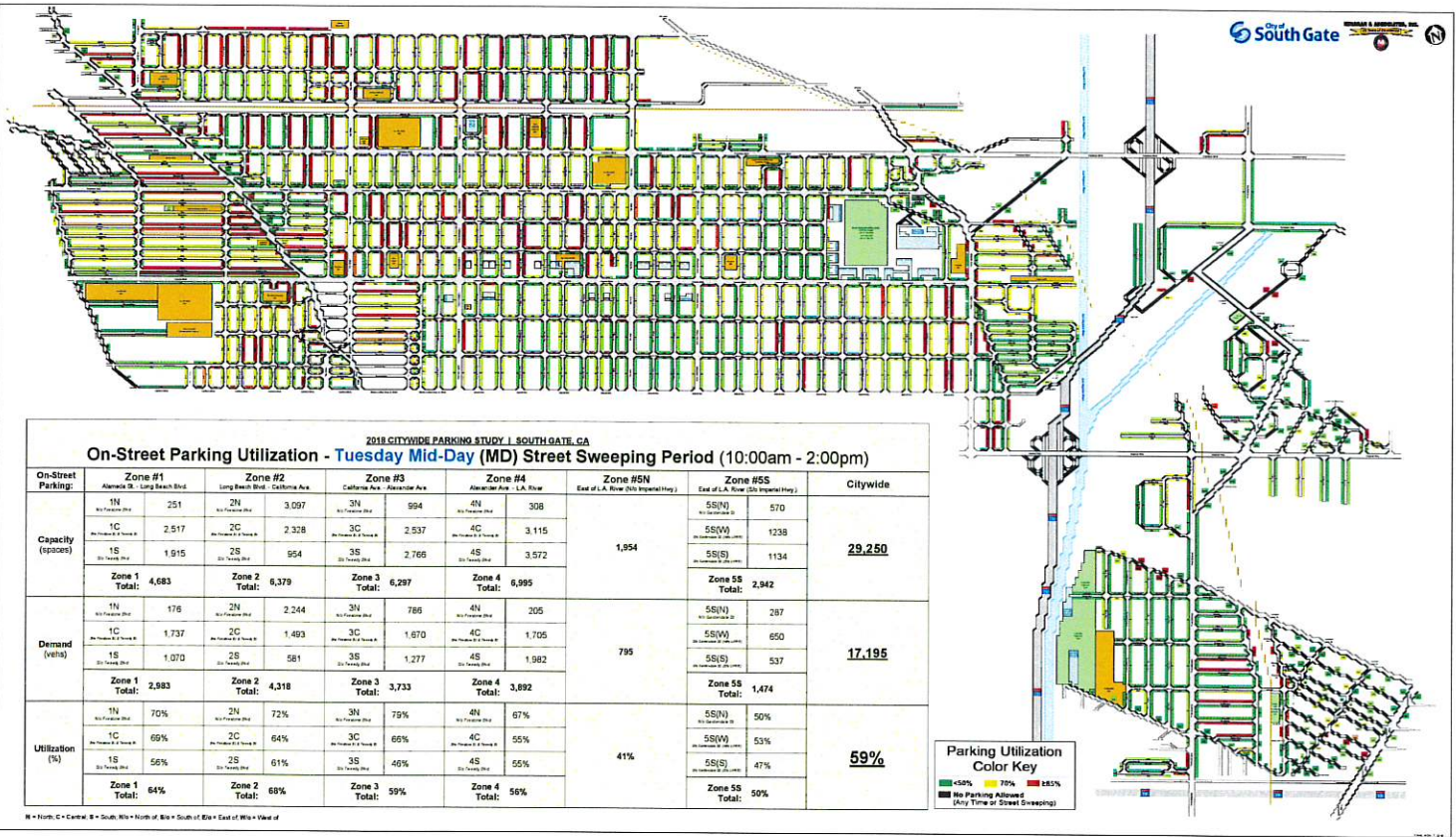
On-Street Parking Utilization - Monday Mid-Day (MD) Street Sweeping Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd		Zone #2 Long Beach Blvd - California Ave		Zone #3 California Ave - 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	251	2N No Through Traffic	3,475	3N No Through Traffic	1,744	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	2,258	4C No Through Traffic	2,702		5S(W) No Through Traffic	1,110
	1S No Through Traffic	1,915	2S No Through Traffic	954	3S No Through Traffic	2,766	4S No Through Traffic	3,192		5S(S) No Through Traffic	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 (veh)	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	1,493	3C No Through Traffic	1,527	4C No Through Traffic	1,557		5S(W) No Through Traffic	574
	1S No Through Traffic	1,070	2S No Through Traffic	581	3S No Through Traffic	1,277	4S No Through Traffic	1,802		5S(S) No Through Traffic	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 No Through Traffic	70%	2N No Through Traffic	69%	3N No Through Traffic	64%	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	68%	4C No Through Traffic	58%		5S(W) No Through Traffic	52%
	1S No Through Traffic	56%	2S No Through Traffic	61%	3S No Through Traffic	46%	4S No Through Traffic	56%		5S(S) No Through Traffic	47%
	Zone 1 Total:	64%	Zone 2 Total:	66%	Zone 3 Total:	58%	Zone 4 Total:	57%		Zone 5S Total:	50%

Parking Utilization Color Key

- <=50%
- 51-70%
- 71-85%
- >85%
- No Parking Allowed (Any Time of Street Sweeping)

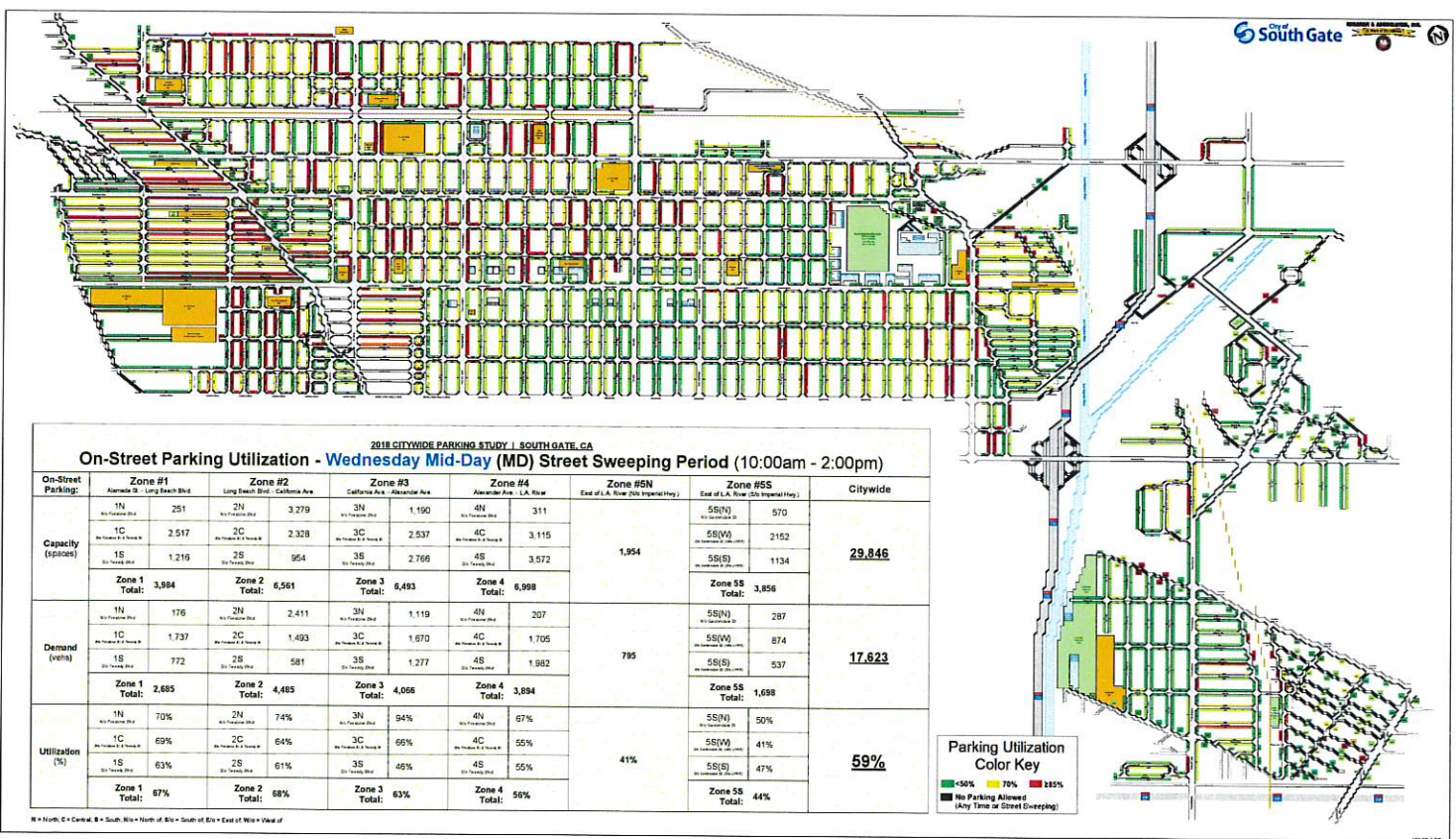
N = North, C = Central, S = South, NW = North of, SW = South of, NE = East of, SE = East of



2018 CITYWIDE PARKING STUDY | SOUTH GATE, GA
On-Street Parking Utilization - Tuesday Mid-Day (MD) Street Sweeping Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1		Zone #2		Zone #3		Zone #4		Zone #5N	Zone #5S	Citywide
	Alameda St. - Long Beach Blvd.	Long Beach Blvd. - Oakdale Ave.	California Ave. - Alameda Ave.	Alameda Ave. - I-96 Blvd.	East of I-96 Blvd. (200' beyond Hwy.)	East of I-96 Blvd. (200' beyond Hwy.)	East of I-96 Blvd. (200' beyond Hwy.)	East of I-96 Blvd. (200' beyond Hwy.)	East of I-96 Blvd. (200' beyond Hwy.)	East of I-96 Blvd. (200' beyond Hwy.)	
Capacity (spaces)	1N No Through Traffic	251	2N No Through Traffic	3,097	3N No Through Traffic	994	4N No Through Traffic	308	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	1,238
	1S No Through Traffic	1,915	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:	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 Through Traffic	176	2N No Through Traffic	2,344	3N No Through Traffic	786	4N No Through Traffic	205	795	5S(N) No Through Traffic	287
	1C No Through Traffic	1,737	2C No Through Traffic	1,493	3C No Through Traffic	1,670	4C No Through Traffic	1,705		5S(W) No Through Traffic	650
	1S No Through Traffic	1,070	2S No Through Traffic	581	3S No Through Traffic	1,277	4S No Through Traffic	1,982		5S(S) No Through Traffic	537
	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 Through Traffic	70%	2N No Through Traffic	72%	3N No Through Traffic	79%	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	53%
	1S No Through Traffic	56%	2S No Through Traffic	61%	3S No Through Traffic	46%	4S No Through Traffic	55%		5S(S) No Through Traffic	47%
	Zone 1 Total:	64%	Zone 2 Total:	68%	Zone 3 Total:	59%	Zone 4 Total:	56%		Zone 5S Total:	50%

N = North, C = Central, S = South, W = North of Blvd, S = South of Blvd, E = East of Blvd = View of

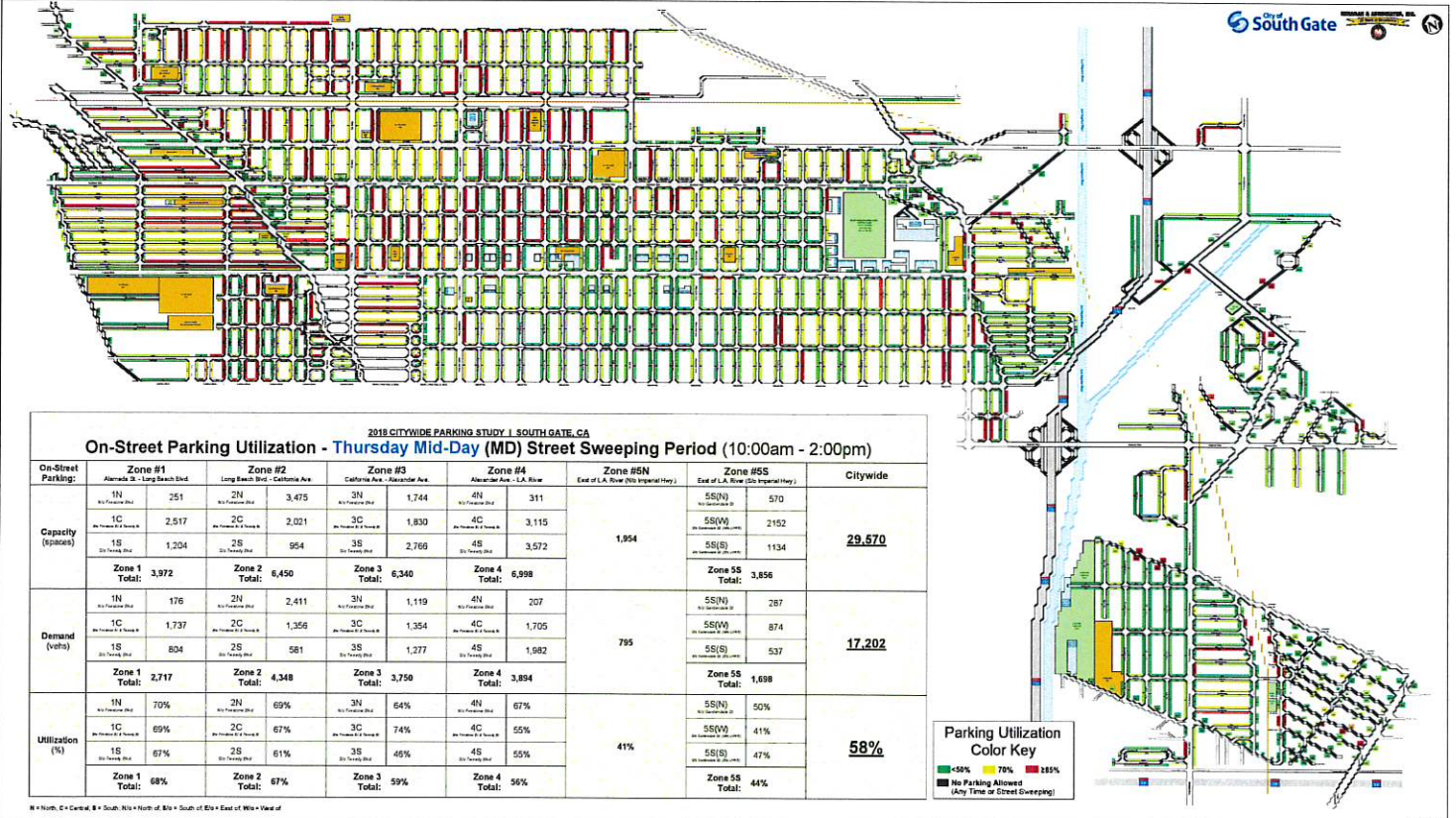


2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA
On-Street Parking Utilization - Wednesday Mid-Day (MD) Street Sweeping Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.	Zone #2 Long Beach Blvd. - California Ave.	Zone #3 California Ave. - Alessandro Ave.	Zone #4 Alessandro Ave. - I.A. Row	Zone #5N East of I.A. Row (Sts. Impassable/1-Way)	Zone #5S East of I.A. Row (Sts. Impassable/1-Way)	Citywide
Capacity (spaces)	1N St. Francisco Blvd.	2N St. Francis Blvd.	3N St. Francisco Blvd.	4N St. Francisco Blvd.	1,954	5S(N) St. Francisco Blvd.	29,846
	1C St. Francis & I. Row St.	2C St. Francis & I. Row St.	3C St. Francis & I. Row St.	4C St. Francis & I. Row St.		5S(W) St. Francis & I. Row St.	
	1S St. Francis Blvd.	2S St. Francis Blvd.	3S St. Francis Blvd.	4S St. Francis Blvd.		5S(S) St. Francis Blvd.	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	1N St. Francis Blvd.	2N St. Francis Blvd.	3N St. Francis Blvd.	4N St. Francis Blvd.		5S(N) St. Francis Blvd.	
Demand (veh/s)	1C St. Francis & I. Row St.	2C St. Francis & I. Row St.	3C St. Francis & I. Row St.	4C St. Francis & I. Row St.	795	5S(W) St. Francis & I. Row St.	17,623
	1S St. Francis Blvd.	2S St. Francis Blvd.	3S St. Francis Blvd.	4S St. Francis Blvd.		5S(S) St. Francis Blvd.	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	1N St. Francis Blvd.	2N St. Francis Blvd.	3N St. Francis Blvd.	4N St. Francis Blvd.		5S(N) St. Francis Blvd.	
	1C St. Francis & I. Row St.	2C St. Francis & I. Row St.	3C St. Francis & I. Row St.	4C St. Francis & I. Row St.		5S(W) St. Francis & I. Row St.	
Utilization (%)	1S St. Francis Blvd.	2S St. Francis Blvd.	3S St. Francis Blvd.	4S St. Francis Blvd.	41%	5S(S) St. Francis Blvd.	59%
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	1N St. Francis Blvd.	2N St. Francis Blvd.	3N St. Francis Blvd.	4N St. Francis Blvd.		5S(N) St. Francis Blvd.	
	1C St. Francis & I. Row St.	2C St. Francis & I. Row St.	3C St. Francis & I. Row St.	4C St. Francis & I. Row St.		5S(W) St. Francis & I. Row St.	
	1S St. Francis Blvd.	2S St. Francis Blvd.	3S St. Francis Blvd.	4S St. Francis Blvd.		5S(S) St. Francis Blvd.	

Parking Utilization Color Key
 <50% 70% 88%
 No Parking Allowed (Any Time or Street Sweeping)

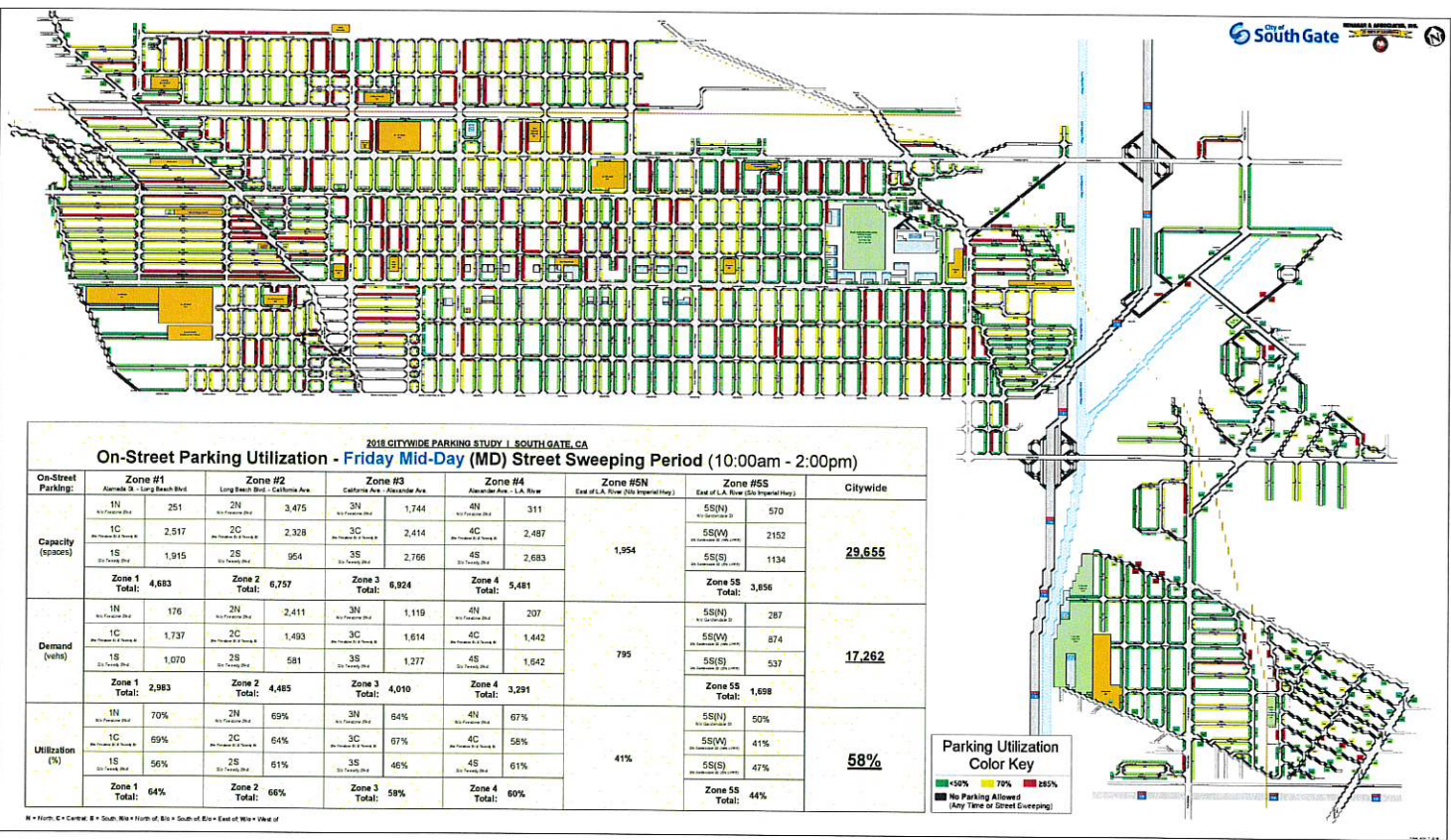
N = North, C = Central, S = South, N/S = North of, S/S = South of, E/W = East of, W/W = West of



2018 CITYWIDE PARKING STUDY I SOUTH GATE, CA
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 (5th Imperial Hwy.)	Citywide	
Capacity (spaces)	1N No Through Pkgs Allowed	2N No Through Pkgs Allowed	3N No Through Pkgs Allowed	4N No Through Pkgs Allowed	1,954	5S(N) No Through Pkgs Allowed	29,570	
	251	3,475	1,744	311		570		
	1C No Through Pkgs Allowed	2C No Through Pkgs Allowed	3C No Through Pkgs Allowed	4C No Through Pkgs Allowed		3,115		2,152
	1S No Through Pkgs Allowed	2S No Through Pkgs Allowed	3S No Through Pkgs Allowed	4S No Through Pkgs Allowed		3,572		1,134
	Zone 1 Total: 3,972	Zone 2 Total: 6,450	Zone 3 Total: 6,340	Zone 4 Total: 5,998		Zone 5S Total: 3,856		
Demand (veh)	1N No Through Pkgs Allowed	2N No Through Pkgs Allowed	3N No Through Pkgs Allowed	4N No Through Pkgs Allowed	795	5S(N) No Through Pkgs Allowed	17,202	
	176	2,411	1,119	207		287		
	1C No Through Pkgs Allowed	2C No Through Pkgs Allowed	3C No Through Pkgs Allowed	4C No Through Pkgs Allowed		1,705		874
	1S No Through Pkgs Allowed	2S No Through Pkgs Allowed	3S No Through Pkgs Allowed	4S No Through Pkgs Allowed		1,982		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 No Through Pkgs Allowed	2N No Through Pkgs Allowed	3N No Through Pkgs Allowed	4N No Through Pkgs Allowed	41%	5S(N) No Through Pkgs Allowed	58%	
	70%	69%	64%	67%		50%		
	1C No Through Pkgs Allowed	2C No Through Pkgs Allowed	3C No Through Pkgs Allowed	4C No Through Pkgs Allowed		55%		41%
	1S No Through Pkgs Allowed	2S No Through Pkgs Allowed	3S No Through Pkgs Allowed	4S No Through Pkgs Allowed		55%		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, N/S = North of, S/S = South of, E/W = East of, W/W = West of



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

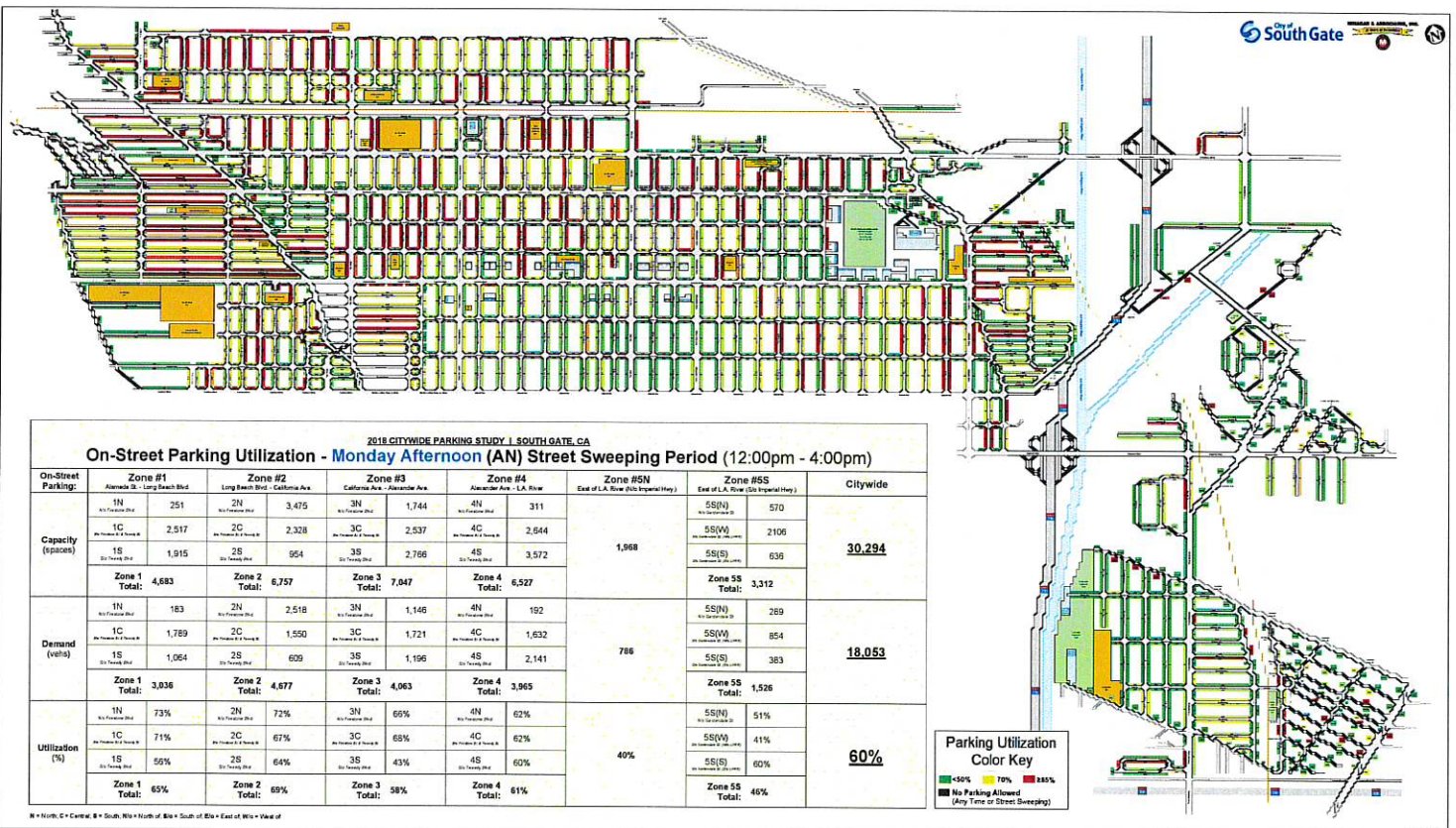
On-Street Parking Utilization - Friday Mid-Day (MD) Street Sweeping Period (10:00am - 2:00pm)

On-Street Parking:	Zone #1 Alameda St. - Long Beach Blvd.		Zone #2 Long Beach Blvd. - California Ave.		Zone #3 California Ave. - Alhambra Ave.		Zone #4 Alhambra Ave. - I. St. River		Zone #5N East of I. St. River (Old Imperial Hwy.)		Zone #5S East of I. St. River (Old Imperial Hwy.)		Citywide
Capacity (spaces)	1N	251	2N	3,475	3N	1,744	4N	311	1,954	5S(N)	570	29,655	
	1C	2,517	2C	2,328	3C	2,414	4C	2,487		5S(W)	2152		
	1S	1,915	2S	954	3S	2,766	4S	2,683		5S(S)	1134		
	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 (vehs)	1N	176	2N	2,411	3N	1,119	4N	207	795	5S(N)	287	17,262	
	1C	1,737	2C	1,493	3C	1,614	4C	1,442		5S(W)	874		
	1S	1,070	2S	581	3S	1,277	4S	1,642		5S(S)	537		
	Zone 1 Total:	2,983	Zone 2 Total:	4,485	Zone 3 Total:	4,010	Zone 4 Total:	3,291		Zone 5S Total:	1,698		
Utilization (%)	1N	70%	2N	69%	3N	64%	4N	67%	41%	5S(N)	50%	58%	
	1C	69%	2C	64%	3C	67%	4C	58%		5S(W)	41%		
	1S	56%	2S	61%	3S	46%	4S	61%		5S(S)	47%		
	Zone 1 Total:	64%	Zone 2 Total:	66%	Zone 3 Total:	59%	Zone 4 Total:	60%		Zone 5S Total:	44%		

Parking Utilization Color Key

- $\le 50\%$
- 70%
- 85%
- No Parking Allowed (Any Time of Street Sweeping)

N = North, C = Central, E = East, W = West, S = South, NE = North of, SE = South of, SW = West of, NW = North West of



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

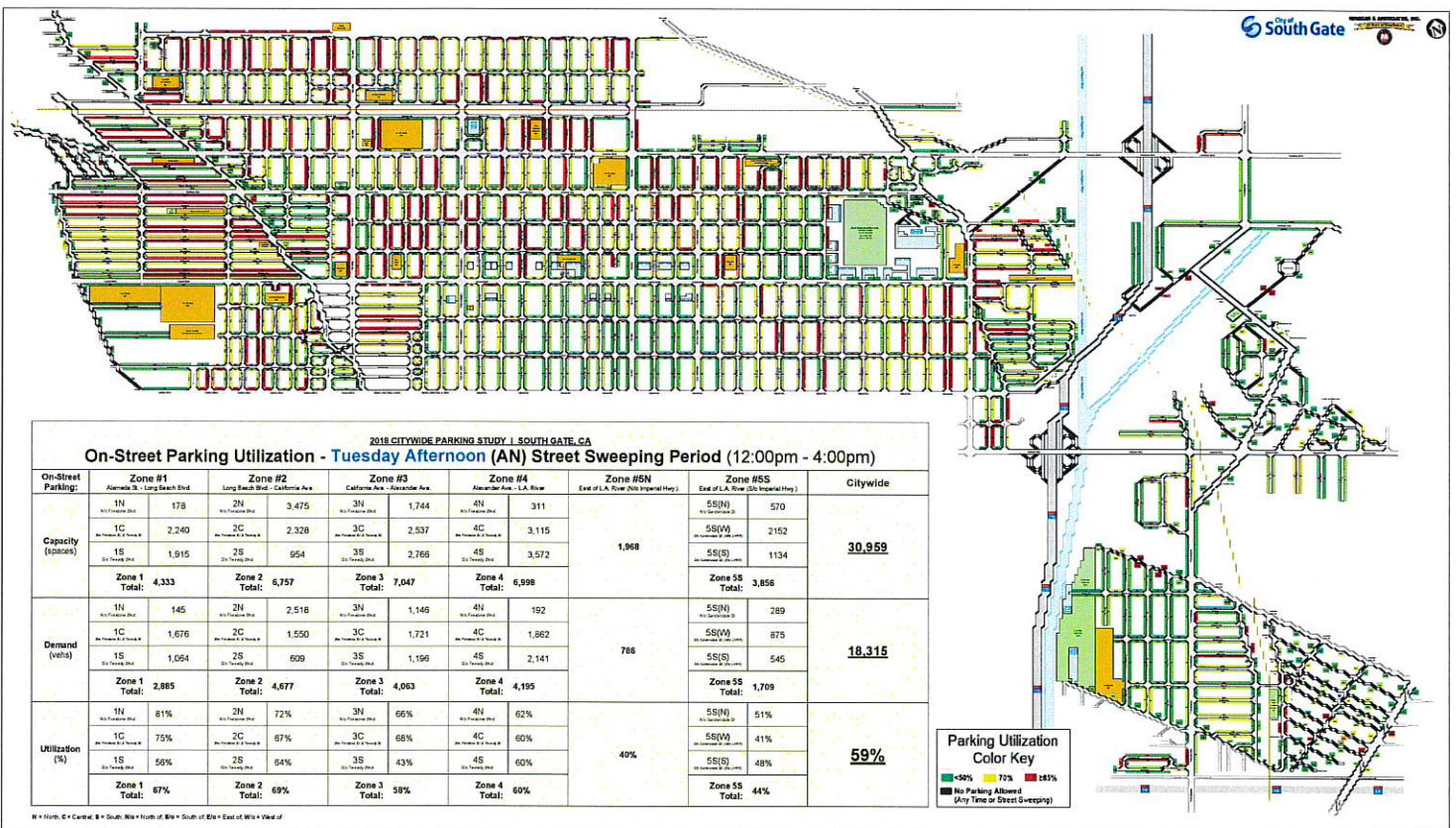
On-Street Parking Utilization - Monday Afternoon (AN) Street Sweeping Period (12:00pm - 4:00pm)

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. 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 No Through & Through Dr	251	2N No Through & Through Dr	3,475	3N No Through & Through Dr	1,744	4N No Through & Through Dr	311	1,968	5S(N) No Through & Through Dr	570	30,294
	1C No Through & Through Dr	2,517	2C No Through & Through Dr	2,328	3C No Through & Through Dr	2,537	4C No Through & Through Dr	2,544		5S(W) No Through & Through Dr	2,106	
	1S No Through & Through Dr	1,915	2S No Through & Through Dr	954	3S No Through & Through Dr	2,766	4S No Through & Through Dr	3,572		5S(S) No Through & Through Dr	636	
	Zone 1 Total:	4,683	Zone 2 Total:	6,757	Zone 3 Total:	7,047	Zone 4 Total:	5,527		Zone 5S Total:	3,312	
Demand (veh/h)	1N No Through & Through Dr	183	2N No Through & Through Dr	2,516	3N No Through & Through Dr	1,145	4N No Through & Through Dr	192	786	5S(N) No Through & Through Dr	289	18,053
	1C No Through & Through Dr	1,789	2C No Through & Through Dr	1,550	3C No Through & Through Dr	1,721	4C No Through & Through Dr	1,632		5S(W) No Through & Through Dr	854	
	1S No Through & Through Dr	1,064	2S No Through & Through Dr	609	3S No Through & Through Dr	1,196	4S No Through & Through Dr	2,141		5S(S) No Through & Through Dr	383	
	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	
Utilization (%)	1N No Through & Through Dr	73%	2N No Through & Through Dr	72%	3N No Through & Through Dr	66%	4N No Through & Through Dr	62%	40%	5S(N) No Through & Through Dr	51%	60%
	1C No Through & Through Dr	71%	2C No Through & Through Dr	67%	3C No Through & Through Dr	68%	4C No Through & Through Dr	62%		5S(W) No Through & Through Dr	41%	
	1S No Through & Through Dr	55%	2S No Through & Through Dr	64%	3S No Through & Through Dr	43%	4S No Through & Through Dr	60%		5S(S) No Through & Through Dr	60%	
	Zone 1 Total:	65%	Zone 2 Total:	69%	Zone 3 Total:	58%	Zone 4 Total:	61%		Zone 5S Total:	46%	

Parking Utilization Color Key

- <50%
- 50-70%
- 70-85%
- 85%+
- No Parking Allowed (Any Time or Street Sweeping)

N = North, C = Central, S = South, W = North of Block, E = East of Block, View of



2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

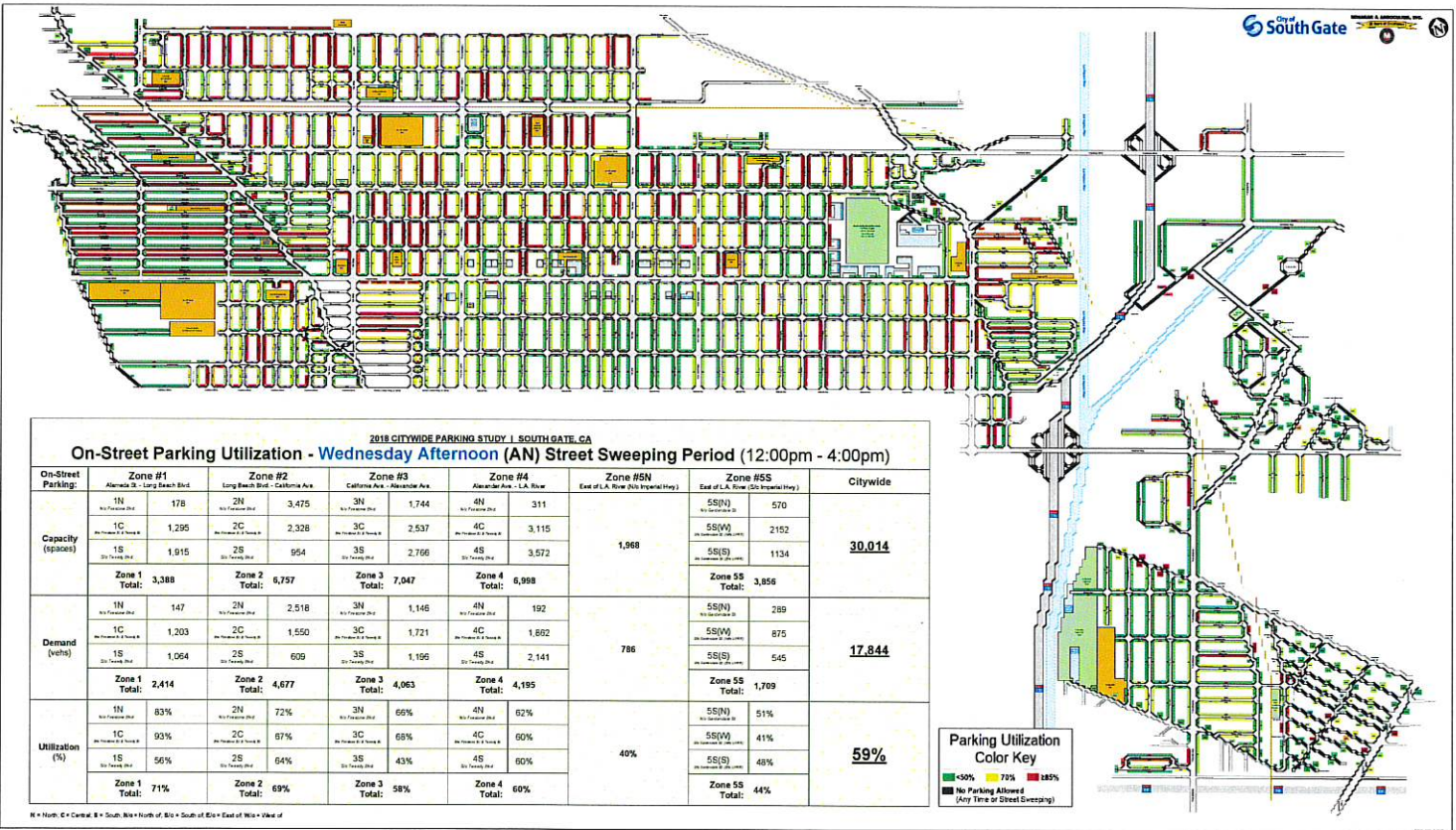
On-Street Parking Utilization - Tuesday Afternoon (AN) Street Sweeping Period (12:00pm - 4:00pm)

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 (200 Imperial Hwy)		Zone #5S East of L.A. River (500 Imperial Hwy)		Citywide
Capacity (spaces)	1N No Through P.T. Trucks	178	2N No Through P.T. Trucks	3,475	3N No Through P.T. Trucks	1,744	4N No Through P.T. Trucks	311	1,968	5S(N) No Through P.T. Trucks	570	30,959	
	1C No Through P.T. Trucks	2,240	2C No Through P.T. Trucks	2,328	3C No Through P.T. Trucks	2,537	4C No Through P.T. Trucks	3,115		5S(W) No Through P.T. Trucks	2,152		
	1S No Through P.T. Trucks	1,915	2S No Through P.T. Trucks	954	3S No Through P.T. Trucks	2,766	4S No Through P.T. Trucks	3,572		5S(S) No Through P.T. Trucks	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 (vehicles)	1N No Through P.T. Trucks	145	2N No Through P.T. Trucks	2,518	3N No Through P.T. Trucks	1,145	4N No Through P.T. Trucks	192	786	5S(N) No Through P.T. Trucks	289	18,315	
	1C No Through P.T. Trucks	1,676	2C No Through P.T. Trucks	1,550	3C No Through P.T. Trucks	1,721	4C No Through P.T. Trucks	1,862		5S(W) No Through P.T. Trucks	875		
	1S No Through P.T. Trucks	1,054	2S No Through P.T. Trucks	609	3S No Through P.T. Trucks	1,199	4S No Through P.T. Trucks	2,141		5S(S) No Through P.T. Trucks	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 Through P.T. Trucks	81%	2N No Through P.T. Trucks	72%	3N No Through P.T. Trucks	66%	4N No Through P.T. Trucks	62%	49%	5S(N) No Through P.T. Trucks	51%	59%	
	1C No Through P.T. Trucks	75%	2C No Through P.T. Trucks	67%	3C No Through P.T. Trucks	68%	4C No Through P.T. Trucks	60%		5S(W) No Through P.T. Trucks	41%		
	1S No Through P.T. Trucks	56%	2S No Through P.T. Trucks	64%	3S No Through P.T. Trucks	43%	4S No Through P.T. Trucks	60%		5S(S) No Through P.T. Trucks	48%		
	Zone 1 Total:	67%	Zone 2 Total:	69%	Zone 3 Total:	59%	Zone 4 Total:	60%		Zone 5S Total:	44%		

Parking Utilization Color Key

- Green: <50%
- Yellow: 50-70%
- Red: 70-85%
- Black: No Parking Allowed (Any Time or Street Sweeping)

N = North; E = East; S = South; W = West; NE = North of E/W; SE = South of E/W; E of W = East of W/W of

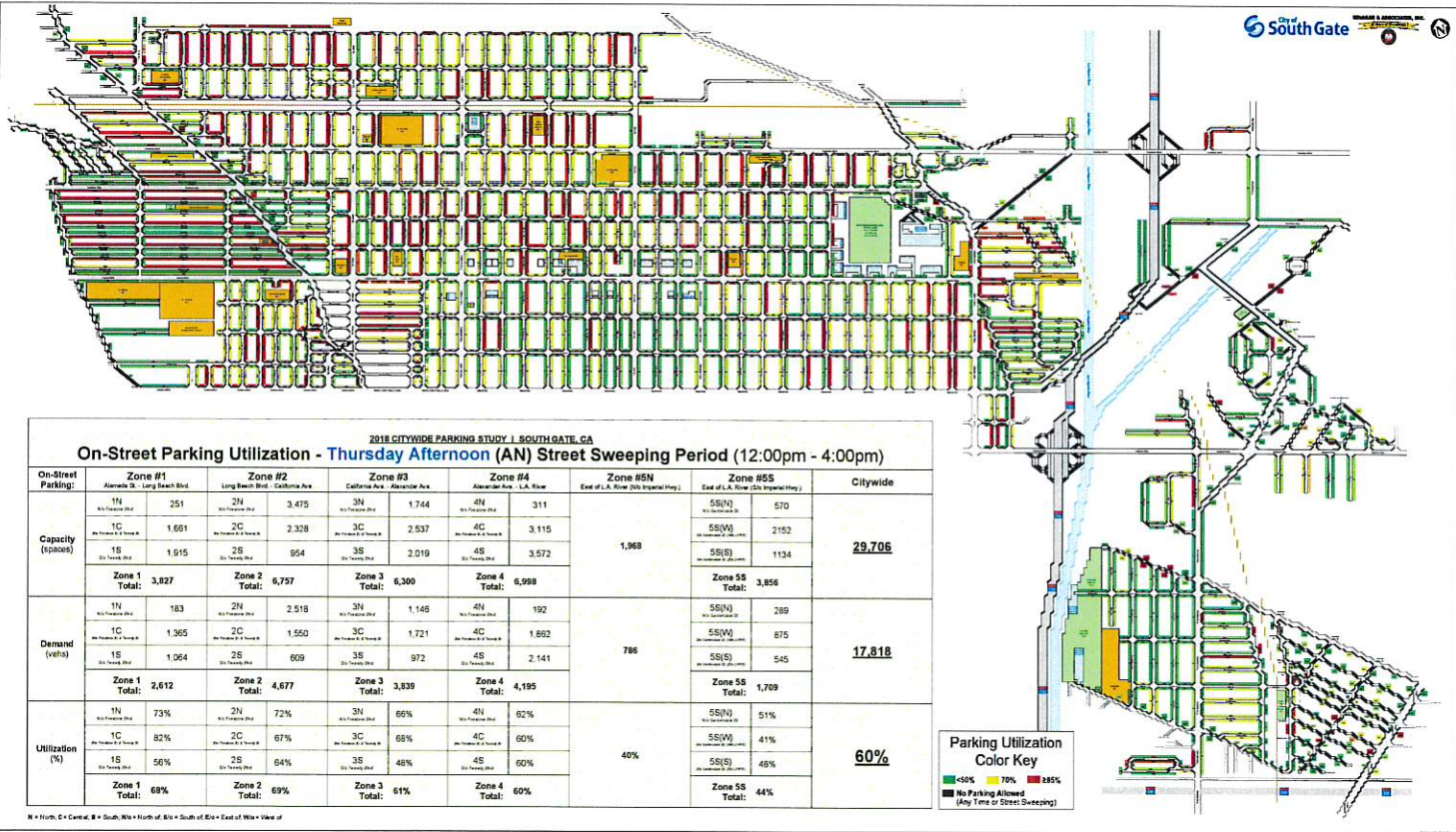


2018 CITYWIDE PARKING STUDY | SOUTH GATE, CA

On-Street Parking Utilization - Wednesday Afternoon (AN) Street Sweeping Period (12:00pm - 4:00pm)

On-Street Parking:	Zone #1 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 No Parking Blvd.	2N No Parking Blvd.	3N No Parking Blvd.	4N No Parking Blvd.	1,968	5S(N) No Parking Blvd.	30,014
	1C No Parking Blvd.	2C No Parking Blvd.	3C No Parking Blvd.	4C No Parking Blvd.		5S(W) No Parking Blvd.	
	1S No Parking Blvd.	2S No Parking Blvd.	3S No Parking Blvd.	4S No Parking Blvd.		5S(S) No Parking Blvd.	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
Demand (veh)	1N No Parking Blvd.	2N No Parking Blvd.	3N No Parking Blvd.	4N No Parking Blvd.	786	5S(N) No Parking Blvd.	17,844
	1C No Parking Blvd.	2C No Parking Blvd.	3C No Parking Blvd.	4C No Parking Blvd.		5S(W) No Parking Blvd.	
	1S No Parking Blvd.	2S No Parking Blvd.	3S No Parking Blvd.	4S No Parking Blvd.		5S(S) No Parking Blvd.	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
Utilization (%)	1N No Parking Blvd.	2N No Parking Blvd.	3N No Parking Blvd.	4N No Parking Blvd.	40%	5S(N) No Parking Blvd.	59%
	1C No Parking Blvd.	2C No Parking Blvd.	3C No Parking Blvd.	4C No Parking Blvd.		5S(W) No Parking Blvd.	
	1S No Parking Blvd.	2S No Parking Blvd.	3S No Parking Blvd.	4S No Parking Blvd.		5S(S) No Parking Blvd.	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	
	Zone 1 Total:	Zone 2 Total:	Zone 3 Total:	Zone 4 Total:		Zone 5S Total:	

N = North, C = Central, S = South, N/S = North of, S/S = South of, E/S = East of, W/S = West of

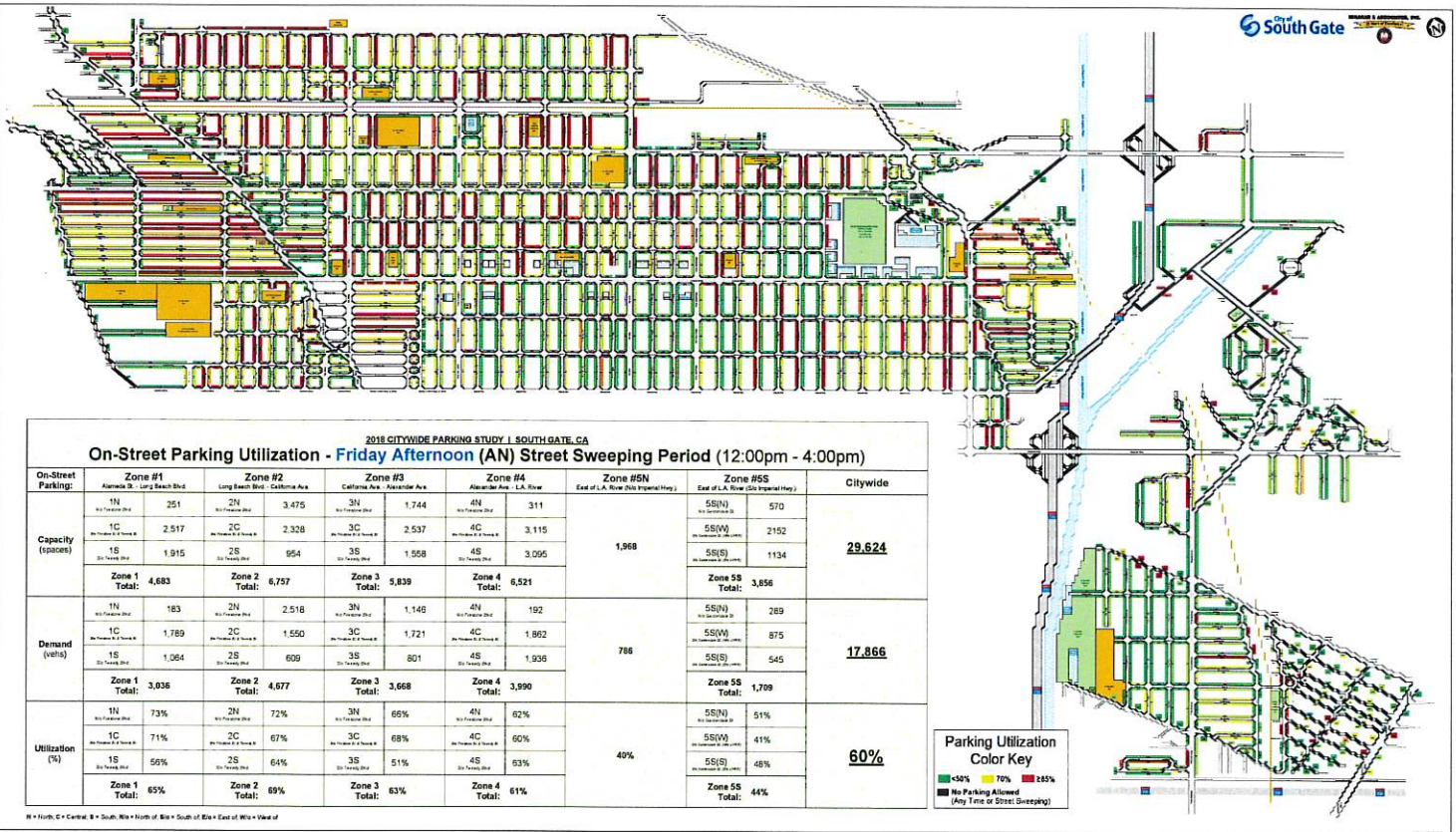


2019 CITYWIDE PARKING STUDY | SOUTH GATE, GA

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 (20th Imperial Hwy.)	Zone #5S East of L.A. River (5th Imperial Hwy.)	Citywide
Capacity (spaces)	1N No Through R/T Street R	2N No Through R/T Street R	3N No Through R/T Street R	4N No Through R/T Street R	1,968		311		5S(N) No Through R/T Street R	570	29,706
	1C No Through R/T Street R	2C No Through R/T Street R	3C No Through R/T Street R	4C No Through R/T Street R	2,537		3,115		5S(W) No Through R/T Street R	2,152	
	1S No Through R/T Street R	2S No Through R/T Street R	3S No Through R/T Street R	4S No Through R/T Street R	2,019		3,572		5S(S) No Through R/T Street R	1,134	
	Zone 1 Total: 3,827		Zone 2 Total: 6,757		Zone 3 Total: 6,300		Zone 4 Total: 6,998		Zone 5S Total: 3,858		
Demand (veh/s)	1N No Through R/T Street R	2N No Through R/T Street R	3N No Through R/T Street R	4N No Through R/T Street R	786		192		5S(N) No Through R/T Street R	289	17,818
	1C No Through R/T Street R	2C No Through R/T Street R	3C No Through R/T Street R	4C No Through R/T Street R	1,721		1,862		5S(W) No Through R/T Street R	875	
	1S No Through R/T Street R	2S No Through R/T Street R	3S No Through R/T Street R	4S No Through R/T Street R	972		2,141		5S(S) No Through R/T Street R	545	
	Zone 1 Total: 2,612		Zone 2 Total: 4,677		Zone 3 Total: 3,839		Zone 4 Total: 4,195		Zone 5S Total: 1,709		
Utilization (%)	1N No Through R/T Street R	2N No Through R/T Street R	3N No Through R/T Street R	4N No Through R/T Street R	40%		62%		5S(N) No Through R/T Street R	51%	60%
	1C No Through R/T Street R	2C No Through R/T Street R	3C No Through R/T Street R	4C No Through R/T Street R	68%		60%		5S(W) No Through R/T Street R	41%	
	1S No Through R/T Street R	2S No Through R/T Street R	3S No Through R/T Street R	4S No Through R/T Street R	48%		60%		5S(S) No Through R/T Street R	49%	
	Zone 1 Total: 68%		Zone 2 Total: 69%		Zone 3 Total: 61%		Zone 4 Total: 60%		Zone 5S Total: 44%		

N = North, C = Central, S = South, W = West, E = East of River, View of



2018 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 Avalon 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 (22nd 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	29,624
	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: 6,757	Zone 3 Total: 5,839	Zone 4 Total: 6,521		Zone 5S Total: 3,656	
Demand (veh/s)	1N No Through Traffic	2N No Through Traffic	3N No Through Traffic	4N No Through Traffic	786	5S(N) No Through Traffic	17,866
	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: 3,668	Zone 4 Total: 3,990		Zone 5S Total: 1,709	
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: 63%	Zone 4 Total: 61%		Zone 5S Total: 44%	

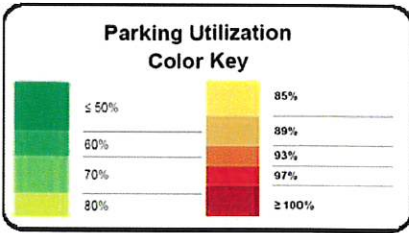
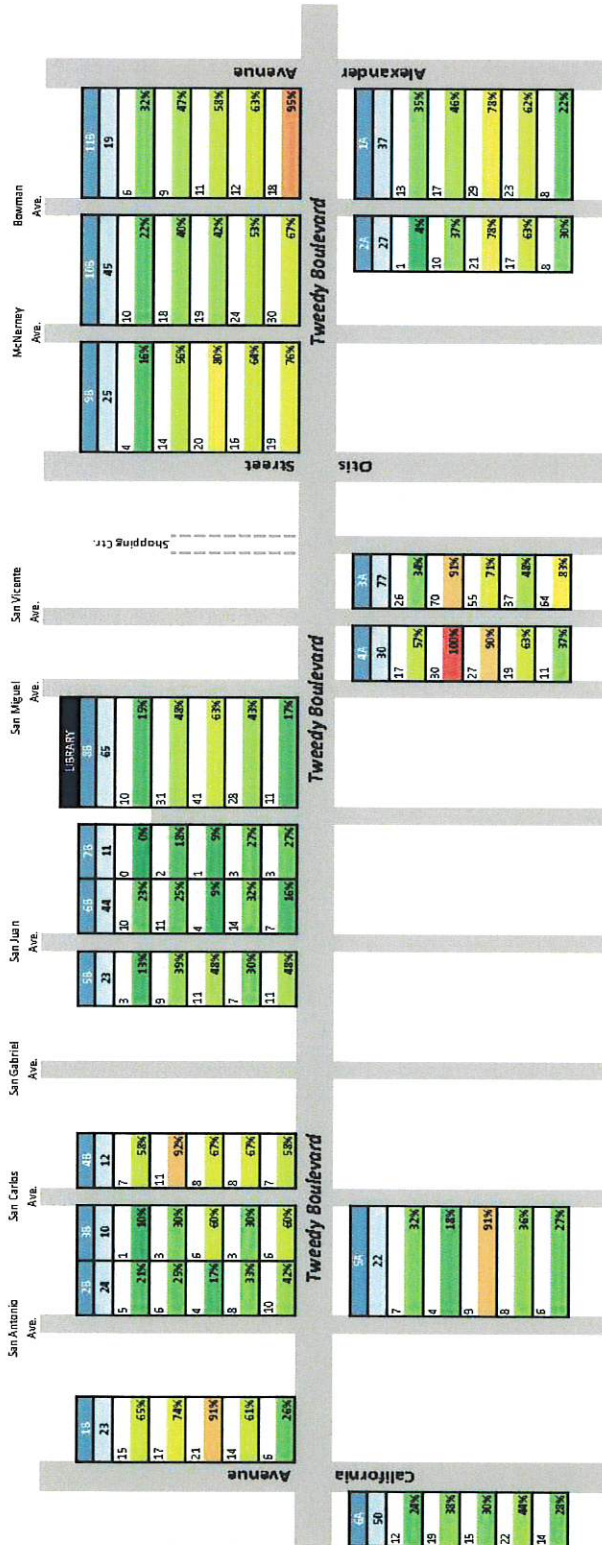
Parking Utilization Color Key

- <45%
- 45-70%
- 70-85%
- >85%
- No Parking Allowed (Any Time or Street Sweeping)

N = North, E = East, S = South, W = West, Bk = South of Bk = East of Bk = West of Bk = View of



Public (City) Parking Lots - Tweedy Boulevard

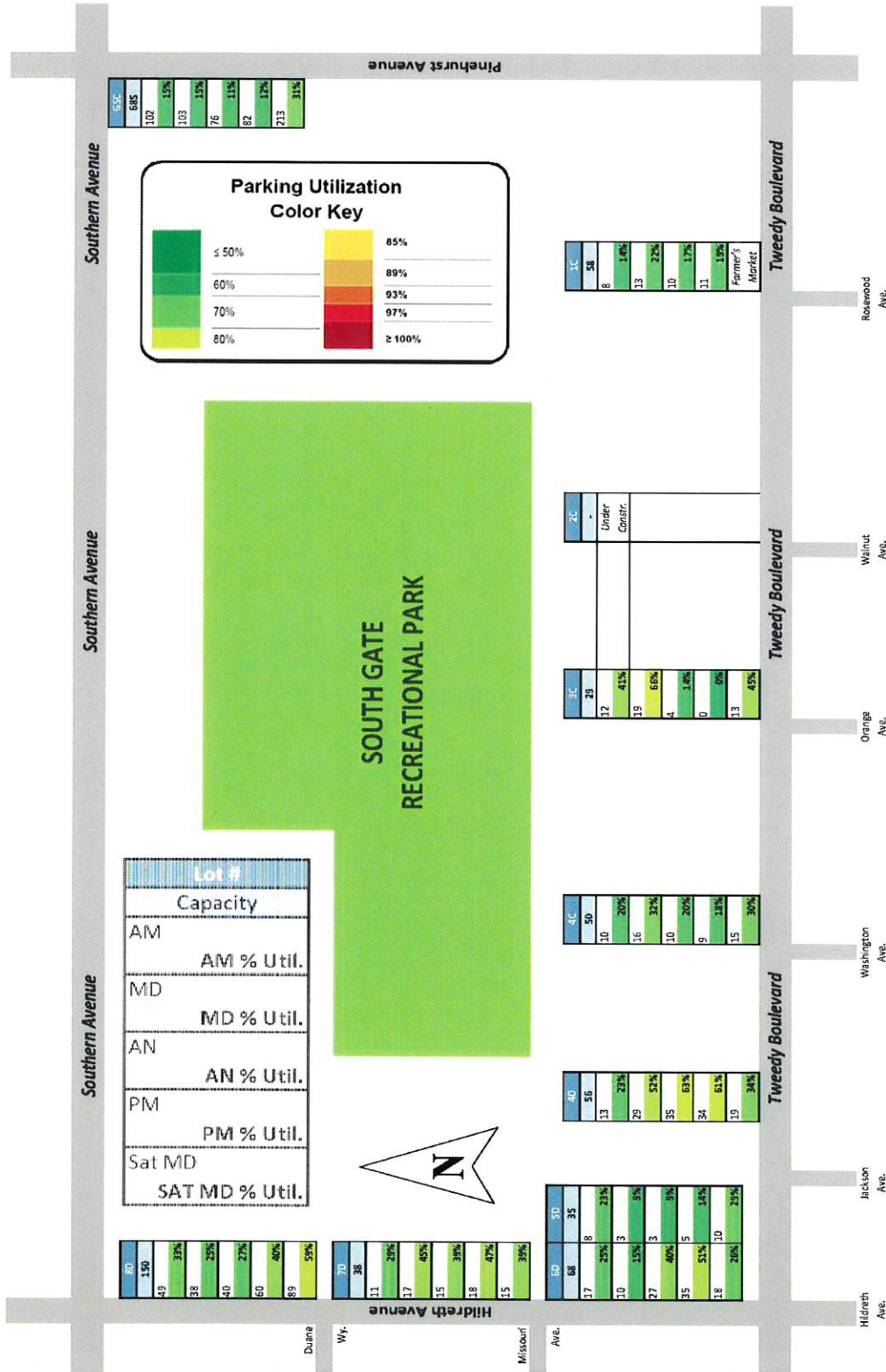


Lot #	
Capacity	
AM	AM % Util.
MD	MD % Util.
AN	AN % Util.
PM	PM % Util.
Sat MD	SAT MD % Util.





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 criteria (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			
Recommended Strategy (RS) – High priority strategies shown in bold/highlighted							Primary Department(s) Responsible			
RS#	Priority	Description	PW	PD	CD	PR	CE			
3.25	LT	Re-evaluate enforcement needs and adjust enforcement levels as necessary		PD						
3.26	LT	Consider purchase of and framing on modernized handheld ticketing devices to expedite parking enforcement duties		PD						
Guiding Principle Area #4: Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking										
4.01	ST	Increased Code Enforcement. Increase code enforcement of existing parking rules and regulations contained in the Municipal/Zoning Code								CE
4.02	ST	Increased Code Enforcement. Increase code enforcement to prohibit improper use of residential dwellings for business purposes								CE
4.03	ST	Increased Code Enforcement. Increase code enforcement to prohibit converted garages as living space (driveway-to-bedroom conversions)								CE
4.04	MT	Invite 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
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-Day Driveway Widening Pilot Program" in which residents may obtain approval to widen their existing front paved driveways with								CE
5.02	ST	Residential Driveway Widening. Upon approval of permit request, allow residents to widen their existing paved front driveway within 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/underlay driveway approaches per AFWA standard and specifications to improve user's 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					CE
5.05	MT	Explore Potential Web-Based Parking Finder Applications			CD					CE
5.06	LT	Continue short-term and mid-term recommendations.			CD					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.								PR
6.02	ST	City-owned parking lots. Publish public service announcements/posters in the city newsletter advertising the general locations and availability of public off-street parking spaces.								PR
6.03	ST	City-owned parking lots. Publish public service announcements/posters on the City's website advertising the general locations and availability of public off-street parking spaces.								PR
6.04	ST	City-owned parking lots. Publish public service announcements/posters on the City's social media outlets advertising the general locations and availability of public off-street parking spaces.								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								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.								PR
6.08	MT	Parking Wayfinding. Develop additional signage for new public parking facilities created through shared parking agreements								PR
6.09	MT	Parking Wayfinding. Develop additional signage for new public parking facilities created through shared parking agreements								PR
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, provide 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 toward parking facilities to empty spaces.								PR
6.11	MT	Parking Wayfinding. Evaluate and select a smartphone application with Advanced Parking Systems (APS) technology to provide real-time parking information								PR
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								PR
6.13	MT	Parking Wayfinding. Identify additional methods and opportunities to inform the public as to the locations of public parking								PR
6.14	MT	Shared parking. Allow different businesses to enter into shared parking agreements amongst themselves to take advantage of offsetting peak periods.								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								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				
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). Coordinate 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). 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.	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., ELAC 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
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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.	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 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.	PW		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)					
RS#	Timeframe	Description	Responsible Department(s)		
			PW	PD	CD
Notes:					
	ST	Short-term priority/implementation (Within 1 Year)	Responsible Department(s)		
	MT	Mid-term priority/implementation (Within 1 to 5 years)	PW: Public Works PD: Police		
	LT	Long-term priority/implementation (Within 5 to 10 years)	CD: Community Development		

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)		
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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. sight 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			
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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
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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

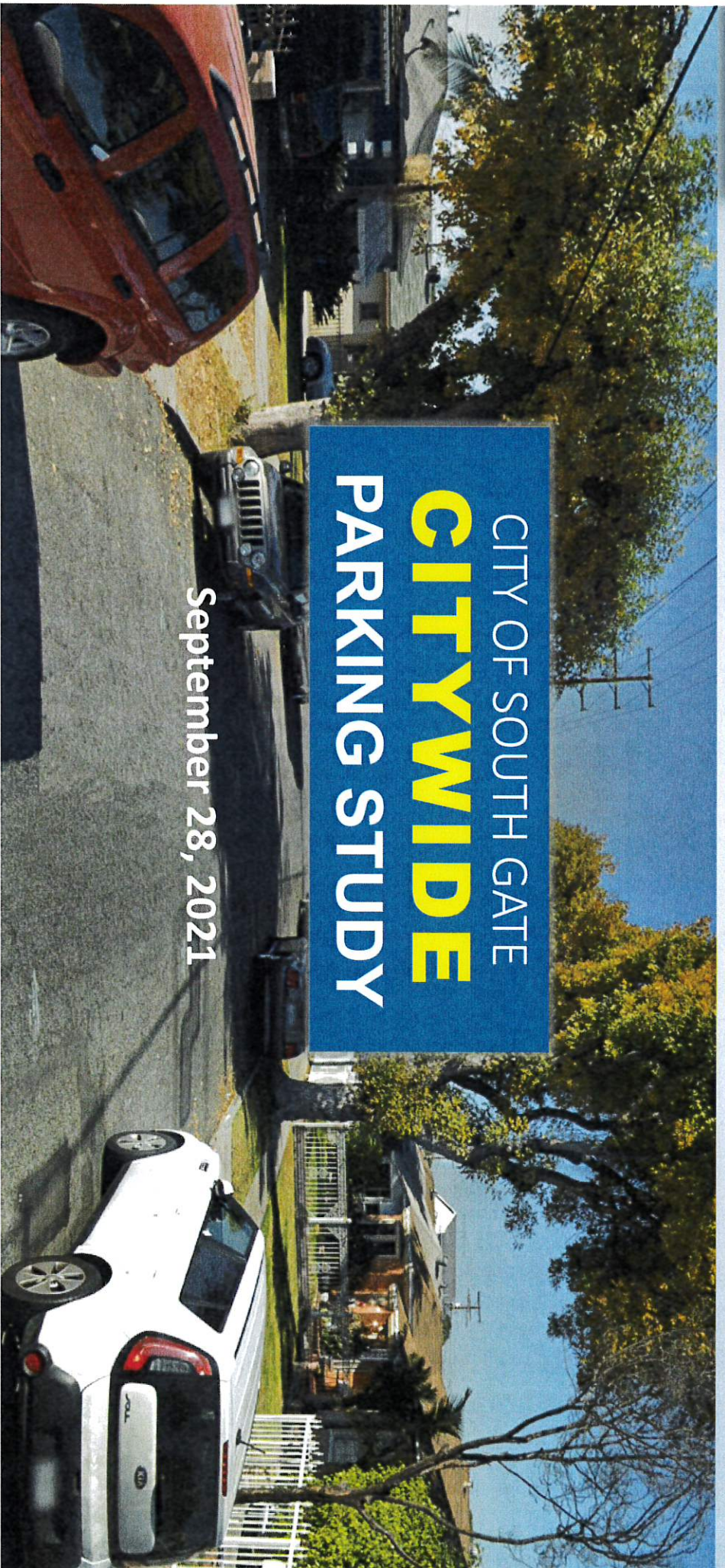


FINAL REPORT



CITY OF SOUTH GATE CITYWIDE PARKING STUDY

September 28, 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



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 the Public Thinks are Causes of 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?

- ***Guiding Principles and Priority Tool Kit***

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

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



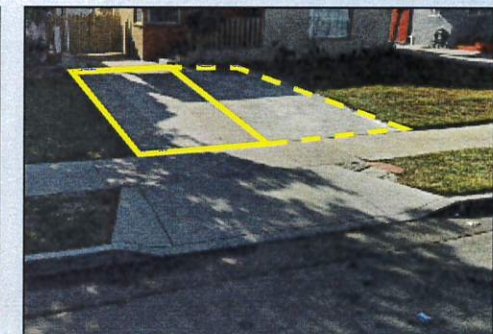
Promote Public Notice of Existing Transit Services



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



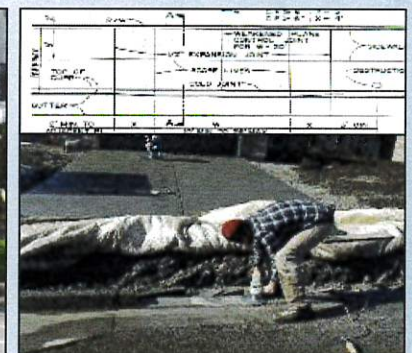
Convert parking lanes to bicycle lanes



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



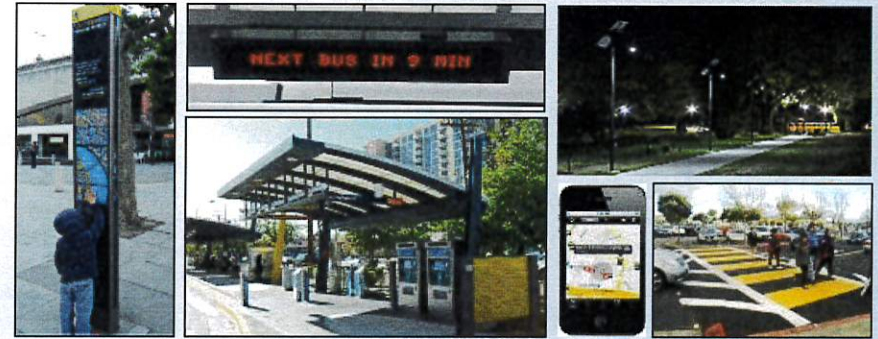
Invest in Long-Range Transportation Alternatives (e.g., EcoRapid Light Rail)



Implement the City's Bicycle Facility Master Plan



Expand the City's Preferential Parking Districts (PPD) Program



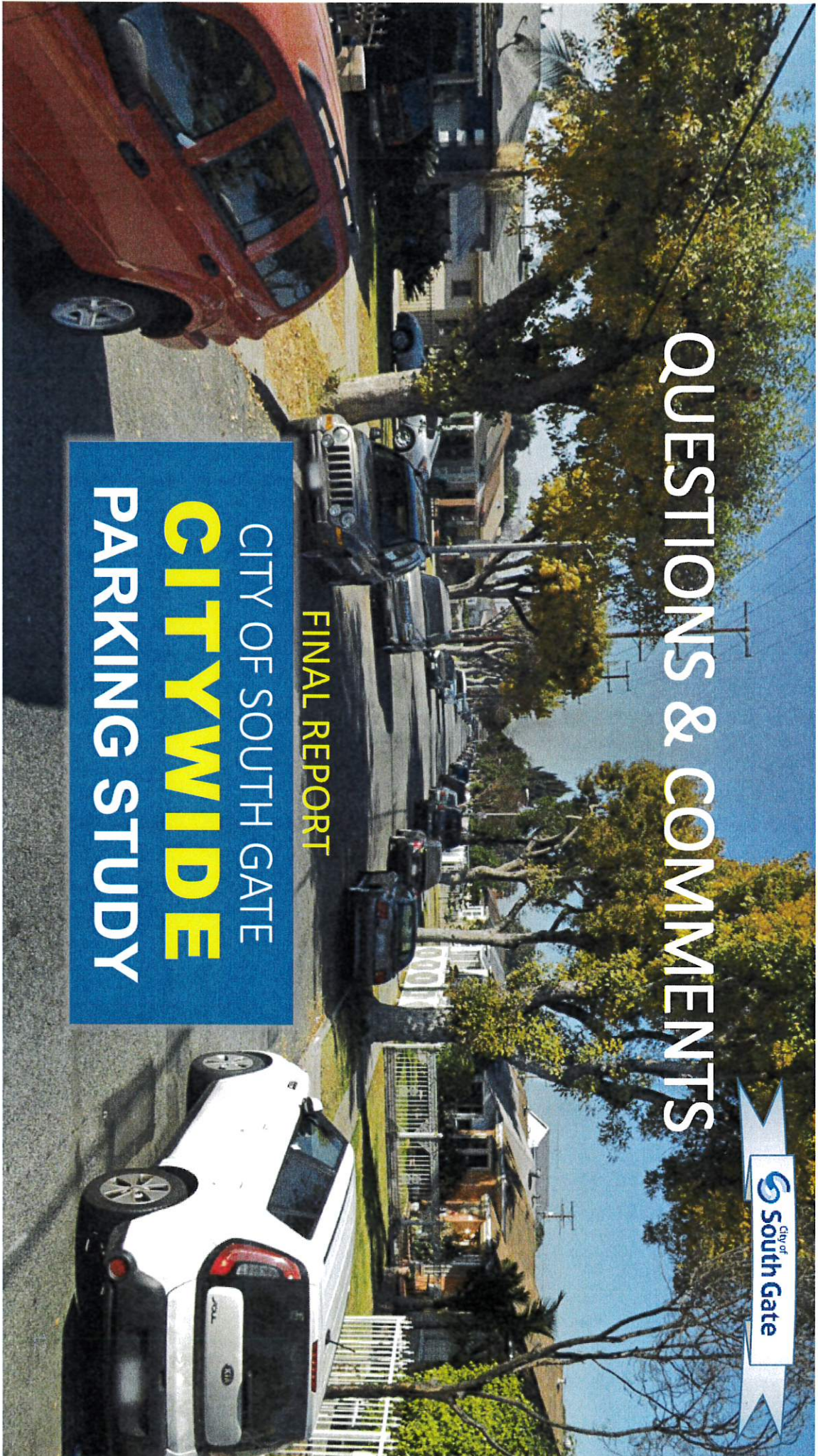
Invest in "First-Mile/Last-Mile" Improvements and Enhancements



QUESTIONS & COMMENTS

FINAL REPORT

CITY OF SOUTH GATE
CITYWIDE
PARKING STUDY



SEP 21 2021


7:45 am

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 28, 2021
Originating Department: City Manager's Office

Interim City Manager: 
Chris Jeffers

Interim City Manager: 
Chris Jeffers

SUBJECT: A RESOLUTION CLARIFYING THE AUTHORITY GRANTED THE CITY MANAGER UNDER SOUTH GATE MUNICIPAL CODE SECTION 1.24.150 (PERSONNEL OFFICER).

PURPOSE: To clarify the intent and purpose of the South Gate Municipal Code Section 1.24.150 (Personnel Officer) as there may be conflicting previous City Council resolutions where multiple positions may have been designated. The proposed resolution states that the City Manager assumes the role of Personnel Officer and duties unless he/she designates this role to another position.

RECOMMENDED ACTION: The City Council will consider adopting a Resolution clarifying the authority granted the City Manager under South Gate Municipal Code Section 1.24.150 (Personnel Officer).

FISCAL IMPACT: None

ANALYSIS: South Gate Municipal Code Section 1.24.150 (Personnel Officer) states that the City Manager, or his/her designee, shall act as the Personnel Officer for the City subject to the provisions of the Chapter, and such rules and regulations as are adopted by Resolution of the Council. This is typical language for most municipalities along with the intent that the City Manager shall be ultimately responsible for this area unless he/she designates the responsibilities to another position. The City Manager retains the ability to retake the role or assign to another position depending on the needs of the organization or specific personnel action contemplated.

Over the years, the City Council has been asked to amend various job specification for positions of the City Manager, Director of Personnel and Deputy Director of Administrative Services for Human Resources which contain specific language stating they are the Personnel Director. This can cast doubt as to which position acts as the Personnel Director and what happens if the position must recuse itself for any potential action.

To address the potential conflicts, this Resolution states it is the intent of the City Council that SGMC 1.24.150 should be interpreted as originally intended, for the City Manager to be the Personnel Officer, unless he/she delegates that responsibility to another. Typically, the City Manager will delegate to the top official overseeing Human Resources but retains the ability to delegate to another position. This action will eliminate any potential challenge by an individual that their matter was not addressed by the

City's Personnel Officer. It also allows for the City Manager to designate to another or take the role upon his/herself, should there be a reason the original designee must recuse himself/herself.

BACKGROUND: None

ATTACHMENT: Proposed Resolution

RESOLUTION NO. _____

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

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, CLARIFYING THE AUTHORITY GRANTED THE CITY MANAGER UNDER SOUTH GATE MUNICIPAL CODE SECTION 1.24.150 (PERSONNEL OFFICER).

WHEREAS, the South Gate Municipal Code section 1.24.150 (Personnel Officer) establishes that the City Manager, or his/her appointee, shall act as the personnel officer for the city subject to the provisions of the chapter, and such rules and regulations as are adopted by resolution of the council;

WHEREAS, this authorization of duties is fairly typical for municipal operations in California, to place the responsibility of the city personnel obligations within the duties of the chief executive, with the ability for he or her to delegate to best meet the needs of the organization;

WHEREAS, the delegation needs can change based on the facts of the issue(s) involved at the time and/or shifting position assignments that will occur within an organization; and

WHEREAS, the City Council has adopted various class specifications which make reference to the City's Personnel Officer, while not including it in others, thus creating a potential for conflicting interpretations and possibly leaving the City without a Personnel Officer if that position must recuse itself from acting on an action item; and

WHEREAS, to clarify that the intent of the South Gate Municipal Code 1.24.150 is for the ultimate responsibility for these duties to rest with the City Manager, who is authorized to delegate on a case-by-case situation when he/she deems it is in the best interest of the City.

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

SECTION 1. South Gate Municipal Code section 1.24.150 (Personnel Officer) duties and responsibilities rest with the City Manager for the City of South Gate. The City Manager is permitted under the Municipal Code to delegate the designation of Personnel Officer to another appointee, in whole or in part, as the City Manager may deem appropriate.

SECTION 2. Previous City Council resolutions may or may not have redirected those duties, so the purpose of this Resolution is to clarify that the duties and responsibilities of a Personnel Officer lie with the City Manager unless he/she appoints another individual to undertake the duties within the scope and for the duration of such appointment. Those actions, if existing, are superseded by this Resolution.

SECTION 3. Should the City Manager choose to delegate the position of Personnel Officer, there will be no additional compensation awarded to the individual for undertaking such responsibilities unless approved by the City Council through a duly authorizing action by such body.

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

PASSED, APPROVED, and ADOPTED this 28th day of September 2021.


CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTESTED:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: Raul F. Salinas 
Raul F. Salinas, City Attorney

SEP 21 2021

7:00 AM

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 28, 2021
Originating Department: City Manager's Office

Interim City Manager: Chris Jeffers Interim City Manager: Chris Jeffers

SUBJECT: RESOLUTION EXTENDING THE LOCAL EMERGENCY AS A RESULT OF THE ONGOING CORONAVIRUS DISEASE 2019 PANDEMIC

PURPOSE: To extend the Local Emergency due to the ongoing Coronavirus Disease 2019 (COVID-19) Pandemic.

RECOMMENDED ACTION: The City Council will consider adopting a Resolution extending the Local Emergency within the City as a result of the ongoing Coronavirus Disease 2019 Pandemic.

FISCAL IMPACT: None.

ANALYSIS: On August 10, 2021, the City Council adopted Resolution No. 2021-34-CC, extending the Local Emergency within the City because of the ongoing COVID-19 Pandemic. It is time once again for the City Council to review the need to continue the state of emergency. Although Governor Gavin Newsom lifted the Stay-at-Home Order on June 15, 2021, to allow California to completely reopen, the State of California has left in place their State of Emergency order until at least September 30, 2021. As the "Delta" Variant (Delta is the name for the B.1.617.2. variant, a SARS-CoV-2 mutation that originally surfaced in India) continues to rise among unvaccinated individuals causing revisions to both County and CDC recommendations concerning safety protocols.

Interim Director of Emergency Services recommends continuing the Local Emergency until the State of California rescinds their guiding emergency declarations or they expire under the terms the Governor has previously stated. The City Council may terminate the Local Emergency at any time, however, the City would continue to be subject to the State's declarations where applicable.

BACKGROUND: On June 11, 2021, with nearly 40 million vaccines administered and among the lowest COVID-19 case rates in the nation, Governor Gavin Newsom announced the Stay-at-Home Order would be lifted on June 15, 2021, to allow California to reopen. Effective June 15, 2021, the face covering mandate (unless unvaccinated or immunocompromised persons), required physical distancing restrictions, capacity limits and the county color-coded tier system ended.

In South Gate, currently 73.2 % of those eligible have received at least one dose of the vaccination shot, compared to a Los Angeles County average of 76% and 98.3% of 65+ year old residents have received at least their first vaccination shot, compared to a county average of 91.1%. Records show 20,942 recorded cases in our City and 319 deaths.

City staff continues to be in contact with the CDC and the Los Angeles County Department of Public Health for updates on the spread of the COVID-19 virus and the Delta Variant. They will continue to update the City's website providing essential COVID-19 information and hyperlinks to the Los Angeles County Department of Public Health, CDC, and Governor Newsom's Executive Orders. City updates and information regarding the drive-thru COVID-19 testing site at South Gate Park, as well as, many other resources are readily accessible on the homepage of the City's website titled, "COVID-19 Information" under "Featured Links."

Additionally, City staff will continue to monitor Governor Gavin Newsom's Executive Orders and any related orders issued by the County of Los Angeles Department of Public Health and will modify City emergency-related policies and procedures accordingly.

ATTACHMENT: Proposed Resolution

RESOLUTION NO.

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

**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**

WHEREAS, on June 15, 2021, Los Angeles County followed the State of California guidelines and allowed businesses and outdoor events to fully operate with the requirement that individuals fully vaccinated could choose to wear a face covering and unvaccinated individuals would be required to still wear a face covering;

WHEREAS, on August 10, 2021, the City Council adopted Resolution No. 2021-34-CC, extending the Local Emergency (“Local Emergency”) within the City as a result of the ongoing Coronavirus Disease 2019 (“COVID-19”) Pandemic, and Resolution No. 2020-07-CC first declared the Local Emergency on March 24, 2020, which has been extended continuously since then;

WHEREAS, effective June 15, 2021, the face covering mandate (unless unvaccinated or immunocompromised persons), physical distancing restrictions, capacity limits and the county color-coded tier system ended;

WHEREAS, in South Gate, currently 73.2 % of those eligible having received at least one dose of the vaccination shot, compared to a Los Angeles County average of 76% and 98.3% of 65+ year old residents have received at least their first vaccination shot, compared to a county average of 91.1% and 20,942 recorded cases and 319 deaths in our City; and

WHEREAS, until the State of California rescinds its guiding emergency declarations, or they expire, it remains in the interest of public health and safety to continue with the Local Emergency.

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

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

SECTION 2. After duly considering all the information presented by the Director of Emergency Services/Interim City Manager, the City Council does hereby continue to find and resolve that there is still a need to extend the Local Emergency within the City as a result of the ongoing COVID-19 Pandemic.

SECTION 3. The City Council does hereby declare and reaffirm:

1. A Local Emergency continues to exist throughout the City.
2. During the existence of said Local Emergency, the powers, functions, and duties of the emergency organization of the City shall be those prescribed by state law and by ordinances and resolutions of the City, as approved by the City Council.
3. During the existence of said Local Emergency, the City shall follow and impose all directives, mandates, executive orders, and any other emergency-related restrictions issued by the State of California and/or the County of Los Angeles, including all social distancing recommendations.
4. Should he deem it necessary, the Director of Emergency Services is authorized to direct the immediate closure of City facilities (including City Hall) during normal business hours.
5. The Director of Emergency Services' purchasing authority limitation lifted to authorize the spending of all funds during the effective term of this emergency to meet the needs of addressing the COVID-19 Local Emergency. The Director of Emergency Services shall cause a report on expenditures to be submitted to the City Council within 10 business days after the end of each month.
6. The normal City goods and service procurement requests and purchase practices, including bidding requirements, are stayed during this period of emergency.
7. Purchases of items that are not budgeted are authorized to be purchased to respond during this Local Emergency.
8. All City officers and employees are authorized to take steps requested by the Director of Emergency Services to qualify for reimbursement by the Federal Emergency Management Agency and other state and federal relief programs for expenses incurred by the City in addressing this emergency.
9. Other actions deemed necessary by the Director of Emergency Services to reasonably respond to the emergency and to effectively serve the community within the City.
10. The Local Emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council of the City of South Gate, or the State of California ceases its declaration of emergency relating to COVID-19, whichever is sooner.

[Remainder of page left blank intentionally.]

11. City staff will continue to monitor Governor Gavin Newsom's Executive Orders, and any related orders issued by the County of Los Angeles Department of Public Health, and will modify the City's emergency-related policies and procedures accordingly, and
12. This Resolution shall terminate on its own accord upon the expiration of the Governor's State of Emergency Order, or as may be determine by the City Council, whichever occurs first. As required by law, the City Council shall review the need to continue the Local Emergency mandate every sixty (60) days, at a minimum, until this Resolution is terminated.

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

PASSED, APPROVED and ADOPTED this 28th day of September 2021.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTESTED:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: Raul F. Salinas (DZ)
Raul F. Salinas, City Attorney

City of South Gate
CITY COUNCIL

AGENDA BILL

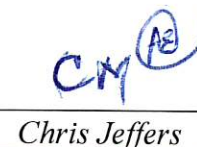
For the Regular Meeting of: September 28, 2021

Originating Department: Public Works

Department Director:


Arturo Cervantes

Interim City Manager:


Chris Jeffers

SUBJECT: APPROVE RESOLUTION TO MODIFY CALIFORNIA VEHICLE CODE SECTION 22514 TO REDUCE THE PARKING RESTRICTIONS ADJACENT TO FIRE HYDRANTS

PURPOSE: The City Council commissioned the Citywide Parking Study to develop strategies to enhance on-street parking citywide. One of those strategies proposes the reduction of the parking restrictions adjacent to fire hydrants. The California Vehicle Code Section 22514 prohibits vehicles from stopping, parking or standing within 15 feet on both sides of a fire hydrant, unless authorized by local authority through an ordinance or resolution. The proposed resolution authorizes the reduction of the stopping, parking or standing distance restriction to at least 5 feet on both sides of a fire hydrant, when necessary to increase on-street parking capacity.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Adopting a Resolution authorizing a modification to the requirements of California Vehicle Code Section 22514, to reduce the stopping, parking or standing distance restriction from 15 feet to at least 5 feet on both sides of a fire hydrant, where necessary to increase parking capacity;
- b. Authorizing the Director of Public Works to reduce the length of red curb adjacent to fire hydrants from 15 feet to at least 5 feet on both sides of a fire hydrant, on an as-needed basis, where necessary to create additional on-street parking spaces; and
- c. Authorizing the Mayor to execute the Resolution in a form acceptable to the City Attorney.

FISCAL IMPACT: None.

ANALYSIS: The resolution will authorize the City to deviate from the California Vehicle Code Section 22514. Vehicle Code Section 22514 prohibits vehicles from stopping, parking, or standing within 15 feet on both sides of a fire hydrant, unless authorized by local authority. The proposed resolution authorizes the reduction of the stopping, parking, or standing distant restriction from 15 feet to at least 5 feet on both sides of a fire hydrant.

There are approximately 1,652 fire hydrants citywide. The length of the red curb adjacent to fire hydrants will not be reduced uniformly citywide. Instead, it will be reduced by the minimum length necessary to create additional parking spaces. The maximum length reduction will be limited to 5 feet on both sides of a fire hydrant to meet the minimum requirements of the vehicle code.

The Public Works Department does not currently have a budgeted project and schedule to implement changes citywide. Instead, red curb lengths will be reduced on a case-by-case basis, as the need arises.

BACKGROUND: On-street parking issues have been prevalent Citywide for many years. The demand for parking exceeds parking availability on many City streets. The issue is prevalent on residential streets, during the evening hours and on weekends. The City prepared a Citywide Parking Study to assess the issues and develop an action plan to improve parking conditions over the short-, mid- and long-term. The study includes a parking utilization study, which quantified the parking issues based on technical data and thus develop parking solutions.

The Citywide Parking Study includes eight guiding principals and a priority tool kit with recommendations to increase on-street parking availability. The reduction of red curbs is one of the priority strategies to increase on-street parking availability.

Approvals for red curb reductions will require review by the City Traffic Engineer and Director of Public Works. The review process will consider other aspects such as safety, traffic circulation and sight distance. This approach will ensure decisions are made in a manner that mitigates potential liability issues.

The Capital Improvement Program includes the Atlantic Avenue Traffic Signing and Striping Modifications, City Project No. 687-ST. This project proposes to modify parking restrictions on Atlantic Avenue to create seven (7) additional parking spaces, between Firestone Boulevard and Salt Lake/Patata Street. One of the project requirements is to reduce red curbs adjacent to fire hydrants. The proposed resolution will provide the authority to make the needed modifications.

ATTACHMENTS: A. Proposed Resolution
B. California Vehicle Code Section 22514

WS:lc

RESOLUTION NO. 2021-___

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

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SOUTH GATE, CALIFORNIA, AUTHORIZING THE
MODIFICATION TO THE CALIFORNIA VEHICLE CODE
SECTION 22514 TO INCREASE PARKING CAPACITY**

WHEREAS, California Vehicle Code Section 22514 provides, in part, that no person shall stop, park, or leave standing any vehicle within 15 feet of a fire hydrant except under certain limited exceptions, including where the local authority adopts an ordinance or resolution reducing that distance;

WHEREAS, in such instances where the distance is less than 10 feet total length when measured along the curb or edge of the street, the distance shall be indicated by signs or markings; and

WHEREAS, the City desires to reduce the 15-foot parking restriction adjacent to fire hydrants to a distance of 5 feet on both sides of a fire hydrant, on a case-by-case and on an as-needed basis as determined by the Director of Public Works to create additional parking spaces.

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

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

SECTION 2. The City Council, acting in its capacity as a local authority within the meaning of California Vehicle Code Section 22514 does hereby authorize this adoption of this resolution reducing the distance that a vehicle is prohibited from stopping, parking, or being left standing, from 15 feet to a minimum distance of 5 feet on both sides of a fire hydrant when measured along the curb or edge of the street.

SECTION 3. The City Council does hereby authorize the Director of Public Works to reduce the distance that a vehicle is prohibited from stopping, parking, or being left standing from 15 feet to a minimum distance of 5 feet on both sides of a fire hydrant, on a case-by-case and on an as-needed basis, to create additional parking spaces, with such signs or markings as may be required by California Vehicle Section 22514. Nothing in this Resolution shall be interpreted as eliminating all such existing distance requirements for other hydrants.

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

PASSED, APPROVED and ADOPTED this 28th day of September 2021.

CITY OF SOUTH GATE:

By: _____
Al Rios, Mayor

ATTESTED:

Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

State of California

VEHICLE CODE

Section 22514

22514. No person shall stop, park, or leave standing any vehicle within 15 feet of a fire hydrant except as follows:

(a) If the vehicle is attended by a licensed driver who is seated in the front seat and who can immediately move such vehicle in case of necessity.

(b) If the local authority adopts an ordinance or resolution reducing that distance. If the distance is less than 10 feet total length when measured along the curb or edge of the street, the distance shall be indicated by signs or markings.

(c) If the vehicle is owned or operated by a fire department and is clearly marked as a fire department vehicle.

(Amended by Stats. 1987, Ch. 488, Sec. 1.)

City of South Gate

CITY COUNCIL

CITY MANAGER'S OFFICE

SEP 21 2021
12:30pm

AGENDA BILL

For the Regular Meeting of: September 28, 2021

Originating Department: Public Works

Department Director:


Arturo Cervantes

Interim City Manager:


Chris Jeffers

SUBJECT: ACCEPTANCE OF GRANT DEED FOR STREET AND HIGHWAY PURPOSES FROM PATH VILLAS SOUTH GATE, LP

PURPOSE: The City approved a development project located at 5610 Imperial Highway with a Condition of Approval that required the dedication of real property for roadway purposes. The Grant Deed from PATH Villas South Gate, LP, meets this requirement.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Accepting the Grant Deed from PATH Villas South Gate, LP, as necessary to secure a 13-foot-wide swath of property along Imperial Highway for roadway purposes; and
- b. Authorizing the Mayor to execute the Certificate of Acceptance in a form acceptable to the City Attorney.

FISCAL IMPACT: There is no fiscal impact. The Grant Deed is made at no cost to the City.

ANALYSIS: The City has the authority to require developers to grant real property to the City for roadway purposes as a part of their entitlement process. This authority is granted under Chapter 5.32 (Street Dedication and Improvement), of Title 5 (Streets and Sidewalks), of the South Gate Municipal Code; under the California Government Code Section 37354 which authorizes a city to acquire real property for any public purpose; and under the California Government Code Section 66475 which authorizes a city to place exactions on private development such as to dedicate real property for the purpose of streets, alleys, drainage, public utility easements, or other public purposes.

BACKGROUND: The Department requires the dedications of property for roadway purposes from development projects as means to comply with the Mobility Element of the South Gate General Plan 2035 and to meet mobility demands from the project.

A development project was submitted by PATH Villas South Gate, LP, for the Department's review. The development entailed the construction of a sixty-unit supportive housing project at 5610 Imperial Highway. The Department issued a condition of approval requiring the dedication of real property for roadway purposes.

The developer was required to dedicate a 13-foot-wide right-of-way along the frontage of Imperial Highway. This proposed width complies with the General Plan's Mobility Element for enhanced intersections since such is proposed at Garfield Avenue and Imperial Highway. An enhanced intersection requires the approaches to be widened from the current right-of-way width to the ultimate

width. The current right-of-way width on Imperial Highway, approaching Garfield Avenue is 100 feet. The General Plan Mobility Element requires the right-of-way to be widened to 126 feet. As such, it is appropriate to require a 13-foot dedication for half the street.

The developer was required to dedicate the property to provide for the future widening of Imperial Highway. The developer, however, was not required to construct the widened roadway. The road widening will be constructed by the City at a future time when the right-of-way is secured on all four approaches.

Resolution No. 6536, adopted November 9, 1999, authorizes the Mayor to accept the subject grant deed dedications without approval from the City Council. Since the Resolution is more than 15 years old, staff is recommending that the grant deed dedications be accepted via City Council action.

ATTACHMENTS: A. Grant Deed- PATH Villas South Gate, LP (5610 Imperial Highway)
B. Resolution No. 6536

GD:lc

**Recording Requested By,
and When Recorded Mail To,
and Mail Tax Statements To:**

CITY OF SOUTH GATE
8650 California Avenue
South Gate, CA 90280
Attn: City Clerk

Documentary Transfer Tax: None.
This document is exempt from payment of
documentary transfer taxes pursuant to
Revenue and Taxation Code § 11922

This document is also exempt from the
payment of recording fees pursuant to
Government Code §§ 6103 and 27363

Assessor's Parcel Numbers: 6234-010-004

Site Address: 5610 Imperial Highway
South Gate, CA 90280

GRANT DEED

For valuable consideration, receipt of which is hereby acknowledged, PATH Villas South Gate, LP, owner ("Grantor"), does hereby grant, convey and transfer to the City of South Gate, a California municipal corporation ("Grantee"), all of Grantor's right, title, and interest in and to that certain real property described and depicted on Exhibit A, each of which are attached hereto and incorporated herein by this reference.

IN WITNESS WHEREOF, Grantor has executed this Grant Deed as of ^{September 8} August 4th, 2021.

PATH Villas South Gate, LP
Owner


By: 
Name: Ernesto Espinoza
Title: Deputy Executive Director

EXHIBIT "A"
LEGAL DESCRIPTION
STREET & HIGHWAY EASEMENT

THAT PORTION OF LOT 2 OF THE DOWNEY AND HELLMAN TRACT, IN THE CITY OF SOUTH GATE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 3, PAGE 31 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF SOUTHERLY LINE OF IMPERIAL HIGHWAY (FORMERLY DOWNEY AND FLORENCE ROAD), 40 FEET IN WIDTH AS SHOWN ON TRACT NO. 333, BOOK 14, PAGE 156 OF MAPS WITH THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 4 PER SAID TRACT NO. 333; THENCE, ALONG SAID NORTHERLY PROLONGATION, SOUTH 06°11'20" WEST 30.00 FEET TO THE SOUTHERLY LINE OF SAID IMPERIAL HIGHWAY, 100 FEET WIDE, BEING 50.00 FEET ON EACH SIDE OF THE CENTERLINE OF SAID HIGHWAY AND THE **TRUE POINT OF BEGINNING** THIS DESCRIPTION.

THENCE, ALONG SAID SOUTHERLY LINE, SOUTH 83°50'20" EAST 154.36 FEET TO A POINT MIDWAY BETWEEN THE SAID TRUE POINT OF BEGINNING AND THE NORTHWESTERLY CORNER OF THAT LAND DESCRIBED IN DEED TO SUSUMI CHIKANI AND WIFE, RECORDED APRIL 15, 1941 IN BOOK 18341, PAGE 193 OFFICIAL RECORDS; THENCE, SOUTH 06°11'20" WEST 13.00 FEET TO A LINE PARALLEL WITH AND 63.00 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES, TO THE CENTERLINE OF SAID IMPERIAL HIGHWAY; THENCE, ALONG SAID PARALLEL LINE, NORTH 83°50'20" WEST 154.36 FEET TO THE EASTERLY LINE OF SAID LOT 4 PER TRACT NO. 333; THENCE, ALONG SAID EASTERLY LINE, NORTH 06°11'20" EAST 13.00 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING AN AREA OF APPROXIMATELY 2,007 SQUARE FEET, MORE OR LESS.

SUBJECT TO ANY EASEMENTS, COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, RIGHTS, RIGHTS-OF-WAY, AND OTHER MATTERS OF RECORD, IF ANY.

ALL AS SHOWN ON ATTACHED EXHIBIT "B", AND BY THIS REFERENCE, MADE A PART THEREOF.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY SUPERVISION.

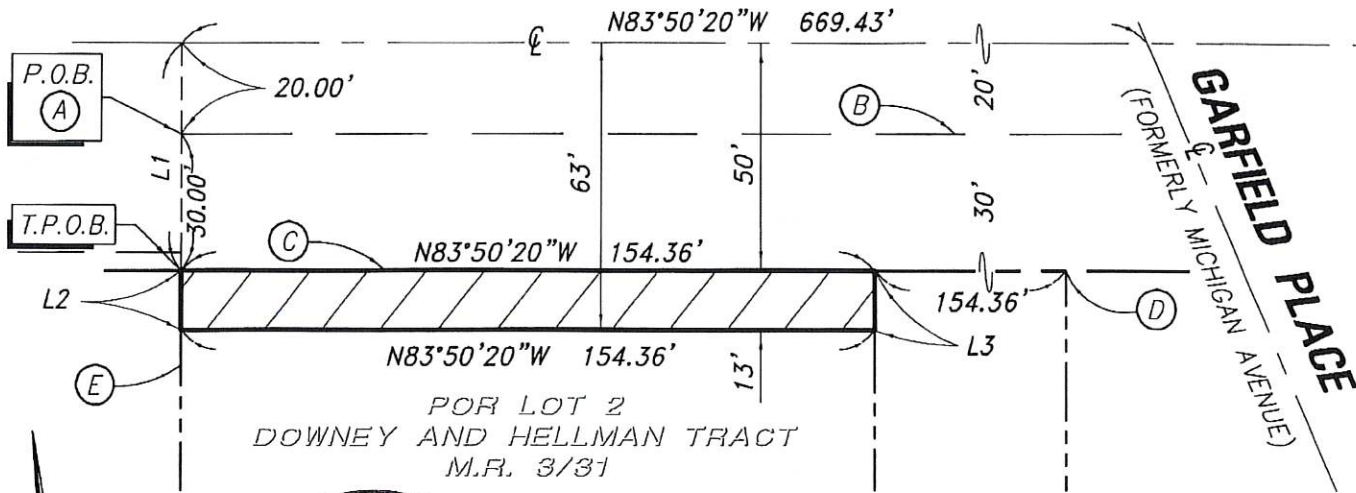

8-3-21

JOSEPH G. TRUXAW, P.L.S. 6871



IMPERIAL HIGHWAY

(FORMERLY DOWNEY AND FLORENCE ROAD)



POR LOT 2
DOWNEY AND HELLMAN TRACT
M.R. 3/31



LINE DATA TABLE

LINE	BEARING	DISTANCE
L1	N06°11'20"E	50.00'
L2	N06°11'20"E	13.00'
L3	N06°11'20"E	13.00'

RECORD REFERENCE:

(R) TRACT NO. 333, BOOK 14, PAGE 156 OF MISCELLANEOUS MAPS.

BASIS OF BEARINGS:

THE BEARING OF S83°50'20"E FOR THE CENTERLINE OF IMPERIAL HIGHWAY AS SHOWN ON RECORD OF SURVEY, FILED IN BOOK 48, PAGE 10 OF RECORDS OF SURVEY, RECORDS OF LOS ANGELES COUNTY, WAS USED AS THE BASIS OF BEARINGS FOR THIS EXHIBIT.

NOTES:

- (A) INTERSECTION OF SOUTHERLY LINE OF IMPERIAL HIGHWAY (FORMERLY DOWNEY AND FLORENCE ROAD), 40' WIDE AS SHOWN ON (R) WITH THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 4 OF SAID (R).
- (B) SOUTHERLY LINE OF IMPERIAL HIGHWAY (FORMERLY DOWNEY AND FLORENCE ROAD) AS SHOWN ON (R).
- (C) SOUTHERLY LINE OF IMPERIAL HIGHWAY, 100 FEET WIDE, BEING 50' ON EACH SIDE OF THE CENTERLINE OF SAID HIGHWAY (FORMERLY DOWNEY AND FLORENCE ROAD).
- (D) NORTHWEST CORNER OF THAT LAND DESCRIBED TO SUSUMI CHIKANI AND WIFE, RECORDED APRIL 15, 1941 IN BOOK 18341, PAGE 193, OFFICIAL RECORDS.
- (E) EASTERLY LINE OF LOT 4 PER (R).



INDICATES AREA OF DEDICATION

AREA OF DEDICATION = 2,007 SQUARE FEET

Prepared by:
Joseph C. Truxaw and Associates, Inc.
 Civil Engineers and Land Surveyors
 1915 W. Orangewood Ave., Suite 101, Orange, CA 92668
 (714) 935-0265 www.truxaw.com

STREET & HIGHWAY EASEMENT IN THE CITY OF SOUTH GATE			
DRAWN: CL	CHKD: JGT	PTH21044	EXHIBIT "B"
DATE: 8-03-21	DATE: 8-03-21		

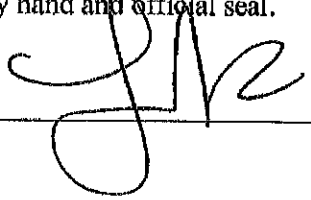
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

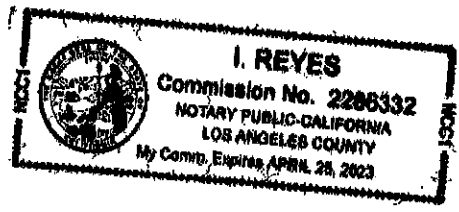
On Sept 8, 2021 before me, I. REYES, a notary public, personally appeared Ernesto Espinoza who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature 

(Seal)



CERTIFICATE OF ACCEPTANCE

This is to certify that the fee interest in real property conveyed by the deed or grant dated August 4, 2021 from PATH Villas South Gate, LP, to the **City of South Gate**, California, a municipal corporation and/or governmental agency hereby is accepted by the Mayor of the City of South Gate on behalf of the City Council of South Gate, California on September 14, 2021 pursuant to authority conferred by, Resolution No. 6536 adopted on November 9, 1999, and the grantee consents to the recordation thereof by its duly appointed officer.

CITY OF SOUTH GATE


By: _____
Al Rios, Mayor

Dated: _____

ATTEST:

Carmen Avalos, City Clerk

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____, a notary public, personally appeared Al Rios, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____, a notary public, personally appeared Carmen Avalos, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the

RESOLUTION NO. 6536

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

**A RESOLUTION OF THE SOUTH GATE CITY COUNCIL
AUTHORIZING THE MAYOR OF THE CITY OF SOUTH
GATE TO ACCEPT OR REJECT ANY OFFERS OF
DEDICATION OF REAL PROPERTY FOR STREETS,
PATHS, ALLEYS, PUBLIC UTILITY EASEMENTS OR
OTHER PUBLIC PURPOSES**

WHEREAS, California Government Code Section 37354 authorizes a city to acquire real property by gift, bequest, or devise.

WHEREAS, pursuant to California Government Code Section 66475, a city may require, as a condition of its approval of a land entitlement, the dedication of real property for the purpose of streets, paths, alleys, drainage, public utility easements, other public easements or other public purposes.

WHEREAS, a dedication of real property is not effective, and no title shall pass to a city, until a resolution of acceptance by the legislative body, or an acceptance of dedication on a final map, is filed in the office of the county recorder.

WHEREAS, for purposes of ease and convenience relating to the process of any offer of dedication of real property, the City Council desires to have the Mayor accept, accept subject to improvement, or reject any offer of dedication of said property, on behalf of the City of South Gate, so as to benefit the City's general public welfare.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE
HEREBY FINDS, DETERMINES, AND RESOLVE AS FOLLOWS:**

SECTION 1. The City Council authorizes the Mayor, on behalf of the City Council of the City of South Gate, to accept, accept subject to improvement, or reject any offer of dedication of real property for streets, alleys, drainage, public utility easements, other public easements, or other public purposes.

SECTION 2. The City Clerk shall attest and certify to the passage and adoption of this Resolution, which shall become effective the date of its adoption.

SECTION 3. The City Clerk is hereby directed and authorized to transmit a certified copy of this Resolution to the office of the county recorder in which the real property is located.


PASSED, APPROVED and ADOPTED this 9th day of November 1999.


HENRY C. GONZALEZ, MAYOR

ATTEST:


NINA BAÑUELOS, CITY CLERK (SEAL)

APPROVED AS TO FORM:


ARNOLD ALVAREZ-GLASMAN,
CITY ATTORNEY

SEP. 21 2021
4:15 pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 28, 2021

Originating Department: Parks & Recreation

Interim Director: Steve Costley
Steve Costley

Interim City Manager: Chris Jeffers
Chris Jeffers

SUBJECT: VARIOUS AGREEMENTS WITH SECURITY SIGNAL DEVICES, INC. (SSD) FOR ADDITIONAL EQUIPMENT AND SECURITY SERVICES

PURPOSE: The City has numerous agreements with SSD for the security monitoring services of several City-owned facilities. The agreements listed below will allow for the purchase of additional equipment and monitoring services for several City facilities.

RECOMMENDED ACTION: The City Council will consider:

- a) Approving the proposed agreements with Security Signal Devices, Inc. ("SSD") for the purchase, installation, and monitoring of additional cameras and security devices for a total cost not to exceed \$137,132;
- b) Appropriating \$58,159 from the unrestricted fund balance in the Building & Infrastructure Maintenance Fund, \$29,342 from the unrestricted fund balance in the Water Fund, \$14,671 from the unrestricted fund balance in the Sewer Fund, and \$14,671 from the unrestricted fund balance in the Refuse Fund, for a total of \$116,843 to Account No. 524-401-61-9100 (BIM – Facility Improvements) for the purchase of equipment;
- c) Appropriating \$20,289 from the unrestricted CDBG Fund to Account No. 243-634-61-6101 (CDBG Fund – Professional Services) for security monitoring services; and
- d) Authorizing the Mayor to execute the agreements in a form acceptable to the City Attorney.

FISCAL IMPACT: Funds were not included in the FY 2021/22 budget for this item; therefore, if the City Council approves this agreement, the recommended \$137,132 appropriation is proposed to be funded with the following:

Funding Source	Amount	%	Description
BIM Fund	58,159.00	42%	SSD Equipment
Water Fund	29,342.00	21%	SSD Equipment
Sewer Fund	14,671.00	11%	SSD Equipment
Refuse Fund	14,671.00	11%	SSD Equipment
CDBG	20,289.00	15%	SSD Monitoring
	137,132.00	100%	

ANALYSIS: The City of South Gate has several facilities that store equipment and supplies for Department uses. Due to recent increases in vandalism and burglaries at these facilities, additional

cameras and security devices are needed to monitor and protect City assets. SSD currently provides these services for the City at many of its buildings and the additional equipment and monitoring would become part of the overall agreement with the company. During a future Council meeting, staff will provide an updated master agreement.

In discussions with the Police Department, they agree that the addition of cameras and alarms at these facilities would be an added step in increasing the security presence at the locations and would allow for the Police to monitor certain areas in “real-time” through the web access, as needed.

BACKGROUND: Over the last two (2) years, the City has seen an increase in break-ins of facilities during the night and weekends that have led to the loss of thousands of dollars of equipment and vehicles, as well as repairs to buildings. One such incident occurred in August when thieves were able to gain entry to the maintenance building at Hollydale Regional Park and steal a “Gator” service vehicle and backpack blower. Overall, cost to the City for replacement was approximately \$15,000. In 2020, thieves broke into the Parks & Recreation Department Maintenance Yard and stole two (2) vehicles and several pieces of equipment at a cost of almost \$20,000. (Both vehicles were subsequently recovered.) These are just a few examples of losses that have occurred in recent years.

To prevent and/or identify suspects, staff is recommending the purchase and installation of additional equipment at the following facilities:

FACILITY	NEED	PURCHASE+MONITORING
Hollydale Regional Park	Alarm System	\$ 2,539.34 + \$164.95 monthly
Hollydale Regional Park	Camera System	\$11,085.02 + \$227.60 monthly
Park Maintenance Yard	Capture Cam	\$ 1,900.00 + \$438.00 monthly
Girls Club House*	Cameras	\$18,860.69 + \$243.00 monthly
Senior Center	Alarm	\$ 5,171.42 + \$282.95 monthly
Senior Center*	Cameras	\$11,609.31 + \$165.00 monthly
Golf Course*	Cameras	\$ 4,025.84 + \$35.00 monthly
Sports Center	Camera Upgrades	\$ 9,821.08 + \$122.77 monthly
City Maintenance Yard	Capture Cam	\$ 3,800.00 + \$437.79 monthly
City Maintenance Yard	Cameras Interior	\$11,995.32 + \$155.00 monthly
City Maintenance Yard	Intercom System	\$36,034.25 + \$264.00 monthly
TOTAL ESTIMATED COST		\$116,842.27 + \$2,536.06 monthly <i>(\$20,288.48 for 8 months)</i>

**All estimates are based on “Not To Exceed” quotes from SSD. Final costs will depend on availability of equipment and connections at the different facilities.*

All new equipment will be monitored by SSD with available viewing of our camera feeds by the South Gate Police Department which will allow for a more effective response should additional incidents occur.

- ATTACHMENTS:**
- A. SSD contract for Hollydale Regional Alarm – Contract 103465Z
 - B. SSD contract for Hollydale Regional Cameras - Contract 103465AB
 - C. SSD contract for Park Maintenance Yard Capture Cam - Contract 103465Y
 - D. SSD estimate for Girls Club House Cameras - Contract 103465AD
 - E. SSD contract for Senior Center Alarm - Contract 103465L
 - F. SSD estimate for Senior Center Cameras - Contract 103465AE

- G. SSD contract for Golf Course Cameras - Contract 103465AF
- H. SSD contract for Sports Center Camera Upgrades - Contract 103465AC
- I. SSD contract for City Maintenance Yard Capture Cam - Contract 100981BF
- J. SSD contract for City Maintenance Yard Cameras Interior - Contract 100981AW
- K. SSD contract for City Maintenance Yard Intercom System - Contract 100981AV



SSD Alarm

City of South Gate
5400 Monroe Avenue
(Hollydale Regional Park)
South Gate, CA 90280

9/7/2021

103465Z

Osie,

Thank you for the opportunity to provide our proposal on this important project.
If you have any questions after review of this proposal, please do not hesitate to contact me. We look forward to working with you on this project.

Sincerely,

Shana Fischer

Shana Fischer
Security & Fire Consultant
714-231-5893
sfischer@ssdalarm.com



SSD Alarm

SCOPE OF WORK

SSD Alarm proposes a new Burglar Alarm System for Hollydale Regional Park. The 2 roll-up doors, and 1 pedestrian door will be contacted, and a motion detector will be installed to cover the interior space. A cellular communicator is included for primary communication, as well as an SSD SecureNet communicator for back up communication.

INCLUSIONS

- Labor to install system as described in this proposal
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required
- Purchase sales tax

EXCLUSIONS AND CLARIFICATIONS

- This proposal is valid for 60 days.
- SecureNet communicator remains the property of SSD Alarm at all times.

EQUIPMENT LIST

Burglary Alarm System

<u>Qty</u>	<u>Description</u>
1	ALARM CONTROL PANEL
1	BACK-UP BATTERY
1	KEYPAD
1	SIREN
3	HEAVY DUTY CONTACT
1	MOTION DETECTOR
1	CELLULAR MODULE
1	SECURENET COMMUNICATOR

Equipment:	\$705.61
Miscellaneous:	
Labor:	\$1,761.40
System Total:	\$2,467.01

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SSD Alarm

INVESTMENT SUMMARY

PURCHASE

System Investment	\$2,467.01
Sales Tax	\$72.33
Total System Investment	\$2,539.34

SERVICES

Business Security Monitoring	
Full Service Plan New Devices Only	
Preventative Maintenance	
Open/Close Logging	
User ID	
Remote Code Changes	
eLink	
Daily Test	
Burglar Alarm Cellular Primary	
Burglar Alarm Radio Backup	
Total Monthly Fee	\$164.95 / month

Full Service Plan includes parts and labor for all repairs and service, excluding damage or human error. Covered service will be provided 8:00am - 4:00pm, excluding weekends and holidays. Lift fee and batteries for wireless devices, if required, is excluded.

INVESTMENT CLAUSES

- 50% deposit due upon acceptance

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SSD Alarm

City of South Gate
5400 Monroe Avenue
(Hollydale Regional Park)
South Gate, CA 90280

9/16/2021
103465AB

Osie ,

Thank you for the opportunity to provide our proposal on this important project.
If you have any questions after review of this proposal, please do not hesitate to contact me. We look forward to working with you on this project.

Sincerely,

Shana Fischer

Shana Fischer
Security & Fire Consultant
714-231-5893
sfischer@ssdalarm.com

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SSD Alarm

SCOPE OF WORK

SSD Alarm to install a CCTV system at the Hollydale Regional Park Maintenance Building. 3 cameras will be installed on the outside of the building: 2 on the west side of the building viewing the overhead doors, and 1 on the south side of the building viewing the pedestrian door. 1 camera to be installed inside the building to provide a general view of the interior space. An 8-channel network recorder will be installed inside the building, and a 17" LCD monitor is included for on-site viewing.

In lieu of City provided internet service, SSD will provide a cellular router. Cell router includes 100GB of data per month; when exceeded, speed slows to 2G speed until the billing cycle resets. The cell router includes a 3-year subscription.

This recorder will be connected to the City's existing remote view software for locations at the Watch Commanders at the P.D., the Sports Center Directors office, and the Public Works Corporate Yard Office.

INCLUSIONS

- Cable
- Labor to install system as described in this proposal
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required
- Purchase sales tax

EXCLUSIONS AND CLARIFICATIONS

- Should subscriber choose to have SSD Systems install the remote viewing software on the subscriber provided computer/server, SSD will not be responsible for said computer/server, software or data. Subscriber shall also make arrangements to have this computer available for the technician at the time of the installation. SSD Systems recommends that subscriber make arrangements to have their own computer personnel load this software on the computer to avoid any possible problems that may result from the installation of this software.
- Camera protection is not intended to provide coverage beyond a limited field of view. Subscriber understands multiple cameras, special lenses and increased lighting may be needed in order to simultaneously get a close up detailed picture with a wide angle picture. SSD has no control over conditions that may affect the video quality and resolution such as equipment capability, lighting, weather, distance, angle of view, blockage, power, mounting height, etc.
- Subscriber will be responsible to set aside two hours for training on the Digital Video Recorder System. Any additional time or training will be done on an hourly basis
- Customer to provide network drop at recorder

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SSD Alarm

- Video system may require you to add more bandwidth for viewing the video through a computer onsite or offsite, or through a smart phone App.
- Customer will be responsible for providing IT support for Firewall and Port opening on their network.
- This proposal is valid for 60 days.

EQUIPMENT LIST

CCTV System

<u>Qty</u>	<u>Description</u>
1	WAVE NVR 8-CH 4TB W/POE
4	4MP OUTDOOR VANDAL DOME, IR
3	WALL MOUNT
3	CAP ADAPTER
3	WALL MOUNT BASE
Lot	GENERAL CABLE 24/4PR CAT 6 CABLE
1	17" LCD VGA,BNC,HDML, MONITOR
1	UPS BACK UP
1	CELL ROUTER
1	REMOTE VIEW SET UP
1	TRAINING

Equipment:	\$5,968.25
Miscellaneous:	\$0.00
Labor:	\$4,505.02
System Total:	\$10,473.27

INVESTMENT SUMMARY

PURCHASE

System Investment	\$10,473.27
Sales Tax	\$611.75
Total System Investment	\$11,085.02

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SSD Alarm

SERVICES

CELL ROUTER SERVICE
PREVENTATIVE MAINTENANCE
Full Service Plan New Devices Only

Total Monthly Fee

\$227.60 / month

Full Service Plan includes parts and labor for all repairs and service, excluding damage or human error. Covered service will be provided 8:00am - 4:00pm, excluding weekends and holidays. Lift fee and batteries for wireless devices, if required, is excluded.

INVESTMENT CLAUSES

- SOUTH GATE FULL SERVICE PLAN INCLUDES: Parts and labor 24 hours per day, 365 days per year. Damage by human error or negligence is not covered under this warranty. Subscriber shall pay all charges which result from any alteration, remodeling, repair, or other change to subscriber's premises. In cases where a service call is requested, and specified as "Emergency Service" needed, an SSD Systems technician will be on site within four (4) hours. For standard maintenance and service calls, an SSD Systems technician will be on site within two (2) business days.

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SSD Alarm

SERVICES

CaptureCam Video Alarm Monitoring	Included
User ID	Included
Open/Close Logging	Included
eLink	Included
Daily Test	Included
Preventative Maintenance	Included
Full Service Plan	Included

Full Service Plan includes parts and labor 24 hours per day, 365 days per year. Damage by human error or negligence is not covered under this warranty. Subscriber shall pay all charges which result from any alteration, remodeling, repair, or other change to subscriber's premises. In cases where a service call is requested, and specified as "Emergency Service" needed, an SSD Systems technician will be on site within four (4) hours. For standard maintenance and service calls, an SSD Systems technician will be on site within two (2) business days.

INVESTMENT CLAUSES

- This proposal is valid for 60 days



SSD Alarm

City of South Gate – Park Yard
4933 Southern Ave.
South Gate, CA 90280

9/7/2021

103465Y

Osie ,

Please review the following proposal for installation at the Park Yard. If you have any questions please don't hesitate to contact me.

Sincerely,

Shana Fischer

Shana Fischer
Security & Fire Consultant
714-231-5893
sfischer@ssdalarm.com



SSD Alarm

SCOPE OF WORK

SSD Alarm to install a CaptureCam system at the Park Yard located at 4933 Southern Ave, 1 Motion Viewer to be installed in the Office, and 8 will be installed around the yard at various "man-trap" locations. SSD to review exact placement with City representative prior to system installation. The keypad will be installed at the gate on the perimeter wall to allow entry to the property.

INCLUSIONS

- Labor to install system as described in this proposal
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required

EXCLUSIONS AND CLARIFICATIONS

- This proposal is valid for 60 days.

EQUIPMENT LIST

Other Equipment

<u>Qty</u>	<u>Description</u>
1	CAPTURECAM PANEL
1	CAPTURECAM PANEL POWER SUPPLY
1	CAPTURECAM VERTICAL ALPHA KEYAD
1	FIBERGLASS KEYPAD ENCLOSURE
9	CAPTURECAM OUTDOOR VIEWER W/ ARM KT
1	PROGRAMMING

INVESTMENT SUMMARY

SSD PROVIDED SYSTEM

Term	36 months
Installation Fee	\$1,900.00
Monthly Fee	\$438.00

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SSD Alarm

South Gate - Girls Clubhouse
4940 Southern Ave
South Gate, CA 90280

9/16/2021
103465AD

Osie,

Thank you for the opportunity to meet and discuss your needs.
I have developed this proposal based on your specific concerns and requirement. As these are the basis for a successful design, I have summarized key points as I understood them.

Key Points

- This is a BUDGETARY proposal only, based on prior knowledge of the Girls Clubhouse.
- System consists of 6 interior cameras, and 6 exterior cameras.
- A site visit is needed in order for SSD to provide a proposal considering exact camera placement and coverage.

Please let me know if you feel I have missed anything pertinent to your needs or if you would like to add to this list. I look forward to working with you to create a winning solution. If you have any questions about the following proposal, please don't hesitate to contact me.

Sincerely,

Shana Fischer

Shana Fischer
Security & Fire Consultant
714-231-5893
sfischer@ssdalarm.com



SSD Alarm

INCLUSIONS

- Cable
- Labor to install system as described in this proposal
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required
- Purchase sales tax

EXCLUSIONS AND CLARIFICATIONS

- Should subscriber choose to have SSD Systems install the remote viewing software on the subscriber provided computer/server, SSD will not be responsible for said computer/server, software or data. Subscriber shall also make arrangements to have this computer available for the technician at the time of the installation. SSD Systems recommends that subscriber make arrangements to have their own computer personnel load this software on the computer to avoid any possible problems that may result from the installation of this software.
- Camera protection is not intended to provide coverage beyond a limited field of view. Subscriber understands multiple cameras, special lenses and increased lighting may be needed in order to simultaneously get a close up detailed picture with a wide angle picture. SSD has no control over conditions that may affect the video quality and resolution such as equipment capability, lighting, weather, distance, angle of view, blockage, power, mounting height, etc.
- Subscriber will be responsible to set aside two hours for training on the Digital Video Recorder System. Any additional time or training will be done on an hourly basis
- Customer to provide network drop at recorder
- Video system may require you to add more bandwidth for viewing the video through a computer onsite or offsite, or through a smart phone App.
- Customer will be responsible for providing IT support for Firewall and Port opening on their network.
- This proposal is valid for 60 days.

EQUIPMENT LIST

CCTV System

<u>Qty</u>	<u>Description</u>
1	SAMSUNG 16-CH NVR, 8TB, POE, 180MBS
1	SURGE PROTECTOR
1	UPS BACK UP
1	MONITOR 17", LCD
6	SAMSUNG 4MP OUTDR IR VANDAL DOME

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SSD Alarm

- 6 SAMSUNG 4MP DOME INDR,3.6,DN,WDR,IR
- 6 CAP ADAPTER
- 6 WALL MOUNT BASE
- 6 WALL MOUNT
- Lot CAT 6 CABLE
- 1 PROGRAMMING
- 1 LAN/ WAN SET UP
- 1 TRAINING
- 1 PREVENTATIVE MAINTENANCE

Equipment:	\$8,058.05
Miscellaneous:	\$0.00
Labor:	\$9,976.69
System Total:	\$18,034.74

INVESTMENT SUMMARY

PURCHASE

System Investment	
Sales Tax	\$18,034.74
Total System Investment	\$825.95
	\$18,860.69

SERVICES

PREVENTATIVE MAINTENANCE

Full Service Plan New Devices Only

Total Monthly Fee \$243.00 / month

Full Service Plan includes parts and labor for all repairs and service, excluding damage or human error. Covered service will be provided 8:00am - 4:00pm, excluding weekends and holidays. Lift fee and batteries for wireless devices, if required, is excluded.

INVESTMENT CLAUSES

- SOUTH GATE FULL SERVICE PLAN INCLUDES: Parts and labor 24 hours per day, 365 days per year. Damage by human error or negligence is not covered under this warranty. Subscriber shall pay all charges which result from any alteration, remodeling, repair, or other change to subscriber's premises. In cases where a service call is requested, and specified as "Emergency Service" needed, an SSD Systems technician will be on site within four (4) hours. For standard maintenance and service calls, an SSD Systems technician will be on site within two (2) business days.

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SSD Alarm

ATTACHMENT E

City of South Gate
4855 Tweedy Blvd. (Margaret Travis Senior Center)
South Gate, CA 90280

9/7/2021
103465L

Osie,

Please review the following proposal for installation at the Margaret Travis Senior Center. If you have any questions please don't hesitate to contact me.

Sincerely,

Shana Fischer

Shana Fischer
Security & Fire Consultant
714-231-5893
sfischer@ssdalarm.com

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SSD Alarm

SCOPE OF WORK

SSD Alarm proposes to install a new burglar alarm system at the Margaret Travis Senior Center, located at 4855 Tweedy Blvd in South Gate. All perimeter doors will be contacted, and 6 motion detectors will be installed as follows: lobby, back/kitchen entry, east activity room, office, and west activity room (2). The system is proposed to communicate via cellular communicator, with an SSD SecureNet back-up communicator, and will be programmed for Logged opens/closes by User ID, a daily-test signal, and set-up for eLink (SSD's customer web-portal).

INCLUSIONS

- Labor to install system as described in this proposal
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required
- Purchase sales tax
- Installation includes one year warranty on parts and 90 days labor on newly installed equipment

EXCLUSIONS AND CLARIFICATIONS

- Any patching, painting, replacement of ceiling tiles, wall covering repair is excluded

EQUIPMENT LIST

Burglary Alarm System

<u>Qty</u>	<u>Description</u>
1	ALARM CONTROL PANEL
1	KEYPAD LCD THINLINE
1	CELL COMMUNICATOR
1	INDOOR SIREN
1	BACK-UP BATTERY
10	DOOR CONTACTS
6	MOTION DETECTORS
1	WIRELESS HIGH POWER RECEIVER

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SSD Alarm

Other Equipment

<u>Qty</u>	<u>Description</u>
1	SECURENET COMMUNICATOR (SSD Owned)

Equipment:	\$2,386.63
Miscellaneous:	\$0.00
Labor:	\$2,540.16
System Total:	\$4,926.79

INVESTMENT SUMMARY

PURCHASE

System Investment	
Sales Tax	\$4,926.79
Total System Investment	\$244.63
	\$5,171.42

SERVICES

Security Monitoring	
Burglar Alarm Cellular Primary	
Full Service Plan	
Quarterly Preventative Maintenance	
Open/Close Logging	
User ID	
eLink	
Daily Test	
Radio Backup	
Total Monthly Fee	\$282.95 / month

Full Service Plan includes parts and labor 24 hours per day, 365 days per year. Damage by human error or negligence is not covered under this warranty. Subscriber shall pay all charges which result from any alteration, remodeling, repair, or other change to subscriber's premises. In cases where a service call is requested, and specified as "Emergency Service" needed, an SSD Systems technician will be on site within four (4) hours. For standard maintenance and service calls, an SSD Systems technician will be on site within two (2) business days.

INVESTMENT CLAUSES

- 50% deposit due upon acceptance
- This proposal is valid for 90 days
- SecureNet Communicator remains the property of SSD Alarm at all times

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SSD Alarm

City of South Gate
4855 Tweedy Blvd. (Senior
Center)
South Gate, CA 90280

9/16/2021
103465AE

Osie,

Thank you for the opportunity to meet and discuss your needs.

I have developed this proposal based on your specific concerns and requirement. As these are the basis for a successful design, I have summarized key points as I understood them.

Key Points

- This is a BUDGETARY proposal only, based on prior knowledge of the Senior Center.
- System consists of 3 interior cameras, and 4 exterior cameras
- A site visit is needed in order for SSD to provide a proposal considering exact camera placement and coverage.

Please let me know if you feel I have missed anything pertinent to your needs or if you would like to add to this list. I look forward to working with you to create a winning solution. If you have any questions about the following proposal, please don't hesitate to contact me.

Sincerely,

Shana Fischer

Shana Fischer
Security & Fire Consultant
714-231-5893
sfischer@ssdalarm.com



SSD Alarm

INCLUSIONS

- Cable
- Labor to install system as described in this proposal
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required
- Purchase sales tax

EXCLUSIONS AND CLARIFICATIONS

- Should subscriber choose to have SSD Systems install the remote viewing software on the subscriber provided computer/server, SSD will not be responsible for said computer/server, software or data. Subscriber shall also make arrangements to have this computer available for the technician at the time of the installation. SSD Systems recommends that subscriber make arrangements to have their own computer personnel load this software on the computer to avoid any possible problems that may result from the installation of this software.
- Camera protection is not intended to provide coverage beyond a limited field of view. Subscriber understands multiple cameras, special lenses and increased lighting may be needed in order to simultaneously get a close up detailed picture with a wide angle picture. SSD has no control over conditions that may affect the video quality and resolution such as equipment capability, lighting, weather, distance, angle of view, blockage, power, mounting height, etc.
- Subscriber will be responsible to set aside two hours for training on the Digital Video Recorder System. Any additional time or training will be done on an hourly basis
- Customer to provide network drop at recorder
- Video system may require you to add more bandwidth for viewing the video through a computer onsite or offsite, or through a smart phone App.
- Customer will be responsible for providing IT support for Firewall and Port opening on their network.
- This proposal is valid for 60 days.

EQUIPMENT LIST

CCTV System

<u>Qty</u>	<u>Description</u>
1	SAMSUNG NVR 8CH,4K,4TB,POE+
1	UPS BACK UP
1	MONITOR 17", LCD
3	SAMSUNG 4MP DOME INDR,3.6,DN,WDR,IR
4	SAMSUNG 4MP OUTDR IR VANDAL DOME

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SSD Alarm

- 4 WALL MOUNT BASE
- 4 CAP ADAPTER
- 4 WALL MOUNT
- Lot CAT 6 CABLE
- 1 PROGRAMMING
- 1 LAN/WAN SET UP
- 1 TRAINING
- 1 PREVENTATIVE MAINTENANCE

Equipment:	\$4,961.28
Miscellaneous:	\$0.00
Labor:	\$6,139.50
System Total:	\$11,100.78

INVESTMENT SUMMARY

PURCHASE

System Investment	\$11,100.78
Sales Tax	\$508.53
Total System Investment	\$11,609.31

SERVICES

PREVENTATIVE MAINTENANCE

Full Service Plan New Devices Only

Total Monthly Fee \$165.00 / month

Full Service Plan includes parts and labor for all repairs and service, excluding damage or human error. Covered service will be provided 8:00am - 4:00pm, excluding weekends and holidays. Lift fee and batteries for wireless devices, if required, is excluded.

INVESTMENT CLAUSES

- SOUTH GATE FULL SERVICE PLAN INCLUDES: Parts and labor 24 hours per day, 365 days per year. Damage by human error or negligence is not covered under this warranty. Subscriber shall pay all charges which result from any alteration, remodeling, repair, or other change to subscriber's premises. In cases where a service call is requested, and specified as "Emergency Service" needed, an SSD Systems technician will be on site within four (4) hours. For standard maintenance and service calls, an SSD Systems technician will be on site within two (2) business days.

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SSD Alarm

City of South Gate
 9615 Pinehurst Ave.
 (Golf Shack)
 South Gate, CA 90280

9/16/2021

103465AF

Osie ,

Thank you for the opportunity to meet and discuss your needs.

I have developed this proposal based on your specific concerns and requirement. As these are the basis for a successful design, I have summarized key points as I understood them.

Key Points

- This is a BUDGETARY proposal only, based on prior knowledge of the Golf Shack
- System consists of 1 interior camera
- A site visit is needed in order for SSD to provide a proposal considering exact camera placement and coverage.

Please let me know if you feel I have missed anything pertinent to your needs or if you would like to add to this list. I look forward to working with you to create a winning solution. If you have any questions about the following proposal, please don't hesitate to contact me.

Sincerely,

Shana Fischer

Shana Fischer
 Security & Fire Consultant
 714-231-5893
 sfischer@ssdalarm.com



SSD Alarm

EXCLUSIONS AND CLARIFICATIONS

- Should subscriber choose to have SSD Systems install the remote viewing software on the subscriber provided computer/server, SSD will not be responsible for said computer/server, software or data. Subscriber shall also make arrangements to have this computer available for the technician at the time of the installation. SSD Systems recommends that subscriber make arrangements to have their own computer personnel load this software on the computer to avoid any possible problems that may result from the installation of this software.
- Camera protection is not intended to provide coverage beyond a limited field of view. Subscriber understands multiple cameras, special lenses and increased lighting may be needed in order to simultaneously get a close up detailed picture with a wide angle picture. SSD has no control over conditions that may affect the video quality and resolution such as equipment capability, lighting, weather, distance, angle of view, blockage, power, mounting height, etc.
- Subscriber will be responsible to set aside two hours for training on the Digital Video Recorder System. Any additional time or training will be done on an hourly basis
- Customer to provide network drop at recorder
- Video system may require you to add more bandwidth for viewing the video through a computer onsite or offsite, or through a smart phone App.
- Customer will be responsible for providing IT support for Firewall and Port opening on their network.
- This proposal is valid for 60 days.

EQUIPMENT LIST

CCTV System

<u>Qty</u>	<u>Description</u>
1	SAMSUNG NVR,4CH,2TB,POE+,50MBPS REC
1	SAMSUNG 4MP DOME INDR,3.6,DN,WDR,IR
1	MINUTEMAN 600VA UPS BACK UP
1	MONITOR 17", LCD
1	PROGRAMMING
1	LAN/ WAN SET UP
Lot	CAT 6 CABLE
1	TRAINING
1	PREVENTATIVE MAINTENANCE

Equipment:	\$1,563.29
Miscellaneous:	\$0.00
Labor:	\$2,302.31
System Total:	\$3,865.60

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SSD Alarm

INVESTMENT SUMMARY

PURCHASE

System Investment	\$3,865.60
Sales Tax	\$160.24
Total System Investment	\$4,025.84

SERVICES

Full Service Plan New Devices Only

Total Monthly Fee \$35.00 / month

Full Service Plan includes parts and labor for all repairs and service, excluding damage or human error. Covered service will be provided 8:00am - 4:00pm, excluding weekends and holidays. Lift fee and batteries for wireless devices, if required, is excluded.

INVESTMENT CLAUSES

- SOUTH GATE FULL SERVICE PLAN INCLUDES: Parts and labor 24 hours per day, 365 days per year. Damage by human error or negligence is not covered under this warranty. Subscriber shall pay all charges which result from any alteration, remodeling, repair, or other change to subscriber's premises. In cases where a service call is requested, and specified as "Emergency Service" needed, an SSD Systems technician will be on site within four (4) hours. For standard maintenance and service calls, an SSD Systems technician will be on site within two (2) business days.

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SSD Alarm

City of South Gate
9520 Hildreth Ave. (Sports Center)
South Gate, CA 90280

9/20/2021
103465AC

Osie,

Thank you for the opportunity to provide our proposal on this important project.
If you have any questions after review of this proposal, please do not hesitate to contact me. We look forward to working with you on this project.

Sincerely,

Shana Fischer

Shana Fischer
Security & Fire Consultant
714-231-5893
sfischer@ssdalarm.com



SSD Alarm

SCOPE OF WORK

SSD Alarm proposes to upgrade the existing CCTV System at the City of South Gate Sports Center. The existing 6 interior cameras and 3 exterior cameras will be upgraded to AHD dome cameras utilizing existing cable. Additionally a new exterior camera will be installed at the front of the complex to provide a general view of the outside entrance area - exact camera placement is TBD. SSD will connect the existing monitor to the new recorder, as well as program for remote view at the Watch Commanders, the Parks Directors office, and at the Public Works Corporate Yard.

INCLUSIONS

- Labor to install system as described in this proposal
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required
- Purchase sales tax
- -

EXCLUSIONS AND CLARIFICATIONS

- Should subscriber choose to have SSD Systems install the remote viewing software on the subscriber provided computer/server, SSD will not be responsible for said computer/server, software or data. Subscriber shall also make arrangements to have this computer available for the technician at the time of the installation. SSD Systems recommends that subscriber make arrangements to have their own computer personnel load this software on the computer to avoid any possible problems that may result from the installation of this software.
- Camera protection is not intended to provide coverage beyond a limited field of view. Subscriber understands multiple cameras, special lenses and increased lighting may be needed in order to simultaneously get a close up detailed picture with a wide angle picture. SSD has no control over conditions that may affect the video quality and resolution such as equipment capability, lighting, weather, distance, angle of view, blockage, power, mounting height, etc.
- Subscriber will be responsible to set aside two hours for training on the Digital Video Recorder System. Any additional time or training will be done on an hourly basis
- Customer to provide network drop at recorder
- Video system may require you to add more bandwidth for viewing the video through a computer onsite or offsite, or through a smart phone App.
- Customer will be responsible for providing IT support for Firewall and Port opening on their network.
- This proposal is valid for 60 days.
- -



SSD Alarm

EQUIPMENT LIST

CCTV System

<u>Qty</u>	<u>Description</u>
3	DOME CAMERA AHD OUTDOOR IR
1	DOME CAMERA AHD OUTDOOR IR
6	DOME CAMERA AHD INDOOR IR
1	HVR16-CH ANALOG+2 IP 8TB
1	PROGRAMMING
1	LAN/WAN SETUP
1	TRAINING
1	PREVENTATIVE MAINTENANCE

Equipment:	\$4,413.20
Miscellaneous:	\$0.00
Labor:	\$4,955.53
System Total:	\$9,368.73

INVESTMENT SUMMARY

PURCHASE

System Investment	\$9,368.73
Sales Tax	\$452.35
Total System Investment	\$9,821.08

SERVICES

PREVENTATIVE MAINTENANCE

Full Service Plan New Devices Only

Total Monthly Fee \$122.77 / month

Full Service Plan includes parts and labor for all repairs and service, excluding damage or human error. Covered service will be provided 8:00am - 4:00pm, excluding weekends and holidays. Lift fee and batteries for wireless devices, if required, is excluded.

INVESTMENT CLAUSES

- SOUTH GATE FULL SERVICE PLAN INCLUDES: Parts and labor 24 hours per day, 365 days per year. Damage by human error or negligence is not covered under this warranty. Subscriber shall pay all charges which result from any alteration, remodeling, repair, or other change to subscriber's premises. In cases where a service call is requested, and specified as "Emergency Service" needed, an SSD Systems technician will be on site within four (4) hours. For standard maintenance and service calls, an SSD Systems technician will be on site within two (2) business days.

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SSD Alarm

City of South Gate
4244 Santa Ana St.
(Public Works Corporate Yard)
South Gate, CA 90280

9/7/2021
100981BF

Osie,

Thank you for the opportunity to provide our proposal on this important project. If you have any questions after review of this proposal, please do not hesitate to contact me. We look forward to working with you on this project.

Sincerely,

Shana Fischer

Shana Fischer
Security & Fire Consultant
714-231-5893
sfischer@ssdalarm.com



SSD Alarm

SCOPE OF WORK

SSD Alarm proposes to install a Capture Cam system at the City of South Gate - Public Works Corporate Yard, 4244 Santa Ana St., in South Gate.

The CaptureCam panel will be placed on the southeast corner of the warehouse building. SSD will test installation location for best reception to determine the exact placement. The keypad and arming/disarming reader will be installed at the side/west warehouse entry door (near the alarm keypad). The reader will be used for arming/disarming the CaptureCam system, and will be connected to the S2 System via relay to allow an increased number of users ability to arm and disarm the system.

11 CaptureCams / Motion Viewers will be installed; proposed locations are at the northeast corner of the property, the southeast corner of the property (2), the southwest corner of the warehouse building, and 7 placed throughout the covered parking and equipment areas. Placement of viewers and expected coverage will be reviewed with designated City personnel at a pre-installation job-walk. Each CaptureCam Motion viewer has a detection zone of approximately 35 feet from device.

INCLUSIONS

- Labor to install system as described in this proposal
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required

EXCLUSIONS AND CLARIFICATIONS

- Any patching, painting, replacement of ceiling tiles, wall covering repair is excluded
- This proposal is valid for 60 days.
- Fobs/Cards/Badges are NOT included in this proposal. SSD will incorporate any existing employee fobs for arming & disarming as instructed by the City. Additional units may be purchased as needed on a T&M basis.

EQUIPMENT LIST

Other Equipment

<u>Qty</u>	<u>Description</u>
1	CAPTURECAM CONTROL PANEL
1	POWER SUPPLY
1	KEYPAD
1	S2 2-DOOR BLADE MODULE
1	HID MCLASS SE RP40 PROX READER-BLK

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SSD Alarm

- 1 ALTRONIX 4AMP 12V POWER SUPP W/PD4
- 1 ALTRONIX RATCHET RELAY 12/24 VOLT
- 11 OUTDOOR CAPTURECAMS
- 11 MOUNT BASES
- 11 MOUNTING BRACKETS
- Lot GRAY STRANDED 18/4 WIRE - PVC
- Lot WIRE 22/6 STRANDED GRAY CABLE
- 1 PROGRAMMING
- 1 MISC HARDWARE

INVESTMENT SUMMARY SSD PROVIDED SYSTEM

Term	36 months
Installation Fee	\$3,800.00
Monthly Fee	\$437.79

SERVICES

CaptureCam Video Alarm Monitoring	Included
eLink	Included
User ID	Included
Open/Close Logging	Included
Preventative Maintenance	Included
Daily Test	Included
Full Service Plan	Included

Full Service Plan includes parts and labor 24 hours per day, 365 days per year. Damage by human error or negligence is not covered under this warranty. Subscriber shall pay all charges which result from any alteration, remodeling, repair, or other change to subscriber's premises. In cases where a service call is requested, and specified as "Emergency Service" needed, an SSD Systems technician will be on site within four (4) hours. For standard maintenance and service calls, an SSD Systems technician will be on site within two (2) business days.

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SSD Alarm

City of South Gate - Public Works Corp. Yard
 4244 Santa Ana St.
 South Gate, CA 90280

9/14/2021
 100981AW

Osie Harrell,

Thank you for the opportunity to meet and discuss your needs.

I have developed this proposal based on your specific concerns and requirement. As these are the basis for a successful design, I have summarized key points as I understood them.

Key Points

- Install 2 IP 360° Fish-Eye cameras in the warehouse
- Install 1 network video recorder
- System able to be remotely viewed via existing Samsung software currently installed on authorized user computers

Please let me know if you feel I have missed anything pertinent to your needs or if you would like to add to this list. I look forward to working with you to create a winning solution. If you have any questions about the following proposal, please don't hesitate to contact me.

Sincerely,

Shana Fischer

Shana Fischer
 Security & Fire Consultant
 714-231-5893
 sfischer@ssdalarm.com

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SSD Alarm

SCOPE OF WORK

SSD Alarm to install the following equipment at the City of South Gate - Corporate Yard:
IP CCTV system to consist of 1 16-channel 8TB network video recorder ("NVR"), and 2 360° "fish-eye" cameras in the Warehouse to provide general coverage of the Warehouse. A monitor is included for installation at the recorder location.

INCLUSIONS

- Labor to install system as described in this proposal
- Lift
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required
- Purchase sales tax
- Installation includes one year warranty on parts and 90 days labor on newly installed equipment

EXCLUSIONS AND CLARIFICATIONS

- Should subscriber choose to have SSD Systems install the remote viewing software on the subscriber provided computer/server, SSD will not be responsible for said computer/server, software or data. Subscriber shall also make arrangements to have this computer available for the technician at the time of the installation. SSD Systems recommends that subscriber make arrangements to have their own computer personnel load this software on the computer to avoid any possible problems that may result from the installation of this software.
- Camera protection is not intended to provide coverage beyond a limited field of view. Subscriber understands multiple cameras, special lenses and increased lighting may be needed in order to simultaneously get a close up detailed picture with a wide angle picture. SSD has no control over conditions that may affect the video quality and resolution such as equipment capability, lighting, weather, distance, angle of view, blockage, power, mounting height, etc.
- Subscriber will be responsible to set aside two hours for training on the Network Video Recorder System. Any additional time or training will be done on an hourly basis
- Customer to provide network drop at recorder
- Lift rental for the system installation is included, however lift rental for future service calls and Quarterly Preventative Maintenance appointments will be billable on an as-needed basis.

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SSD Alarm

EQUIPMENT LIST

CCTV System

<u>Qty</u>	<u>Description</u>
1	SAMSUNG NVR 16CH,8TB,POE+,180MBS
2	SAMSUNG IP FISHEYE 9MP VANDAL T D/N
1	20" LED MONITOR,VGA,HDMI,BNC
1	UPS 1U RACKMOUNT
Lot	GENERAL CABLE 24/4PR CAT 6 CABLE
1	TRAINING / PROGRAMMING

INVESTMENT SUMMARY

PURCHASE

System Investment	
Sales Tax	\$11,234.09
Total System Investment	\$761.23
	\$11,995.32

SERVICES

Full Service Plan New Devices Only

Preventative Maintenance

Additional Monthly Fee

\$155.00 / month

Full Service Plan includes parts and labor 24 hours per day, 365 days per year. Damage by human error or negligence is not covered under this warranty. Subscriber shall pay all charges which result from any alteration, remodeling, repair, or other change to subscriber's premises. In cases where a service call is requested, and specified as "Emergency Service" needed, an SSD Systems technician will be on site within four (4) hours. For standard maintenance and service calls, an SSD Systems technician will be on site within two (2) business days..

INVESTMENT CLAUSES

- This proposal is valid for 90 days
- Monthly fee is in addition to existing monthly fees

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SSD Alarm

ATTACHMENT K

City of South Gate - Public Works Corp. Yard
4244 Santa Ana St.
South Gate, CA 90280

1/11/2019
100981AV

Osie Harrell,

Thank you for the opportunity to meet and discuss your needs.

I have developed this proposal based on your specific concerns and requirement. As these are the basis for a successful design, I have summarized key points as I understood them.

Key Points

- Add a PINpad/card reader to the front Entry/Exit doors
- Add PINpad/card readers to 3 doors going from the Warehouse into the Office area
- Add intercoms/Door Stations at the front entry/exit doors, and the main employee entrance door from the warehouse-to-office.
- Install intercom "Master" stations at 5 desktops for communication with the door stations, and door-release of the front or employee door.

Please let me know if you feel I have missed anything pertinent to your needs or if you would like to add to this list. I look forward to working with you to create a winning solution. If you have any questions about the following proposal, please don't hesitate to contact me.

Sincerely,

Shana Fischer

Shana Fischer
Security & Fire Consultant
714-231-5893
sfischer@ssdalarm.com



SSD Alarm

SCOPE OF WORK

SSD Alarm to install the following equipment at the City of South Gate - Corporate Yard:
Card readers will be installed at the front, double, entry/exit doors, and 3 doors going from the warehouse into the office area. These components will be connected to the City's existing S2 access control system. An intercom system will be installed with Door Stations at the front entry/exit doors, and the main employee entrance door from the warehouse-to-office. Master stations will be installed at 5 desktops for communication with the door stations, and door-release of the front or employee door.

INCLUSIONS

- Labor to install system as described in this proposal
- Project Management
- Training
- Programming
- Materials as listed in this proposal
- Prevailing wage as required
- Purchase sales tax
- Installation includes one year warranty on parts and 90 days labor on newly installed equipment.

EXCLUSIONS AND CLARIFICATIONS

- 120V AC power at main panel and any remote power supplies
- Door and Frame Recertification
- Should subscriber choose to have SSD Systems install the access control software on the subscriber provided computer/server, SSD will not be responsible for said computer/server, software or data. Subscriber shall also make arrangements to have this computer available for the technician at the time of the installation. SSD Systems recommends that subscriber make arrangements to have their own computer personnel load this software on the computer to avoid any possible problems that may result from the installation of this software.
- Network connections provided at the access control panel
- Customer to provide 120AV dedicated power, connected to the City's back-up generator

EQUIPMENT LIST

Access Control System

<u>Qty</u>	<u>Description</u>
1	S2 NETWORK NODE 2 RDRS,4 IN/OUT
1	S2 ACCESS CONTROL MODULE 2-DOOR
4	PROX / KEYPADS

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- 4 ELECTRIC LOCKS
- 4 DOOR POSITION SWITCHES
- 1 BACK-UP BATTERY
- 1 POWER SUPPLY
- 1 P/S BACK-UP BATTERY
- 1 SECURITRON EXIT BUTTON ILLUMINATED
- 50 KEYFOBS
- Lot WIRE SHIELDED STRD 22/6 WIRE - PVC
- Lot GRAY STRANDED 18/2 WIRE - PVC
- Lot GRAY STRANDED 18/4 WIRE - PVC
- 1 MISC HARDWARE

Intercom

<u>Qty</u>	<u>Description</u>
1	IP VIDEO MASTER STATION
5	AIPHONE MASTER STATION SOFTWARE
2	AIPHONE IP VIDEO DOOR STATIONS
1	AIPHONE DOOR RELAY/LAF
3	AIPHONE 24VDC 2AMP POWER SUPPLIES
3	MISC HARDWARE
Lot	CABLE

Equipment:	\$23,382.63
Miscellaneous:	\$0.00
Labor:	\$10,254.90
System Investment:	\$33,637.53

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SSD Alarm

INVESTMENT SUMMARY

PURCHASE

System Investment	\$33,637.53
Sales Tax	\$2,396.72
Total System Investment	\$36,034.25

SERVICES

Full Service Plan New Devices Only
Preventative Maintenance

Total Monthly Fee

\$264.00 / month

Full Service Plan includes parts and labor for all repairs and service, excluding damage or human error. Covered service will be provided 8:00am - 4:00pm, excluding weekends and holidays. Lift fee and batteries for wireless devices, if required, is excluded.

INVESTMENT CLAUSES

- This proposal is valid for 90 days
- Monthly fee is in addition to existing fees

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SEP 21 2021

12:30 pm

AGENDA BILL


For the Regular Meeting of: September 28, 2021

Originating Department: Public Works

Department Director: _____


Arturo Cervantes

Interim City Manager: _____


Chris Jeffers

SUBJECT: AMENDMENT NO. 2 TO MEASURE R FUNDING AGREEMENT WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, CONTRACT NO. 3378, FOR THE FIRESTONE BOULEVARD REGIONAL CORRIDOR CAPACITY ENHANCEMENT PROJECT, CITY PROJECT NO. 476-TRF (“THE BOULEVARD PROJECT”)

PURPOSE: The Firestone Boulevard Regional Corridor Capacity Enhancement Project (“The Boulevard Project”) was completed under budget. The City received approval to utilize the remaining funds to implement Phase II of The Boulevard Project. Amendment No. 2 to the Measure R Funding Agreement (“Agreement”) extends the funding lapsing date by one year, which provides the time necessary to design and construct the project.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Approving Amendment No. 2 to Contract No. 3378 Measure R Funding Agreement with the Los Angeles County Metropolitan Transportation Authority (“Metro”) retroactively extending the lapsing date from June 30, 2021 to June 30, 2022, for the Firestone Boulevard Regional Corridor Capacity Enhancement Phase II Project, City Project No. 476-TRF, Metro Project ID No. MR306.33; and
- b. Authorizing the Mayor to execute Amendment No. 2 in a form acceptable to the City Attorney.

FISCAL IMPACT: There is no fiscal impact to the General Fund. Amendment No. 2 to the Agreement with Metro provides \$1,007,981 to fund Phase II of The Boulevard Project. The project is budgeted in Account No. 311-790-31-9447 (Capital Improvement Projects – Firestone Blvd Regional Corridor Capacity Enhancement Project).

ANALYSIS: The Agreement with Metro provided \$6 Million to fund The Boulevard Project. Construction was completed on October 28, 2021, for which a total of \$4,992,019 was expended. Metro has authorized utilizing the remaining \$1,007,981 in funds to implement Phase II of The Boulevard Project.

The Agreement with Metro has a lapsing date of June 30, 2021. Amendment No. 2 to the Agreement extends the lapsing date to June 30, 2022. This is necessary to provide time to design and construct Phase II of The Boulevard Project.

BACKGROUND: On October 10, 2017, the City Council approved Contract No. 3378, under which the City accepted \$6 Million for The Boulevard Project. The Agreement provided 34 months to utilize

the funds and complete the project. The effective period was from September 1, 2017 to June 30, 2020.

On August 10, 2020, Metro approved Amendment No. 1 to the Agreement thereby extending the lapsing date from June 30, 2020 to June 30, 2021. On August 25, 2020, the City Council approved Amendment No. 1 to the Agreement to effectuate the change.

On August 30, 2021, Metro approved Amendment No. 2 to the Agreement thereby extending the lapsing date from June 30, 2021 to June 30, 2022. It is now necessary for the City Council to approve Amendment No. 2 to the Agreement to effectuate the change. This will provide the time needed to utilize the remaining funds and complete Phase II improvements on the Boulevard Project.

Phase II of The Boulevard Project has a total budget of \$2,514,698 and is funded with \$1,007,981 in Measure R Funds, \$916,541 in Call for Project Funds, \$430,402 in Proposition C Local Return Funds and \$159,774 in funds received from private development projects. The budget will fund all services needed to implement the project such as staff time, design services and construction services.

The improvements proposed under Phase II of The Boulevard Project include 11 bus shelters, 2 bus pull-outs, street lighting, sidewalk, curb and gutter repairs, and road/storm drain reconstruction to resolve potential safety concerns adjacent South Gate High School and East Los Angeles College.

Phase II of The Boulevard Project is under design and is expected to be completed in November 2021. Construction bidding is scheduled in late November 2021. Construction is anticipated to begin in early 2022 and be completed in six months by the June 30, 2022, deadline set forth in Amendment No. 2.

ATTACHMENTS: A. Proposed Amendment No. 2
B. Amendment No. 1
C. Contract No. 3378

KT:lc

AMENDMENT No.2 TO MEASURE R FUNDING AGREEMENT
BETWEEN CITY OF SOUTH GATE AND
THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

This Amendment No.2 to Funding Agreement (this "Amendment"), is dated as of July 14, 2021 by and between City of South Gate GRANTEE", and the Los Angeles County Metropolitan Transportation Authority ("LACMTA").

RECITALS:

A. WHEREAS, GRANTEE and LACMTA entered into that certain Funding Agreement No. 920000000MR30633, dated September 1, 2017 (the "Existing FA"), which was amended on June 8, 2020 (as amended, the "Existing FA"), which Existing FA provides for the Firestone Boulevard Regional Corridor Capacity Enhancement Project (the "Project"); and

B. WHEREAS, the LACMTA Board on October 25, 2018, delegated administrative authority to staff to extend funding lapse dates to meet PA&ED, PS&E, ROW, and Construction time frames; and

C. WHEREAS, the GRANTEE and LACMTA desire to extend the lapsing date of FY 2015-16 funds to June 30, 2022; and

D. WHEREAS, GRANTEE and LACMTA desire to amend the Existing FA as provided herein.

AGREEMENT:

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties hereby agree as follows:

1. Part II, Section 9.1 (v) of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following: "All Funds programmed for FY 2015-16 are subject to lapse by June 30, 2022."
2. Attachment B-1-1 of the Existing FA is hereby replaced by Attachment B-1-2, attached.
3. Attachment C– Scope of Work, attached to the Existing FA is hereby amended by deleting the Project Schedule and replacing it with the following Revised Project Schedule.

FA Milestones	Original FA Schedule in Scope of Work		Revised Project Schedule	
	Start Date	End Date	Start Date	End Date
Environmental Clearance	6/28/2021	8/10/2021	7/5/2021	8/10/2021
Design Bid & Award	6/28/2021	7/5/2021	7/5/2021	7/16/2021
Design	6/28/2021	7/28/2021	7/5/2021	8/10/2021
Right-of-Way Acquisition				
Construction Bid & Award	8/10/2021	8/10/2021	9/14/2021	9/14/2021
Construction	9/13/2021	2/25/2022	10/4/2021	6/30/2022
Total Project Duration (Months)	8 months		11 months	

4. Except as expressly amended hereby, the Existing FA remains in full force and effect as originally executed. All rights and obligations of the parties under the Existing FA that are not expressly amended by this Amendment shall remain unchanged.

IN WITNESS WHEREOF, the parties have caused this Amendment No.2 to the FA to be executed by their duly authorized representatives as of the dates indicated below:

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Stephanie N. Wiggins
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

RODRIGO A. CASTRO-SILVA
County Counsel

By: _____
Deputy 

Date: 8/30/2021

CITY OF SOUTH GATE

By: _____
Al Rios
City Mayor

Date: _____

APPROVED AS TO FORM:

By: _____
Raul F. Salinas
City Attorney 

Date: _____

ATTEST:

By: _____
Carmen Avalos
City Clerk

Date: _____

ATTACHMENT B-1-2 - EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure R Program - Funding Agreement Projects - FA# 9200000000MR30633 A-2
 Project Title: Firestone Boulevard Regional Corridor Capacity Enhancement Project Project#: MR306.33
PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	Prior Expenditures	FY 2021-22 Qtr 1	FY 2021-22 Qtr 2	FY 2021-22 Qtr 3	FY 2021-22 Qtr 4	FY 2022-23 Qtr 1	FY 2022-23 Qtr 2	FY 2022-23 Qtr 3	FY 2022-23 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:										
MEASURE R FUNDS:										
PAED										\$0
PS&E										\$0
RW Support										\$0
Const. Support	\$892,063	\$42,000	\$42,000	\$42,000	\$42,000					\$1,060,063
RW										\$0
Construction	\$4,042,380		\$300,000	\$300,000	\$297,557					\$4,939,937
Total MEASURE R	\$4,934,443	\$42,000	\$342,000	\$342,000	\$339,557	\$0	\$0	\$0	\$0	\$6,000,000
PROP C 25%										
PAED										\$0
PS&E										\$0
RW Support										\$0
Const. Support										\$0
RW										\$0
Construction										\$0
Total PROP C 25%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM PROG LACMTA FUNDS:	\$4,934,443	\$42,000	\$342,000	\$342,000	\$339,557	\$0	\$0	\$0	\$0	\$6,000,000
SUM NON-LACMTA FUNDS :	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECT FUNDING FY21-22 and FY22-23	\$4,934,443	\$42,000	\$342,000	\$342,000	\$339,557	\$0	\$0	\$0	\$0	\$6,000,000
SUMMARY OF ALL FUNDS										
PAED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Const. Support	\$892,063	\$42,000	\$42,000	\$42,000	\$42,000	\$0	\$0	\$0	\$0	\$1,060,063
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$4,042,380	\$0	\$300,000	\$300,000	\$297,557	\$0	\$0	\$0	\$0	\$4,939,937
TOTAL MILESTONES	\$4,934,443	\$42,000	\$342,000	\$342,000	\$339,557	\$0	\$0	\$0	\$0	\$6,000,000
SUM PROG LACMTA FUNDS	\$4,934,443	\$42,000	\$342,000	\$342,000	\$339,557	\$0	\$0	\$0	\$0	\$6,000,000
SUM NON-LACMTA FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT FUNDING	\$4,934,443	\$42,000	\$342,000	\$342,000	\$339,557	\$0	\$0	\$0	\$0	\$6,000,000

I-710 Early Action Projects (Gateway Cities)

Project#: MR306.33
Amendment No. 1
FA# 920000000MR30633

**AMENDMENT No.1 TO MEASURE R FUNDING AGREEMENT
BETWEEN CITY OF SOUTH GATE AND THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY**

This Amendment No. 1 to the Funding Agreement (this "Amendment"), is dated as of June 8, 2020 by and between the City of South Gate ("Grantee") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA").

RECITALS:

A. WHEREAS, Grantee and LACMTA entered into that certain Funding Agreement No. 920000000MR30633, dated September 1, 2017, (the "Existing FA"), which Existing FA provides for the Firestone Boulevard Regional Corridor Capacity Enhancement Project (the "Project"); and

B. WHEREAS, the LACMTA Board on October 25, 2018, delegated administrative authority to staff to extend funding lapse dates to meet PA&ED, PS&E, ROW, and Construction time frames; and

C. WHEREAS, the Grantee and LACMTA desire to extend the lapsing date of FY 2015-16 funds to June 30, 2021; and

D. WHEREAS, Grantee and LACMTA desire to amend the Existing FA as provided herein.

AGREEMENT:

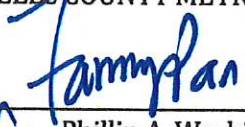
NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties hereby agree as follows:

1. Part II, Section 9.1 (v) of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following: "All Funds programmed for FY 2015-16 are subject to lapse by June 30, 2021."
2. Attachment B-1- of the Existing FA is hereby replaced by Attachment B-1-1 attached.
4. Except as expressly amended hereby, the Existing FA remains in full force and effect as originally executed. All rights and obligations of the parties under the Existing FA that are not expressly amended by this Amendment shall remain unchanged.

IN WITNESS WHEREOF, the parties have caused this Amendment No.1 to the FA to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: 
for Phillip A. Washington
Chief Executive Officer

Date: 9/14/2020

APPROVED AS TO FORM:

MARY C. WICKHAM
County Counsel

By: 
Deputy

Date: 8/10/20

GRANTEE:

CITY OF SOUTH GATE:

By: 
Maria Davila
Mayor


Date: 8-27-2020

APPROVED AS TO FORM:

By: 
Raul F. Salinas
City Attorney

Date: 8/27/2020

ATTEST:

By: 
Carmen Avalos
City Clerk

Date: 8/27/2020

ATTACHMENT B-1-1 - EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure R Program - Funding Agreement Projects - FA# 920000000MR306.33 A-1
 Project Title: The Firestone Boulevard Regional Corridor Capacity Enhancement Project, Project#: MR306.33
 PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	Prior Expenditures	FY 2020-21 Qtr 1	FY 2020-21 Qtr 2	FY 2020-21 Qtr 3	FY 2020-21 Qtr 4	FY 2021-22 Qtr 1	FY 2021-22 Qtr 2	FY 2021-22 Qtr 3	FY 2021-22 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:										
MEASURE R FUNDS:										
Const. Support	\$417,177									\$417,177
Staff Time	\$34,764									\$34,764
Construction	\$4,183,355	\$341,176	\$341,176	\$341,176	\$341,176					\$5,548,059
Total MEASURE R	\$4,635,296	\$341,176	\$341,176	\$341,176	\$341,176	\$0	\$0	\$0	\$0	\$6,000,000
SUM PROG LACMTA FUNDS:	\$4,635,296	\$341,176	\$341,176	\$341,176	\$341,176	\$0	\$0	\$0	\$0	\$6,000,000
SUMMARY OF ALL FUNDS										
PAED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RW Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Const. Support	\$417,177	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,177
RW	\$34,764	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,764
Construction	\$4,183,355	\$341,176	\$341,176	\$341,176	\$341,176	\$0	\$0	\$0	\$0	\$5,548,059
TOTAL MILESTONES	\$4,635,296	\$341,176	\$341,176	\$341,176	\$341,176	\$0	\$0	\$0	\$0	\$6,000,000
SUM PROG LACMTA FUNDS	\$4,635,296	\$341,176	\$341,176	\$341,176	\$341,176	\$0	\$0	\$0	\$0	\$6,000,000
SUM NON-LACMTA FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT FUNDING	\$4,635,296	\$341,176	\$341,176	\$341,176	\$341,176	\$0	\$0	\$0	\$0	\$6,000,000

**MEASURE R FUNDING AGREEMENT
HIGHWAY PROGRAM**

Interstate 710 South Early Action Projects

This Funding Agreement ("FA") is made and entered into effective as of September 1, 2017 ("Effective Date"), and is by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and City of South Gate ("Grantee") for the Firestone Boulevard Regional Corridor Capacity Enhancement Project, LACMTA Project ID# MR306.33 (the "Project"). This Project is eligible for funding under Line 33 Interstate 710 South Early Action Project of the Measure R Expenditure Plan.

WHEREAS, LACMTA adopted Ordinance #08-01, the Traffic Relief and Rail Expansion Ordinance, on July 24, 2008 (the "Ordinance"), which Ordinance was approved by the voters of Los Angeles County on November 4, 2008 as "Measure R" and became effective on January 2, 2009.

WHEREAS, the funding set forth herein is intended to fund **only Construction phase** of the Project.

WHEREAS, the LACMTA Board, at its October 15, 2014 meeting, programmed \$6,000,000, in Measure R Funds to GRANTEE for Construction phase, subject to the terms and conditions contained in this FA; and

WHEREAS, the funds are currently programmed as follows: \$6,000,000 in Measure R Funds in Fiscal Year (FY) 2015-2016. The total designated for Construction phase of the Project is \$6,000,000.

NOW, THEREFORE, the parties hereby agree as follows:

The terms and conditions of this FA consist of the following and each is incorporated by reference herein as if fully set forth herein:

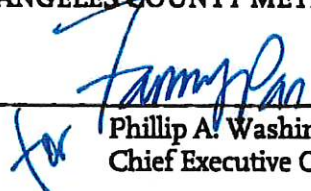
1. Part I – Specific Terms of the FA
2. Part II – General Terms of the FA
3. Attachment A – Project Funding
4. Attachment B – Measure R Expenditure Plan Guidelines
5. Attachment B-1 – Expenditure Plan- Cost & Cash Flow Budget
6. Attachment C – Scope of Work
7. Attachment D – Project Reporting and Administrative Guidelines
8. Attachment D-1 – Monthly Progress Report
9. Attachment D-2 – Quarterly Expenditure Report
10. Attachment E – Federal Transportation Improvement Program (FTIP) Sheet –N/A
11. Attachment F – Bond Requirements

In the event of a conflict, the Special Grant Conditions, if any, shall prevail over the Specific Terms of the FA and any attachments and the Specific Terms of the FA shall prevail over the General Terms of the FA.

IN WITNESS WHEREOF, the parties have caused this FA to be executed by their duly authorized representatives as of the dates indicated below:

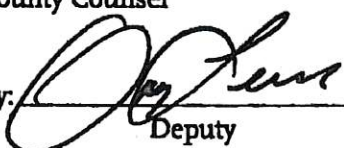
LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:  Date: 7/11/2018
Phillip A. Washington
Chief Executive Officer

APPROVED AS TO FORM:

MARY C. WICKHAM
County Counsel

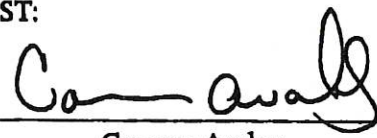
By:  Date: 12/7/17
Deputy

GRANTEE:

CITY OF SOUTH GATE

By:  Date: 1/9/18
Maria Davila
Mayor

ATTEST:

By:  Date: 1/11/18
Carmen Avalos
City Clerk

APPROVED AS TO FORM:

By:  Date: 1/9/18
Raul Salinas
City Attorney

PART I
SPECIFIC TERMS OF THE FA

1. Title of the Project (the "Project"): Firestone Boulevard Regional Corridor Capacity Enhancement Project. LACMTA Project ID# MR306.33
2. Grant Funds:
 - 2.1 Programmed Funds for this Project consist of the following: Measure R Funds.
 - 2.2 To the extent the Measure R Funds are available; LACMTA shall make to GRANTEE a grant of the Measure R funds in the amount of \$6,000,000 (the "Fund") for the Project. LACMTA Board of Directors' action of October 15, 2014 granted the Measure R Funds for the Project. The Funds are programmed over one year- for Fiscal Year FY2015-16 for \$6,000,000.
3. This grant shall be paid on a reimbursement basis. GRANTEE must provide the appropriate supporting documentation with the Monthly Progress Report and/or the Quarterly Expenditure Report. GRANTEE Funding Commitment, if applicable, must be spent in the appropriate proportion to the Funds with each quarter's expenditures. LACMTA will withhold five percent (5%) of eligible expenditures per invoice as retention pending an audit of expenditures and completion of scope of work.
4. **Attachment A** the "Project Funding" documents all sources of funds programmed for the Project as approved by LACMTA and is attached as **Attachment A**. The Project Funding includes the total programmed funds for the Project, including the Funds programmed by LACMTA and, if any, the GRANTEE Funding Commitment of other sources of funding. The Project Funding also includes the fiscal years in which all the funds for the Project are programmed. The Funds are subject to adjustment by subsequent LACMTA Board Action.
5. **Attachment B-1** is the Expenditure Plan- Cost & Cash Flow Budget (the "Expenditure Plan"). It is the entire proposed cash flow, the Budget and financial plan for the Project, which includes the total sources of all funds programmed to the Project, including GRANTEE and other entity funding commitments, if any, for this Project as well as the fiscal year and quarters the Project funds are anticipated to be expended. GRANTEE shall update the Expenditure Plan annually, no later than December 31, and such update shall be submitted to LACMTA's Managing Executive Officer of Construction & Engineering in writing. If the LACMTA's Managing Executive Officer of Construction & Engineering concurs with such updated Expenditure Plan in writing, **Attachment B-1** shall be replaced with the new **Attachment B-1** setting forth the latest approved Expenditure Plan. Payments under this FA shall be consistent with **Attachment B-1** as revised from time to time. In no event can the final milestone date be changed or amended by written concurrence by the LACMTA Managing Executive Officer of Construction & Engineering. Any change to the final milestone date must be made by a fully executed amendment to this FA.

6. **Attachment C** is the Scope of Work ("the Scope of Work"). The GRANTEE shall complete the Project as described in the Scope of Work. This Scope of Work shall include a detailed description of the Project and the work to be completed, including anticipated Project milestones and a schedule consistent with the lapsing policy in Part II, Section 9, and a description of the Project limits. No later than December 31 of each year, GRANTEE shall notify LACMTA if there are any changes to the final milestone dates set forth in the schedule or any changes to the Scope of Work. If LACMTA agrees to such changes, the parties shall memorialize such changes in an amendment to this FA. Work shall be delivered in accordance with this schedule and scope unless otherwise agreed to by the parties in writing. If GRANTEE is consistently behind schedule in meeting milestones or in delivering the Project, LACMTA will have the option to suspend or terminate the FA for default as described in Part II, Sections 2, 9, 10 and 11 herein below. To the extent interim milestone dates are not met but GRANTEE believes it can make up the time so as to not impact the final milestone date, GRANTEE shall notify LACMTA of such changes in its Monthly Progress Reports and such interim milestone dates will automatically be amended to the latest interim milestone dates provided in the Monthly Progress Reports Attachment D-1. In no event can the final milestone date be amended by a Monthly Progress Report.
7. No changes to this FA, including but not limited to the Funds, and any other source of funds from LACMTA in the Project Funding, Expenditure Plan or the Scope of Work shall be allowed without an amendment to the original FA, approved and signed by both parties.
8. **Attachment D** is the Project Reporting & Expenditure Guidelines. GRANTEE shall complete the "Monthly Progress Report" and/or the "Quarterly Expenditure Report". The Monthly Progress and Quarterly Expenditure Reports are attached to this FA as Attachments D-1 and D-2 in accordance with Attachment D – Project Reporting and Expenditure Guidelines.
9. **Attachment E**, the "FTIP PROJECT SHEET (PDF)", is attached as Attachment E and is required to ensure that the Project is programmed correctly in the most up-to-date FTIP document. The FTIP PROJECT SHEET (PDF) can be found in ProgramMetro FTIP database under the reports section at <http://program.metro.net>. All projects that receive funding through Measure R must be programmed into the FTIP, which includes locally funded regionally significant projects for information and air quality modeling purposes. GRANTEE shall review the Project in ProgramMetro each year and update or correct the Project information as necessary during a scheduled FTIP amendment or adoption. GRANTEE will be notified of amendments and adoptions to the FTIP via e-mail. Changes to the FTIP through ProgramMetro should be made as soon as possible after GRANTEE is aware of any changes to the Project, but no later than October 1 of the year the change or update is effective. Should GRANTEE fail to meet this date, it may affect GRANTEE's ability to access funding, delay the Project and may ultimately result in the Funds being lapsed.
10. GRANTEE shall comply with the "Special Grant Conditions" attached as **Attachment G**, if any.

11. No changes to the (i) Grant amount, (ii) Project Funding, (iii) the Scope of Work (except as provided herein), (iv) Final milestone date or (v) Special Grant Conditions, shall be allowed without a written amendment to this FA, approved and signed by the LACMTA Chief Executive Officer or his/her designee and GRANTEE. Modifications that do not materially affect the terms of this FA, such as redistributing Funds among existing budget line items or non-material schedule changes must be formally requested by GRANTEE and approved by LACMTA in writing. Non-material changes are those changes which do not affect the grant amount or its schedule, Project Funding, Financial Plan, or the Scope of Work, including the Work schedule.

12. LACMTA's Address:

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Attention: Lucy Olmos-Delgadillo
LACMTA PROJECT MANAGER
MAIL STOP: 99-22-9
PHONE (213) 922-7099
E-MAIL OlmosL@metro.net

13. GRANTEE's Address:

City of South Gate
8650 California Avenue
South Gate, CA 90280
Attn: Kenneth Tang, Public Works
PHONE: (323)563-9574
E-MAIL: ktang@sogate.org

14. LACMTA anticipates it may need to avail itself of lower cost bonds or other debt, the interest on which is tax exempt for federal tax purposes and/or Build America Bonds as defined in the American Reinvestment and Recovery Act of 2009 or similar types of bonds (collectively, the "Bonds") to provide at least a portion of its funding commitments under this Agreement to GRANTEE. GRANTEE shall ensure that the expenditure of the Funds disbursed to GRANTEE does not jeopardize the tax-exemption of the interest, the Federal subsidy payment or the tax credit, as applicable, as specified in the Bond Requirements attached as **Attachment F** to this Agreement. GRANTEE agrees to provide LACMTA with progress reports, expenditure documentation, and any other documentation as reasonably requested by LACMTA and necessary for LACMTA to fulfill its responsibilities as the grantee or administrator or bond issuer of the Funds. With regard to LACMTA debt financing to provide any portion of the Funds, GRANTEE shall take all reasonable actions as may be requested of it by LACMTA's Project Manager for the Project, to assist LACMTA in demonstrating and maintaining over time, compliance with the relevant sections of the Federal Tax Code to maintain such bonds tax status.

PART II
GENERAL TERMS OF THE FA

1. **TERM**

The term of this FA shall commence on the Effective Date of this FA, and shall terminate upon the occurrence of all of the following, unless terminated earlier as provided herein: (i) the agreed upon Scope of Work has been completed; (ii) all LACMTA audit and reporting requirements have been satisfied; and (iii) the final disbursement of the Funds has been made to GRANTEE. All eligible Project expenses as defined in the Reporting and Expenditure Guidelines (Attachment D), incurred after the FA Effective Date shall be reimbursed in accordance with the terms and conditions of this FA unless otherwise agreed to by the parties in writing.

2. **SUSPENSION OR TERMINATION**

Should LACMTA determine there are insufficient Measure R Funds available for the Project, LACMTA may suspend or terminate this FA by giving written notice to GRANTEE at least thirty (30) days in advance of the effective date of such suspension or termination. If a Project is suspended or terminated pursuant to this section, LACMTA will not reimburse GRANTEE any costs incurred after that suspension or termination date, except those costs necessary (i) to return any facilities modified by the Project construction to a safe and operable state; and (ii) to suspend or terminate the construction contractor's control over the Project. LACMTA's share of these costs will be consistent with the established funding percentages outlined in this FA.

3. **INVOICE BY GRANTEE**

Unless otherwise stated in this FA, the Monthly Progress Report or the Quarterly Expenditure Report, with supporting documentation of expenses, Project progress and other documents as required, which has been pre-approved by LACMTA, all as described in Part II, Section 6.1 of this FA, shall satisfy LACMTA invoicing requirements. Grantee shall only submit for payment the LACMTA pre-approved Monthly Progress Report or Quarterly Expenditure Report Packets to the LACMTA Project Manager at the email address shown in Part I and to LACMTA Account Payable Department as shown below.

Submit invoice with supporting documentation to:
ACCOUNTSPAYABLE@METRO.NET (preferable)

or

mail to:

Los Angeles County Metropolitan Transportation Authority
Accounts Payable
P. O. Box 512296
Los Angeles, CA 90051-0296

All invoice material must contain the following information:

Re: LACMTA Project ID# MR306.33 Agreement #:92000000MR30633
Lucy Olmos; Mail Stop 99-22-9

4. USE OF FUNDS

4.1 GRANTEE shall utilize the Funds to complete the Project as described in the Scope of Work and in accordance with the Reporting and Expenditure Guidelines and the specifications for use for the transportation purposes described in the Ordinance.

4.2 Attachment C shall constitute the agreed upon Scope of Work between LACMTA and GRANTEE for the Project. The Funds, as granted under this FA, can only be used towards the completion of the Scope of Work detailed in Attachment C.

4.3 GRANTEE shall not use the Funds to substitute for any other funds or projects not specified in this FA. Further, GRANTEE shall not use the Funds for any expenses or activities above and beyond the approved Scope of Work (Attachment C) without an amendment to the FA approved and signed by the LACMTA Chief Executive Officer or his Designee. To the extent LACMTA provides GRANTEE with bond or commercial paper proceeds, such Funds may not be used to reimburse for any costs that jeopardize the tax exempt nature of such financings as reasonably determined by LACMTA and its bond counsel.

4.4 GRANTEE must use the Funds in the most cost-effective manner. If GRANTEE intends to use a consultant or contractor to implement all or part of the Project, LACMTA requires that such activities be procured in accordance with GRANTEE's contracting procedures and consistent with State law as appropriate. GRANTEE will also use the Funds in the most cost-effective manner when the Funds are used to pay "in-house" staff time. GRANTEE staff or consultant with project oversight roles cannot award work to companies in which they have a financial or personal interest. This effective use of funds provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.

4.5 If a facility, equipment (such as computer hardware or software), vehicle or property, purchased or leased using the Funds, ceases to be used for the proper use as originally stated in the Scope of Work, or the Project is discontinued, any Funds expended for that purpose must be returned to LACMTA as follows: GRANTEE shall be required to repay the Funds in proportion to the useful life remaining and in an equal proportion of the grant to GRANTEE Funding Commitment ratio.

5. REIMBURSEMENT OF FUNDS

Funds will be released on a reimbursement basis in accordance with invoices submitted in support of the Monthly Progress and Quarterly Expenditure Reports. LACMTA will make all disbursements electronically unless an exception is requested in writing. Reimbursements via Automated Clearing House (ACH) will be made at no cost to GRANTEE. GRANTEE must complete the ACH form and submit such form to LACMTA before grant payments can be made. ACH Request Forms can be found at www.metro.net/projects_studies/call_projects/ref_docs.htm. GRANTEE must provide detailed supporting documentation with its Monthly Progress and Quarterly Expenditure Reports. GRANTEE Funding Commitment, if any, must be spent in direct proportion to the Funds with each quarter's payment.

6. REPORTING AND AUDIT REQUIREMENTS/PAYMENT ADJUSTMENTS

6.1 GRANTEE shall submit the draft of Monthly Progress Report (Attachment D-1) within seven (7) days from the last day of each month, if required, and submit the draft of Quarterly Expenditure Report (Attachment D-2) within sixty (60) days after the close of each quarter on the last day of the months November, February, May and August to the LACMTA Project Manager for review and pre-approval of the applicable report. LACMTA shall review and respond in writing to the draft Monthly Progress and Quarterly Expenditure Reports within five (5) business days from receipt. Grantee shall submit the LACMTA pre-approved Monthly Progress Report and Quarterly Expenditure Report no later than five (5) days after receipt of LACMTA's written approval. Should GRANTEE fail to submit either the draft or pre-approved reports within five (5) days of the due date and/or submit incomplete reports, LACMTA will not reimburse GRANTEE until the completed required reports are received, reviewed, and approved. The Monthly Progress and the Quarterly Expenditure Reports shall include all appropriate documentation (such as contractor invoices, timesheets, receipts, etc.), and any changes to interim milestone dates that do not impact the final milestone date. All supporting documents must include a clear justification and explanation of their relevance to the Project. If no activity has occurred during a particular quarter, GRANTEE will still be required to submit the Monthly Progress and Quarterly Expenditure Reports indicating no dollars were expended that quarter. If a request for reimbursement exceeds \$500,000 in a single month, then GRANTEE can submit such an invoice once per month with supporting documentation.

6.2 LACMTA, and/or its designee, shall have the right to conduct audits of the Project as deemed appropriate, such as financial and compliance audits, interim audits, pre-award audits, performance audits and final audits. LACMTA will commence a final audit within six months of receipt of acceptable final invoice, provided the Project is ready for final audit (meaning all costs and charges have been paid by GRANTEE and invoiced to LACMTA, and such costs, charges and invoices are properly documented and summarized in the accounting records to enable an audit without further explanation or summarization including actual indirect rates for the period covered by the FA period under review). GRANTEE agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). GRANTEE shall reimburse LACMTA for any expenditure not in compliance with the Scope of Work and/or not in compliance with other terms and conditions of this FA. The allowability of costs for GRANTEE's own expenditures submitted to LACMTA for this Project shall be in compliance with Office of Management and Budget (OMB) Circular A-87. The allowability of costs for GRANTEE's contractors, consultants and suppliers expenditures submitted to LACMTA through GRANTEE's Monthly Progress Reports and Quarterly Expenditures shall be in compliance with OMB Circular A-87 or Federal Acquisition Regulation (FAR) Subpart 31 and 2 CFR Subtitle A, Chapter II, Part 225 (whichever is applicable). Findings of the LACMTA audit are final. When LACMTA audit findings require GRANTEE to return monies to LACMTA, GRANTEE agrees to return the monies within thirty (30) days after the final audit is sent to GRANTEE.

6.3 GRANTEE's records shall include, without limitation, accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files (including documentation covering negotiated settlements), invoices, and any other supporting evidence deemed necessary by LACMTA to substantiate charges related to the Project (all collectively referred to as "records"). Such records shall be open to inspection and subject to audit and reproduction by LACMTA auditors or authorized representatives to the extent deemed necessary by LACMTA to adequately permit evaluation of expended costs. Such records subject to audit shall also include, without limitation, those records deemed necessary by LACMTA to evaluate and verify, direct and indirect costs, (including overhead allocations) as they may apply to costs associated with the Project. These records must be retained by GRANTEE for three years following final payment under this Agreement. Payment of retention amounts shall not occur until after the LACMTA's final audit is completed.

6.4 GRANTEE shall cause all contractors to comply with the requirements of Part II, Section 5, paragraphs 6.2 and 6.3 above. GRANTEE shall cause all contractors to cooperate fully in furnishing or in making available to LACMTA all records deemed necessary by LACMTA auditors or authorized representatives related to the Project.

6.5 LACMTA or any of its duly authorized representatives, upon reasonable written notice, shall be afforded access to all of the records of GRANTEE and its contractors related to the Project, and shall be allowed to interview any employee of GRANTEE and its contractors through final payment to the extent reasonably practicable.

6.6 LACMTA or any of its duly authorized representatives, upon reasonable written notice, shall have access to the offices of GRANTEE and its contractors, shall have access to all necessary records, including reproduction, at no charge to LACMTA, and shall be provided adequate and appropriate work space in order to conduct audits in compliance with the terms and conditions of this FA.

6.7 When business travel associated with the Project requires use of a vehicle, the mileage incurred shall be reimbursed at the mileage rates set by the Internal Revenue Service, as indicated in the United States General Services Administration Federal Travel Regulation, Privately Owned Vehicle Reimbursement Rates.

6.8 GRANTEE shall be responsible for ensuring all contractors/ subcontractors for the Project comply with the terms of the Ordinance. GRANTEE shall cooperate with LACMTA Audit Department such that LACMTA can meet its obligations under the Ordinance.

6.9 GRANTEE shall certify each invoice by reviewing all subcontractor costs and maintaining internal control to ensure that all expenditures are allocable, allowable and reasonable and in accordance with OMB A-87 or FAR subpart 31 and 2 CFR Subtitle A, Chapter II, part 225, (whichever is applicable) and the terms and conditions of this FA.

6.10 GRANTEE shall also certify final costs of the Project to ensure all costs are in compliance with OMB A-87 or FAR subpart 31 and 2 CFR Subtitle A, Chapter II, part 225, (whichever is applicable) and the terms and conditions of this FA.

6.11 In addition to LACMTA's other remedies as provided in this FA, LACMTA may withhold the Funds if the LACMTA audit has determined that GRANTEE failed to comply with the Scope of Work (such as misusing Funds or failure to return Funds owed to LACMTA in accordance with LACMTA audit findings) and /or is severely out of compliance with other terms and conditions as defined by this FA, including the access to records provisions of Part II, Section 6.

7. GRANT

This is a one time only grant of the Measure R Funds subject to the terms and conditions agreed to herein. This grant does not imply nor obligate any future funding commitment on the part of LACMTA.

8. SOURCES AND DISPOSITION OF FUNDS

8.1 The obligation for LACMTA to grant the Funds for the Project is subject to sufficient Funds being made available for the Project by the LACMTA Board of Directors. If such Funds are not made available as anticipated from Measure R Program revenues, LACMTA will have the right to adjust the cash flow accordingly until such funds become available. LACMTA shall have no obligation to provide any other funds for the Project, unless otherwise agreed to in writing by LACMTA.

8.2 GRANTEE shall fully fund and contribute the Grantee Funding Commitment, if any is identified in the Project Funding (Attachment A), towards the cost of the Project. If the Funds identified in Attachment A are insufficient to complete the Project, GRANTEE may request additional Measure R funds from its sub-region earmark pending support of the sub-region's Governing Board. A particular sub-region's Measure R funds are limited to the amount specified in the Ordinance and is still subject to approval of the LACMTA Board. Nothing in this FA shall obligate, or be construed to obligate the LACMTA Board to approve such request for additional funds. If the Funds are still insufficient to complete the Project, GRANTEE agrees to secure and provide such additional non-LACMTA programmed funds necessary to complete the Project.

8.3 GRANTEE shall be responsible for any and all cost overruns for the Project pursuant to Section 8.2.

8.4 GRANTEE shall be eligible for the Funds up to the grant amount specified in Part I, Section 2 of this FA subject to the terms and conditions contained herein. Any Funds expended by GRANTEE prior to the Effective Date of this FA shall not be reimbursed nor shall they be credited toward the GRANTEE Funding Commitment requirement, without the prior written consent of LACMTA. GRANTEE Funding Commitment dollars expended prior to the year the Funds are awarded shall be spent at GRANTEE's own risk.

8.5 If GRANTEE receives outside funding for the Project in addition to the Funds identified in the Project Funding and the Expenditure Plan at the time this grant was awarded, this FA shall be amended to reflect such additional funding. If, at the time of final invoice or voucher, funding for the Project (including the Funds, GRANTEE Funding

Commitment, and any additional funding) exceeds the actual Project costs, then the cost savings shall be applied in the same proportion as the sources of funds from each party to this FA as specified in the Project Funding and both the Funds and GRANTEE Funding Commitment required for the Project shall be reduced accordingly. LACMTA shall have the right to use any cost savings associated with the Funds at its sole discretion, including, without limitation, programming the unused Funds to another project or to another grantee. If, at the time of final voucher, it is determined that GRANTEE has received Funds in excess of what GRANTEE should have received for the Project, GRANTEE shall return such overage to LACMTA within 30 days from final voucher.

9. TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS

9.1 GRANTEE must demonstrate timely use of the Funds by:

- (i) Executing this FA within **ninety (90) days** of receiving formal transmittal of the FA from LACMTA, or by December 31 of the first Fiscal Year in which the Funds are programmed, whichever date is later; and
- (ii) Beginning Project Design, Preliminary Engineering-(PE) within **six (6) months** from completion of environmental clearance, if appropriate.
- (iii) Delivering Work in accordance with schedule; changes to the schedule will require an Amendment to Attachment C to reflect updated milestone dates. Meeting the Project milestone due dates as agreed upon by the LACMTA and GRANTEE in Attachment C (Scope of Work) of this FA; and
- (iv) Submitting the Monthly Progress and Quarterly Expenditure Reports as described in Part II, Section 6.1 of this FA; and
- (v) Expending the Funds granted under this FA for allowable costs within **five years or 60 months** from July 1 of the Fiscal Year in which the Funds are programmed, unless otherwise stated in this FA. All Funds programmed for FY2015-16 are subject to lapse by June 30, 2020.

9.2 In the event that the timely use of the Funds is not demonstrated as described in Part II, Section 9.1 of this FA, the Project will be reevaluated by LACMTA as part of its annual Recertification/Deobligation process and the Funds may be reprogrammed to another project by the LACMTA Board of Directors in accordance with the Ordinance. In the event that all the Funds are reprogrammed, this FA shall automatically terminate.

10. DEFAULT

A Default under this FA is defined as any one or more of the following: (i) GRANTEE fails to comply with the terms and conditions contained herein; or (ii) GRANTEE fails to perform satisfactorily or makes a material change, as determined by LACMTA at its sole discretion, to the Expenditure Plan, the Scope of Work, or the Project Funding without LACMTA's prior written consent or approval as provided herein.

11. REMEDIES

11.1 In the event of a Default by GRANTEE, LACMTA shall provide written notice of such Default to GRANTEE with a 30-day period to cure the Default. In the event GRANTEE fails to cure the Default, or commit to cure the Default and commence the same within such 30-day period to the satisfaction of LACMTA, LACMTA shall have the following remedies: (i) LACMTA may terminate this FA; (ii) LACMTA may make no further disbursements of Funds to GRANTEE; and/or (iii) LACMTA may recover from GRANTEE any Funds disbursed to GRANTEE as allowed by law or in equity.

11.2 Effective upon receipt of written notice of termination from LACMTA, GRANTEE shall not undertake any new work or obligation with respect to this FA unless so directed by LACMTA in writing. Any Funds expended after termination shall be the sole responsibility of GRANTEE.

11.3 The remedies described herein are non-exclusive. LACMTA shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

12. COMMUNICATIONS

12.1 GRANTEE shall ensure that all Communication Materials contain recognition of LACMTA's contribution to the Project as more particularly set forth in "Funding Agreement Communications Materials Guidelines" available on line or from the LACMTA Project Manager. Please check with the LACMTA Project Manager for the web address. The Funding Agreement Communications Materials Guidelines may be changed from time to time during the course of this Agreement. GRANTEE shall be responsible for complying with the latest Funding Agreement Communications Materials Guidelines during the term of this Agreement, unless otherwise specifically authorized in writing by the LACMTA Chief Communications Officer.

12.2 For purposes of this Agreement, "Communications Materials" include, but are not limited to, press events, public and external newsletters, printed materials, advertising, websites radio and public service announcements, electronic media, and construction site signage. A more detailed definition of "Communications Materials" is found in the Funding Agreement Communications Materials Guidelines.

12.3 The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. These guidelines and logo files including scalable vector files will be available through the LACMTA Project Manager.

12.4 GRANTEE shall ensure that any subcontractor, including, but not limited to, public relations, public affairs, and/or marketing firms hired to produce Project Communications Materials for public and external purposes will comply with the requirements contained in this Section.

12.5 The LACMTA Project Manager shall be responsible for monitoring GRANTEE compliance with the terms and conditions of this Section. GRANTEE'S failure to comply with the terms of this Section shall be deemed a default hereunder and LACMTA shall have all rights and remedies set forth herein.

13. OTHER TERMS AND CONDITIONS

13.1 This FA, along with its Attachments, constitutes the entire understanding between the parties, with respect to the subject matter herein. The FA shall not be amended, nor any provisions or breach hereof waived, except in writing signed by the parties who agreed to the original FA or the same level of authority. Adoption of revisions or supplements to the Guidelines shall cause such revisions or supplements to become incorporated automatically into this Agreement as though fully set forth herein.

13.2 GRANTEE is obligated to continue using the Project dedicated to the public transportation purposes for which the Project was initially approved. The Project right-of-way, the Project facilities constructed or reconstructed on the Project site, and/or Project property purchased, excluding construction easements and excess property (whose proportionate proceeds shall be distributed in an equal proportion of the grant to GRANTEE Funding Commitment ratio), shall remain dedicated to public transportation use in the same proportion and scope and to the same extent as described in this FA. Equipment acquired as part of the Project, including office equipment, vehicles, shall be dedicated to that use for their full economic life cycle, including any extensions of that life cycle achieved by reconstruction, rehabilitation, or enhancements.

13.3 In the event that there is any legal court (e.g., Superior Court of the State of California, County of Los Angeles, or the U.S. District Court for the Central District of California) proceeding between the parties to enforce or interpret this FA, to protect or establish any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorney's fees.

13.4 Neither LACMTA nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by GRANTEE under or in connection with any work performed by and or service provided by GRANTEE, its officers, agents, employees, contractors and subcontractors under this FA. GRANTEE shall fully indemnify, defend and hold LACMTA and its subsidiaries, and its officers, agents and employees harmless from and against any liability and expenses, including without limitation, defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any environmental obligation, any legal fees and any claims for damages of any nature whatsoever arising out of the Project, including without limitation: (i) use of the Funds by GRANTEE, or its officers, agents, employees, contractors or subcontractors; (ii) breach of GRANTEE's obligations under this FA; or (iii) any act or omission of GRANTEE, or its officers, agents, employees, contractors or subcontractors in the performance of the work or the provision of the services, in connection with the Project including, without limitation, the Scope of Work, described in this FA.

13.5 Neither party hereto shall be considered in default in the performance of its obligation hereunder to the extent that the performance of any such obligation is prevented or delayed by unforeseen causes including acts of God, acts of a public enemy, and government acts beyond the control and without fault or negligence of the affected party. Each party hereto shall give notice promptly to the other of the nature and extent of any such circumstances claimed to delay, hinder, or prevent performance of any obligations under this FA.

13.6 GRANTEE shall comply with and insure that work performed under this FA is done in compliance with Generally Accepted Accounting Principles (GAAP), all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations, and procedural requirements including Federal Acquisition Regulations (FAR), and the applicable requirements and regulations of LACMTA. GRANTEE acknowledges responsibility for obtaining copies of and complying with the terms of the most recent federal, state, or local laws and regulations, and LACMTA requirements including any amendments thereto.

13.7 GRANTEE agrees that the applicable requirements of this FA shall be included in every contract entered into by GRANTEE or its contractors relating to work performed under this FA and LACMTA shall have the right to review and audit such contracts.

13.8 GRANTEE shall not assign this FA, or any part thereof, without prior approval of the LACMTA Chief Executive Officer or his designee, and any assignment without said consent shall be void and unenforceable.

13.9 This FA shall be governed by California law. If any provision of this FA is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

13.10 The covenants and agreements of this FA shall inure to the benefit of, and shall be binding upon, each of the parties and their respective successors and assigns.

13.11 Implementation of any ITS project shall be consistent with the Regional ITS Architecture. ITS projects must comply with the LACMTA Countywide ITS Policy and Procedures adopted by the LACMTA Board of Directors including the submittal of a completed, signed self-certification form. For the ITS policy and form, see www.metro.net/projects_studies/call_projects/other_resources.htm.

13.12 If any parking facilities are designed and/or constructed using the Funds, GRANTEE shall coordinate with LACMTA parking program staff (see www.metro.net for staff listing) in the planning, design and management of the facility and shall ensure that its implementation is consistent with the LACMTA adopted parking policy. For the parking policy, see www.metro.net/projects_studies/call_projects/other_resources.htm.

13.13 GRANTEE will advise LACMTA prior to any key Project staffing changes.

13.14 Notice will be given to the parties at the address specified in Part I, unless otherwise notified in writing of change of address.

13.15 GRANTEE, in the performance of the work described in this FA, is not a contractor nor an agent or employee of LACMTA. GRANTEE attests to no organizational or personal conflicts of interest and agrees to notify LACMTA immediately in the event that a conflict, or the appearance thereof, arises. GRANTEE shall not represent itself as an agent or employee of LACMTA and shall have no powers to bind LACMTA in contract or otherwise.

ATTACHMENT A -PROJECT FUNDING

Measure R Program - Funding Agreement Projects - FA.920000000MR306.33

Project Title: **Firestone Boulevard Regional Corridor Capacity Enhancement Project** Project#: **MR306.33**

PROGRAMMED BUDGET - SOURCES OF FUNDS

SOURCES OF FUNDS	Prior Years	FY2014-15	FY2015-16	FY2016-17	FY 2017-18	FY2018-19	Total Budget	% of Budget
LACMTA PROGRAMMED FUNDING								
MEASURE R FUNDS			\$6,000,000				\$ 6,000,000	
LACMTA PROGRAMMED FUNDS BY YEAR SUBTOTAL	\$ -	\$ -	6,000,000				\$ 6,000,000	100%
TOTAL PROJECT FUNDS	\$ -	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ 6,000,000	100%

ATTACHMENT B
MEASURE R EXPENDITURE PLAN GUIDELINES
PROJECT DEVELOPMENT AND RIGHT OF WAY

State Law Requires All Measure R Project and Program Sponsors to Submit an Expenditure Plan

To be eligible to receive Measure R revenues, an agency sponsoring a capital project or program must by state law (AB 2321) submit an expenditure plan that is acceptable to the Los Angeles County Metropolitan Transportation Authority (LACMTA). Pursuant to this law, LACMTA cannot release Measure R funds to capital project or program sponsors until an expenditure plan containing the following elements is submitted, reviewed and deemed satisfactory by LACMTA. LACMTA staff will request that an expenditure plan be submitted before making a recommendation to the LACMTA Board to program funds to that project:

- The estimated total cost for each project and program and/or each project or program activity;
- Funds other than Measure R that the project or program sponsor anticipates will be expended on the projects and programs and/or each project or program activity;
- The schedule during which the project sponsor anticipates funds will be available for each project and program and/or each project or program activity; and,
- The expected completion dates for each project and program and/or project or program activity.

Each of the above elements must be provided in enough detail to determine consistency with Measure R, the Long Range Transportation Plan for Los Angeles County, and the Los Angeles County Transportation Improvement Program (also a statutorily mandated function), as follows:

- Project or program scope of work, including sufficient information to determine funding eligibility, including, but not limited to, the anticipated proportional use of current rail rights-of-way, state highways, and below-ground subways versus any other rights-of-way or above-ground work;
- A current-year cost estimate breakdown of the major sub-elements of the project such as overhead, environmental and permit work, design and engineering, right-of-way, construction/installation (including maintenance facilities, rail yard, equipment and other major components), construction/installation support, interest costs, rolling stock, and other supporting components;
- Any extraordinary project cost escalation issues, such as extraordinary commodity, right-of-way, surety, energy costs, etc.;
- A specific and accurate description of the source, commitment, and anticipated annual availability of any federal, state, local, or private funding identified for the project if applicable including a 3% local funding contribution to rail projects if indicated in Measure R and necessary to meet project expenses, and if the source funds are in current or year-of-expenditure dollars;
- An annual schedule, in current dollars, of anticipated costs by the cost estimate categories described above; and;
- The expected completion by month and year of project or program completion.

Below is an excerpt of AB 2321 (2008, Feuer), the state legislation that requires the expenditure plan.

What AB 2321 (2008, Feuer) Says About the Expenditure Plan:

Section b (3) B

(f) Prior to submitting the ordinance to the voters, the MTA shall adopt an expenditure plan for the net revenues derived from the tax. The expenditure plan shall include, in addition to other projects and programs identified by the MTA, the specified projects and programs listed in paragraph (3) of subdivision (b), the estimated total cost for each project and program, funds other than the tax revenues that the MTA anticipates will be expended on the projects and programs, and the schedule during which the MTA anticipates funds will be available for each project and program. The MTA shall also identify in its expenditure plan the expected completion dates for each project described in subparagraph (A) of paragraph (3) of subdivision (b). To be eligible to receive revenues derived from the tax, an agency sponsoring a capital project or capital program shall submit to the MTA an expenditure plan for its project or program containing the same elements as the expenditure plan that MTA is required by this subdivision to prepare.

(k) No later than 365 days prior to the adoption of an amendment described in paragraph (1) to an expenditure plan adopted pursuant to subdivision (f), including, but not limited to, the expenditure plan adopted by the MTA board as "Attachment A" in Ordinance #08-01 adopted by the board on July 24, 2008, and in addition to any other notice requirements in the proposing ordinance, the board shall notify the Members of the Legislature representing the County of Los Angeles of all of the following:

(1) A description of the proposed amendments to the adopted expenditure plan that would do any of the following:

(A) Affect the amount of net revenues derived from the tax imposed pursuant to this act that is proposed to be expended on a capital project or projects identified in the adopted expenditure plan.

(B) Affect the schedule for the availability of funds proposed to be expended on a capital project or projects identified in the adopted expenditure plan.

(C) Affect the schedule for the estimated or expected completion date of a capital project or projects identified in the adopted expenditure plan.

(2) The reason for the proposed amendment.

(3) The estimated impact the proposed amendment will have on the schedule, cost, scope, or timely availability of funding for the capital project or projects contained in the adopted expenditure plan.

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2017-18 Qtr 1	FY 2017-18 Qtr 2	FY 2017-18 Qtr 3	FY 2017-18 Qtr 4	FY 2018-19 Qtr 1	FY 2018-19 Qtr 2	FY 2018-19 Qtr 3	FY 2018-19 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE R FUNDS:									
Const. Support	\$15,000	\$20,000	\$99,000	\$100,000	\$100,000	\$100,000	\$50,000	\$30,000	\$514,000
Staff Time	\$1,000	\$2,000	\$2,000	\$3,000	\$3,000	\$3,000	\$3,000	\$2,000	\$19,000
Construction	\$167,000	\$200,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$900,000	\$200,000	\$5,467,000
Total MEASURE R	\$183,000	\$222,000	\$1,101,000	\$1,103,000	\$1,103,000	\$1,103,000	\$953,000	\$232,000	\$6,000,000
SUM NON-LACMTA FUNDS :	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECT FUNDING FY18-19 and FY18-19	\$183,000	\$222,000	\$1,101,000	\$1,103,000	\$1,103,000	\$1,103,000	\$953,000	\$232,000	\$6,000,000
SUMMARY OF ALL FUNDS									
Const. Support	\$15,000	\$20,000	\$99,000	\$100,000	\$100,000	\$100,000	\$50,000	\$30,000	\$514,000
Staff Time	\$1,000	\$2,000	\$2,000	\$3,000	\$3,000	\$3,000	\$3,000	\$2,000	\$19,000
Construction	\$167,000	\$200,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$900,000	\$200,000	\$5,467,000
TOTAL MILESTONES	\$183,000	\$222,000	\$1,101,000	\$1,103,000	\$1,103,000	\$1,103,000	\$953,000	\$232,000	\$6,000,000
SUM PROG LACMTA FUNDS	\$183,000	\$222,000	\$1,101,000	\$1,103,000	\$1,103,000	\$1,103,000	\$953,000	\$232,000	\$6,000,000
SUM NON-LACMTA FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT FUNDING	\$183,000	\$222,000	\$1,101,000	\$1,103,000	\$1,103,000	\$1,103,000	\$953,000	\$232,000	\$6,000,000

ATTACHMENT C SCOPE OF WORK

PROJECT TITLE:

The Firestone Boulevard Regional Corridor Capacity Enhancement Project, City Project No. 476-TRF, Metro Projects ID NO. MR306.33

PROGRAMMED FUNDS: \$6,000,000

SCOPE:

The proposed project improvements include, but are not limited to, the following: adding a third lane in each direction, pavement rehabilitation, raised landscaped roadway medians, street trees, irrigation system, traffic signal modifications, traffic signal synchronization, traffic signing and striping, concrete repairs, ADA improvements, bike racks, storm water quality mitigation measures, pedestrian lighting, bus shelter and parkway furniture enhancements, public art, and a signature gateway design at three major intersections along Firestone Boulevard between California and Annetta. Gateway design includes public art pieces, pedestrian lighting, street furniture, and landscaping.

CONSTRUCTION:

Tasks to be performed by the City include, but are not limited to the following:

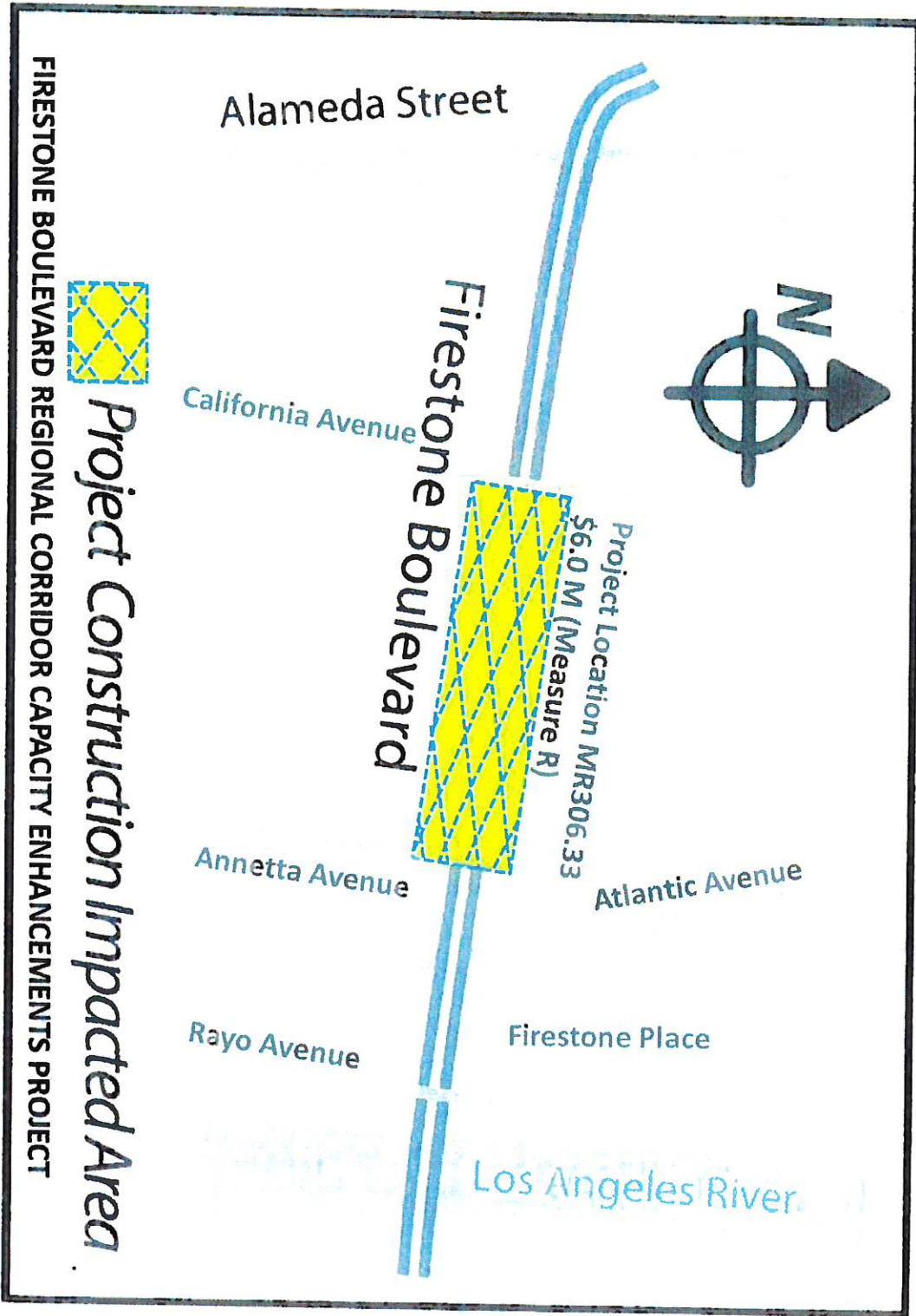
- A. Provide Project Management and Funding Administration
- B. Advertise, Bid and Award construction contract.
- C. Administer construction contract and provide construction oversight.
- D. Procure the services of a Construction Management/Inspection team along with other related professional services as needed for the project.
- E. Coordinate work with utility agencies.
- F. Conduct project meeting as deemed necessary.

PROJECT BUDGET:

	Component	Amount
1	Construction of Project Improvements	\$4,926,600
2	Construction Contingency	\$453,400
3	Construction Management & Inspection (CM&I)	\$550,000
4	Contingency (CM&I)	\$50,000
5	Staff Time	\$20,000
	TOTAL BUDGET	\$6,000,000

Project Schedule:

	START DATE	COMPLETION DATE
Solicitation (Bids)		
Procurement Process for CM/Inspection Services	Summer 2017	Fall 2017
Bid and Contract Award	Fall 2017	Fall 2017
Construction	Fall 2017	Spring 2019



Map:

**LACMTA FA MEASURE R ATTACHMENT D-2
QUARTERLY PROGRESS / EXPENSE REPORT**

Grantee To Complete	
Invoice #	
Invoice Date	
FA#	920000000MR
Quarterly Report #	

GRANTEES ARE REQUESTED TO EMAIL THIS REPORT TO

ACCOUNTSPAYABLE@METRO.NET

or submit by mail to:

Los Angeles County Metropolitan Transportation Authority

Accounts Payable

P. O. Box 512296

Los Angeles, California 90051-0296

after the close of each quarter, but no later than November 30, February 28,

May 31 and August 31. Please note that letters or other forms

of documentation may not be substituted for this form. Refer to the

Reporting and Expenditure Guidelines (Attachment C) for further information.

SECTION 1: QUARTERLY EXPENSE REPORT

Please itemize grant-related charges for this Quarter on Page 5 of this report and include totals in this Section.

	LACMTA Measure R Grant \$
Project Quarter Expenditure	
This Quarter Expenditure	
Retention Amount	
Net Invoice Amount (Less Retention)	
Project-to-Date Expenditure	
Funds Expended to Date (Include this Quarter)	
Total Project Budget	
% of Project Budget Expended to Date	
Balance Remaining	

SECTION 2 - GENERAL INFORMATION

PROJECT TITLE: _____

FA #: _____

QUARTERLY REPORT SUBMITTED FOR:

- Fiscal Year :** 2014-2015 2015-2016 2016-2017
 2017-2018 2018-2019 2019-2020
- Quarter :** Q1: Jul - Sep Q2: Oct - Dec
 Q3: Jan - Mar Q4: Apr - Jun

DATE SUBMITTED: _____

LACMTA MODAL CATEGORY:

- RSTI Pedestrian Signal Synchronization
 TDM Bicycle Goods Movement
 Transit

LACMTA Project Manager	Name:	_____
	Phone Number:	_____
	E-mail:	_____

Project Sponsor Contact / Project Manager	Contact Name:	_____
	Job Title:	_____
	Department:	_____
	City / Agency:	_____
	Mailing Address:	_____
	Phone Number:	_____
	E-mail:	_____

SECTION 3: QUARTERLY PROGRESS REPORT

1. DELIVERABLES & MILESTONES

List all deliverables and milestones as stated in the FA, with start and end dates. Calculate the total project duration. **DO NOT CHANGE THE ORIGINAL FA MILESTONE START AND END DATES SHOWN IN THE 2ND AND 3RD COLUMNS BELOW.**

Grantees must make every effort to accurately portray milestone dates in the original FA Scope of Work, since this will provide the basis for calculating any project delay. If milestone start and/or end dates change from those stated in the Original FA Scope of Work, indicate the new dates under Actual Schedule below and re-calculate the project duration. However, this does not change the original milestones in your FA. **PER YOUR FA AGREEMENT, ANY CHANGES TO THE PROJECT SCHEDULE MUST BE FORMALLY SUBMITTED UNDER SEPARATE COVER TO LACMTA FOR WRITTEN CONCURRENCE**

FA Milestones	Original FA Schedule in Scope of Work		Actual Schedule	
	Start Date	End Date	Start Date	End Date
Environmental Clearance				
Design Bid & Award				
Design				
Right-of-Way Acquisition				
Construction Bid & Award				
Ground Breaking Event				
Construction				
Ribbon Cutting Event				
Total Project Duration (Months)				

2. PROJECT COMPLETION

A. Based on the comparison of the original and actual project milestone schedules above, project is (select only one) :

- On schedule per original FA schedule
- Less than 12 months behind original schedule
- Between 12-24 months behind original schedule
- More than 24 months behind original schedule

B. Was the project design started within 6 months of the date originally stated in the FA?

- Yes
- No
- Not Applicable

C. Was a construction contract or capital purchase executed within 9 months after completion of design / specifications?

- Yes
- No
- Not Applicable

3. TASKS / MILESTONES ACCOMPLISHED

List tasks or milestones accomplished and progress made this quarter.

4. PROJECT DELAY

If project is delayed, describe reasons for delay (this quarter). Pay particular attention to schedule delays. If delay is for the same reason as mentioned in previous quarters, please indicate by writing "Same as Previous Quarter".

5. ACTION ITEMS TO RESOLVE DELAY

If the project is delayed (as described in #4), include action items that have been, or will be, undertaken to resolve the delay.

SECTION 4: ITEMIZED LISTING OF EXPENSES AND CHARGES THIS QUARTER

All expenses and charges must be itemized and listed below. Each item listed must be verifiable by an invoice and/or other proper documentation. The total amounts shown here must be equal to this quarter's expenditures listed on page 1 of this report. All expenses and charges must be reflective of the approved budget and rates as shown in the FA Attachment B, Scope of Work. Use additional pages if needed.

ITEM	INVOICE #	TOTAL EXPENSES CHARGED TO LACMTA MEASURE R GRANT
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
TOTAL		

Note:

All receipts, invoices, and time sheets, attached and included with this Expense Report must be listed and shown under the Invoice Number column of the Itemized Listing (above).

Invoice Payment Information:

LACMTA will make all disbursements electronically unless an exception is requested in writing.
 ACH Payments require that you complete an ACH Request Form and fax it to Accounts Payable at 213-922-6107.
 ACH Request Forms can be found at www.metro.net/callforprojects.
 Written exception requests for Check Payments should be completed and faxed to Accounts Payable at 213-922-6107.

I certify that I am the responsible Project Manager or fiscal officer and representative of _____ and that to the best of my knowledge and belief the information stated in this report is true and correct.

Signature _____

Date _____

Name _____

Title _____

ATTACHMENT F BOND REQUIREMENTS

The provisions of this Attachment F apply only if and to the extent some or all of the Funds are derived from LACMTA issued Bonds or other debt, the interest on which is tax exempt for federal tax purposes and/or Build America Bonds as defined in the American Reinvestment and Recovery Act of 2009 or similar types of bonds (collectively, the "Bonds").



GRANTEE acknowledges that some or all of the Funds may be derived from Bonds, the interest on which is tax-exempt for federal tax purposes or with respect to which LACMTA receives a Federal subsidy for a portion of the interest cost or the investor receives a tax credit. GRANTEE further acknowledges its understanding that the proceeds of the Bonds are subject to certain ongoing limitations relating to the use of the assets financed or provided with such proceeds ("Project Costs" or "Project Components") in the trade or business of any person or entity other than a governmental organization (any such use by a person or entity other than a governmental organization is referred to as "Private Use"). Private Use will include any sale, lease or other arrangement pursuant to which a nongovernmental person or entity receives a legal entitlement of a Project Component and also includes certain agreements pursuant to which a nongovernmental person will operate or manage a Project Component. Each quarterly invoice submitted by GRANTEE to reimburse prior expenditures (or to be received as an advance) shall provide information regarding the specific Project Costs or Project Components to which the Funds which pay that invoice will be allocated and whether there is or might be any Private Use associated with such Project Costs or Project Components. GRANTEE will, for the entire time over which LACMTA's Bonds or other debt remains outstanding, (1) notify and receive LACMTA's approval prior to entering into any arrangement which will or might result in Private Use and (2) maintain records, including obtaining records from contractors and subcontractors as necessary, of all allocations of Funds to Project Costs or Project Components and any Private Use of such Project Costs or Project Components in sufficient detail to comply and establish compliance with Section 141 of the Internal Revenue Code of 1986, as amended (the "Code"), or similar code provision then in effect and applicable, as determined by the LACMTA in consultation with its bond counsel.

GRANTEE will designate one or more persons that will be responsible for compliance with the obligations described in this Attachment F and notify LACMTA of such designations.

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: September 28, 2021
Originating Department: Parks & Recreation

Interim Director:  Interim City Manager: 
Steve Costley Chris Jeffers

SUBJECT: AMENDMENT NO. 2 TO CONTRACT NO. 3185 WITH ETRAK-PLUS PROFESSIONAL SERVICES, NOW DOING BUSINESS AS ETRAK RECREATION SOFTWARE, LLC

PURPOSE: To extend the service agreement for eTrak-plus now doing business as etrak Recreation Software, LLC., for an additional two years.

RECOMMENDED ACTIONS: The City Council will consider:

- a. Approving Amendment No. 2 to Contract No. 3185 with “eTrak-plus”, now doing business as “etrak Recreation Software, LLC.,” extending the term from January 1, 2022, through December 31, 2023; and
- b. Authorizing the Mayor to execute the agreement in a form acceptable to the City Attorney.

FISCAL IMPACT: There is no additional impact to the budget. Funds, in the amount of \$5,000, were included in the Fiscal Year 2021/22 Municipal Budget for this Agreement in Account Number 100-401-61-6730 (General Fund-Parks & Recreation Software Maintenance). Funds will also be included in the Municipal Budget for FY2022/23 (\$10,000) and FY2023/24 (\$5,000) to cover the added service years.

ANALYSIS: The Parks & Recreation Department utilizes eTrak-plus (now etrak Recreation Software, LLC.) software to manage its facilities reservations and recreation program classes for residents. The five-year agreement expired on June 30, 2020, and was extended to December 31, 2021, due to the COVID-19 pandemic. With the continuing COVID issues it was determined that it would be best to extend the current contract an additional 2 years to make sure that the Parks & Recreation Department has a consistent provider of services.

ATTACHMENTS: Proposed Amendment No. 2 to Contract No. 3158
Amendment No. 1 to Contract No. 3158
Contract No. 3158

**AMENDMENT NO. 2 TO CONTRACT NO. 3158 FOR
PROFESSIONAL SERVICES BETWEEN THE CITY OF SOUTH GATE AND
ETRAK RECREATION SOFTWARE, LLC AS SUCCESSOR TO E-TRAK-PLUS**

This Amendment No. 2 to Contract No. 3158 for Professional Services ("Amendment No. 2"), is made and entered into on September 28, 2021, by and between the City of South Gate, a municipal corporation ("City"), and Etrak Recreation Software, LLC., a Florida limited liability corporation, as successor in interest to eTrak-plus, a North Carolina corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively referred to as "Parties."

RECITALS:

WHEREAS, on October 27, 2015, the City approved Contract No. 3158 for Professional Services with eTrak-plus ("Agreement") to manage the Parks & Recreation Department's facility reservation system and recreate program classes in an amount not to exceed Eighty-Five Thousand Dollars (\$85,000);

WHEREAS, Consultant warrants and represents that it has become the successor in interest to eTrak-plus, and has agreed to abide by all the existing obligations under the Agreement, Amendment No. 1, and this Amendment No. 2;

WHEREAS, City and Consultant desire to execute Amendment No. 2 to acknowledge the successor in interest status as addressed in Amendment No. 1, and to extend the term of the Agreement from January 1, 2022, through and including December 31, 2023; and

WHEREAS, the annual Fiscal Year cost of the Agreement and this Amendment No. 2 is Ten Thousand Dollars (\$10,000).

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

1. MODIFICATION TO AGREEMENT.

- a. **SCOPE OF WORK.** Consultant agrees to extend its services and to perform the tasks identified in the Agreement, through and including December 31, 2023. City reserves the right to augment or reduce the scope of work as the City deems necessary. The Scope of Work may be amended from time to time by way of a written directive from the City.
- b. **COMPENSATION.** The amount of compensation paid by City to Consultant shall not exceed the sum of **Five Thousand Dollars (\$5,000) for the Fiscal Year 2021/22, Ten Thousand Dollars (\$10,000) for the Fiscal Year 2022/23, and Five Thousand Dollars (\$5,000) for Fiscal Year 23/24.**
- c. **TERM.** The term of the Agreement is hereby **extended from January 1, 2022, and will remain in effect through and including December 31, 2023, unless**

otherwise expressly extended and agreed to by both Parties in writing, or terminated by either Party as provided in the Agreement.

d. The recitals set forth above are incorporated herein by reference.

2. **EFFECT OF AMENDMENTS.** Except as expressly amended herein, all other terms and conditions of the Agreement and its Amendments, Attachments, and Exhibits thereto, shall remain in full force. All of the recitals to this Amendment No. 2 are incorporated into the Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 2 to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

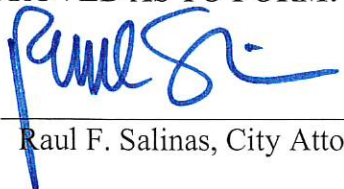
By: _____
Al Rios, Mayor

Dated: _____

ATTESTED:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

ETRAK RECREATION SOFTWARE, LLC
A Florida limited liability corporation

By: _____
Kevin Hudson, Principal

Dated: _____

**AMENDMENT NO. 1 TO CONTRACT NO. 3158 FOR
PROFESSIONAL SERVICES BETWEEN THE CITY OF SOUTH GATE AND
ETRAK RECREATION SOFTWARE, LLC AS SUCCESSOR TO E-TRAK-PLUS**

This Amendment No. 1 to Contract No. 3158 for Professional Services ("Amendment No. 1"), is made and entered into on February 9, 2021, and retroactively effective January 1, 2021, by and between the City of South Gate, a municipal corporation ("City"), and Etrak Recreation Software, LLC a Florida limited liability corporation, as successor in interest to E-Trak-Plus, a North Carolina corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively referred to as "Parties."

RECITALS:

WHEREAS, on October 27, 2015, the City approved Contract No. 3158 for Professional Services with E-Trak-Plus ("Agreement") to manage the Parks & Recreation Department's facility reservation and recreate program classes in an amount not to exceed Eighty Five Thousand Dollars (\$85,000);

WHEREAS, Consultant warrants and represents that it has become the successor in interest to E-Trak-Plus, and has agreed to abide by all of the existing obligations under the Agreement and this Amendment No. 1;

WHEREAS, City and Consultant desire to execute Amendment No. 1 to acknowledge the successor in interest status, and to extend the term of the Agreement retroactively from January 1, 2020 through and including December 31, 2021; and

WHEREAS, the annual Fiscal Year cost of the Agreement and this Amendment No. 1 is Five Thousand Dollars (\$5,000).

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

1. MODIFICATION TO AGREEMENT.

- a. **SCOPE OF WORK.** Consultant agrees to expand its services and to perform the tasks identified in the Agreement, through and including December 31, 2021. The Scope of Work may be amended from time to time by way of a written directive from the City.
- b. **COMPENSATION.** The amount of compensation paid by City to Consultant shall not exceed the sum of **Five Thousand Dollars (\$5,000) for the Fiscal Year 2020/21, and Five Thousand Dollars (\$5,000) for the Fiscal Year 2021/22, the latter to be paid on a pro rata basis for the applicable number of months of Amendment No. 1.**
- c. **TERM.** The term of the Agreement is hereby **retroactively extended from**

January 1, 2020 and will remain in effect through and including December 31, 2021, unless otherwise expressly extended and agreed to by both Parties in writing, or terminated by either Party as provided in the Agreement.

d. The recitals set forth above are incorporated herein by reference.

2. **EFFECT OF AMENDMENTS.** Except as expressly amended herein, all other terms and conditions of the Agreement and its Amendments, Attachments, and Exhibits thereto, shall remain in full force. All of the recitals to this Amendment No. 1 are incorporated into the Agreement as modified by this Amendment No. 1. City reserves the right to augment or reduce the scope of work as the City deems necessary.

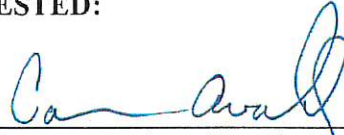
IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 1 to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:


By: 
Maria Davila, Mayor

Dated: 3-9-2021

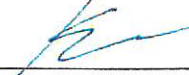
ATTESTED:

By: 
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: 
Raul F. Salinas, City Attorney

ETRAK RECREATION SOFTWARE, LLC
A Florida limited liability corporation

By: 
Kevin Hudson, Principal

Dated: 2.17.2021

AGREEMENT FOR PROFESSIONAL SERVICES

This Agreement for Professional Services ("Agreement") is made and entered into this 27th day of October, 2015 by and between the City of South Gate, a municipal corporation the ("City"), and eTrak-plus, a South Carolina corporation ("Consultant").

The City and the Consultant agree as follows:

RECITALS

- A. The City does not have the personnel able and/or available to perform the services required under this Agreement.
- B. The City desires to contract out for consulting services to eTrak-plus.
- C. The Consultant warrants to the City that it has the qualifications, experience and facilities to perform properly and timely the services under this Agreement.
- D. The City desires to contract with the Consultant to perform the services described in Exhibit A of this Agreement.

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

1.0 SCOPE OF THE CONSULTANT'S SERVICES. The Consultant agrees to provide the services and perform the tasks set forth in the Consultant Scope of Services and the Proposal attached to as Exhibit A and Exhibit B, respectively, and made part of this Agreement. 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 October 27, 2015 and will remain in effect for a period of (3) three years from said date unless otherwise expressly extended in writing by both parties as provided her. The City reserves the right to extend this agreement for two (2) one (1) year terms at the same annual rate provided for years two and three (\$10,000.00 per year).

3.0 CITY AGENT. The Director of Parks & Recreation, 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 Parks & Recreation, 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

6.

the Consultant's fee and cost schedule included in the Scope of Services. The cost of services shall not exceed \$65,000 in Year One, \$10,000 in Year Two, and \$10,000 in Year Three. No additional compensation shall be paid for any other expenses incurred unless first approved by the Director of Parks & Recreation or his/her designee.

4.1 PAYMENT DISTRIBUTION:

- 4.2 City shall pay Consultant (eTrak-plus) \$20,000 upon signing this agreement.
- 4.3 City will pay Consultant (eTrak-plus) an additional \$20,000 at the conclusion of the second training. This payment will be based on the City receiving an invoice from Consultant (eTrak-plus) and the City delivering payment to Consultant (eTrak-plus) at the conclusion of the second training.
- 4.4 City will pay Consultant (eTrak-plus) an additional \$15,000 at the conclusion of the third training. This payment will be based on the City receiving an invoice from Consultant (eTrak-plus) and the City delivering payment to Consultant (eTrak-plus) at the conclusion of the third training.
- 4.5 Dates of training are to be mutually agreed in advance and payments cannot be spread over more than (4) months

4.6 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 thirty (30) 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 agrees to indemnify, defend and hold harmless the City and/or any other City agency, for/from any and all claims or actions of any kind asserted against the 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 the 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 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:

Paul Adams
Director of Parks & Recreation
City of South Gate
4900 Southern Avenue
South Gate, CA 90280
(323) 563-5478

TO CONSULTANT:

Kevin Walsh
CEO Director, National Business Development
eTrak-plus
1095 Playground Road
Charleston, SC 29407
(877) 513-8725

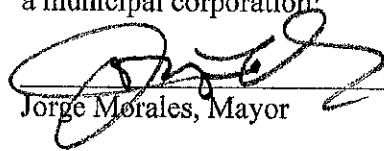
6.20 Warranty of Authorized Signatories. Each of the signatories hereto warrants and represents that he or she is competent and authorized to enter into this Agreement on behalf of the party for whom he or she purports to sign.

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.

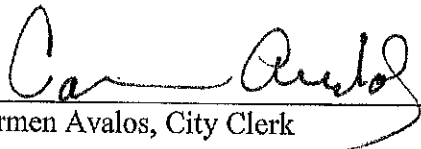
This Agreement is executed this 27 day of October, 2015, at South Gate, California, and effective as of November 2, 2015

CITY OF SOUTH GATE,
a municipal corporation:



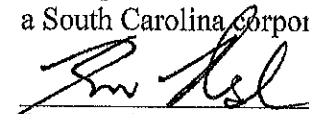
Jorge Morales, Mayor

ATTEST:



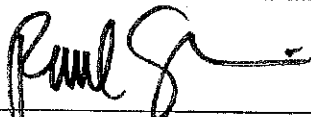
Carmen Avalos, City Clerk

CONSULTANT:
eTrak-plus
a South Carolina corporation



By: Kevin Walsh
Title: CEO

APPROVE AS TO FORM:



Raul F. Salinas, City Attorney

Exhibit A – Consultant Scope of Services

Project Development and Deployment <i>Initial eTrak-plus implementation, training, financial software integration</i>	\$55,000
Total Fees Year 1	\$55,000

Annual Services (Continuing eTrak-plus Enhancements, Maintenance, Support and Hosting) <i>Billed 12 months from contract signing;</i>	\$10,000
---	-----------------

Pre-Meet Site-Visit <u>Deliverable:</u> Site visits, initial meeting with facility staff	Included
Phase 1: Kick-off & Joint Strategy Session <u>Deliverable:</u> Needs assessment, best practices and worksheets	Included
Phase 2: Website Preview Presentation <u>Deliverable:</u> Discuss and assign deliverables, evaluate potential challenges.	Included
Phase 3: Data Migration <u>Deliverable:</u> Export of database, migration into eTrak-plus. Timeline (45) days.	Included
Phase 4: System Program/Activity Build <u>Deliverable:</u> Design and create “tree” designating all City services including programs, reservations and fees.	Included
Phase 5: Initial eTrak-plus Training <u>Deliverable:</u> 8-10 days of on-site training for operators, administrators, and system administrators.	Included
Phase 6: Launch/ “Go Live” <u>Deliverable:</u> Official launch and final testing phase. All data has been migrated or entered and all staff has been trained.	Included
Additional Functionality	
Maintenance and Support 24/7 (first year)	Included
Additional On-Site Training Per Day (if needed)	\$1,000
System upgrades	Included
Hardware	Not Included
Maintenance and Support for each additional year	\$10,000
Total Project Fee	\$55,000


Total Fees Year 1	\$55,000
Total Fees Year 2-5	\$40,000


SEP 21 2021
2:30pm

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **September 28, 2021**
Originating Department: City Manager's Office

City Manager: 
Chris Jeffers

City Manager: 
Chris Jeffers

SUBJECT: AN ORDINANCE OF THE CITY OF SOUTH GATE IMPOSING A MORATORIUM TO THE APPROVAL OF PERMITS AND/OR LICENSES FOR THE NEW ESTABLISHMENT OF SCHOOL USES WITHIN THE CITY OF SOUTH GATE

PURPOSE: To place temporary hold on the issuance of any new or expanding school use permits/licenses required by the City of South Gate to allow for staff to review and make recommendations on changes to existing requirements or standards relating to such uses. Such review and possible changes are necessary to protect the community from unmitigated harms that would pose immediate harm to public health, safety and welfare.

RECOMMENDED ACTION: Adopt the recommended Ordinance attached.

FISCAL IMPACT: No immediate impact. Should the City Council approve, there will be expenditures related to completing various studies to determine possible changes to standards such as parking, traffic circulation, and other established municipal code requirements related to school uses.

ANALYSIS: The City of South Gate has land use authority over private and charter schools that may wish to locate within its boundaries. While quality education opportunities are appreciated and helpful to our residents, the operations of such facilities can generate negative impacts on the neighboring community. Such impacts may be inadequate parking requirements being provided by the facility, which further erodes parking opportunities for residents and commercial activities in adjoining areas.

Also, schools uses can have unique traffic circulation demands that can further cause congestion and delays on City streets. The City of South Gate in recent years has expended significant dollars to improve traffic flow and provided first, last mile movement opportunities. School uses may erode those improvements or interfere with them if not properly reviewed and mitigated at the time of permit/license issuance for the school.

At the current time, South Gate Municipal Code only requires one parking spot for each school employee. Such a code does not adequately account for parents/guardians that may need to attend or visit the school. Nor does the code account for the fact that many students from upper grades may be driving to school in their own vehicles. Those parents, guardians and students are required to park in residential streets or in commercial lots. Those actions impact the quality of life for existing community members.

There are other possible codes or regulations that can contribute to eroding the immediate public health, safety and welfare of the community if not properly reviewed before the issuance of permits/licenses to these school uses.

This moratorium will allow staff to undertake the review and report back to the City Council within 45-days of adoption. At that time, the City Council may choose to terminate or extend the moratorium on the issuances of new permits/licenses for school uses. Under State law, moratoriums could cover up to 2 years in length if certain actions are considered and adopted by the City Council. A moratorium may be terminated or modified at any given point by the City Council.

This moratorium does not impact any application that may have been accepted by the City prior to its adoption or a school use that may be exempt from municipal review and approval.

BACKGROUND: None

ATTACHMENT: Proposed Moratorium Ordinance

INTERIM URGENCY ORDINANCE NO. _____

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

**AN INTERIM ORDINANCE ADOPTED AS AN URGENCY MEASURE
BY THE CITY COUNCIL OF THE CITY OF SOUTH GATE, IMPOSING
A MORATORIUM ON THE APPROVAL OF PERMITS, LICENSES,
VARIANCES AND ENTITLEMENTS FOR THE ESTABLISHMENT OF
NEW OR EXPANSION OF EXISTING SCHOOL USES WITHIN THE
CITY'S COMMERCIAL AND INDUSTRIAL ZONES**

WHEREAS, the City of South Gate is one the most densely populated communities in Los Angeles County, with nearly 13,000 residents per square mile; and,

WHEREAS, much of the community was developed during the WWII era, at a time when residential properties averaged about 10,000 square feet and were built with narrow widths and single car garages; during that era, many residents worked in the community in which they lived and as such only needed a single vehicle for the entire household; and,

WHEREAS, as years have passed since the 1940s and 1950s, the norm has evolved where now it is common for households to have multiple vehicles in order to travel to work or school, thus creating a significant parking shortage in many residential areas in South Gate; and,

WHEREAS, due to statewide housing shortage the State of California has in recent years adopted policies that allowed by right the construction of Accessory Dwelling Units ("ADU's") and prohibited local governments from requiring on-site parking for those new ADUs, thus forcing more residents to use City streets to park vehicles; and

WHEREAS, the Municipal Code of the City of South Gate provides that schools are only required to provide parking for the school's employees and ignores the fact that parents, visitors and some students are in need of parking at the school. The lack of parking forces those drivers to park in the residential and/or commercial areas of the communities of the City of South Gate, further exacerbating the parking shortage; and

WHEREAS, the Municipal Code's review process does not require the study and mitigation of the negative traffic and vehicle circulation effects that occur during peak school traffic hours. The resulting lack of mitigation measures may adversely affect the safety of children and may increase the creation of greenhouse gases from idling vehicles which may be present in operations associated with schools; and,

WHEREAS, these combined impacts of not ensuring adequate parking and not identifying necessary traffic and circulation mitigation measures erode the quality of life for the City's residents; and,

WHEREAS, based upon the foregoing, the City Council of the City of South Gate wishes to approve this Interim Ordinance and move to adopt it as an urgency measure.

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

SECTION 1. The City Council does hereby make the following findings:

- A. There is a current and immediate threat to the public health, safety, and welfare posed by the Municipal Code's inadequate school parking requirements and by its lack of provisions for identifying and mitigating traffic and circulation impacts created by school uses; and
- B. The approval of additional use permits, licenses, variances, or any other applicable entitlement for any new or expanded school-related use of property within the City's commercial and industrial zones would result in that threat to public health, safety and welfare, such that the threatened detrimental effects would actually be imposed on and suffered by the residents, citizens, businesses and visitors of the City of South Gate.

SECTION 2. Notwithstanding any provisions of the South Gate Municipal Code or other ordinances of the City of South Gate, the City Council of the City of South Gate declares the need for, and hereby immediately imposes, a moratorium on the approval of any new permits, licenses, variances or other applicable entitlements for the establishment, construction, development or expansion of schools or school uses within all commercial and industrial zones (C-M, M-2, M-3, IF) in the City of South Gate during the term of this Interim Ordinance.

SECTION 3. This Interim Ordinance is adopted as an urgency measure pursuant to the provisions of Government Code Sections 36934, 36937 and 65858(a). Based upon the findings set forth above, the City Council finds and determines that the adoption of this Interim Ordinance on an urgency basis is necessary for the immediate preservation of the public peace, health and safety pursuant to the requirements of Government Code Section 36937, and is necessary to protect the public safety, health, and welfare pursuant to the requirements of Government Code Section 65858(a).

SECTION 4. The City Council hereby finds and determines that this Interim Ordinance is in conformance with the goals, policies, and objectives of the City's General Plan.

SECTION 5. The City Council hereby finds and determines that the adoption of this Ordinance is exempt from the California Environment Quality Act of 1970 ("CEQA"), as amended, because it can be seen with certainty that this Interim Ordinance has no likelihood of causing a significant negative effect on the environment and accordingly both the City Council's action of adopting this Interim Ordinance and the effects derivative from that adoption are exempt from the application of CEQA, pursuant to Section 15061(b)(3) of the State CEQA Guidelines (15 California Code of Regulations § 15061(b)(3)).

SECTION 6. The City Council intends to have the City conduct studies forthwith as to the appropriate modifications to the South Gate Municipal Code and other regulatory ordinances which will reduce or eliminate the threats referred to above relative to new or expanded school uses in commercial and industrial zones. The City's Interim City Manager and his designees are hereby directed to promptly commence those studies and to report the results and findings thereof to this City Council as soon as possible.

SECTION 7. The City's Interim City Manager, the City Clerk, and their designees shall undertake all actions legally necessary to extend this Interim Ordinance in the event the studies, reports, results and findings desired by this City Council will not be concluded on or before the forty-fifth (45th) day subsequent to the adoption of this Interim Ordinance.

SECTION 8. This Interim Ordinance shall take effect immediately upon its adoption by a four-fifths (4/5) vote of the City Council, pursuant to Government Code Sections 36934, 36937 and 65858. It shall be of no further force or effect forty-five (45) days from the date of adoption, unless extended following a public hearing as provided in Government Code Section 65858.

SECTION 9. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Interim Ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of this Interim Ordinance. The City Council hereby declares that it would have adopted this Interim Ordinance, and each and every section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one of more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

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SECTION 10. The City Clerk shall certify to the adoption of this Interim Ordinance and shall cause the same to be published as required by law.

PASSED, APPROVED and ADOPTED this ____ 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

SEP 20 2021
10:30 AM

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **September 28, 2021**
Originating Department: City Manager's Office

Interim City Manager:  Interim City Manager: 
Chris Jeffers *Chris Jeffers*

SUBJECT: AMERICAN RESCUE PLAN ACT OF 2021 – FUNDING REQUESTS

PURPOSE: To present recommended programs to be funded with funds from the American Rescue Plan Act based on the outline discussed at the May 11, 2021, City Council meeting.

RECOMMENDED ACTIONS: The City Council will:

- a. Consider proposed programs/projects to be funded in Fiscal Year 2021-22 with American Rescue Plan Act (ARPA) funds; and
- b. Authorize necessary budget appropriation and adjustments to implement approved programs/projects totaling \$21,561,290; and
- c. Direct staff to seek appropriate proposals from qualified third-party providers for designated social services eligible under the ARPA guidelines.

FISCAL IMPACT: The City of South Gate has been allocated an estimated \$34.5 million from the ARPA. Approximately Fifty percent (50%) of the amount has already been drawn down by the City and awaits formal appropriation and allocation by the South Gate City Council. The remaining funds of the \$34.5 million will become available in May 2022. All ARPA funds must be expended by December 31, 2024, or at least legally obligated by that date. All funds must be expended by December 31, 2026 or returned to the U.S. Treasury.

ANALYSIS: ARPA includes economic relief to local, state, and tribal governments that have experienced a significant revenue loss and/or increased expenditures resulting from the COVID-19 Pandemic (“COVID”). The City of South Gate is estimated to receive \$34.55 million from the U.S. Treasury Department over the next two fiscal years. The City has already received the first installment of approximately \$17.25 million. The remaining balance will be available in, approximately, June 2022.

The uses of these ARPA funds are more flexible than the previous CARES Act funding which covered expenditures related to COVID. All expenditure reductions due to revenue losses incurred due to the pandemic fiscal adjustments are eligible expenses, as long as they do not cover pension costs.

In general, the ARPA funds can be used for the following categories:

1. To respond to the public health emergency with respect to COVID, or its negative economic impacts including assistance to households, small businesses, and nonprofits or aid impacted industries.
2. To respond to workers performing essential work during the COVID public health emergency.
3. For the provision of government services, to the extent of the reduction in revenue of such local government due to COVID.
4. To make necessary investments in water, sewer, or broadband infrastructure.

The ARPA does have direct funding allocations for other items such as renter and homeowner assistance, homeless intervention, and infrastructure projects that will be distributed by either the state and/or federal governments.

Expenses

Both the League of California Cities and National League of Cities are suggesting that local government prioritize revenue losses and expenditures incurred to be reimbursed from the ARPA funds. In addition, they strongly suggest that the funds be treated as the one-time sources they are and that ARPA not be used for programs that would need on-going financial support to function. Finally, they believe capital projects should be strongly considered as a way of improving the community's infrastructure which will not only benefit residents today, but future generations as well.

During the budget process for Fiscal Year 2021-22, staff did propose small amounts of funding for city operations that were related to COVID such as the enhanced janitorial work related to COVID treatment; homeless encampment clean up; and so forth. A full list of those items and amount are included in Exhibit A.

Revenue

The ARPA is the first piece of legislation that allows for federal funding to backfill the loss of revenues due to COVID. The revenue loss calculation accepted is the difference of the revenues received in the fiscal year prior to COVID versus the fiscal years impacted by the pandemic. Under the guidelines, we look at the 12 months of revenue prior to December 31, 2020, as the base year for determining this formula. Every twelve months after that, the guidelines project your revenue should grow by a minimum of 4.1% and any short fall to those projections, allows ARPA funds to be used to make up the difference.

Summary

Staff is recommending the following programs for consideration:

1. **General Fund and Special Revenue Reimbursement (\$8,787,074):** Restore funds lost due to COVID from January 2020 through December 2024. We have engaged our Independent Auditing firm, The Pun Group, to calculate the reimbursable amount for year ending December 21, 2020. Their calculation indicates the City can claim up to \$8,787,074.
2. **City Services Reimbursement (\$744,216):** Reimburse expenditures incurred in response to COVID from March 3, 2021 through December 2024. For discussion purposes, reimbursements will be limited to city services such as the following: on-going janitorial enhanced effort; public signage to keep current with state and county requirements; assisting testing and vaccination sites; and developing and monitoring a required Cal-OSHA COVID-IPP response plan. Eligible city services included, but are not limited to, the following:

a. Janitorial enhanced effort	\$ 86,790
b. Homeless encampment clean ups	\$ 30,000
c. Phone System	\$ 77,520
d. City Webpage/social media	\$ 55,500
e. Boucher Law – COVID IPP Plan	\$ 15,000
f. Client First – Amendment #1	\$ 79,700
g. Core Network Equipment (AS)	\$199,867
h. Sanitary Sewer Relining Project	<u>\$199,839</u>
Total	\$744,216

3. **Mental Health Services (\$525,000):** Designate \$175,000 for mental health assistance per year until 2023. The City would issue a Request for Proposals with the criteria requiring certified counseling/clinical services paid on a flat fee service. Based on initial research for the Los Angeles area, we would expect the rate to range between \$140 to \$160 per hour. With that in mind, the RFP can set an annual service goal of 800 to 1,100 hours annually. The actual number of clients served would depend on the number of sessions undertaken with each client. Service providers would be required to verify that participants' needs are COVID related and that costs are justifiable under ARPA criteria.

4. **Statewide Emergency Residential Rental Relief Program (\$85,000):** The State of California has budgeted \$5.2 billion to fund a statewide residential rental relief program. Our goal would be to direct eligible individuals to this program and assist them with information. In order to do communication and answer questions, we would staff a desk at City Hall through a third party to handle those inquiries at least two days a week. The request of \$85,000 would also allow us to provide information flyers to renters and possibly set up information booths in key points of the City to facilitate the distribution of information. We could also use our webpage to assist in providing information.

5. **Small Business Assistance Grants (\$250,000):** Designate \$250,000 in Fiscal Year 2021/22 for small business rental/utility assistance grants to provide up to 6 months of rental/utility assistance, not to exceed \$10,000. Beneficiaries may include hospitality industries and those businesses with under 75 employees. The program will be managed by City staff/consultants with the assistance of local business organizations. Priority would initially be placed on businesses that did not receive any prior assistance in the previous 12 months.

6. **Housing for Homeless (\$3,000,000):** Designate \$3 million toward projects and programs that house unsheltered individuals and families. Such projects and programs may include:
 1. Partnership with a provider like Project Homekey to provide up to 20 units of housing in local motels.
 2. Participation in the LCA1 (Local Coordinating Alliance Area 1) Bell Shelter program.
 3. A landlord incentive program to house qualified unsheltered individuals. These funds would be leveraged with county and state funds.
 4. Short term emergency shelter vouchers.

It is important to note that individuals suffering homelessness have a variety of needs and or desires, thus there is no single solution program. Based on the last LAHSA count, South Gate

had nearly 400 individuals identified, with a five-year average of over 250 (2016-20). Needing locations that are in close proximity and potentially offer full wrap around services as opposed to just simple sheltering functions are more successful in this area. With the recent action by the City of Los Angeles reinstating enforcement of illegal camping, it is likely we could see increases in the above number.

Staff has been in discussion with LCA 1 communities in obtaining a commitment for 40 beds through the Bell Shelter program for use by the 8 LCA 1 cities. This is a unique opportunity to access a local shelter with a commitment to hold these beds for our combined use. Currently, the cost for South Gate is between \$125,000 to \$228,000, annually, depending on the final formula between the LCA 1 cities. There is a strong possibility that a significant portion of the cost could be offset through a grant program in the first and second years.

7. **Homeless Outreach Program (\$1,000,000):** Designate \$1,000,000 toward outreach programs for unsheltered individuals and/or families to include enhanced MET Team assistance for the City in FY 2021-22 and FY 2022-23. The cities of Anaheim, Huntington Beach and Garden Grove recently began operating programs where non-sworn teams respond to calls dealing with homeless individuals more commonly known as “welfare checks.” Their programs are run through a mental health nonprofit group called Be Well OC. The goal would be to seek a similar outreach service seven days a week. Their programs have permanently stationed mobile teams in the community that respond to police calls dealing with homeless individuals rather than a sworn individual. The team is evidently made up of one crisis worker and one EMT. In those cities, it is estimated the mobile team will relieve their police of about 10% to 12% of calls. Whether our city would experience those benefits is unclear. This is a relatively new program, and it is unclear if such a provider exists in the Los Angeles County area as it seems to now exist in Orange County.
8. **Job Training Services (\$500,000):** Designate up to \$500,000 to assist HUB Cities Consortium in locating in the City of South and providing direct services to our community and those in the sub-region. HUB Cities has requested such funding and we are seeking additional justification from them prior to bringing any proposal for consideration. The goal of assisting to locate HUB Cities in the city has been a high priority by the City Council, previously. HUB Cities is attempting to locate in the Tweedy Mile area which would make them more accessible to our community and provide some ancillary benefit to merchants in the surrounding area.
9. **Telecommunications (\$1,500,000):** Designate \$1.5 million to implement a broadband project that can expand the City’s telecommunications capacity. Currently, the Gateway Cities COG is considering doing a regional plan. Whether or not we decided to proceed in that direction or proceed on our own path, can be discussed in greater detail over the coming months. However, this amount could be reduced or supplemented by state and federal grants as both entities have made this effort a high priority in the coming years.
10. **Food Insecurity Program (\$170,000):** Designate \$85,000 for a Food Insecurity program in FY 21-22 and FY 2022-23 to expand the current program with Northgate and Fiesta Taxi. Additionally, work with a regional food bank for bi-monthly food distributions throughout the city. Currently, with about \$85,000 in CDBG funds, we are able to provide 115 families with groceries using Northgate Grocers and Fiesta Taxi.

- 11. Mobile Health Clinics (\$300,000):** Designate \$100,000 annually through 2024 for a mobile health clinic to provide health screenings such as eyesight, blood pressure, COVID testing, possible cancer, and diabetes. The goal would be to partner with a healthcare provider to provide the service. It is estimated that we would try to have a monthly event that rotates throughout the City, with potentially staffing at one or two major city events during the year.
- 12. Pocket Parks (\$2,000,000):** Designate \$2 million for the creation of pocket parks in qualified census tract areas that are not within a 10-minute walk of a park/open space area. These pocket parks are designed to be small-scale and provide a safe and inviting environment for surrounding community members. They meet a variety of needs and functions including small event space, play areas for children, spaces for relaxing or meeting friends so a neighborhood can reengage each other in sociable places. There are significant areas of the city where housing density, some of the highest in Los Angeles County, has removed open space on residential properties and an individual must drive to a park or walk distances much greater than 10 minutes to access such open space. Organizations such as the Trust for Public Lands has assisted in the funding and development of such parks in urban areas.
- 13. Cesar Chavez Park Playground (\$200,000):** Designate \$200,000 to develop a playground at Cesar Chavez Park. This is currently a CIP project within the 5-year CIP program for FY 21-22.
- 14. Pedestrian Walkways and Lighting (\$2,500,000):** Designate \$2,500,000 in pedestrian improvements and lighting upgrades to enhance pedestrian circulation throughout qualified census tract areas.

Total Appropriation/designation - **\$21,561,290.**

As stated, the City is receiving approximately \$34.55 million in ARPA funds. The undesignated amount would be \$12,988,710. After the first 12-month program, the City Council could reassess specific or all programs to adjust accordingly. The deadline to expend all funds is December 31, 2024 or, if legally obligated, the date will be December 31, 2026.

One additional area, we want to explore is the upgrading of emergency power at the Civic Center. Current apparatus limits emergency power to maintain services in some cases to just hours. Ideally, we should be self sufficient for up to one week. Under current circumstance, all phone, computers, and other technology systems would be lost to the general public whether through a natural disaster or simply an electrical transformer failure.

Should the City Council concur with the initial programs, then Staff could begin to bring proposals and detailed opportunities for final consideration by the City Council.

BACKGROUND: The worldwide Coronavirus Disease 2019 pandemic (COVID-19) is unprecedented in its size, scope, and impact. With over 31 million people infected and nearly 575,000 deaths in the United States as of April 19, 2021, the impact of this infectious and potentially deadly disease is unmatched. The impact, locally, has been devastating with nearly 18,600 infections and 225 deaths in South Gate during this same period of time.

To deal with this unprecedented pandemic, the state and Los Angeles County have issued several health orders that included, “Stay at Home” orders and, more recently, orders requiring all persons, regardless of vaccination status, to wear face coverings inside public and private businesses. State health officials continue to monitor and adjust the orders based on current information.

The COVID has made a tremendous impact upon residents and businesses. As of May 2021, the unemployment rate in the City of South Gate stands at 11.7%, with several sub-groups reaching 18% unemployment. In addition, we have seen many small businesses forced to close and are feared to never open their doors again.

On March 11, 2021, the American Rescue Plan Act was signed by President Biden included a \$1.9 trillion Economic Relief Plan that contains \$350 billion in direct aid to state, local, territorial, and tribal governments. Of this amount, local governments, including both counties and municipalities, were provided \$130.2 billion in emergency funding. The state and local fiscal recovery fund was designed to assist with the budget gaps created by the crisis and its economic shutdowns.

As of the writing of this report, the U.S. Treasury Department finalized the procedures and processes to claim the funding and the reporting requirements. As projects and programs are developed, the U.S. Treasury will continue to update eligibility criteria for agencies to follow. At this time, the burden of proof to demonstrate that projects and programs are COVID related will fall upon the cities.

Economic experts indicate that it may take 3 to 5 years before the national and global economies return to their normal cycles. The pandemic has been especially difficult on the retail and office sectors. For example, on-line retail sales grew about 19% to 36% last calendar year, while in-store sales fell by 3.2% over the same period throughout the U.S. It is expected the online sales will grow about 8% annually, while in-store sales will only grow about 5% for 2021 over last year 2020.

The goal of the proposed funding is to develop sustainable COVID recovery efforts. Economically disadvantaged communities and communities of color have minimal access to quality health care services. Federal statistics show that these communities have a higher rate of underlying health conditions that make them more susceptible to COVID related impacts leading to higher death rates and hospitalizations. ARPA, and the abovementioned City programs, are designed to improve access to better housing, food security, health services, open space, sustainable businesses, and jobs.

The ARPA provides a unique opportunity to make significant investments in community recovery efforts. By utilizing ARPA funds for previously described projects and programs, the City can free up its more restrictive resources, such as CDBG, to address ongoing infrastructure rehabilitation needs.

- ATTACHMENTS:**
- A. National Recreation & Parks Association, Issue Brief, “Creating Mini-Parks for Increased Physical Activity.”
 - B. Voice of OC, July 9, 2021, “Orange County Cities Join Growing Movement to Use Social Workers, Not Cops, for Homeless and Mental Health Response.”
 - C. Laist.com, August 25, 2021, “LA Is Set To Turn Its Troubled Rent Relief Program Over To The State.”



NRPA's mission is to advance parks, recreation, and environmental conservation efforts that enhance the quality of life for all people.

IN THIS ISSUE:

- What is a Pocket Park?
- Benefits
- Funding
- Step-By-Step Plans
- Case Studies
- Resources Index

Creating Mini-Parks for Increased Physical Activity



INTRODUCTION

Providing quality park and recreation space for inner city residents is increasingly challenged by the limited amount of available park space in urban areas. As a result of the diminishing access to parks and open spaces, the physical and recreational needs of urban youth often go unmet. To meet these growing needs, park and recreation agencies are in a position to play an important role in the conversion of unused areas and abandoned spaces into what are being called mini or pocket parks. These unique parks are often created out of vacant lots, rooftops and otherwise forgotten and unused spaces.

WHAT IS A POCKET PARK?

A pocket park is a small outdoor space, usually no more than $\frac{1}{4}$ of an acre, usually only a few house lots in size or smaller, most often located in an urban area surrounded by commercial buildings or houses on small lots with few places for people to gather, relax, or to enjoy the outdoors. They are also called vest pocket parks, a term first used in the 1960's. Pocket parks are urban open spaces on a small-scale and provide a safe and inviting environment for surrounding community members. They also meet a variety of needs and functions,

including: small event space, play areas for children, spaces for relaxing or meeting friends, taking lunch breaks, etc.

Successful "pocket parks" have four key qualities: they are accessible; allow people to engage in activities; are comfortable spaces and have a good image; and finally, are sociable places: one where people meet each other and take people to when they come to visit.

BENEFITS OF POCKET PARKS

It is important to note that pocket parks are not intended to service an entire city in the same way as a neighborhood or city park. Each should be created with the specific interests and needs of the contiguous community—that is, the nearby individuals and families for whose use it was originally intended (Olmos, 2008). *continued >*





ACQUISITION/IMPLEMENTATION MECHANISMS

Many pocket parks have been created as a result of community groups organizing and rallying for more open space within the urban environment. Leftover spaces and other urban eyesores present opportunities for conversion to pocket parks,

offering important and desirable amenities to communities. These are often purchased and owned by cities, with the agreement that they will be run and maintained by a foundation or other organization if the city is unable to maintain the park itself. The benefits of these unique urban spaces often include one or several of the following:

- Support the overall ecology of the surrounding environment
- Help protect and conserve local wildlife, landscape, and heritage
- Reduce pollution, traffic, and consumption of resources, such as oil
- Empower local residents to make decisions that affect their community
- Make communities safer and more sociable
- Improve fitness and health
- Regenerate run-down areas
- Reinforce relationships between local authorities and communities

Though pocket parks vary according to specific purposes and locations, there are numerous characteristics that the majority has in common. For example:

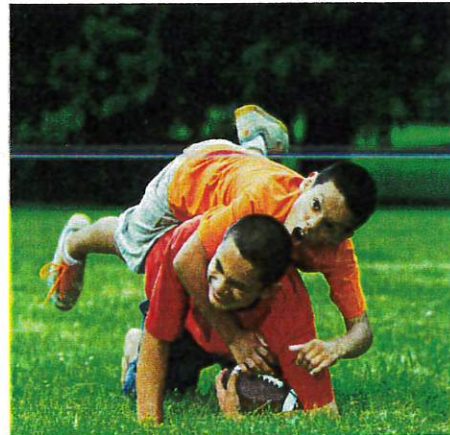
- Pocket park users should not have to walk more than 5 to 10 minutes to reach their destination.
- Since parking may or may not be provided, the parks should be accessible by both foot and bike, and should not require the use of a car.
- Parks should serve a resident population of approximately 500-1000 persons.
- Parks should strive to accommodate as many different users as possible, prioritizing the needs of surrounding neighborhoods.

Community gardens are a popular choice when creating a pocket park that is being designed for neighborhood interaction by people of all ages. Unlike playscapes, they typically do not include play structures; instead they provide the land, resources, and informational support necessary to grow food for local sale and consumption. Community gardens have a variety of purposes for the people they serve; they unite residents of all ages in fun and productive outdoor activities and facilitate the growth of community solidarity and neighborhood revitalization.

FUNDING POCKET PARKS

There are many possible funding sources for the development of pocket parks. The Trust for Public Land is one organization that offers assistance with private and public funding for mini-parks (Trust for Public Land, 2009). At the local level, public-private ventures, individual contributions, and philanthropic support are often solicited to underwrite start-up and equipment costs.

While some parks are financed almost entirely with private funds, many are typically financed by a combination of various funding sources. For example, capital support for the acquisition, design, and development of the 6th Avenue NW Pocket Park in Seattle, Washington consisted of joint contributions from the Pro Parks Levy, the Neighborhood Matching Fund, and the local community. These organizations continue to contribute towards enhancement of parks including: large lawn areas, landscaping, paths, neighborhood gathering areas and interactive features for children's play.



CREATING A POCKET PARK

In organizing pocket parks, designers must often work out a delicate balancing act so that all groups can use the space in peaceful co-existence. There are no set designs for pocket

parks; each one is different depending on the size and use of the space, but because space is restricted and user needs are both diverse and vary throughout the day, conflicts can sometimes arise between different groups. Thus, park and recreation agencies can fulfill the community's vision for the parks by assisting in the development of an implementation strategy, beginning with small-scale, doable improvements that can immediately bring benefits to public spaces and the people who use them. More importantly, park and recreation agencies can help design parks to provide the maximum benefit to the community. Since mini-parks cannot provide all the benefits of large parks, park and recreation agencies can help identify what trade-offs may be necessary. As with any new park or recreation innovation, there are challenges in the development of pocket parks.

Some of the more commonplace examples of issues typically faced in the development of pocket parks include:

- Limited money and staff time
- Insufficient Pocket Parks to meet high demand
- Insufficient support for training and 'networking'
- Too few volunteers



ROTARY CENTENNIAL PARK

Location: Long Beach, California

Description: Rotary Centennial Park, a new Mini Park is located on the corner of Pacific Coast Highway and Junipero Street. The park was first constructed when the Rotary Club approached the department with the idea of collaborating on the construction of the new park in celebration of the 100th anniversary of Rotary International in 2005.

Challenges: Develop a viable plan converting the city-owned undeveloped land along the former Pacific Electric right-of-way that is surrounded by a densely developed area with nearly 80 percent of the residents living in apartments with no backyards.

Outcomes: To celebrate the 100th anniversary of Rotary International in 2005, the Long Beach Rotary Club raised \$100,000 to help design and construct a 1.2-acre park at Pacific Coast Highway and Junipero Avenue. Long Beach Rotary involved the public and stakeholders throughout the design process. Community input was translated into plans that incorporated a solar system theme with art installations of planets, a sundial sculpture, benches, turf, trees, playground equipment, and a shade shelter. These creative elements have made Rotary Centennial Park one of the most unique and inviting parks in the city and a welcome addition to a park-poor neighborhood. Custom engraved "Community Bricks" were sold at \$50 and \$100 each. The additional funds went to help pay for educational public art. The park was dedicated on May 21, 2005 on Rotary International's 100th anniversary.

Lessons Learned: Continuing support from the park's partner became a critical aspect of the project continuing success. The Rotary's involvement didn't stop with the park's creation and every month since the park opening, Long Beach Rotarians have held work parties to help clean, repair and maintain the park.

THE FARM-A-LOT PROGRAM

Location: Detroit, Michigan

Description: Detroit has more than 28,000 vacant parcels owned by the city almost half of them residential plots—that generate no significant tax revenue and cost more to maintain than the city can afford. Finding new uses for this land has become one of the most pressing challenges for a city that lost a quarter of its population in the past decade. There are groups and individuals all around the city who have begun to use vacant land — some privately owned, some city-owned — as personal gardens, community gardens and even full-scale farm operations.

Challenges: While gardens are widespread throughout the city, they are generally small in scale and comprise only a tiny fraction of the total number of vacant lots. Inadequate city resources are an obstacle to conscientious land use and effective community management of open space. In addition, gardeners are faced with a lack of long-term security and the issues of liability and insurance are not addressed.

Outcomes: The City of Detroit Recreation Department created and manages the Farm-A-Lot program whose goal is to facilitate the reuse of vacant city-owned lots for agriculture. Farm-A-Lot provides soil tilling services and free seeds to residents interested in using vacant lots in their neighborhoods for growing vegetables. When the Farm-a-Lot program which tills 500 to 600 urban gardens, hit the dirt, several of the city's most active "green" organizations came together to fill the void. These organizations, Greening of Detroit, Detroit Agricultural Network (DAN), Michigan State University Extension and Earthworks Urban Farm, banded together as the Detroit Garden Network and each group brings its urban gardening partners one piece of the puzzle needed to get started and keep going.

Lessons Learned: Urban agriculture (UA) programs like Farm-A-Lot help the City of Detroit by reducing urban blight, providing educational opportunities, and improving access to fresh produce. Annual costs for maintaining city park space are much higher than the cost of maintaining an urban garden and cities can save 100 percent on maintenance costs of the parcels when community groups and non-profits pay the costs of their own activities and upkeep.

STEP-BY-STEP PLAN FOR CREATING A POCKET PARK

The following steps can help your neighborhood get started in creating a beautiful oasis of green for all to enjoy!

1. Secure the community's commitment. The more inclusive the decision-making, the more successful the park will be. Start talking to as many neighbors as possible and secure them to help you throughout the process. Think about those in your neighborhood. Is there someone who is an expert gardener, someone who knows what's going on at every block or someone that can let you use their spigot for water? Seek these people out and get them involved.

2. Convene a steering committee. You will need local leadership for the project. One of the best ways to accomplish this is to create a committee with divided responsibilities in terms of planning and working on the project.

3. Choose a site. Think about how the site will be used. What kinds of improvements are needed? Keep in mind how much the neighborhood can realistically take on to address issues such as the creation and maintenance of the plan and make sure the space suits all expectations.

4. Plan. Determine a site plan either with the help of a landscape architect. Begin to strategize how the landscaping will be installed, how it will be funded, and how the neighborhood will maintain it in the long run.

5. Identify and secure potential partners. Partners should be local businesses, nonprofits and other organizations available in the city. Identify the roles of each partner and secure a written understanding if possible.

6. Secure long-term and short-term funding. Begin to look at various resources for funding in the form of grants, in-kind materials and money from businesses. Consider corporate sponsorships and be sure to think long-term about funding and saving money for maintenance and repairs in the future or to cover other necessary items including liability insurance coverage.

7. Schedule work days in advance. Assign a project manager and plan out what activities need to occur in what order. Can everything be done in one day, or will it take multiple work days?

8. Plan a big work day/dedication/celebration event. This is a very important part of the process to the neighborhood and to the partners. This is a chance to possibly garner media attention, as well as involve as many people as possible.

9. Implement a maintenance plan. Before any plants go in the ground, the neighborhood should agree to a maintenance plan and document it in writing.

10. Pursue consistent engagement. Just as maintenance is a never-ending job, so is everything else involved. On-going communication with the neighborhood especially should keep them interested and involved in your project. *continued Page 4 >*



CASE STUDIES

BALTIMORE OPEN SPACES

Location: Baltimore, Maryland

Description: Baltimore City covers approximately 80 square miles, is designated a separate county and has at least 12,000 vacant houses and 14,000 vacant lots which have been difficult for the City to maintain.

Challenges: As Baltimore City struggles to manage its 6,000 acres of formally designated parkland, effective management of approximately 14,000 vacant lots and small spaces is hampered by such things as the lack of a central database, property maintenance standards and schedules, the ineffective use of liens to ensure regular property maintenance and the lack of formal coordination among city agencies and non-profit organizations.



Outcomes: Despite its dwindling population and shrinking tax base, Baltimore City Recreation and Parks (BCRP) department has often been regarded as an innovator and leader in managing open spaces. The BCRP, Housing and Community Development, and Public Works have had a positive impact on the urban environment by supporting neighborhood open space initiatives. Many community groups in Baltimore along with BCRP are committed to transforming vacant lots in their neighborhoods to attractive green spaces.

Lessons Learned: While community management is not an appropriate strategy for every vacant lot, it can be an important component in managing vacant lots and neighborhood open spaces. An example is Baltimore's Vacant Lot Restoration Program started by the Parks and People Foundation. The program has provided training, technical assistance, and site improvement funding for 23 neighborhood-managed open spaces. While the successes and failures of the projects are in many ways unique to the sites themselves, they can also illustrate the challenges commonly experienced by communities everywhere.

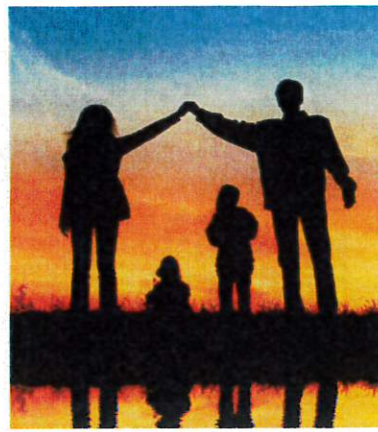
Adequate maintenance of community parks and gardens has emerged as the major issue facing many Baltimore sites. Park and recreation agencies can be the best resource for the planning and organization of such efforts whether community based or managed by public agencies.

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CONCLUSION

A research team from the University of Pennsylvania's Perelman School of Medicine has found that distressed neighborhoods where vacant lots have been converted into small parks and community green spaces are associated with reduced crime when

compared to neighborhoods with unimproved vacant lots.

In some sections of the city, residents of neighborhoods with improved vacant lots also reported "significantly less stress and more exercise," suggesting that the improvements had an effect on residents' perceptions of safety outdoors. The team also noted that studies have shown that the presence of urban green space is linked to lower rates of mortality and health complaints and to mental health benefits.

It undoubtedly takes more than increased, tended green space to cure crime, improve general health, increase exercise and other issues associated with distressed neighborhoods and vacant lots. Pocket parks have been successful because they are able to respond to the needs of local communities but their success requires careful planning, local empowerment and significant local support. The benefits of these parks go far beyond their communities, and positively impact the well-being of the city and region in which they are located.

The creation and implementation of a written constitution and management plan are important to ensure park sustainability. However, in order for a pocket park to be truly successful, it is imperative to involve community interest, support, and participation in the planning and maintenance process (*Project for Public Spaces, 2009b*). The active investment facilitated by community groups fosters a sense of ownership, which, in turn, creates a strong incentive for them to protect and preserve their park (*Project for Public Spaces, 2009b*).

Wellness, The Trust for Public Land, 2011

Pocket Parks Research Brief, Kronkosky Charitable Foundation, 2009

Revitalizing Cities with Innovative Parks, American Society of Landscape Architects, The Dirt Blog, 2011, <http://dirt.asla.org/2011/01/19/revitalizing-communities-with-parks/>

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National Recreation and Park Association

800.626.NRPA (6772) | www.nrpa.org


10.

HEALTH & WELLNESS

Orange County Cities Join Growing Movement to Use Social Workers, Not Cops, for Homeless and Mental Health Response

BY **BRANDON PHO**

Published Jun 2, 2021 Updated Jul 9, 2021

 [Why you can trust Voice of OC](#)

Spending requests for the Anaheim Police Department were among the recent subjects of increased public scrutiny over the last several weeks and months. Pictured are Anaheim officers walking Maxwell Park while clearing it of homeless people in 2018. Credit: JULIE LEOPO, Voice of OC

11.

Should police officers — instead of social workers — be responding to calls about a homeless person experiencing mental health issues or substance abuse problems?

Civil rights advocates have said the answer is “No,” especially when they say law enforcement’s designed around criminalizing many of those people — to **fatal outcomes**, in some **instances**.

Local police chiefs have also said mental health situations sometimes escalate when a uniformed police officer shows up. It also eats up a lot of officers’ time that could’ve been spent patrolling beats, some chiefs have said.

Yet, for many elected officials around the county, the argument never seemed to click.

Then, last week, Garden Grove City Council members unanimously approved their participation in a program that will — at least to some extent — take homeless and mental health-related 9-1-1 calls out of police officers’ hands and into the hands of a nonprofit with a campus located in Orange County.

In doing so, the city joins Anaheim and Huntington Beach — two cities that have already moved forward with the idea — in possibly overhauling their public safety response.

Now, Garden Grove has approved a \$1.3 million contract with Be Well OC, a mental health nonprofit with a hospital located in Orange.

Ben Adam Climer, representing the nonprofit at Garden Grove’s May 25 council meeting, said Be Well OC would most commonly intervene in the types of calls known as “welfare checks,” which could deal with anything from calls about someone “sleeping in the park” to seeing “someone screaming at noone on the corner” of a street.

Part of the council’s vote included the approval of a mobile response team for the nonprofit to go around and respond to calls expeditiously. The non-

12.

emergency response team would consist of crisis workers paired with an EMT.

“The crisis worker is there to manage someone who’s escalated, do some mediation, some suicide assessment — but what if that person seems to be intoxicated but they are actually just hypoglycemic? If they cut themselves, who’s going to bandage that up? That’s what the EMT is for,” Climer said.

Not only would the nonprofit write referrals for people to get into shelters, Climer said, “we’re gonna help you get there.”

The nonprofit has a mental health campus in Orange, which features a crisis stabilization center for mental health needs and a “recovery station” for substance use disorders.

Garden Grove police estimated there’s roughly 14,500 calls, on average, that may be better handled by the nonprofit, said police chief Tom DaRe at the May 25 meeting.

“These calls can (normally) take officers out of the field for several hours causing them to sit idle at hospitals,” DaRe said, adding the partnership with Be Well OC would also decrease the police department’s liability.

“A lot of times, when we do go out to these calls it’s the uniform that causes the reaction. Having this type of professional who can come in and handle nonviolent calls ... is going to be a benefit and redirect my officers to handle crime issues,” DaRe said.

Climer said the crisis response workers will be diverse and patient with homeless people.

“The model is going to be centered on embedding staff who reflect this community’s diversity,” Climer said. “We’re not gonna go to somebody and fix them. We’re not gonna push our idea of what they need onto them. But rather,

to sit with them, support them, and identify the things within themselves and the community and help them.”

Yet council members, like Stephanie Klopfenstein, still had questions that night, namely: What if seemingly nonviolent calls turn out to escalate to violent situations?

“If something more dangerous should come on that particular call they’re on, when we talk about a person screaming at no one on the street, we know there’s an opportunity there for that to escalate into something that could be violent,” Klopfenstein said.

DaRe said there will certainly be instances where officers are needed to backup and provide safety to the nonprofit team, though he emphasized it’s typically the presence of the officers that escalate things:

“When we go on scene, everything changes, because of the uniform.”

It’s the same thing that Huntington Beach Police Chief Julian Harvey told his council members in April, when they were about to move forward with the same program with Be Well OC.

“The current state of affairs (without the program) is fairly staggering,” Harvey said, before noting about 10% of calls to police consist of mental health and homeless calls for service. “There is a tremendous need for mental health services. It is an epidemic in this country. And this is essentially a better model for those individuals to get better treatment in a non threatening way.”

Last December, Anaheim City Council members approved a similar, \$2.5 million program with homeless services contractor CityNet that took effect in January to last six months with a possible extension.

The Community Care Response Team, as it’s called, is where social workers take the lead.

14.

“The core of our approach remains the same: To provide services to those living in homelessness in our city and, ultimately, a pathway to a better life,” said city spokesperson Lauren Gold, asked about the program in April.

“Before, that was done with officers trained in homeless outreach, alongside civilian social workers,” Gold said. “Now, social workers take the lead on any call that does not involve public safety.”

Climer, at Garden Grove’s May 25 meeting, said the program isn’t just for the homeless:

“It’s anyone who’s experiencing some kind of crisis. Are they having suicidal ideation? Is it a family dispute where somebody’s being violent toward another and they just need a referee to manage that situation? These are all the types of people who receive services.”

Climer, who was a crisis worker at the City of Eugene Oregon’s similar CAHOOTS program (which largely inspired the efforts by Anaheim, Huntington Beach and Garden Grove), said “it was really common for me to be assisting a person who was living on the street and then, 30 minutes later, I’d be in living room of one of wealthiest families in the city assisting their suicidal teenager.”

“Everyone in the community, from living in a tent to a gated community, can receive these services.”

Nick Gerda contributed reporting.

Brandon Pho is a Voice of OC reporter and corps member at Report for America, a GroundTruth initiative. Contact him at bpho@voiceofoc.org or on Twitter @photherecord.

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HOUSING AND HOMELESSNESS

LA Is Set To Turn Its Troubled Rent Relief Program Over To The State

By [David Wagner](#)

Published Aug 25, 2021 6:00 AM



Graffiti asking for rent forgiveness on a wall on La Brea Ave.

(Valerie Macon / AFP via Getty Images)

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16.

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The Los Angeles city council is expected to vote Wednesday to turn its [troubled rent relief program](#) over to the state.

The move comes after the city acknowledged it won't be able to help the vast majority of tenants who have applied so far. L.A. stopped accepting new applications for assistance in April.

Handing the reins over to the state will allow more renters in the city to apply for a bigger pool of potential funding, L.A. Housing and Community Investment Department's Ann Sewill told a council committee Tuesday.

"I'm confident that this will actually improve access to the funds for residents of the city of Los Angeles," said Sewill, who is the department's general manager.

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Depending on how quickly Mayor Eric Garcetti signs off on the change, renters could start applying for help from the state as soon as Monday, Sewill said.

The State Is Getting Money Out Faster Than The City

California's rent relief program gives cities and counties the option to administer local rent relief funding themselves or to let the state do it for them. The city of L.A. initially decided to run its own local rent relief program; [L.A. County](#) allowed the state to [process applications](#) and disperse funding to households in its jurisdiction.

17.

L.A. city housing officials recommended the state take over the city's program for a number of reasons. One is that the state is getting money out faster than the city.

So far, the city has distributed about \$60 million in rent relief for about 4,000 households. That amount represents about one-quarter of the city's first round of funding. Meanwhile, the state has paid out nearly \$170 million to households in L.A. County, more than a third of the back rent requested by county applicants.

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Another reason: the state has the power to take money from parts of California with less need and deliver it to hard-hit places like L.A.

So far, Los Angeles has been allotted about \$500 million in federal rent relief funding. But city officials estimate the true need among city renters is closer to \$950 million. The state's rent relief program is better positioned to meet that need, city officials said, because it can draw on leftover money from other parts of California.

Letting the state take over is the right call, said Faizah Malik, senior staff attorney at [Public Counsel](#), which offers pro bono legal services.

"They will see all the applications that are coming in, and they will be able to quickly reallocate to make sure that all tenants in L.A. get the debt relief they need," she said.

City Asks For More Help Getting Money To Existing Applicants

Many tenants who've applied for rent relief through the city say they're confused about the status of their applications. Some who have received "approval" still haven't seen the city deliver money to their landlords to clear their debts.

18.

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Housing officials are asking the city council to approve more funding to speed up processing and payments for existing applicants.

While roughly 4,000 households have received funding so far, the department's goal is to pay off the rent debts of another 13,000 households within six weeks. At that point, the city is projected to run out of money, leaving the vast majority of applicants in the hands of the state moving forward.

Transferring the program to the state would allow tenants who haven't applied yet to seek aid through the state's [HousingIsKey.com](https://www.housingiskey.com) portal.

The move could also expand eligibility to renters who were barred from the city's program.

L.A. so far has prioritized funding for the lowest-income applicants, those making 30% or less of the area's median income. It won't consider applicants making above 50% of the area's median income. The state's income limits are much higher: It would allow any household earning up to 80% of the area's median income to apply for relief.

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19.

**PARTIAL WARRANT REGISTER FOR COUNCIL MEETING OF 9/28/2021
(CHECK NOT APPROVED ON 9/14/2021)**

PART I

apChkLst
09/20/2021 5:40:48PM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : botw BANK OF THE WEST

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	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 REPAIR	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	117.21	
				1036502-2	7/13/2021	REPLACEMENT PARTS	81.52	
				1040701	8/3/2021	SMALL EQUIPMENT PARTS	1,097.47	2,051.23

Sub total for BANK OF THE WEST: 2,051.23

1 check in this report.

Grand Total All Checks: 2,051.23

Item No. 20a

**PARTIAL WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING OF 9/28/2021
(CHECKS NOT APPROVED ON 9/14/2021)**

TOTAL PART I - ACCOUNTS PAYABLE CHECKS

2,051.23

GRAND TOTAL

2,051.23

**PARTIAL WARRANT REGISTER FOR COUNCIL MEETING OF 9/28/2021
(CHECK NOT APPROVED ON 8/24/2021)**

PART I

apChkLst
09/08/2021 5:57:23PM

Final Check List
CITY OF SOUTH GATE

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	Voucher:			MAY 2021-2	5/1/2021	MAY 2021 RENTAL & UTILITY ASSIST	1,325.28
				JUNE 2021	6/1/2021	JUNE 2021 RENTAL & UTILITY ASSIST	342.42
				JUNE 2021-2	6/1/2021	JUNE 2021 RENTAL & UTILITY ASSIST	1,078.01
				MAY 2021	5/1/2021	MAY 2021 RENTAL & UTILITY ASSIST	71.57
				APRIL 2021	4/1/2021	APRIL 2021 RENTAL & UTILITY ASSIST	3,516.59
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						Sub total for BANK OF THE WEST:	12,268.16
						Grand Total All Checks:	12,268.16

1 check in this report.

**PARTIAL WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING OF 9/28/2021
(CHECKS NOT APPROVED ON 8/24/2021)**

TOTAL PART I - ACCOUNTS PAYABLE CHECKS

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GRAND TOTAL

12,268.16

**PARTIAL WARRANT REGISTER FOR COUNCIL MEETING OF 9/28/2021 (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

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	Voucher:		6763	2/16/2021	FEB 2021: 2ND YEAR OF CONTRAC	10,660.00	42,055.00
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PARTIAL WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING OF 9/28/2021
(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 9/28/2021

PART I

apChkLst
09/09/2021 11:07:21AM

Final Check List
CITY OF SOUTH GATE

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Voucher:

Sub total for BANK OF THE WEST: 2,125.00

1 check in this report.

Grand Total All Checks: 2,125.00

Gray highlights indicate prepaid checks

Item No. 20b

WARRANT REGISTER FOR COUNCIL MEETING 9/28/2021

PART II

apChkLst
09/15/2021 7:57:06AM

Final Check List
CITY OF SOUTH GATE

Page: 1

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Voucher:							
93937	9/15/2021	00004865 SO CALIF EDISON	09/02/2021	9/2/2021	BILLING PRD AUG/SEP 2021&EE	128,072.04	128,072.04
Voucher:							
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2 checks in this report.							Grand Total All Checks: 463,849.54

WARRANT REGISTER FOR COUNCIL MEETING 9/28/2021

PART III

apChkLst
09/15/2021 10:22:41AM

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			Voucher:					
93939	9/16/2021	00002138	FRANCHISE TAX BOARD	Ben290281	9/16/2021	GARNISHMENT - FRANCHISE TA	914.29	914.29
			Voucher:					
93940	9/16/2021	0009920	OCSE CLEARINGHOUSE SDU	Ben290283	9/16/2021	GARNISHMENT - AR CHILD SUPP	324.00	324.00
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3 checks in this report.								
Grand Total All Checks:								1,538.28

WARRANT REGISTER FOR COUNCIL MEETING 9/28/2021

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09/21/2021 1:26:13PM

Final Check List
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		Voucher:						
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		Voucher:		10248	11/30/2021	SENIOR MEALS DELIVERY SERV	1,388.55	1,466.70
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		Voucher:						
93945	9/28/2021	0013172	AGENT COOPER, LLC	Ref000289750	8/30/2021	UB REFUND CST #00062815 - 97	32.81	32.81
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		Voucher:		9116921934	8/26/2021	INVENTORY PO/ SAFETY SUPPL	140.63	
				9116431729	9/11/2021	INVENTORY PO/ NITRILE GLOVE	2,134.44	
				9116323252	8/9/2021	CARBON DIOXIDE FOR POOL	241.51	
				9116963730	8/27/2021	INVENTORY PO/ SAFETY SUPPL	489.77	3,404.31
93947	9/28/2021	0007802	AIS SPECIALTY PRODUCTS, INC	PSI409928	8/17/2021	CLEANING PRODUCTS	986.53	986.53
		Voucher:						
93948	9/28/2021	0011059	ALESHIRE & WYNDER, LLP, SUIT	63301	8/17/2021	THRU 07/31/21 - PERSONNEL-LA	11,113.10	
		Voucher:		63767	9/13/2021	THRU 08/31/21 - PERSONNEL-LA	8,967.90	20,081.00

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			359517	8/31/2021	THRU 08/31/2021 RE: COSG ADV	250.00	
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			359522	8/31/2021	THRU 08/31/2021 RE: COSG ET A	5,077.55	
			359523	8/31/2021	THRU 08/31/2021 RE: COSG, ET /	3,691.15	
			359512	8/31/2021	THUR 08/31/2021 RE: COSG ADV	110.00	
			359514	8/31/2021	THRU:08/31/21 RE: COSG ADV LL	8,250.00	
			359535	8/31/2021	THRU 08/31/21 - EMPLOYMENT M	1,210.00	
			359536	8/31/2021	THRU 08/31/21 RE: COSG ADV C,	1,018.80	115,734.00
93950	9/28/2021	00001727 AMERICAN RED CROSS	22370421	8/25/2021	LIFEGUARD TRAINING	1,333.00	1,333.00
	Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93951	9/28/2021	0007290 APW KNOX-SEEMAN	16778781	8/18/2021	UNIT#357 WATER PIPE FITTINGS	8.80	
	Voucher:		16778811	8/18/2021	UNIT#357 PLASTIC HOSE CONNI	32.68	
			16780410	8/19/2021	CONTROL ARM AND SWAY BAR I	254.72	
			16821921	8/31/2021	PLASTIC HOSE CONNECTOR	16.26	
			910709	8/26/2021	UNIT#158,200,304 OIL FILTER AN	95.45	
			16807716	8/27/2021	UNIT# 611,180,284,352,362,364	340.36	748.27
93952	9/28/2021	00003529 AT&T	960-449-6558-09/2	9/1/2021	BILLING PRD- SEP 2021	235.01	235.01
	Voucher:						
93953	9/28/2021	00000201 ATLANTIC LOCK & KEY	00376	8/31/2021	KEYS FOR NEW ENTRY DOOR A	49.50	
	Voucher:		00326	7/12/2021	REKEY COUNCIL MEMBERS OFF	462.17	
			00274	8/25/2021	KEYS FOR DIFFERENT UNITS	455.87	967.54
93954	9/28/2021	0009040 ATLAS BACKFLOW	36095	8/26/2021	BACKFLOW SERVICE AND REPA	573.99	573.99
	Voucher:						
93955	9/28/2021	0010585 AUTOZONE STORES, INC.	5488189329		CREDIT: RETURNED PART, INVO	-214.99	
	Voucher:		5488134328		CREDIT: RETURNED PART, INVO	-23.88	
			5488478945	8/17/2021	UNIT#815 AIR FILTER	15.53	
			5488479244	8/17/2021	UNIT#815 VALVE GASKET	2.34	
			5488480290	8/18/2021	SHOCKS FOR UNIT 602	109.74	
			5488485536	8/23/2021	UNIT 288 TRANS FLUID	126.73	
			588486471	8/24/2021	UNIT#ST205 GREASE GUN	38.03	
			5488486755	8/24/2021	UNIT# 655 TAILGATE HANDLE	72.37	125.87
93956	9/28/2021	0013179 BARKODAR, JOHN	Ref000289758	8/30/2021	UB REFUND CST #00063009 - 33	169.69	169.69
	Voucher:						
93957	9/28/2021	0010615 BEARCOM	5252522	9/1/2021	SEP 2021 BEARCOM-ANNUAL M/	175.52	
	Voucher:		5252513	9/1/2021	SEP 2021 BEARCOM-ANNUAL M/	318.81	
			5237333	8/2/2021	AUG 2021 BEARCOM-ANNUAL M.	318.81	
			5222274	7/1/2021	JULY 2021 BEARCOM-ANNUAL M	318.81	
			5237342	8/2/2021	AUG 2021 BEARCOM-ANNUAL M.	175.52	
			5222282	7/1/2021	JULY 2021 BEARCOM-ANNUAL M	175.52	
			5252516	9/1/2021	SEP 2021 BEARCOM-ANNUAL M/	2,270.06	
			5237336	8/2/2021	AUG 2021 BEARCOM-ANNUAL M.	2,270.06	
			5222267	7/1/2021	JULY 2021 BEARCOM-ANNUAL M	323.48	
			5222277	7/1/2021	JULY 2021 BEARCOM-ANNUAL M	2,270.06	
			5252505	9/1/2021	SEP 2021 BEARCOM-ANNUAL M/	323.48	
			5237325	8/2/2021	AUG 2021 BEARCOM-ANNUAL M.	323.48	9,263.61

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
93958	9/28/2021	0013182	BELL GARDENS POLICE DEPART 1-3106	9/7/2021	9/12/2021 TRAINING BICYCLE PA	150.00	150.00
		Voucher:					
93959	9/28/2021	0008396	BLUE DIAMOND MATERIALS	2385798	8/27/2021 DUMP BOBTAIL AT SOUTH GATE	700.00	
		Voucher:	2375743	8/23/2021	DUMP BOBTAIL AT SOUTH FATE	175.00	
			2363245	8/16/2021	COLD MIX AND DUMP BOBTAIL	622.26	1,497.26
93960	9/28/2021	00002469	BOB BARKER COMPANY	INV1655792	8/17/2021 JAIL SUPPLIES-PILLOW PAWS FC	632.12	632.12
		Voucher:					
93961	9/28/2021	0013168	CADENA, PATRICIA	Ref000289746	8/30/2021 UB REFUND CST #00063470 - 57	21.46	21.46
		Voucher:					
93962	9/28/2021	0009529	CAL PACIFIC LAND SERVICES, INJP-3948		8/10/2021 MASTER JOINT REVOCABLE PEI	18,180.00	18,180.00
		Voucher:					
93963	9/28/2021	0013178	CALDERON, CLAUDIA	Ref000289757	8/30/2021 UB REFUND CST #00064172 - 89	146.10	146.10
		Voucher:					
93964	9/28/2021	0011469	CALIFORNIA DENTAL NETWORK, SEP 2021		9/7/2021 SEP 2021 ADJ FOR MISC & SWOI	487.74	487.74
		Voucher:					
93965	9/28/2021	00004433	CARPENTER, ROTHANS & DUMO38837		8/15/2021 07/30/21 RE:MENDOZA, ROSEMA	2,434.60	
		Voucher:	38838	8/15/2021	7/31/21 RE: POTENTIAL CLAIM FI	671.60	
			38836	8/15/2021	07/31/21 RE: CANIZALES, DANIEL	66.60	3,172.80
93966	9/28/2021	0006239	CENTRAL FORD		8/25/2021 UNIT#114 RIMMISSIONS PURGE V,	160.37	
		Voucher:	377393	8/23/2021	UNIT#208 COOLANT LEVEL SEN:	15.28	
			377271	8/19/2021	UNIT#196 SWAY BAR BUSHING A	135.15	
			377105	8/16/2021	UNIT#145 REAR BRAKE ROTORS	191.09	
			376950	8/23/2021	UNIT#195 OXYGEN SENSOR	112.14	
			377305	8/23/2021	UNIT#155 BRAKE HOSE	37.85	
			377301	7/14/2021	UNIT#208 RESERVOR AND COOI	285.21	
			375365	8/25/2021	UNIT#364 REAR BUMPER TOP C	771.31	
			377431	8/24/2021	UNIT#114 OXYGEN SENSOR	81.71	
			377324	8/12/2021	UNIT#200 WATER COOLER GAS	75.51	1,865.62
			376757	7/14/2021	UB REFUND CST #00049349 - 89	40.00	40.00
93967	9/28/2021	0013127	CHUNG, INSUN	Ref000287734			
		Voucher:					
93968	9/28/2021	0013129	CHUNG, INSUN	Ref000287736	7/14/2021 UB REFUND CST #00049348 - 89	40.00	40.00
		Voucher:					
93969	9/28/2021	0013124	CISNEROS, GERARDO	Ref000287731	7/14/2021 UB REFUND CST #00062021 - 89	162.31	162.31
		Voucher:					

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93970	9/28/2021	0012842	CLASS TELECOM LLC	Ref000289752	8/30/2021	UB REFUND CST #00056296 - 57:	35.00	35.00
		Voucher:						
93971	9/28/2021	00000311	COASTLINE EQUIPMENT	830356	8/23/2021	UNIT#288 FLOW CONTROL HYD	335.93	335.93
		Voucher:						
93972	9/28/2021	0011922	CONCENTRA MEDICAL CENTERS	572458275	8/25/2021	DUI BLOOD DRAW (1) 08/18/2021	187.00	
		Voucher:		72301749	8/4/2021	08/04/21-08/06/21 PROVIDE MEDI	479.50	
				72383167	8/18/2021	DUI BLOOD DRAW (1) 08/14/2021	135.00	
				72460285	8/18/2021	8/18/21-8/23/21 PROVIDE MEDIC	530.50	1,332.00
93973	9/28/2021	00005110	COUNTY OF L.A. DEPT OF PW	RE-PW-21081600	8/16/2021	THRU JUNE 2021: TS MAINT DDC	789.77	789.77
		Voucher:						
93974	9/28/2021	0010352	COUNTY OF LOS ANGELES	IN0944246	8/9/2021	ACCT# AR0084960: SOUTH GATE	319.00	
		Voucher:		IN0952723	8/9/2021	ACCT# AR0141977: SOUTH GATE	1,020.00	1,339.00
93975	9/28/2021	00003702	D & M TIRES & MUFFLERS	3725	8/12/2021	F-450 WELDING	70.00	70.00
		Voucher:						
93976	9/28/2021	00001423	DAILY JOURNAL CORPORATION	B3506153	9/2/2021	NOTICE OF HEARING: RAISING C	290.00	290.00
		Voucher:						
93977	9/28/2021	00000314	DAPEER ROSENBLIT & LITVAK LI	19265	8/31/2021	AUG 2021 - (ANINAL CONTROL/P	542.50	
		Voucher:		19119	7/31/2021	JULY 2021 - (ANINAL CONTROL/I	1,551.13	2,093.63
93978	9/28/2021	00003777	DON MILLER & SONS PLUMBING	346330	8/17/2021	PLUMBING PARTS FOR POLICE I	230.76	
		Voucher:		346332	7/22/2021	PLUMBING SUPPLIES FOR PD	59.86	290.62
93979	9/28/2021	0007048	ECOSIGN	21-2693	7/29/2021	THRU 1/10/19: DESIGN FOR EXTI	9,000.00	9,000.00
		Voucher:						
93980	9/28/2021	0011691	EMP: GODINEZ, CESAR	G0NQ-4W8BOU0	7/20/2021	REIMBURST-MSA OSHA ONLINE	85.00	
		Voucher:		G0NQ-4W8BOU0	7/20/2021	REIMBURSEMENT-MSA NPDES C	85.00	170.00
93981	9/28/2021	00001917	ENTENMANN - ROVIN CO.	0160612-IN	8/25/2021	BADGES REPAIR/REFINISH/REPI	157.22	157.22
		Voucher:						
93982	9/28/2021	0010017	ENTERPRISE FM TRUST	FBN4285969	9/3/2021	SEP 2021: PD LEASED VEHICLE-	1,612.66	
		Voucher:		FBN4295846	9/3/2021	SEP 2021: PD- LEASED VEHICLE	1,488.03	
				FBN4295907	9/3/2021	SEP 2021: PD LEASED VEHICLE-	1,005.22	4,105.91
93983	9/28/2021	0010680	ENVIRON ARCHITECTURE, INC.	EA-72711	4/8/2021	DESIGNS TO RELOCATE SEABO	3,000.00	3,000.00
		Voucher:						
93984	9/28/2021	0013188	ENVIROSERV	Ref000290205	9/9/2021	UB Refund Cst #00062340 due to r	115.00	115.00
		Voucher:						
93985	9/28/2021	0008184	EVIDENT CRIME SCENE PRODUC	183128A	8/26/2021	SUPPLIES FOR DB - INK TOWELI	34.90	34.90
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93986	9/28/2021	00000619	FALCON FUELS, INC.	38177	8/9/2021	REGULAR UNLEADED FUEL & S/	11,765.53	11,765.53
		Voucher:						
93987	9/28/2021	0013187	FAST 5 SOUTH GATE 9, LLC	3364	7/20/2021	JUN 2021: CAR WASH SRVS JUN	404.10	
		Voucher:		3460	8/20/2021	JUL 2021: CAR WASH SRVS JULY	404.10	808.20
93988	9/28/2021	00002026	FEDERAL EXPRESS CORPORATI	7-475-26122	8/20/2021	FEDEX GROUND	4.54	
		Voucher:		7-437-83148	7/16/2021	FEDEX EXPRESS SAVER, OVERI	250.83	255.37
93989	9/28/2021	0010625	FLEETCREW	49020	8/1/2021	UNIT#204 EMISSION DURATHOR	584.95	584.95
		Voucher:						
93990	9/28/2021	00003770	FLEMING ENVIRONMENTAL INC.	17682	8/4/2021	SERVICE CALL REPLACE POWEI	2,641.03	2,641.03
		Voucher:						
93991	9/28/2021	0013153	FLORES, ANTONIO	Ref000289122	7/20/2021	UB REFUND CST #00059898 - 86i	140.27	140.27
		Voucher:						
93992	9/28/2021	0013155	FREGOSO, KARLA	Ref000289127	7/22/2021	UB REFUND CST #00059155 102	104.31	104.31
		Voucher:						
93993	9/28/2021	0010237	FRONTIER COMMUNICATIONS	209-057-1084 09/2	9/1/2021	BILLING - 09/01/21-09/30/21	45.53	
		Voucher:		562-197-1130-080	8/5/2021	08/05/21-09/04/21 DEDICATED IN	550.00	595.53
93994	9/28/2021	00004934	GAS COMPANY	102 000 8100 7 08	9/20/2021	BILLING PRD-8/10/21 -09/09/21	86.17	86.17
		Voucher:						
93995	9/28/2021	0013125	GERVACIO, JUAN	Ref000287732	7/14/2021	UB REFUND CST #00039521 - 28:	10.00	10.00
		Voucher:						
93996	9/28/2021	0010016	GLOBAL PARATRANSIT INC.	112112-01	8/10/2021	JUL 2021: TRANSIT SVCS FOR FI	48,247.35	48,247.35
		Voucher:						
93997	9/28/2021	00004869	GOLDEN STATE WATER COMPAN	33744100000 9/21	9/1/2021	BILLING PRD- 08/03/21 - 09/02/21	148.57	
		Voucher:		53744100008 09/2	9/1/2021	BILLING PRD- 08/03/21 - 09/02/21	232.31	
				63744100007 09/2	9/1/2021	BILLING PRD- 08/03/21-09/02/21	1,963.30	
				73744100006 09/2	9/1/2021	BILLING PRD- 08/03/21 - 09/02/21	144.53	
				32809400008 9/21	9/24/2021	BILLING PRD- 08/03/21 - 09/02/21	44.59	
				29007447310 09/2	9/1/2021	BILLING PRD- 08/04/21 - 09/03/21	69.63	2,602.93
93998	9/28/2021	0013098	GREEN'S DRY CLEANING & LAUN	531441	7/31/2021	JULY 2021 JAIL CLEANING OF BL	1,063.50	1,063.50
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
93999	9/28/2021	0011526	HASA, INC.	773349	8/26/2021	MULTI-CHLOR	228.66	
	Voucher:			771664	8/19/2021	MULTI-CHLOR	213.86	
				771666	8/19/2021	MULTI-CHLOR	215.21	
				771665	8/19/2021	MULTI-CHLOR	848.93	
				773351	8/26/2021	MULTI-CHLOR	538.02	
				773350	8/26/2021	MULTI-CHLOR	195.03	
				771663	8/19/2021	MULTI-CHLOR	134.51	
							2,374.22	
94000	9/28/2021	0009879	HDL COREN & CONE	SIN010376	8/1/2021	JULY-SEP 2021 PROPERTY TAX (3,375.00	
	Voucher:						3,375.00	
94001	9/28/2021	00000268	HOME DEPOT CREDIT SERVICES	2342057	8/18/2021	WORK ORDER 818955 COMMUN	30.68	
	Voucher:			2374525	8/18/2021	GRAFFITI PAINT & SUPPLIES FO	402.24	
				5374594	8/25/2021	PAINT FOR CHIEFS OFFICE AND	141.24	
				6374173	7/15/21	7/15/2021	PARK YARD - IRRIGATION SUPPI	40.65
				4030671	7/7/2021	CITY HALL PATIO- REPLACEMEN	192.37	
				1352966	8/9/2021	RETURN TOOL AND PICK UP TOI	60.47	
				0374467	8/10/2021	LUMBER AND FEES	152.87	
				5360487	8/25/2021	HOLLYDALE PARK SHOP- SUPPL	108.89	
				5360488	8/25/2021	FACILITY MAINTENANCE SUPPL	59.25	
				6342116	8/24/2021	FACILITY MAINTENANCE SUPPL	64.15	
				1353059	8/19/2021	CUSTODIAL SUPPLIES	55.95	
				2353050	8/18/2021	HOLLYDALE PARK - WATER FOR	30.24	
				9374472	8/11/2021	SUPPLIES TO PAINT SAFETY YEI	117.06	
				4374604	8/26/2021	SUPPLIES FOR THE CHIEFS OFF	11.20	
				7353101	8/23/2021	ALGICIDE FOR THE FOUNTAINS	109.91	
				1353064	8/19/2021	SPECIAL COLOR MATCH	202.04	
				2374524	8/18/2021	REPAINTING SAFETY YELLOW IN	158.87	
				6374579	8/24/2021	PAINT FOR THE CHIEFS OFFICE	90.66	
				7360477	8/23/2021	WORK ORDER 818738 PAINT FO	146.31	
				110810	8/26/2021	TURNING ARROW SIGN	194.59	
	Voucher:						2,175.05	
94002	9/28/2021	0008222	JCL TRAFFIC SERVICES				194.59	
	Voucher:							
94003	9/28/2021	0013177	JIMENEZ, EDWIN	Ref000289756	8/30/2021	UB REFUND CST #00063665 - 84	144.62	
	Voucher:						144.62	
94004	9/28/2021	0013156	KIM, JAIMIE	Ref000289128	7/22/2021	UB REFUND CST #00063123 - 92	149.67	
	Voucher:						149.67	

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
94005	9/28/2021	0013138	KIMBALL MIDWEST	8988723	6/23/2021	STOCK ON DRILL BITS FOR GAR	1,019.25	1,019.25
		Voucher:						
94006	9/28/2021	0007294	KOA CORPORATION	JC16103-1	8/2/2021	CONSTRUCTION MONITORING A	6,500.00	6,500.00
		Voucher:						
94007	9/28/2021	00003540	LA COUNTY DEPT. OF PUBLIC WKA992020		8/25/2021	PLAN CHECK/PERMIT FOR SGPI	4,650.00	4,650.00
		Voucher:						
94008	9/28/2021	0006905	LA COUNTY SHERIFF'S DEPARTM220064VC		8/12/2021	JULY 2021 FOOD FOR THE JAIL	591.00	591.00
		Voucher:						
94009	9/28/2021	0012590	LA TRUCK & AUTO INC, NAPA AU*5156-202678		8/17/2021	UNIT#145,147,196,195 WINDSHIE	156.31	
		Voucher:	5156-202796	8/18/2021	UNIT#145 FRONT AND REAR BR	591.73		
			5156-204066	8/30/2021	UNIT#299 OIL CHANGE & FILTER	190.68		
			5156-202680	8/17/2021	UNIT#145 BRAKE ROTORS FRO	431.08		
			5156-203314	8/23/2021	UNIT#409 LIFTGATE SUPPORT	98.01	1,467.81	
94010	9/28/2021	0013152	LEYVA, BALDEMAR	Ref000289121	7/20/2021	UB REFUND CST #00062956 - 32	65.65	65.65
		Voucher:						
94011	9/28/2021	00003754	LIEBERT CASSIDY WHITMORE	202979	7/31/2021	7/31/2021 PROFESSIONAL SERV	780.00	780.00
		Voucher:						
94012	9/28/2021	0013167	LORENAS HAIR FASHION	Ref000289745	8/30/2021	UB REFUND CST #00033453 - 98	14.05	14.05
		Voucher:						
94013	9/28/2021	00004269	M.L. BERNIE COMPANY INC	168106	8/19/2021	SHOP SUPPLIES FOR TIRE MAIN	873.58	873.58
		Voucher:						
94014	9/28/2021	0010477	MACS 14		8/12/2021	UNIT#118 SMOG INSPECTION	50.00	
		Voucher:	22413	8/18/2021	UNIT#357 SMOG INSPECTION	35.00		
			22472	8/31/2021	UNIT#165 SMOG CHECK	35.00		
			22027	8/31/2021	UNIT#135 SMOG CHECK	35.00		
			22028	8/31/2021	UNIT#230 SMOG CHECK	45.00		
			22039	8/25/2021	UNIT#815 SMOG CHECK	35.00		
			22817	8/30/2021	UNIT#137 SMOG CHECK	35.00		
			22023	8/30/2021	UNIT#167 SMOG CHECK	35.00	305.00	
			22779	8/30/2021	UB REFUND CST #00060487 - 89	59.71	59.71	
94015	9/28/2021	0013174	MARGILJIC, VIKTOR	Ref000289753	8/30/2021	STEP AEROBICS 7/19/21-8/11/21	280.00	
		Voucher:						
94016	9/28/2021	0012870	MARIELENA BIBRIESCA DE ARELMBsummer0821A		8/12/2021	TONE IT UP 7/13/21-8/12/21	350.00	630.00
		Voucher:	MBsummer0821B	8/12/2021	THRU 6/30/21: DESIGN SERVICE	5,015.94	5,015.94	
94017	9/28/2021	0011433	MARK THOMAS & COMPANY, INC 40929R		7/21/2021			
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
94018	9/28/2021	00000609	MCCAIN TRAFFIC SUPPLY	INV0260957	8/20/2021	TRAFFIC SIGNAL EQUIPMENT F	4,103.94	4,103.94
		Voucher:						
94019	9/28/2021	00004060	MCMaster-CARR SUPPLY CO	63918841	8/25/2021	GLASS TUBE FUSES	16.11	
		Voucher:		63971242	8/26/2021	SPRAY/ STREAM NOZZLE FOR F	46.76	62.87
94020	9/28/2021	0013176	MENDEZ, JOSHUA	Ref000289755	8/30/2021	UB REFUND CST #00061732 - 10:	121.85	121.85
		Voucher:						
94021	9/28/2021	0011575	MERCHANTS BUILDING	637758	7/31/2021	JUL 2021: MBM- ONE YEAR EXTE	6,888.00	
		Voucher:		637757	7/31/2021	JUL 2021: MBM- ONE YEAR EXTE	19,257.44	26,145.44
94022	9/28/2021	0012826	MGT OF AMERICA CONSULTING,	40663	9/10/2021	MGT CONSULTING GROUP, FIRE	14,238.00	14,238.00
		Voucher:						
94023	9/28/2021	00000170	MISC - PKS & REC REFUND	241483	8/21/2021	PARTIAL REFUND OF DEPOSIT F	172.50	172.50
		Voucher:						
94024	9/28/2021	00000170	MISC - PKS & REC REFUND	243529	8/3/2021	REFUND OF DEPOSIT AFTER EV	143.00	143.00
		Voucher:						
94025	9/28/2021	00000170	MISC - PKS & REC REFUND	231958	9/7/2021	REFUND: SWIM LESSONS FOR €	80.00	80.00
		Voucher:						
94026	9/28/2021	00000170	MISC - PKS & REC REFUND	233790	8/30/2021	REFUND: HIP HOP CLASS CANC	55.00	55.00
		Voucher:						
94027	9/28/2021	00000170	MISC - PKS & REC REFUND	244712	9/7/2021	REFUND: DOUBLE CHARGED ON	30.00	30.00
		Voucher:						
94028	9/28/2021	00000170	MISC - PKS & REC REFUND	245443	9/2/2021	REFUND 2021 SOCCER CLASSE	24.00	24.00
		Voucher:						
94029	9/28/2021	00003664	MISC - SETTLEMENTS	ANANAVARRO	9/14/2021	PAYMENT OF SETTLEMENT AMC	2,500.00	2,500.00
		Voucher:						
94030	9/28/2021	0013173	MONTES DE OCA, PEDRO	Ref000289751	8/30/2021	UB REFUND CST #00043219 - 81	34.29	34.29
		Voucher:						
94031	9/28/2021	0013170	MORENO, ARLENE	Ref000289748	8/30/2021	UB REFUND CST #00051570 - 88:	28.97	28.97
		Voucher:						
94032	9/28/2021	0007720	MRI SOFTWARE, LLC.	US-INV1243277	8/20/2021	7/20/21-8/19/21 - IVR PHONE CH/	6.39	6.39
		Voucher:						
94033	9/28/2021	0009426	MV CHENG & ASSOCIATES, INC.	8/31/2021-director	9/8/2021	AUGUST 2021 PROFESSIONAL S	33,302.50	33,302.50
		Voucher:						
94034	9/28/2021	0011779	NACHO AUTOMOTIVE REPAIR, IN30931		8/18/2021	UNIT#170 SMOG INSPECTION	35.00	35.00
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
94035	9/28/2021	00004200	NATIONAL PLANT SERVICES, INC17006	7/16/2021	JUN 2021: CLEAN & CCTV 6" - 8"	74,000.00	74,000.00
		Voucher:					
94036	9/28/2021	00004969	NATIONAL READY MIXED CONCR789175	8/11/2021	- - -	968.31	
		Voucher:	790119	8/19/2021	2960 ARDMORE AVE READY MIX	1,302.24	2,270.55
94037	9/28/2021	0009990	NATURE'S SELECT PET FOOD 4359	8/3/2021	DOG FOOD VEGA/MAILLO (08/03/21)	108.60	108.60
		Voucher:					
94038	9/28/2021	0013165	NMS LABS 1150784	7/31/2021	DUI BLOOD (1) 6/4/2021	703.00	703.00
		Voucher:					
94039	9/28/2021	0009134	NORTHGATE MARKET 89273	8/6/2021	7/26/21-8/1/21: CDBG FOOD INSE	9,960.79	
		Voucher:	89274	8/6/2021	8/2/21-8/4/21: CDBG FOOD INSEC	10,190.62	20,151.41
94040	9/28/2021	0012202	NUMA NETWORKS 30333	8/2/2021	AUG 2021: YEAR2 - OFFSITE BAC	2,000.00	
		Voucher:	30540	9/1/2021	9/1/21-9/30/21 YEAR2 - OFFSITE I	2,000.00	4,000.00
94041	9/28/2021	0013122	NUNEZ, ERICK Ref000287729	7/14/2021	UB REFUND CST #00062344 - 81:	180.72	180.72
		Voucher:					

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
94044	9/28/2021	00001414 OFFICE DEPOT	189125292002	8/26/2021	OFFICE SUPPLIES	58.42	
	Voucher:		191149189001	8/31/2021	OFFICE SUPPLIES & TONER	382.74	
			191703328001	8/31/2021	TONER	579.25	
			183061221001	8/12/2021	INVENTORY PO/ CLOROX WIPES	242.55	
			185910370001	8/5/2021	DUAL MONITOR STANDS	307.56	
			185915802001	8/5/2021	WEBCAMS	64.79	
			189104011001	8/26/2021	HARD DRIVE	84.33	
			189106254001	8/24/2021	OFFICE SUPPLIES	135.03	
			188708824001	8/17/2021	OFFICE SUPPLIES	65.87	
			188819991001	8/17/2021	OFFICE SUPPLIES	19.90	
			188931678001	8/12/2021	OFFICE SUPPLIES	95.90	
			188945618001	8/13/2021	STORAGE CART	78.38	
			188626861001	8/12/2021	OFFICE SUPPLIES	10.02	
			186409224002	8/11/2021	OFFICE SUPPLIES	23.58	
			188648241001	8/12/2021	OFFICE SUPPLIES	10.72	
			189678604001	8/19/2021	OFFICE SUPPLIES	25.50	
			189710735001	8/19/2021	OFFICE SUPPLIES	8.60	
			188882860001	8/12/2021	OFFICE SUPPLIES & TONER	440.32	
			180939892001	8/10/2021	TONER	846.18	
			189710736001	8/19/2021	USB FLASH DRIVES	56.00	
			189710737001	8/19/2021	TONER	590.60	
			190628659001	8/26/2021	FOLDING TABLE	48.71	
			190651439001	8/25/2021	OFFICE SUPPLIES	14.52	
			185044795001	8/4/2021	OFFICE SUPPLIES	6.53	
			185046068001	8/4/2021	OFFICE SUPPLIES	2.28	
			185046068002	8/6/2021	GEL MOUSEPAD	40.01	
			185046072001	8/4/2021	OFFICE SUPPLIES	8.37	
			189726350001	8/24/2021	OFFICE SUPPLIES	72.06	
			184415845002	8/2/2021	OFFICE SUPPLIES	21.56	
			189125292001	8/24/2021	OFFICE SUPPLIES	19.37	
			184415845003	8/9/2021	OFFICE SUPPLIES	35.20	
			185630468001	8/4/2021	OFFICE SUPPLIES	65.11	
			185638608001	8/5/2021	OFFICE SUPPLIES	20.36	
			186563514001	8/4/2021	WIPES	250.18	
			187024620001	8/17/2021	TONER	254.66	

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
			189124933001	8/24/2021	OFFICE SUPPLIES	11.20	
			188945619001	8/13/2021	OFFICE SUPPLIES	22.04	
			188704536001	8/29/2021	CARDHOLDER LANYARDS	83.77	
			183575405001	8/4/2021	TONER	321.16	
			183576485001	8/4/2021	TONER	200.06	
			190309817001	8/31/2021	OFFICE SUPPLIES & TONER	564.16	
			188078238001	8/19/2021	OFFICE SUPPLIES	63.95	
			188080857001	8/19/2021	OFFICE SUPPLIES	5.07	
			188080858001	8/23/2021	LABELER	28.58	
			186794047001	8/24/2021	OFFICE SUPPLIES	404.73	
			186794047002	8/26/2021	OFFICE SUPPLIES	61.68	
			186843284001	9/20/2021	USB FLASH DRIVES	50.37	
			186843328001	8/19/2021	OFFICE SUPPLIES	62.29	
			190690041001	8/24/2021	OFFICE SUPPLIES	93.98	
			190259936001	8/31/2021	OFFICE SUPPLIES	163.49	
			189083400001	8/12/2021	DRY ERASE SIGN STAND	89.51	
			189084130001	8/12/2021	OFFICE SUPPLIES	44.74	
			189088076001	8/12/2021	TONER	967.75	
			189088574001	8/12/2021	OFFICE SUPPLIES & TONER	224.55	
			181014403001	8/12/2021	OFFICE SUPPLIES	250.44	
			182988476001	8/13/2021	OFFICE SUPPLIES	31.62	
			182988478001	8/12/2021	CALENDARS	66.79	
			182988564001	8/12/2021	SIGN HOLDERS	112.18	
			182988624001	8/13/2021	OFFICE SUPPLIES	61.62	
			175023909001	8/10/2021	INK CARTRIDGE	74.74	
			188032796001	8/16/2021	UPS BATTERY BACK-UP	77.16	
			188036665001	8/12/2021	TONER	154.61	
			188036667001	8/12/2021	DESKTOP CACULATOR	82.57	
			188405444001	8/17/2021	OFFICE SUPPLIES	121.95	
			183532944001	8/12/2021	WIRELESS HEADSET	330.74	
			186409224001	8/10/2021	OFFICE SUPPLIES	72.68	
			188040501002	8/27/2021	OFFICE SUPPLIES	45.63	
			188005935001	8/26/2021	OFFICE SUPPLIES	44.86	
			188851105001	8/30/2021	OFFICE SUPPLIES	75.06	
			188039546001	8/19/2021	OFFICE SUPPLIES	13.21	

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
			188040501001	8/19/2021	OFFICE SUPPLIES	206.61	
			188823213001		CREDIT: RETURNED PART, INVO	-17.40	
			189581093001		CREDIT: RETURNED PART, INVO	-13.21	10,240.10
94045	9/28/2021	0013096	OFFICE TEAM	583889995	CREDIT FOR INVOICE #58098631	-150.00	
	Voucher:			58388534	9/8/2021 WK END 9/03/21 JUAN SANDOVA	1,500.00	
				58342242	8/31/2021 W/E 8/27/21: HR TEMPORARY ST	1,637.60	
				58161976	8/3/2021 W/E 7/30/21: FINANCE TEMPORA	1,500.00	
				58340030	8/31/2021 W/E 8/27/21: FINANCE TEMPORA	1,500.00	
				58129071	7/28/2021 W/E 7/23/21: FINANCE TEMPORA	1,500.00	
				58217752	8/11/2021 W/E 8/6/21: FINANCE TEMPORAF	1,500.00	
				58251516	8/17/2021 W/E 8/13/21: FINANCE TEMPORA	1,500.00	
				58312870	8/26/2021 W/E 8/20/21: FINANCE TEMPORA	1,500.00	
				58098631	7/26/2021 W/E 7/16/21: FINANCE TEMPORA	1,650.00	
				58120985	7/27/2021 W/E 7/23/21: HR TEMPORARY ST	1,596.66	
				58389517	9/8/2021 WK/E 09/03/21 RAYMOND LAM TE	1,637.60	
				58430239	9/14/2021 W/E 9/10/21: HR TEMPORARY ST	1,228.20	18,100.06
94046	9/28/2021	0007984	O'REILLY AUTO PARTS	3063-424026	CREDIT: RETURNED PART, INVO	-51.64	
	Voucher:			3063-422885	8/23/2021 UNIT#183 BRAKE ROTOR	204.67	
				3063-422955	8/23/2021 PARKS - VEHICLE SUPPLIES	38.58	
				3063-423217	8/25/2021 GROUND MAINT. EQUIPMENT PA	89.28	
				3063-424027	8/31/2021 UNIT#664 FILTERS (OIL, AIR,FUE	63.17	
				3063-424038	8/31/2021 UNIT#664 AIR FILTER	29.99	
				3033-422300	8/19/2021 UNIT#284 COOLANT FILTER	11.14	385.19
94047	9/28/2021	0012757	PACIFIC HYDROTECH CORPORA	10	8/31/2021 AUG 2021 CONSTR WATER FACI	165,072.00	165,072.00
	Voucher:						
94048	9/28/2021	0013166	PADILLA, MANUEL	Ref000289744	8/30/2021 UB REFUND CST #00042812 - 10:	10.00	10.00
	Voucher:						
94049	9/28/2021	00002769	PARIS LASER PRINTER REPAIR	27970	9/11/2021 LABOR ON LASERJET	499.46	499.46
	Voucher:						
94050	9/28/2021	00001346	PD: CSULB RESEARCH FOUNDA	12509	8/31/2021 8/26/2021 TRAINING MENTAL HE	364.00	364.00
	Voucher:						
94051	9/28/2021	00001477	PD: RIVERSIDE COUNTY SHERIF	BCTC0039209	8/29/2021 10/5/21-10/6/21 TRAINING TACTIC	242.00	
	Voucher:			BCTC0039208	8/27/2021 10/5/21-10/6/21 TRAINING TACTIC	242.00	484.00
94052	9/28/2021	0011213	PD: ROSE, RYAN	7/9/2021	8/30/2021 FY 2021-2022 EDUCATIONAL REI	3,000.00	3,000.00
	Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
94053	9/28/2021	00001358	PD: SBSB-EOC TRAINING CENTEVC54395	9/7/2021	08/31/2021 TRAINING-DRIVER TF	251.00	251.00
		Voucher:					
94054	9/28/2021	0012846	PECKHAM & MCKENNEY, INC. 1-ADMIN SERVICE	9/1/2021	1/3 OF CONTRACT BALANCE RE	8,000.00	8,000.00
		Voucher:					
94055	9/28/2021	0013151	PEREZ, ISABEL Ref000289120	7/20/2021	UB REFUND CST #00062453 - 92:	61.57	61.57
		Voucher:					
94056	9/28/2021	00004717	PETTY CASH- GENERAL FUND - 7/15/21-9/14/21	9/16/2021	7/15/21-9/14/21: PETTY CASH RE	922.26	922.26
		Voucher:					
94057	9/28/2021	00002335	PITNEY BOWES SEP 2021	9/16/2021	SEP 2021: RESERVE ACCOUNT I	1,750.00	1,750.00
		Voucher:					
94058	9/28/2021	0011257	PK: GUILMETTE, ROBERT RGsummer0821	9/9/2021	YOGA 7/19/21-8/11/21	630.00	630.00
		Voucher:					
94059	9/28/2021	0010624	PK: SANCHEZ, MARIBEL MSsummer0821	8/14/2021	ZUMBA 7/21/21-8/14/21	315.00	315.00
		Voucher:					
94060	9/28/2021	0009511	PRADO FAMILY SHOOTING RANG5747	8/29/2021	8/27/2021- TRAINING RANGE REI	300.00	
		Voucher:	5743	8/22/2021	8/29/2021- TRAINING RANGE REI	700.00	1,000.00
94061	9/28/2021	0009041	PRES TECH EQUIPMENT COMPAINV-000351	8/19/2021	VALVE TRAILER TRAINING	1,100.00	1,100.00
		Voucher:					
94062	9/28/2021	0011466	PRINCIPAL LIFE INSURANCE CO. SEP 2021	8/28/2021	SEP 2021-ADJ FOR MISC & SWO	2,586.53	2,586.53
		Voucher:					
94063	9/28/2021	00004055	PROFORCE LAW ENFORCEMENT1458921	8/17/2021	TASER HOLSTER X26P BLACKH/	389.52	389.52
		Voucher:					
94064	9/28/2021	0013181	RADIOLOGY MEDICAL GROUP OI082225967	8/5/2021	M. MUNOZ 6/11/2021	188.00	188.00
		Voucher:					
94065	9/28/2021	00000416	RAPID-O-PRINT 23563	8/9/2021	YARD SALE PERMITS	843.41	843.41
		Voucher:					
94066	9/28/2021	00004773	RET: ALMANZA, JOSEPH A SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
		Voucher:					
94067	9/28/2021	0009815	RET: AMEY, ISAAC D SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:					
94068	9/28/2021	0008275	RET: AROCHA, FRANCIS X. SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
		Voucher:					
94069	9/28/2021	00001840	RET: BLASKA, WILLIAM MIKE SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
		Voucher:					

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
94070	9/28/2021	00004776	RET: CARTER, LLOYD B	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
		Voucher:						
94071	9/28/2021	00000495	RET: CHAVEZ, ANTHONY A	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94072	9/28/2021	0006505	RET: CORBET, RONALD	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
		Voucher:						
94073	9/28/2021	00004777	RET: DAY, ROBERT A	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
		Voucher:						
94074	9/28/2021	0008746	RET: DELEON, RUBEN	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94075	9/28/2021	0011326	RET: GALVAN, RAY A.	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94076	9/28/2021	0006508	RET: GOMEZ, JOSEPH C.	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94077	9/28/2021	0006509	RET: HAMMOND, DONNA	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94078	9/28/2021	0010881	RET: KOOPMANS, WILLIAM O.	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94079	9/28/2021	0010410	RET: LEO, FRANK	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94080	9/28/2021	00003833	RET: MOOMEY, STEVEN	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	518.00	518.00
		Voucher:						
94081	9/28/2021	00003798	RET: RANGEL, ARMANDO	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94082	9/28/2021	00000458	RET: SEWELL, ELAINE	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94083	9/28/2021	00000459	RET: SEWELL, KENNETH R	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
94084	9/28/2021	0009447	RWC GROUP	XA301037169:01	8/18/2021	UNIT#284 PUMP KIT AND WATER	536.43	536.43
		Voucher:						
94085	9/28/2021	00004821	S & J SUPPLY COMPANY, INC.	S100179414.001	8/23/2021	BRASS MATERIAL FOR WATER F	1,425.46	
		Voucher:		S100179624.001	8/26/2021	WATER SUPPLIES	268.25	1,693.71
94086	9/28/2021	0006697	SAFARILAND	I010-3900097	8/25/2021	TRANZPORT HOOD-30 JAIL	262.49	262.49
		Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
94087	9/28/2021	0008369	SAFETY-KLEEN SYSTEM, INC	86854290	8/2/2021	MOTOR OIL AND RECYCLING FE	1,004.28	
		Voucher:		86854294	7/30/2021	MOTOR OIL AND RECYCLING OIL	1,004.28	2,008.56
94088	9/28/2021	0013154	SALCEDO, RODRIGO	Ref000289123	7/20/2021	UB REFUND CST #00063627 - 89	143.11	143.11
		Voucher:						
94089	9/28/2021	0013175	SANABRIA, LEONIDAS	Ref000289754	8/30/2021	UB REFUND CST #00058348 - 95	75.95	75.95
		Voucher:						
94090	9/28/2021	00004834	SECURITY SIGNAL DEVICES SYSS-01053426		8/17/2021	MODIFY PANEL PROGRAMMING	253.50	
		Voucher:	R-00295683		7/1/2021	FY 2021/22: PUBLIC WORKS LOC	3,970.09	
			R-00295925		6/9/2021	FY 2021/22: PARKS & REC LOCA	7,992.10	
			S-01053307		8/16/2021	UPDATE KEYPAD CODES AT GIR	139.00	
			R-00290881		6/9/2021	FY 2021/22: CIVIC CENTER LOCA	6,442.72	
			R-00291255		6/9/2021	7/1/21-9/30/21: FY 2021/22: WATE	6,892.56	25,689.97
94091	9/28/2021	0012588	SHI	B13884943	8/6/2021	SHI DATTO ENTERPRISE 24TB IN	21,487.71	21,487.71
		Voucher:						
94092	9/28/2021	0013128	SILVA, SILVANO	Ref000287735	7/14/2021	UB REFUND CST #00057038 - 86	44.23	44.23
		Voucher:						
94093	9/28/2021	00004857	SMITH FASTENER COMPANY	0034628	8/16/2021	25- FLAT SOCKET CAPS	8.27	8.27
		Voucher:						
94094	9/28/2021	0012098	SO CAL COMPTON PIPE SUPPLY 2366		8/18/2021	FIRE HYDRANT SPOOL AND MAT	142.43	142.43
		Voucher:						
94095	9/28/2021	0013072	STATEWIDE SAFETY SYSTEM	40010354	7/20/2021	REPLACEMENT OF STREET NAM	17,583.40	17,583.40
		Voucher:						
94096	9/28/2021	0005394	STEVE SWAIN INVESTIGATOR	1408	8/18/2021	BACKGROUND INVESTIGATION I	1,049.95	
		Voucher:	1404		7/29/2021	BACKGROUND INVESTIGATION I	1,049.95	
			1407		8/18/2021	BACKGROUND INVESTIGATION I	1,000.00	
			1406		8/18/2021	BACKGROUND INVESTIGATION I	1,000.00	4,099.90
94097	9/28/2021	0008773	STOTZ EQUIPMENT	P42509	8/19/2021	EQUIPMENT REPAIR PARTS	824.24	824.24
		Voucher:						
94098	9/28/2021	00002639	STRADLING YOCCA CARLSON & 379164-0026		8/22/2021	THRU 7/31/21-SUCCESSOR AGEI	1,909.00	1,909.00
		Voucher:						
94099	9/28/2021	0011468	SUPERIOR VISION SERVICES, IN552484		9/1/2021	SEP 2021 - ADJ FOR ACTIVE SW	68.73	68.73
		Voucher:						
94100	9/28/2021	0013169	SWISHER, CLARENCE	Ref000289747	8/30/2021	UB REFUND CST #00044453 - 61	22.13	22.13
		Voucher:						

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
94101	9/28/2021	00004921	TARGET SPECIALTY PRODUCTS INVP500560026	8/16/2021	PESTICIDES - GROUNDS MAINT.	989.03	989.03
		Voucher:					
94102	9/28/2021	0012518	THE HITT COMPANIES OE-96777	7/9/2021	(1)NAMEPLATE 2'X8" BLACK BAC	22.27	22.27
		Voucher:					
94103	9/28/2021	0008153	TIME WARNER CABLE- 0507757081521	8/15/2021	8/15/21-9/14/21: FOR CITY YARD	25.39	25.39
		Voucher:					
94104	9/28/2021	00001928	U.S. POSTAL SVC/PITNEY BOWE/AUG 2021	9/3/2021	AUG 2021 POSTAGE	451.17	451.17
		Voucher:					
94105	9/28/2021	0012997	UNITED SITE SERVICES OF, CALI114-12342164	8/30/2021	8/27/21-9/23/21: 2 MONTHS OF P	232.03	
		Voucher:	114-12246039	7/31/2021	7/30/21-8/26/21: 12 MONTHS OF F	190.37	422.40
94106	9/28/2021	0011926	URM TECHNOLOGIES, INC. 0071296	8/31/2021	AUG 2021 - STORAGE	34.20	
		Voucher:	0071297	8/31/2021	AUGUST 2021 - ACCT	83.37	
			0070437	7/31/2021	JULY 2021 - STORAGE	34.20	
			0070440	7/31/2021	JULY 2021 - AR	73.41	
			0071300	8/31/2021	AUGUST 2021 - MISC	59.70	
			0071302	8/31/2021	AUGUST 2021 - PERS	45.60	
			0070442	7/31/2021	JULY 2021 - PAYROLL	17.10	
			0070443	7/31/2021	JULY 2021 - PERS	45.60	
			0071299	8/31/2021	AUGUST 2021 - AR	18.30	
			0071298	8/31/2021	AUGUST 2021 - AP	45.00	
			0070441	7/31/2021	JULY 2021 - MISC	59.70	
			0070438	7/31/2021	JULY 2021 - ACCNT	28.50	
			0070439	7/31/2021	JULY 2021 - AP	45.00	
			0071301	8/31/2021	AUGUST 2021 - PAYROLL	17.10	606.78
94107	9/28/2021	00003928	US BANK TRUST N.A. 788757000-OCT/2	10/1/2021	OCT 2021: COSG 2005 PENSION	167,814.33	167,814.33
		Voucher:					
94108	9/28/2021	0012817	UTILITY COST MANAGEMENT LL(24953	5/27/2021	9/1/20-3/1/21: UTILITY AUDIT SER	3,933.72	3,933.72
		Voucher:					
94109	9/28/2021	0012679	VECTORUSA 89567	8/11/2021	7/28/21-LABOR 2 HR	650.00	650.00
		Voucher:					
94110	9/28/2021	0013126	VELASQUEZ, CARLOS Ref000287733	7/14/2021	UB REFUND CST #00062159 - 81i	94.21	94.21
		Voucher:					
94111	9/28/2021	00000379	VERIZON BUSINESS 61270037	9/10/2021	BILLING PRD- 08/01/21 -08/31/21	84.29	84.29
		Voucher:					

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
94112	9/28/2021	00001848	VERIZON WIRELESS	9886797831	8/21/2021	BILLING PRD- 7/22/21-8/21/21 - PI	2,326.77	
		Voucher:		9887001588	8/23/2021	7/24/21-8/23/21: PD - IPAD AIRTIM	76.02	2,402.79
94113	9/28/2021	00002634	VULCAN MATERIALS COMPANY	341536	8/31/2021	FINANCE CHARGES FOR PAST II	30.34	30.34
		Voucher:						
94114	9/28/2021	0011064	W.A. RASIC CONSTRUCTION, CO	343361	8/2/2021	AMENDMENT NO. 1 TO CONTRA	136,087.03	
		Voucher:		343306	7/9/2021	AMENDMENT NO. 1 TO CONTRA	47,936.84	184,023.87
94115	9/28/2021	00004423	WALTERS WHOLESALE ELECTRIC	S118712644.001	8/11/2021	FUSES FOR ELECTRICAL DIVISC	213.76	
		Voucher:		S118715552.001	8/11/2021	KLE FLASHLIGHTS FOR ELECTR	113.86	327.62
94116	9/28/2021	0010471	WEBSTER'S BEE'S REMOVAL SR	1847	8/26/2021	LARGE SWARM ON WALKWAY A	235.00	
		Voucher:		1845	8/26/2021	EXTRACTION OF LARGE BEE HI	235.00	470.00
94117	9/28/2021	0010476	WECK LABORATORIES INC	W1H1559-COSOL	8/24/2021	WATER QUALITY SAMPLING	130.00	
		Voucher:		W1H1566-COSOL	8/24/2021	WATER QUALITY SAMPLING	170.00	
				W1H1562-COSOL	8/24/2021	WATER QUALITY SAMPLING	130.00	
				W1H1783-COSOL	8/26/2021	WATER QUALITY SAMPLING	30.00	460.00
94118	9/28/2021	00000482	WEST COAST ARBORISTS, INC.	176114	8/15/2021	8/1/21-8/15/21: AMEND 2-TREE M	4,680.00	4,680.00
		Voucher:						
94119	9/28/2021	0011968	WEX BANK	73858560	9/6/2021	9/6/21 CLOSING DATE: SHELL G/	980.38	980.38
		Voucher:						
94120	9/28/2021	00001280	WILLDAN	00335096	8/9/2021	THRU 7/30/21: CAPITAL IMPROVE	16,120.00	16,120.00
		Voucher:						
94121	9/28/2021	0006745	XTREME AUTOBODY	2462	7/5/2021	UNIT#200 REPLACE FRONT WIN	280.00	280.00
		Voucher:						
94122	9/28/2021	00000062	ZIEGLER'S HARDWARE& SUPPLY	12139	8/16/2021	MATERIAL FOR FIRE SERVICE - I	12.62	
		Voucher:		12122	8/11/2021	LOCKS TO SECURE POOL REEL	43.86	
				12121	8/11/2021	POLICE STATION SINK REPAIRS	8.78	
				12124	8/11/2021	PAINTING ALL SAFETY STRIPS A	198.42	
				12130	8/12/2021	MATERIAL TO REPAIR WATER LII	35.82	
				12134	8/13/2021	CITY HALL ADMIN LUNCH ROOM	169.13	
				12120	8/11/2021	METAL MESH TO SECURE HOLE	52.79	
				12140 8/16/21	8/16/2021	GARAGE SPARE KEY	14.29	
				12147	8/18/2021	COPPER LINE LEAK IN POOL ME	147.64	
				12164	8/25/2021	STAPLE GUN FOR SIGNS ON BA	33.06	
				12178	9/1/2021	HEATER	110.24	826.65

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
2089357	8/31/2021	00004266	U.S. BANK CORPORATE PAYMEN				
		00003960	MAJESTIC TROPHY & AWARDS	021286	6/29/2021	RETIREMENT PLAQUE(DAVIS) PI	216.70
		0008456	NSCA	1002410542	7/7/2021	FITNESS PROFESSIONAL MEMB	145.00
		0012993	SPORTS FACILITIES GROUP, INCA	A14003	5/13/2021	BASEBALL FIELD SUPPLIES	885.23
		0005347	AMAZON.COM	112-5969782-7427	7/7/2021	BASEBALL FIELD SUPPLIES	157.64
		0005347	AMAZON.COM	112-2012620-9041	7/20/2021	AQUATIC SUPPLIES	68.88
		0005347	AMAZON.COM	113-5531485-7570	7/13/2021	SPORT CENTER OFFICE SUPPLI	20.43
		0009420	SPARKLETTS	16963364 062421	6/24/2021	DS SERVICES STANDARD COFF	39.87
		00001303	CPRS	85059	7/6/2021	JOB CENTER 30 DAY PLACEMEN	75.00
		0008452	CXTEC	7097398	6/30/2021	CISCO BACKUP INTERNET C356	360.26
		0008452	CXTEC	7097727	7/1/2021	CISCO 37500G POE SWITCH FO	633.69
		00001414	OFFICE DEPOT	022014	7/6/2021	USB PORTABLE FLASH DRIVES I	58.23
		0012596	ZOOM.US	INV98004862	7/20/2021	ZOOM STANDARD PRO MONTHL	119.92
		00004060	MCMaster-CARR SUPPLY CO	61893678	7/20/2021	PUNCH DOWN TOOL FOR TELEF	53.07
		00003960	MAJESTIC TROPHY & AWARDS	021267	6/15/2021	RETIREMENT PLAQUE(GONZALE	222.20
		00002871	ICC-INTERNATIONAL CODE COUN	101112939	7/1/2021	INTERNATIONAL CODE COUNCIL	219.00
		00004313	AT&T	JULY 2021	7/6/2021	JULY 2021 PHONE LINE FOR SEC	417.45
		0012474	THE HOME DEPOT DEPOT PRO	WA97835148	7/8/2021	SPORT CENTER SUPPLIES	119.90
		0006932	HARBOR FREIGHT TOOLS	049136	7/8/2021	SPORT CENTER SUPPLIES	79.90
		0010585	AUTOZONE STORES, INC.	036315	6/20/2021	SPORT CENTER SUPPLIES	40.77
		0006932	HARBOR FREIGHT TOOLS	036084	7/9/2021	SPORT CENTER SUPPLIES	63.78
		0005626	THE RIBBON LADY	21 062801	6/28/2021	CUSTOM EMBROIDERED RIBBIC	955.00
		0008155	DROPBOX.COM	QXHH3WPPJF5F	7/14/2021	07/14/21-7/14/22 BUSINESS STAM	450.00
		0005626	THE RIBBON LADY	21062802	6/28/2021	CUSTOM EMBROIDERED RIBBIC	612.00
		0013078	B&H PHOTO	1075454132	6/22/2021	CULTURAL ARTS PACKING SUPP	109.70
		0005638	CAEZ	26731509	6/23/2021	CULTURAL ARTS PACKING SUPP	495.00
		0008153	TIME WARNER CABLE-	0426602062521	6/25/2021	6/25/21-7/24/21 SPECTRUM SUBS	233.81
		0008153	TIME WARNER CABLE-	0586090062621	6/26/2021	6/26/21-7/25/21 SPECTRUM SUBS	242.35
		0008153	TIME WARNER CABLE-	0426271061421	6/14/2021	06/14/21-07/13/21 FOR GIRLS CLI	15.86
		0008153	TIME WARNER CABLE-	0586017061821	6/18/2021	6/18/21 - 07/13/21 SPECTRUM SU	601.93
		0008153	TIME WARNER CABLE-	0490491062721	6/27/2021	6/27/21-7/26/21 SPECTRUM SUBS	233.81
		0008153	TIME WARNER CABLE-	0500034062721	6/27/2021	6/27/21-7/26/21 SPECTRUM SUBS	233.81
		0008153	TIME WARNER CABLE-	0435603061421	6/14/2021	6/14/21-7/13/21 SPECTRUM SUBS	130.56
		0008153	TIME WARNER CABLE-	0426263061421	6/14/2021	06/14/21- 7/13/21 SPECTRUM SU	5.29
		0005368	PRINTCO DIRECT	MS0020997758	7/1/2021	FACE MASK WEARING REQUIRE	5,247.90

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
		0013120	OFFICE REPLACEMENTS PARTS,HNN42	7/14/2021	OFFICE REPLACEMENT PARTS	241.80	
		00000415	NATIONAL CONSTRUCTION REN'6172856	9/16/2021	NATIONAL CONSTRUCTION REN	538.56	
		0005422	SHERATON HOTELS 875550	7/18/2021	TRAINING: SEXUAL ASSAULT INV	779.34	
		0013136	AMERICAN ALLIANCE MUSEUMS 539858	6/24/2021	CULTURAL ARTS MEMBERSHIP	90.00	
		0008452	CXTEC 1238434	6/23/2021	REPLACEMENT CISCO PHONE	191.71	
		00000268	HOME DEPOT CREDIT SERVICESH6627-248063	7/7/2021	PD MICROWAVE PO# 0006373	116.70	
		0008452	CXTEC 1713844	7/14/2021	REPLACEMENT CISCO PHONES	280.58	
		0008155	DROPBOX.COM T5R26YSGR1LW	6/30/2021	6/30/21-7/30/21 DROPBOX BUSIN	45.00	
		0006932	HARBOR FREIGHT TOOLS 012777	7/9/2021	SPORTS CENTER SUPPLIES	18.70	
		00000322	SAM'S CLUB 6806821455	6/22/2021	CULTURAL ARTS PACKING SUPP	1,763.82	
		0006437	ULINE 57987492-1	6/17/2021	CREDIT CARD PURCHASES FOR	1,298.90	
		0005347	AMAZON.COM 113-8027166-7649	6/28/2021	CULTURAL ARTS PACKING SUPP	3.85	
		0005347	AMAZON.COM 113-5573014-2195	6/28/2021	CULTURAL ARTS PACKING SUPP	45.71	
		0005368	PRINTCO DIRECT MQ0023629807	7/8/2021	SPECIAL EVENT MOVIE BANNER	317.56	
		0009649	AT&T JUNE-2021	6/29/2021	JUNE 2021 INTERNET SERVICES	124.14	
		0005368	PRINTCO DIRECT 83713	6/23/2021	BANNERS & HARDWARE FOR AF	1,299.85	
		0013139	CENTURY MARTIAL ARTS CW00783126	7/15/2021	FITNESS CENTER PROGRAM SL	746.84	
		0012205	SOUTH COAST SHINGLE CO., IN(81448	6/23/2021	HOLLYDALE PARK PROJECT BOI	86.00	
		0013081	ECS AUTOMOTIVE CONCEPTS, L142264	6/23/2021	REPLACEMENT LABLE DECAL U	93.95	
		0010585	AUTOZONE STORES, INC. 079256	6/30/2021	TRIPLE BALL MOUNT-TOW HITCH	104.16	
		00003963	RESOURCE BUILDING MATERIAL3153314	7/1/2021	BASEBALL DIAMOND CLAY	217.25	
		0011323	PRO GROWERS, INC. 18059-1	7/14/2021	PLANTS-HOLLYDALE PARK PRO.	347.12	
		00000355	BISHOP CO REC-876528	7/20/2021	E-Z REACHER LITTER PICK UP T	247.90	
		00003843	NORTH STAR ELECTRONICS, LL(2886	7/20/2021	NEW UNIT # 401 & #403 INSTALL	439.50	
		00003843	NORTH STAR ELECTRONICS, LL(2885	7/20/2021	UNIT # 401 REVERSE CAMERA S	704.00	
		0005347	AMAZON.COM 111-3370702-6102	6/24/2021	MOSQUITO REPELANT	44.04	
		0007802	AIS SPECIALTY PRODUCTS, INC PSI389795	3/31/2021	REPLENISH CUSTODIAL SUPPLI	904.75	
		0007984	O'REILLY AUTO PARTS 3063-414456	6/30/2021	O'RIEILLY AUTO PARTS	105.80	
		0012205	SOUTH COAST SHINGLE CO., IN(403775	6/22/2021	HOLLYDALE PARK LANDSCAPE I	949.00	
		0005347	AMAZON.COM 113-0049749-6559	6/23/2021	CULTURAL ARTS PACKING SUPP	30.85	
		0005347	AMAZON.COM 113-5377906-8993	6/21/2021	CULTURAL ARTS PACKING SUPP	196.28	
		0006437	ULINE 83713	6/23/2021	CREDIT CARD PURCHASES FOR	1,784.40	
		00000461	COMMERCIAL TRANSPORTATION3619	5/1/2021	BEHIND THE WHEEL TRAINING F	1,223.76	
		00005094	A Y NURSERY INC 100	4/1/2021	GRAPE MYRTLE TREE	44.81	
		0012703	OCEAN BLUE ENVIRONMENTAL, 35429	7/27/2021	HOMELESS ENCAMPMENT REM	800.00	

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
0005347		AMAZON.COM	112-3749210-8655	6/24/2021	PANASONIC TOUGHBOOK KEYB	330.64	
0005347		AMAZON.COM	112-4872321-1678	6/30/2021	15"/16" LAPTOP BAG	20.94	
0005347		AMAZON.COM	112-7872932-1093	7/8/2021	SFP CONNECTORS FOR PD FIRE	78.21	
0005347		AMAZON.COM	112-0205886-3899	7/13/2021	IPHONE XR PROTECTOR CASE	18.73	
0013080		ARCHIVAL METHODS	222796	6/18/2021	CULTURAL ARTS PACKING SUPP	523.50	
0013079		AASLH, ON LINE REGISTRATION	6056474	6/22/2021	CULTURAL ARTS PACKING SUPP	390.00	
0013142		PRAETORIAN DIGITAL, INC.	6/22/2021	6/22/2021	TRAINING: ONLINE TRAINING TH	99.00	
0013143		CONTINUING EDUCATION UNLIM	000125	6/23/2021	TRAINING: FIRST AID CPR INSTF	500.00	
0010091		CALIFORNIA SEXUAL ASSAULT	8069179	6/25/2021	MEMBERSHIP AND DUES:CALIFC	50.00	
0013144		LEAD FAUCET TACTICAL	89612	6/30/2021	TRAINING: CLOSE QUARTER INE	650.00	
0011042		RELIAS LEARNING	0202026523	6/30/2021	TRAINING:STC MANDATED ONLI	35.00	
0013145		DRAFTING EQUIPMENT WAREHC	0013145	7/7/2021	TRAINING: TRAINING MATERIALS	88.75	
00001398		PD: ORANGE COUNTY SHERIFF'S	874568	7/7/2021	TRAINING: INTERMEDIATE TRAF	135.00	
0007772		PD: D-PREP, LLC	OSI20210715-16	7/15/2021	TRAINING: INVESTIGATIVE, INTE	498.00	
0012471		BEHAVIORAL ANALYSIS TRAININ	0708202101	7/8/2021	TRAINING: OFFICER INVOLVED (481.00	
0013146		DAYS INNN -CARLSBAD	83224EC025400	7/11/2021	TRAINING: INVESTIGATIVE, INTE	165.65	
0006537		EXPEDIA	72128956949251	7/12/2021	TRAINING: INVESTIGATIVE, INTE	764.03	
0005347		AMAZON.COM	113-1289286-0349	6/21/2021	CULTURAL ARTS PACKING SUPP	45.84	
0013132		HOLLINGER METAL EDGE, INC.	HO622238	6/22/2021	CREDIT CARD PURCHASES FOR	1,235.68	
0005372		SUBWAY	SUBWAY 6/24/202	6/24/2021	JUNE 23, 2021 FOOD FOR SPECI	98.47	
0005723		SOUTHWEST AIRLINES	3LJHM	6/21/2021	SEP 22-24 FLIGHT FOR D. DIZA A	222.96	
0005347		AMAZON.COM	112-2654683-3446	6/21/2021	RECORDING EQUIPMENT FOR M	344.58	
0005347		AMAZON.COM	112-0878819-6898	6/23/2021	RECORDING EQUIPMENT FOR M	52.34	
0005723		SOUTHWEST AIRLINES	112-9950363-3033	6/21/2021	RECORDING EQUIPMENT FOR M	218.30	
00002342		INDEPENDENT CITIES ASSOCIAT	pi_1J7nDJ2frMS7c	6/29/2021	INDEPENDENT CITIES ASSOCIAT	700.00	
00002342		INDEPENDENT CITIES ASSOCIAT	6/29/2021	6/29/2021	INDEPENDENT CITIES ASSOCIAT	700.00	
0008153		TIME WARNER CABLE-	0600966062221	6/22/2021	6/22/21-7/21/21 SPECTRUM SUBS	119.99	
0008153		TIME WARNER CABLE-	0495151060721	6/7/2021	06/07/21-07/06/21 FOR SPORTS C	129.99	
00003730		LEAGUE OF CALIFORNIA CITIES	465639	7/7/2021	SEP 22-24 LEAGUE OF CA CITIES	550.00	
00002342		INDEPENDENT CITIES ASSOCIAT	PI_1JADDZW2FRI	7/7/2021	AUG 26-29 INDEPENDENT CITIES	700.00	
00002342		INDEPENDENT CITIES ASSOCIAT	PI_1JADGP2FRM	7/7/2021	AUG 26-29 INDEPENDENT CITIES	700.00	
00004195		CCCA	3250	7/7/2021	SEP 17-19 CA CONTRACT CITIES	1,950.00	
0005723		SOUTHWEST AIRLINES	2CHXCP	7/7/2021	AUG 30- 31 2021 FLIGHT FOR D.	68.98	
0005723		SOUTHWEST AIRLINES	2CM3PG	7/7/2021	AUG 30- 31 2021 FLIGHT FOR D.	48.98	
0009026		TGI FRIDAY'S RESTAURANT	1377540310	7/13/2021	JULY 13, 2021 DINNER FOR CITY	105.77	

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
		0013147 JACK IN THE BOX	JACK IN THE BOX	7/14/2021	JULY 13 2021 DINNER FOR CITY	28.60	
		0005723 SOUTHWEST AIRLINES	4NEPWX	7/19/2021	SEP 22-24, 2021 LEAGUE OF CA	133.98	42,773.48
01904188	7/29/2021	00000343 PUBLIC EMPLOYEES RETIREMENT	07012021	7/22/2021	FY 21/22 UNFUNDED LIABILITY-	7,764,892.00	7,764,892.00

Voucher:

Sub total for BANK OF THE WEST: 8,979,323.39

180 checks and 2 wire transfers in this report.

Grand Total All Checks and Wire Transfers: 8,979,323.39

Void Checks

Bank code: botw	Bank code: efbotw
Check # Date	(none)
94042 9/28/2021	
94043 9/28/2021	

WARRANT REGISTER FOR COUNCIL MEETING 9/28/2021

PART V

apChkLst
09/16/2021 10:10:11AM

Final Check List
CITY OF SOUTH GATE

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Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
2155	9/16/2021	00004836	SEIU LOCAL 721 CTW CLC-23900Ben290287	9/16/2021	SEIU DUES: PAYMENT	3,041.44	3,041.44
		Voucher:					
2156	9/16/2021	00002370	INTERNAL REVENUE SERVICE Ben290289	9/16/2021	MEDICARE: PAYMENT	153,122.72	153,122.72
		Voucher:					
2157	9/16/2021	00000343	PUBLIC EMPLOYEES RETIREMENBen290291	9/16/2021	PERS RETIREMENT: PAYMENT	222,037.90	222,037.90
		Voucher:					
2158	9/16/2021	00001186	EMPLOYMENT DEVELOPMENT DBen290293	9/16/2021	SDI: PAYMENT	51,774.74	51,774.74
		Voucher:					
2159	9/16/2021	00000004	NATIONWIDE RETIREMENT SOLLBen290295	9/16/2021	DEF COMP NATIONWIDE: PAYME	55,342.20	55,342.20
		Voucher:					
2160	9/16/2021	00004996	SEIU-COPE LOCAL 721, LA/OC CIBen290297	9/16/2021	SEIU- COPE LOCAL 721 DEDUCT	39.00	39.00
		Voucher:					
2161	9/16/2021	00004988	CHILD SUPPORT ON-LINE, STATEBen290299	9/16/2021	CHILD SUPPORT-ONLINE: PAYMI	1,905.96	1,905.96
		Voucher:					
Sub total for BANK OF THE WEST:							487,263.96
Grand Total All Wire Transfers:							487,263.96

7 wire transfers in this report.

WARRANT REGISTER FOR COUNCIL MEETING 9/28/2021

PART VI

apChkLst
09/21/2021 1:26:13PM

Final Check List
CITY OF SOUTH GATE

Page: 1

Bank : efbotw BANK OF THE WEST EFT

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1014	9/28/2021	0012466	RET: ADAMS, PAUL L.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,299.14	1,299.14
			Voucher:					
1015	9/28/2021	0005570	RET: ALONZO, ANTHONY	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1016	9/28/2021	0012843	RET: AUSTIN A., BYRON	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	776.88	776.88
			Voucher:					
1017	9/28/2021	0005813	RET: AVILA, VINCENT	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,196.68	1,196.68
			Voucher:					
1018	9/28/2021	0012982	RET: BONILLA CLAYTON, YADIRA	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1019	9/28/2021	00001265	RET: BRASSFIELD, CHARLES R	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
			Voucher:					
1020	9/28/2021	0006324	RET: BURBACH, MAUREEN	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1021	9/28/2021	0012844	RET: CAMACHO, EDWARD	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1022	9/28/2021	00000817	RET: CHRIST, DOUGLAS F	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
			Voucher:					
1023	9/28/2021	00003408	RET: DAMRON, ROGER V	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
			Voucher:					
1024	9/28/2021	00001776	RET: EADE, JOANN	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	181.48	181.48
			Voucher:					
1025	9/28/2021	00003973	RET: EADS, KENNETH P.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	990.16	990.16
			Voucher:					
1026	9/28/2021	00003853	RET: FANNIN, ZONA	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1027	9/28/2021	0008820	RET: FERNANDEZ, CARLOS	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1028	9/28/2021	00004403	RET: FIELD, GARY	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1029	9/28/2021	0006507	RET: FIGUEROA, GLORIA A.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1030	9/28/2021	00000605	RET: FORRESTER, BOB L	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
			Voucher:					

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1031	9/28/2021	0005355	RET: GALBREATH, RUSSELL	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	968.20	968.20
			Voucher:					
1032	9/28/2021	0011186	RET: GAMBOA, OSCAR	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1033	9/28/2021	00000496	RET: GEORGE, RONALD P	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
			Voucher:					
1034	9/28/2021	0013121	RET: GONZALES, LORETTA	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1035	9/28/2021	00003940	RET: GONZALEZ, HIRAM	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1036	9/28/2021	0006328	RET: GUTIERREZ, MANUEL	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1037	9/28/2021	0006510	RET: HERNANDEZ, MARIA	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1038	9/28/2021	0008059	RET: HILL, GARY	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1039	9/28/2021	0006329	RET: HOMSHER, HUGH	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1040	9/28/2021	0012845	RET: HUGAR L., JAMES	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1041	9/28/2021	00004784	RET: HUNTRODS, RICHARD F	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	239.00	239.00
			Voucher:					
1042	9/28/2021	0009521	RET: HUPP, KEITH	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1043	9/28/2021	0008058	RET: INMAN, RONALD	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1044	9/28/2021	00004785	RET: IRISH, TERRY F	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
			Voucher:					
1045	9/28/2021	0013163	RET: JOHN DAVIS, RANDALL	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1046	9/28/2021	0011110	RET: JOHNSON, GERALD	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1047	9/28/2021	00004787	RET: KENNEDY, GARY E	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
			Voucher:					

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1048	9/28/2021	0005356	RET: KEY, ANDREW	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1049	9/28/2021	0011111	RET: KOOMEN, SHERI L.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1050	9/28/2021	0009946	RET: LEFEVER, STEVEN A.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	200.00	200.00
			Voucher:					
1051	9/28/2021	00004789	RET: LILLEY, RAYMOND E	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
			Voucher:					
1052	9/28/2021	0012707	RET: LLOYD, BRUCE W.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1053	9/28/2021	0012927	RET: LONG, PENG	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1054	9/28/2021	0005633	RET: LOPEZ, ALFONSO	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	590.37	590.37
			Voucher:					
1055	9/28/2021	0006511	RET: LOPEZ, RAMON A.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1056	9/28/2021	0009453	RET: LOPEZ, VERONICA	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1057	9/28/2021	0007656	RET: MATSUKIYO, DAVID	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,135.20	1,135.20
			Voucher:					
1058	9/28/2021	00003328	RET: MOSBY, DOROTHEA S	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	200.00	200.00
			Voucher:					
1059	9/28/2021	0011895	RET: MUNOZ, ALFREDO	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1060	9/28/2021	00003239	RET: NASSAR, SAMI R	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	200.00	200.00
			Voucher:					
1061	9/28/2021	0012468	RET: ORTIZ, JULIAN	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	526.84	526.84
			Voucher:					
1062	9/28/2021	0012467	RET: PATINO, IGNACIO M.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1063	9/28/2021	0011522	RET: PELLERIN, ROBERT	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1064	9/28/2021	00005237	RET: PEREZ, SUSAN	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1065	9/28/2021	0010733	RET: PIXLER, DAVID	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
		Voucher:						
1066	9/28/2021	00004794	RET: POWELL, ROBERT K.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
		Voucher:						
1067	9/28/2021	0006326	RET: RAMIREZ, VIRGINIA	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
1068	9/28/2021	0006327	RET: RASCO, ANGELA	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
1069	9/28/2021	00003630	RET: REGALADO, MARY	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
1070	9/28/2021	0011967	RET: RIVERA, FRANK J.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	526.77	526.77
		Voucher:						
1071	9/28/2021	0011978	RET: RIVERA, HANNAH TELLEZ-C	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	526.77	526.77
		Voucher:						
1072	9/28/2021	0012837	RET: RODRIGUEZ, ANNA	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
1073	9/28/2021	0012682	RET: RUIZ, NELLIE	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
1074	9/28/2021	0011112	RET: SALDIVAR, MARIO M.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
		Voucher:						
1075	9/28/2021	00001867	RET: SCHMID, BEATRICE J	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
1076	9/28/2021	0009865	RET: SCHRADER, GEORGE R.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,131.00	1,131.00
		Voucher:						
1077	9/28/2021	0011521	RET: SCOTT, DAVID	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
		Voucher:						
1078	9/28/2021	0006513	RET: SHETTER, RANDOLPH M.	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
		Voucher:						
1079	9/28/2021	00000869	RET: SMITH, CHARLES R	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
		Voucher:						
1080	9/28/2021	00004796	RET: SPEELMAN, PATRICIA L	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
		Voucher:						
1081	9/28/2021	00002147	RET: SPROWLS, KENNETH C	SEPTEMBER 202	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
		Voucher:						

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
1082	9/28/2021	0008313	RET: SULLIVAN, DARREN	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,242.35	1,242.35
			Voucher:					
1083	9/28/2021	0006512	RET: TATTI, WILLIAM P.	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1084	9/28/2021	0012960	RET: TAYLOR, TOM C.	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1085	9/28/2021	0005357	RET: TODD, ROBERT M.	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,196.68	1,196.68
			Voucher:					
1086	9/28/2021	0012959	RET: TREJO, RAMONA M	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1087	9/28/2021	00003573	RET: VAN LIEROP, MARTIN G	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	206.97	206.97
			Voucher:					
1088	9/28/2021	00003959	RET: WADE, RICHARD	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	238.25	238.25
			Voucher:					
1089	9/28/2021	0007655	RET: WELLS, GREGORY	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	526.84	526.84
			Voucher:					
1090	9/28/2021	00004379	RET: WHALEN, HARVEY	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	150.00	150.00
			Voucher:					
1091	9/28/2021	00000498	RET: WILLIAMS, GALE M	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	250.00	250.00
			Voucher:					
1092	9/28/2021	0008821	RET: WILLIAMS, TIMOTHY	SEPTEMBER 2021	9/7/2021	SEPTEMBER 2021- RETIREE MEI	1,196.54	1,196.54
			Voucher:					

Sub total for BANK OF THE WEST EFT: 42,623.72

79 EFTs in this report.

Grand Total All EFTs: 42,623.72

**WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING OF 9/28/2021**


TOTAL PART I - PREPAID CHECKS (9/9/2021)	2,125.00
TOTAL PART II - PREPAID CHECK (9/15/2021)	463,849.54
TOTAL PART III - PAYROLL-RELATED CHECKS	1,538.28
TOTAL PART IV - ACCOUNTS PAYABLE CHECKS & WIRE TRANSFERS	8,979,323.39
TOTAL PART V - PAYROLL-RELATED WIRE TRANSFERS	487,263.96
TOTAL PART VI - ACCOUNTS PAYABLE EFTs	42,623.72
	<hr/>
SUB - TOTAL	9,976,723.89
LESS: VOIDS	(703.00)
LESS: EMPLOYEE PAYROLL DEDUCTIONS	(327,614.15)
	<hr/>
GRAND TOTAL	9,648,406.74
	<hr/> <hr/>

**SOUTH GATE CITY COUNCIL
WARRANT APPROVAL AND CANCELLATION**

Warrant Number **93935** to Warrant Number **94122** inclusive, plus Wire Transfers and EFTs totaling **\$9,648,406.74**, as listed on the accompanying Accounts Payable Warrant Register of **September 28, 2021** are approved as presented, with the exception of the following voided and replacement warrants:

Check	Vendor	Check Date	Amount	Reason for Void
93891	PRO FORCE LAW ENFORCEMENT	9/7/2021	\$ 703.00	WRONG VENDOR. REISSUED
94042	N/A	9/28/2021	\$ 0.00	OFFICE DEPOT DESCRIPTION OVERFLOW
94043	N/A	9/28/2021	\$ 0.00	OFFICE DEPOT DESCRIPTION OVERFLOW
GRAND TOTAL OF VOIDED & REPLACEMENT CHECKS			703.00	

CITY AUDITOR

CITY MANAGER
 9/21/21

DIRECTOR OF ADMINISTRATIVE SERVICES

Pursuant to action of the City Council on **September 28, 2021** at a regular or adjourned meeting, the City Treasurer was ordered to pay and/or cancel the above warrants, wire transfers & ETFs, as approved.